Metropolitan Transportation Plan 2025-2050

Laredo & Webb County Area

ADOPTED

By the MPO Policy Committee on January 15, 2025

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List of Acronyms

3-C: Continuing, Cooperative, and comprehensive

AADT: Average Annual Daily Traffic

AASHTO: American Association of State Highway and Transportation Officials

ACS: American Community Survey

ADATS: Air Traffic Activity Data System

AGIS: Airport Geographic Information System

AIP: Airport Improvement Program

APT: Annual Passenger Trips

AVI: Automated Vehicle Identification

AVL: Automated Vehicle Location

BIL: Bipartisan Infrastructure Law

BTMP: Texas-Mexico Border Transportation Master Plan

BTS: Bureau of Transportation Statistics

CCTV: Closed-Circuit Television

CFR: Code of Federal Regulations

CMP: Congestion Management Process

CNG: Compressed Natural Gas

COA: Comprehensive Operational Analysis

COFC: Container on Flat Car

COMPAT: Congestion Management Process Assessment Tool

CPI: Consumer Price Index

CPKC: Canadian Pacific Kansas City

CRFC: Critical Rural Freight Corridors

CRIS: TxDOT Crash Records Inventory System

CSA: Combined Statistical Area

CSJ: Control-Section Jobs

CUFC: Critical Urban Freight Corridors

DMS: Dynamic Message Signs

DNL: Day-Night Sound Level

DNR: Dynamic Range

DOD: Department of Defense

DOT: Department of Transportation

DTA: Dynamic Traffic Assignment

DVAS: Digital Video Audit System

EPA: Environmental Protection Agency

FAA: Federal Aviation Association

FAF5: Freight Analysis Framework 5

FAST ACT: Fixing America's Surface Transportation Act

FEMA: Federal Emergency Management Agency

FHWA: Federal Highway Administration

FLMA: Federal Land Management Agency

FM: Farm-to-Market

FMCSA: Federal Motor Carrier Safety Administration

FTA: Federal Transit Administration

FTZ: Foreign Trade Zone

FWS: U.S. Fish and Wildlife Services

FY: Fiscal Year

GIS: Geographic Information Systems

GPS: Global Positioning System

GSA: General Services Administration

HAZMAT: Hazardous Materials

HCM: Highway Capacity Manual

HM: Hazardous Materials

HOT: High-Occupancy Toll

HOV: High-Occupancy Vehicle

HSIP: Highway Safety Improvement Program

HTG: Hendrickson Transportation Group

IFR: Instrument Flight Rule

IH: Interstate Highway

IIJA: Infrastructure Investment and Jobs Act

ILS: Instrument Landing System

IRI: International Roughness Index

ITS: Intelligent Transportation Systems

LEP: Limited English Proficiency

LEPP: Limited English Proficiency Plan

LOS: Level-Of-Service

LOTTR: Level of Travel Time Reliability

LRD: Laredo International Airport

LTMI: Laredo Transit Management Inc.

LWCAMPO: Laredo and Webb County Area Metropolitan Planning Organization

MAP-21: Moving Ahead for Progress in the 21st Century

MPA: Metropolitan Planning Area

MPO: Metropolitan Planning Organization

MPRS: Multi-Protocol Reader System

MTP: Metropolitan Transportation Plan

NAAQS: National Ambient Air Quality Standards

NACTO: National Association of City Transportation Officials

NAFTA: North-America Free Trade Agreement

NBI: National Bridge Inventory

NBIS: National Bridge Inspection Standards

NEPA: National Environmental Policy Act

NEVI: National Electric Vehicle Infrastructure

NFDC: National Flight Data Center

NHFN: National Highway Freight Network

NHPA: National Historic Preservation Act

NHPP: National Highway Performance Program

NHS: National Highway System

NLCD: National Land Cover Database

NMFN: National Multimodal Freight Network

NPMRDS: National Performance Management Research Data Set

NPRM: National Performance Rule Making

NSP: National Public Transportation Safety Plan

OE: Operating Expenses

OMB: Office of Management and Budget

PEL: Planning and Environmental Linkages

PHB: Pedestrian Hybrid Beacons

PHFS: Primary Highway Freight Systems

PIP: Public Involvement Plan

PM1: Safety Performance Measure

PM2: Pavement and Bridge Performance Measures

PM3: System Performance Measure

PMT: Passenger Miles Traveled

POE: Port-of-Entry

PPI: Producer Price Index

PPP: Public-Participation Plan

PROTECT: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving

PSR: Present Serviceability Rating

PTASP: Public Transportation Agency Safety Plan

PTI: Planning Time Index

RITIS: Regional Integrated Transportation Information System

RMA: Regional Mobility Authority

SAFETEA-LU: Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

SGR: State of Good Repair

SHSP: Texas Strategic Highway Safety Plan

SIP: State Implementation Plan

SLRTP: Statewide Long-Range Transportation Plan

SMP: Statewide Mobility Program

SPP: Statewide Preservation Program

SPR: Statewide Planning Research

SPT: Safety Performance Target

SRTS: Safe Routes to School

SS4A: Safe Streets for All

STP: Surface Transportation Program

STRAHNET: Strategic Highway Network

STRATIS: South Texas Regional Advance Transportation Information System

SWMP: Stormwater Management Plan

SWOT: Strengths, Weaknesses, Opportunities, Threats

TAC: Technical Advisory Committee

TAF: Terminal Area Forecast

TAM: Transit Asset Management

TAMP: Transit Asset Management Plan

TAP: Transportation Alternatives Program

TAZ: Traffic Analysis Zone

TBD: To Be Determined

TCM: Transportation Control Measures

TDM: Travel Demand Model

TDM: Travel Demand Management

TEA: Texas Education Agency

TERM: Transit Economic Requirements Model

THC: Texas Historical Commission

TIP: Transportation improvement Program

TIRZ: Tax Increment Reinvestment Zone

TMA: Transportation Management Areas

TMC: Traffic Management Center

TOFC: Rail Trailer on Flatcar

TRENDS: Transportation Revenue Estimator and Needs Determination System

TRZ: Transportation Reinvestment Zone

TSM: Transportation System Management

TSMO: Transportation System Management and Operations

TTI: Travel Time Index

TTI: Texas A&M Transportation Institute

TTTR: Truck Travel Time Reliability

TxDOT: Texas Department of Transportation

TxDOT-TPP: TxDOT Transportation Planning and Programming Division

ULB: Useable Life Benchmark

UPWP: Unified Planning Work Program

USDOT: U.S. Department of Transportation

USGS: U.S. Geological Survey

USMCA: United States-Mexico-Canada Agreement

UTP: Unified Transportation Program

VC Ratio: Volume/Capacity Ratio

VFR: Visual Flight Rule

VHT: Vehicle Hours Traveled

VIVDS: Video Image Vehicle Detection Systems

VMT: Vehicle Miles Traveled

VPI: Virtual Public Involvement

VRH: Vehicle Revenue Hours

VRM: Vehicle Revenue Miles

WARN: Wireless Advisory Railroad Network

Chapter 1: Planning Context

1.1. Introduction

The purpose of this Metropolitan Transportation Plan (MTP) is to provide systematic, long-range planning for transportation projects and programs within the metropolitan planning area (MPA) comprised of the City of Laredo, the City of Rio Bravo, and portions of Webb County, Texas. A map of the MPA is shown in **Figure 1-1.** The metropolitan transportation planning process is a federally regulated planning process that requires the development of an MTP that addresses at least a 20-year planning horizon that includes both long- and short-range strategies or actions for an integrated and intermodal transportation system.

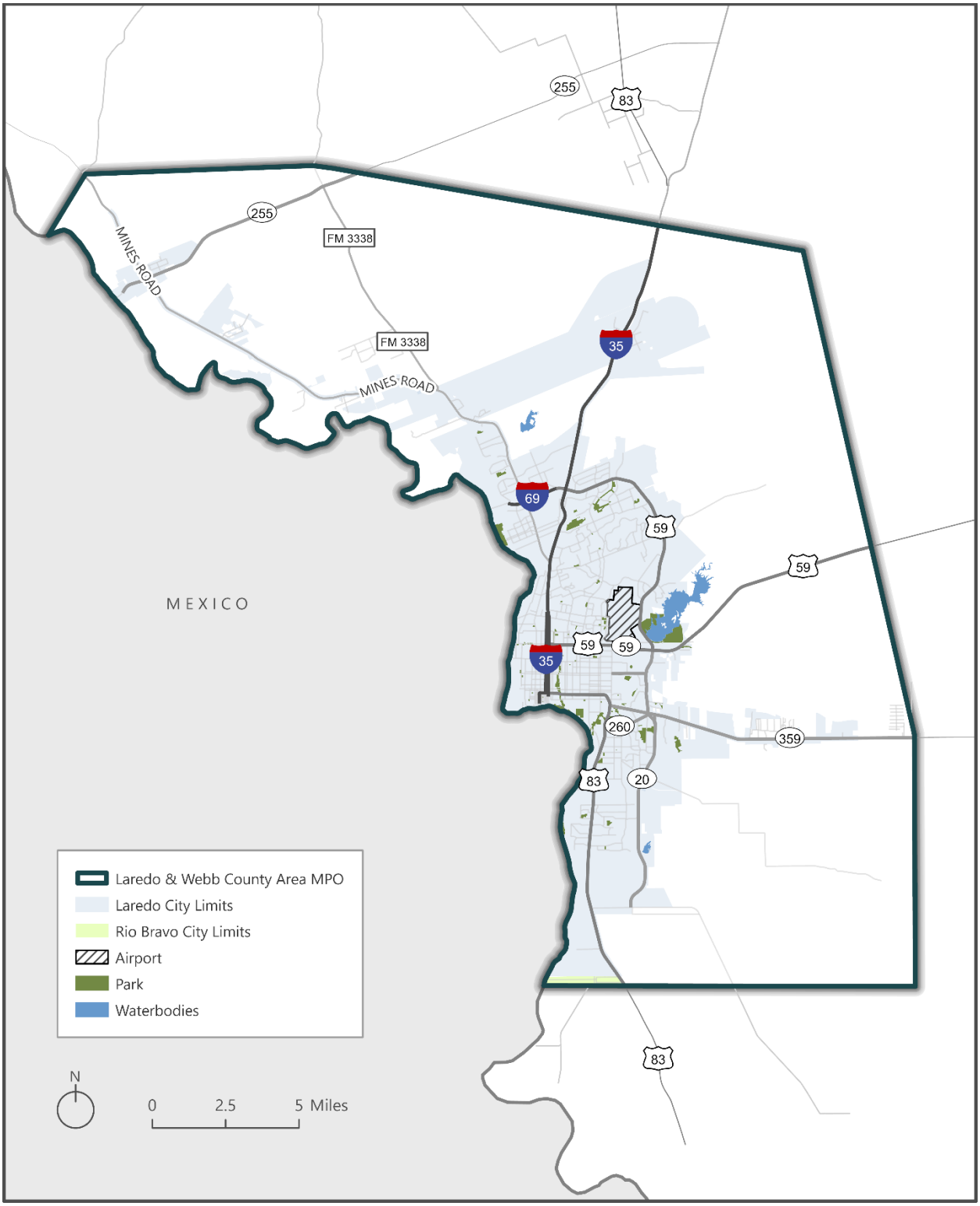
This MTP was developed through a continuing, cooperative, and comprehensive (3-C) planning process and identifies transportation needs, financial resources, and project or programming priorities for the Laredo and Webb County Area Metropolitan Planning Organization (LWCAMPO) from 2025 through the horizon year 2050. This *Metropolitan Transportation Plan 2025-2050* (MTP), addresses and meets all *Moving Ahead for Progress in the 21st Century Act* of 2012 (MAP-21), *Fixing America's Surface Transportation Act* of 2015 (FAST Act), and the *Infrastructure Investment and Jobs Act* (IIJA) planning requirements as provided by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

1.2. The Metropolitan Planning Process

Metropolitan Planning Organizations (MPOs) serve a critical and federally mandated role in the planning and decision-making for the transportation system. In 1962, Congress passed the *Federal Highway Act*, which requires all urbanized areas with populations of 50,000 or more to establish MPOs to ensure that federally funded transportation projects and programs are based on a 3-C planning process. While State Departments of Transportation build and manage the Interstate Highway System and state roads, and city and county governments define local priorities and needs, the establishment of MPOs provides the ***regional*** view that enables transportation projects to be planned and delivered at a scale that can view the connections across jurisdictional boundaries, and that can facilitate cooperative priority-setting and decision-making for all modes of transportation.

The Laredo and Webb County Area Metropolitan Planning Organization (LWCAMPO) is the designated MPO responsible for transportation planning under the federal metropolitan planning requirements for the Laredo region.

Figure 1-1: Metropolitan Planning Area



The LWCAMPO is required to work cooperatively with federal, state, and local governments and transportation service providers within the context of a well-defined metropolitan transportation planning process. The LWCAMPO does not lead the implementation of transportation projects but rather serves as the venue for planning and programming for transportation improvements within the Laredo region. Furthermore, as required by federal legislation, the LWCAMPO must provide the public and interested parties with reasonable and meaningful opportunities to be involved in the transportation planning process.

1.2.1. LWCAMPO Structure

The LWCAMPO is comprised of a policy committee, technical committee, and planning staff to support transportation planning activities. A set of by-laws establishes the structure and representation of the MPO. The Policy Committee, comprised of representatives from the city, county, state, local transit provider and a Member At Large, has the decision-making authority and oversees transportation planning efforts. The Technical Committee, comprised of representatives from the same entities plus those from school districts and the private sector, serves in an advisory role to the Policy Committee and is responsible for professional and technical review of work programs, policy recommendations, and transportation planning activities. Additionally, the Active Transportation Committee was created in 2021 to provide recommendations to the Technical and Policy Committee on planning issues related to alternate modes of transportation. The current membership of the Policy Committee, Technical Committee, and Active Transportation Committee can be viewed at www.laredompo.org. MPO staff supports the efforts of these three committees in transportation planning and works in cooperation with the Texas Department of Transportation (TxDOT) and other entities to carry out various planning tasks.

1.2.2. MPO Planning Documents

To carry out this function as the coordinating agency for transportation planning, the LWCAMPO develops, implements, monitors, and updates various transportation plans including the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP), and this MTP.

The UPWP is an annual work program and budget and identifies all planning-level activities to be undertaken by each member agency in a fiscal year. The TIP is a short-range program of transportation projects based on the long-range MTP and covers four years. Finally, the MTP is the long-range, financially constrained transportation plan for the region covering a planning horizon of 25 years. All projects identified in the TIP must be consistent with the MTP.

According to federal law, all MTPs must be updated every four to five years. For the Laredo metropolitan area, the MTP must be updated every five years, because it is in attainment for certain air quality standards. As the MPO carries out its 3-C planning process, amendments to this MTP are expected. Amendments may occur due to changes in project priorities, funding availability, or state and/or federal guidance. Amendments to the MTP require adoption by the MPO Policy Committee, following an opportunity for the public to review and comment.

1.3. The Framework for the MTP

While long-range transportation may be thought of as a good general planning practice, there are strict federal mandates that must be adhered to in carrying out the metropolitan planning process and developing an MTP to maintain eligibility for federal funding.

Following the passage of the **Federal Highway Act of 1962,** which established MPOs and the foundation and objectives of metropolitan transportation planning, Congress has continued to pass a series of surface transportation bills that further detail the federal requirements MPOs must adhere to in carrying out a 3-C planning approach and in developing MTPs. While basic requirements of these processes have not changed – metropolitan planning must address at least a 20-year planning horizon for how the metropolitan area will manage and operate a multimodal transportation system within a fiscally-constrained plan- since the 1990s, federal transportation laws have focused on integrated planning processes and the scope and requirements for metropolitan planning and MTPs have therefore evolved through each successive law.

The most current surface transportation law outlining these requirements is the 2015 Fixing America's Surface Transportation (FAST) Act. The 2025-2050 Laredo MTP is developed in compliance with all requirements of the FAST Act.

The FAST Act builds on and refines many highway, transit, bike, and pedestrian programs and policies established in the previous federal surface transportation laws and sets the requirements for MTP development. 23 CFR 450.306 outlines three major requirements in the scope of the MTP process that established the framework for the development and organization of this plan:

- Developing a performance-driven and outcome-based approach
- Considering a series of 10 planning factors in carrying out a continuous, cooperative, and comprehensive metropolitan planning process
- Integrating directly, or by reference, the goals, objectives, performance measures, and targets in other statewide, local, and regional plans

In 2021, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was signed. The law created the largest investment in infrastructure since the initial investment in highways in the 1950s. IIJA set aside $1.2 trillion for infrastructure investment. $10.8 billion had been allocated to Texas projects just one year after the law's signing with more money being allocated since then. One such project in the Laredo area has been the Laredo loop upgrade to I-69W. The IIJA increases funding levels across all formula funding programs with a significant focus on safety. Additionally, it also provides additional competitive grants for states, MPOs, tribal governments, and local government entities seeking funds. The following are examples of programs specific to MPOs:

- Safe Streets and Roads for All
- Promoting Resilient Operations for Transformative, Efficient and Cost Saving (PROTECT) Grants
- Charging and Fueling Infrastructure

- Congestion Relief
- Bridge Investment
- Reconnecting Communities
- Nationally Significant Freight and Highway Projects (INFRA)
- National Infrastructure Project Assistance (Mega-projects)
- Local and Regional Project Assistance

Given the emphasis placed on these requirements under federal law, each of these elements and how they have been incorporated into this MTP are discussed in greater detail below.

1.3.1. A Performance-Based Approach

The development and implementation of performance measures for MPOs assess how the transportation system and/or the MPO is functioning and operating. Performance measures can inform the decision-making process and improve accountability for the efficient and effective implementation of programs and projects. Performance measures serve the following functions for the LWCAMPO:

- During the **Plan Development** process, performance measures provide a framework to benchmark performance and the effects of alternatives. This data can help inform decision-making between trade-offs and help communicate the anticipated impacts of different investment strategies.
- Performance measures support **Plan Implementation** by emphasizing the LWCAMPO guiding principles and integrating them into budgeting, program structure, project selection, and implementation policies.
- System performance relative to the vision and guiding principles of the Laredo MTP can be tracked and reported to support **Accountability** for plan implementation and results.

The performance measures for the LWCAMPO were determined by the federally required performance measures for State Departments of Transportation and MPOs to use as outlined in the FAST Act. The National Performance Rule Making (NPRM) identified five performance areas required for State DOTs and MPOs. These performance areas include Safety, Pavement and Bridge Condition, Roadway System Performance, and Transit Asset Management. According to the NPRM, State DOTs and MPOs are to establish quantifiable statewide performance targets for the required performance measures to be achieved over a four-year performance period, with the first performance period starting in 2018. MPOs may establish targets by either supporting the State DOT's statewide target or defining the target unique to the metropolitan planning area each time the State DOT establishes a target.

The LWCAMPO has adopted the federally required performance measures in coordination with TxDOT and incorporated these into the MTP, as noted in **Table 1-1.** Additional performance measures and targets have also been identified to address the goals and objectives defined through the MTP process. Performance management and performance targets for the MTP are discussed in ***Chapter 12.***

Table 1-1: MTP Federal Performance Measures Content Requirements

Federal Performance Area	Performance Measure
Safety (PM1)	• Number of fatalities • Rate of fatalities per 100 M Vehicle Miles Traveled (VMT) • Number of serious injuries • Rate of serious injuries per 100 M VMT • Number of non-motorized fatalities and serious injuries
Pavement and Bridge Measures (PM2)	• % of Interstate pavements in Good condition • % of Interstate pavements in Poor condition • % of Non-Interstate NHS pavements in Good condition • % of Non-Interstate NHS pavements in Poor condition • % of NHS bridges by deck area classified as in Good condition • % of NHS bridges by deck area classified as in Poor condition
System Performance (PM3)	• Travel time reliability on the interstate and non-interstate NHS • Truck travel time reliability
Transit Asset Management (TAM)	• % of non-revenue vehicles met or exceeded useful life benchmark • % of revenue vehicles met or exceeded useful life benchmark • % of assets with condition rating below 3.0 on the FTA TERM Scale

1.3.2. Consideration of Planning Factors

As noted in 23 USC 134, key purposes of the metropolitan planning process and long-range regional planning promulgated under the law are to encourage and promote the safe and efficient management, operation, and development of the surface transportation systems that will serve the mobility needs of people, freight, foster economic growth, and development, and take into consideration resiliency needs while minimizing transportation-related fuel consumption and air pollution. To meet these purposes, and as outlined within 23 CFR § 450.306, a series of ten planning factors are identified and required to be considered in the metropolitan transportation planning process. These planning factors are required to ensure that long-range transportation plans and the use of federal funds reflect a continuous, cooperative, and comprehensive planning process that improves and evolves to meet regional needs. These planning factors and the LWCAMPO's approach to these planning factors are further discussed below.

1 Economic Vitality

The transportation network provides the region access to jobs, shopping, education, and recreational activities. It also enables inter-regional travel and affects freight movement and international trade. Therefore, the transportation network must be planned in such a way as to maintain mobility and increase system efficiency. The MTP provides recommendations for projects and strategies that should relieve congestion on key transportation corridors that provide access to primary activity centers such as jobs, schools, shopping, and other recreational activities. Further, improvements to infrastructure supporting freight movement and air travel are also considered in the MTP to increase regional and global competitiveness. ***Chapter 2*** provides an assessment of the growth and trends of population, households, and jobs. This socioeconomic data is used to forecast travel needs using the regional Travel Demand Model, presented in ***Chapter 2***.

2 Safety

Motorized and non-motorized users of the transportation system expect and deserve a safe experience while traveling. As such, the LWCAMPO has developed this plan with safety considerations forefront in mind. The crash analysis in ***Chapter 3*** identifies the top crash locations and fatal crash locations. Based on the crash analysis, this MTP recommends the implementation of traffic calming measures, improved sight distances, lower speed limits, and improved signal timing to reduce the number of car collisions and low crash severity. The City of Laredo adopted a Vision Zero initiative in 2019. On July 20, 2022, the MPO Policy Committee approved entering a partnership with the Webb County-City of Laredo Regional Mobility Authority (RMA) and the City of Laredo in their effort to submit a Safe Streets and Roads for All Grant application. The MPO helped by providing data, technical support, and staff time to assist the RMA with their grant submittal. The RMA and the City of Laredo were awarded a $2 million grant to develop a safety action plan. The efforts to develop the Vision Zero Webb Laredo Safety Action Plan are currently underway and will be completed in early 2025. As part of Vision Zero, the RMA and the City of Laredo, with the MPO as a key stakeholder, are developing a data-driven action plan to reduce traffic fatalities to reduce the number of traffic fatalities to zero.

3 Security

Security concerns have gained more prominence in transportation planning. As a major international gateway, serious consideration has been given to possible threats, both natural and man-made, while developing this plan. ***Chapter 8*** identifies current regional efforts and recommends strategies for advancing safety, security, and resiliency.

4 Accessibility and Mobility

Improving the mobility of people and freight is a key objective of the LWCAMPO. By planning roadways, bridges, border crossings, transit, bicycle, pedestrian, airport, and freight improvements, the MPO is performing the proper planning and making the necessary investments to increase the accessibility and mobility of people and goods. The modal analyses chapters of this MTP (***Chapters 3-7***) provide detailed assessments of the current system and recommend strategies for enhanced accessibility and mobility.

5 Environment, Energy Conservation, and Planned Growth

People are increasingly more conscious of their actions on the environment, making sure natural resources can sufficiently meet today's needs and those of future generations. As such, new technologies and alternative energy sources are becoming increasingly sought after. As growth and development occur, the amount of travel increases, which in turn, leads to increased congestion, poorer air quality, and wasted fuel. Therefore, the MPO encourages smarter growth supported by sounder transportation investments to improve the quality of life for all residents in the Laredo region. ***Chapter 8*** identifies strategies for effective environmental and stormwater mitigation.

6 Modal Integration and Connectivity

The MTP includes projects that support a balanced, multimodal system. Specifically, the MPO is investing in transit assets, additional bike paths, and strategic additions to the roadway system, all of which promote better integration of modes and enhance system connectivity. Projects for inclusion in the fiscally constrained project list are multimodal and can be found in ***Chapter 10***. The project evaluation process was designed to identify and prioritize a project list that advances the region's goals through multimodal improvements.

7 System Management and Operation

Getting the most out of the existing transportation infrastructure is a key goal of the LWCAMPO. By investing resources in ITS solutions, improving access management along existing roadways, and improving existing intersections and interchanges, the existing system can perform more efficiently. Moreover, by encouraging non-automobile methods of travel, the burden on the existing roadway system can be reduced. ***Chapter 3*** identifies existing efforts and makes recommendations for Transportation System Management programs and plans.

8 System Preservation

While growth in the region certainly calls for increased transportation capacity, it is just as important to maintain the existing infrastructure in a state of good repair. Projects for maintaining and rehabilitating the existing infrastructure are identified in the fiscally constrained project list in ***Chapter 11***.

9 Resiliency and Reliability

The ability to effectively manage, operate, and maintain a safe and reliable transportation system under disruptive circumstances has become increasingly important. ***Chapter 8*** identifies current efforts and recommends strategies for enhancing resiliency and reliability involving emergency response, redundancy in transportation systems to ensure mobility, travel demand management, reducing vulnerability of the transportation system during extreme weather events, and reducing or mitigating stormwater impacts.

10 Travel and Tourism

Travel and tourism are essential to the economic vitality of the region. Investments in improvements that enhance travel and tourism will support economic growth by resulting in a more efficient movement of people and goods. ***Chapter 3*** identifies travel and tourism considerations.

1.3.3. Planning Emphasis Areas

On December 30, 2021, the FHWA and FTA jointly issued updated planning emphasis areas[1]. Planning emphasis areas are policy, procedural, and technical topics that should be considered by federal funding recipients when preparing work programs for metropolitan and statewide planning. The following subsections include detailed descriptions of each planning emphasis area as described by FHWA and FTA in the December 30, 2021 memo.

1 Tackling the Climate Crisis

FHWA and FTA encourage MPOs to create plans that help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. The transportation planning process should accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users and undertake actions to prepare for and adapt to the impacts of climate change.

2 Equity and Justice40 in Transportation Planning

Transportation planning should advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. FHWA and FTA encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

3 Complete Streets

A complete street is safe and feels safe for everyone using the street. MPOs should seek to plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those

[1] Federal Highway Administration, Federal Transit Administration. (30 December 2021). "2021 Planning Emphasis Areas for use in the development of Metropolitan and Statewide Planning and Research Work programs". Memorandum. Retrieved 15 August 2022, https://www.transit.dot.gov/regulations-and-programs/transportation-planning/2021-planning-emphasis-areas.

from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration's 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

4 Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. MPOs should increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs.

5 Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

MPOs should coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The 64,200-mile STRAHNET system consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) studies.

6 Federal Land Management Agency (FLMA) Coordination

MPOs should coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on the integration of their transportation planning activities and develop cross-cutting State and MPO long-range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support the access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

7 Planning and Environment Linkages (PEL)

MPOs should implement PEL per the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early planning stages to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources.

8 Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, MPOs should incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making at the State, MPO, regional, and local levels for all parties.

1.3.4. Consistency with State and Local Plans

As detailed in 23 CFR § 450.306 (d)(4), MTPs should also integrate, to the extent possible, the goals, objectives, performance measures, and targets developed in other statewide transportation plans, regional public transportation plans, and be consistent with other related local transportation plan goals and objectives. In developing this MTP update, several state and local plans were reviewed to integrate statewide and local planning comprehensively and consistently. **Table 1-2** provides a summary of state and local plans reviewed in the process of this MTP update.

Table 1-2: State and Local Plans Reviewed for MTP Integration and Consistency

Document Name	Summary Description
Statewide Long-Range Transportation Plan: Connecting Texas 2050	Connecting Texas 2050, the latest update to the Statewide Long-Range Transportation Plan (SLRTP), is the cornerstone multimodal transportation planning document at TxDOT. Updated every four years, this plan considers current and future transportation choices and how they integrate as a system. With Connecting Texas 2050, TxDOT establishes the vision, goals, objectives, performance measures, and strategic recommendations for the state's multimodal transportation system through 2050. Connecting Texas 2050 was adopted by the Texas Transportation Commission on July 30, 2024.
TxDOT Strategic Plan	This document is an overarching policy statement designed to provide a framework for acting within TxDOT. It addresses strategies and tactics that are necessary for TxDOT to fulfill its mission and goals over five years 2025-2029 and establishes performance measures to monitor its progress.
TxDOT Transportation Asset Management Plan	Federal law requires each state to "develop and implement a Risk-Based Asset Management Plan for the National Highway System (NHS) to improve or preserve the condition and performance of the system." TxDOT has developed an initial TAMP to meet these requirements. The document serves to inform decision-making and investments and will continue to be updated periodically. The initial TAMP consists of pavements and bridges either on the NHS or on the State Highway System.
Texas Strategic Highway Safety Plan (SHSP)	The SHSP seeks to implement effective highway safety countermeasures and change the current driving culture to reduce human and societal costs of motor vehicle traffic crashes, deaths, and injuries on public roads. This document is updated every 5 years.
Texas-Mexico Border Transportation Master Plan (BTMP)	The BTMP is a comprehensive, multimodal, long-range plan for the Texas-Mexico border region and identifies transportation issues, needs, challenges, opportunities, and strategies for moving people and goods efficiently and safely across the Texas-Mexico border, the border regions, and beyond. It outlines transportation policy, program, and project strategies that support Texas-Mexico, state, regional, and local economic competitiveness.

Document Name	Summary Description
Report on Texas Bridges	This document is updated every 2 years, describes the conditions of publicly owned vehicular bridges, and tracks the progress that TxDOT has made towards its goals of improving bridge conditions. It also outlines a plan to improve Texas bridges and meet TxDOT's goals
Unified Transportation Program (UTP)	This document is a 10-year plan approved by the Texas Transportation Commission and addresses 12 different categories of funding that will guide transportation project development and construction in the state of Texas. The UTP is updated annually by August 31 each year. The UTP is further divided into two documents: the Statewide Mobility Program (SMP) and the Statewide Preservation Program (SPP). It represents a mid-term planning document that should be consistent with MTPs across the state.
Texas Freight Mobility Plan	This document provides TxDOT's short- and long-term freight planning activities and investments in accordance with federal requirements. The plan outlines priorities for freight investments, identifies facilities that are critical for economic growth and goods movement, and strategies for enhanced economic growth, expands freight policies, ensures consistency with neighboring states and federal goals and objectives, and provides an implementation plan.
Viva Laredo	Viva Laredo is the comprehensive plan for the City of Laredo. The plan provides a basis and vision for a coordinated planning approach to managing the future growth of the city. Viva Laredo was adopted by the City Council on September 18, 2017.
Laredo Transit Development Plan (TDP)	TDP is a five-year plan examining policy, operations, capital issues, and funding of El Metro Transit's fixed route and paratransit services. This plan provides short and long-term recommendations for the preservation and maintenance of transit infrastructure, route modifications, and other technology and infrastructure upgrades. A TAMP was developed in coordination with this plan and reviewed to understand long-range operating and maintenance needs and capital replacement schedules.
City of Laredo Comprehensive Operational Analysis of El Metro	The Comprehensive Operational Analysis (COA) examines the challenges El Metro faces and provides recommendations to improve transit service, enhance the customer experience, and expand El Metro's value to Laredo. After three rounds of engagement during COA process, over 15 actions with corresponding recommendations were created to help El Metro achieve these goals.

Document Name	Summary Description
Laredo Active Transportation Plan	This document serves as a collaborative effort to create and develop connectivity between bicycle, pedestrian, and transit networks. This plan focuses on safety, connectivity, equity, and accessibility.
TxDOT Laredo District Bicycle Plan	This document is a comprehensive plan that analyzes the existing bicycling needs that prevent people from being able to ride safely, set prioritized segments of TxDOT roadways, designed bikeway functions for how bikeways are likely to be used, and refines regional long-distance bicycling routes. The plan stresses that bikeway projects would benefit from partnerships with local governments and private developers with TxDOT.
Public Participation Plan (PPP)	Updated by LWCAMPO in 2022, the PPP serves as the plan for involving all citizens and transportation stakeholders in the public involvement process for metropolitan transportation planning.
Limited English Proficiency Plan (LEP)	Following Title VI of the Civil Rights Act of 1964, LWCAMPO adopted the Limited English Proficiency Plan in 2024 to address the responsibilities of the MPO as a recipient of federal assistance as they relate to the needs of individuals with limited English proficiency skills. The plan helps to identify reasonable steps for providing language assistance to persons with limited English proficiency who wish to access the services provided.

1.4. MTP Goals and Objectives

The goals and objectives of the Laredo 2025-2050 MTP are shown in **Table 1-3**. These are developed based on review of recent and relevant federal, state, and regional plans described in Section 1 to ensure that they are consistent and aligned with those established in the plans. These goals and objectives were developed in partnership with the MPO Technical Committee and confirm with the public through public engagement activities.

Table 1-3: MTP Goals and Objectives

Goal	Objective
Safety	Improve the safety of the transportation system across all modes and for all users, and achieve zero transportation-related serious injuries and fatalities
Asset Preservation	Maintain and preserve existing transportation assets and infrastructure to keep the overall transportation system in good condition
Economic Vitality and Competitiveness	Sustain an effective and efficient freight network and expand access to economic opportunities in the region
System Reliability	Provide an efficient surface transportation system that maintains travel time reliability and reduces congestion
Innovation and Technology	Leverage latest research and technologies to enhance the transportation system
Connectivity	Develop an integrated and connected transportation network
Equity	Promote equitable access to safe and affordable mobility options, and avoid inequitable adverse impacts on communities
Environmental Sustainability	Protect and enhance natural, historic, and cultural resources in the region
Climate Resilience	Reduce greenhouse gas emissions and enhance resilience of the overall transportation system against extreme climate events
Sustainable Financing	Identify responsible financing options that are sustainable in the long run

1.5. Meeting MTP Content Requirements

Specific requirements of the metropolitan transportation planning process and the content of the MTP are outlined in federal regulations and are reviewed by the Federal Highway Administration in reviewing MTPs for compliance and so they maintain federal funding eligibility. **Table 1-4** provides a summary of these major provisions of law and serves as a reference guide for the LWCAMPO's approach to address these requirements in the MTP.

Table 1-4: Federal MTP Requirements and Compliance

Federal Content Requirement	Laredo MTP Content
The transportation planning process addresses at least a 20-year planning horizon.	This plan has a 25-year planning horizon, covering the years from 2025 to 2050.
The transportation plan includes both long-range and short-range strategies that lead to an integrated multimodal transportation system.	The long-range MTP includes specific projects and strategies for all transportation modes, including roads, transit, bicycle/pedestrian facilities, aviation, rail, and intermodal facilities. Further, the needs of freight transportation have also been considered. In addition, the MTP includes illustrative projects that are beyond the financial capacity of the MTP. These projects are considered very long-term (beyond 2050). Should additional funding become available, it is expected that some of these projects would be moved to the long-term horizon.
The MPO reviews and updates the transportation plan at least every four years in nonattainment areas and maintenance areas and at least every five years in attainment areas.	Because the Laredo metropolitan planning area is in attainment for ozone or carbon monoxide, the plan is on a five-year update cycle. This MTP reflects a new, updated plan that supersedes the previous plan which was adopted in 2019 and was periodically amended to reflect updated project listings. The next MTP update is expected to occur in 2029.
In metropolitan areas that are in nonattainment for ozone or carbon monoxide, the MPO coordinates the development of the transportation plan with the Transportation Control Measures (TCMs) in the State Implementation Plan (SIP)	The Laredo metropolitan planning area is considered in attainment for ozone and carbon monoxide; therefore, this requirement is not applicable.

Federal Content Requirement	Laredo MTP Content
The MPO bases updates on the latest available estimates for population, land use, travel, employment, congestion, and economic activity	The 2050 Laredo MTP is based on the most recent available set of socioeconomic and transportation planning data. Specifically, the most recent existing land use data was utilized. In addition, up to date population and employment data was developed for the regional travel demand model. Finally, the future year socioeconomic data was developed to account for currently planned developments as well as areas of the region most suitable for growth.
The transportation plan includes current and projected transportation demand of persons and goods in the metropolitan planning area throughout the transportation plan	As part of the transportation planning process, the MTP project development team updated the regional travel model, which was used to predict future vehicular travel in 2050. In addition, the MTP includes an analysis of projected freight movement through the region.
The transportation plan includes existing and proposed transportation facilities that should function as an integrated system	***Chapters 3*** through ***7*** of the MTP includes a thorough discussion of the existing transportation system, while ***Chapter 11*** includes a list of planned projects that will shape the future transportation system. Roadway, transit, bicycle, pedestrian, aviation, rail, and freight movement are also addressed within the MTP.
The transportation plan includes a description of the performance measures and targets, with a system performance report evaluating MPO's progress in meeting performance targets	The federal performance areas and associated performance management for the LWCAMPO are discussed in ***Chapter 12***.
The transportation plan includes operational and management strategies to improve the performance of existing transportation facilities	In ***Chapters 3*** through ***7***, the MTP addresses operational and management strategies to improve the performance of the existing system to relieve congestion and enhance the safety and mobility of people and goods in the Laredo region.
The transportation plan considers the results of the congestion management process in TMAs	***Chapter 9*** discusses the summary of the congestion management process adopted by the MPO and how the CMP has incorporated this process into the MTP development.
The transportation plan includes an assessment of capital investment and other strategies to preserve the existing system and provide for multimodal capacity increases and reduce vulnerability to natural disasters	The MTP addresses capital investment strategies to preserve existing transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs***. Chapter 11*** outlines capacity enhancing projects for various modes of transportation.

Federal Content Requirement	Laredo MTP Content
The transportation plan includes transportation and transit enhancement activities, including consideration for intercity buses	The MTP includes a list of transportation enhancement projects in ***Chapter 11***.
The transportation plan includes descriptions of all existing and proposed transportation facilities in enough detail for conformity determinations. In all areas (regardless of air quality designation), all proposed improvements are described in enough detail to develop cost estimates	The MTP project development team worked closely with project proponents to sufficiently define the scope of all projects to develop reasonable cost estimates. The MTP projects listed in ***Chapter 11*** present both project descriptions and cost estimates.
The transportation plan includes a discussion of potential environmental mitigation activities to restore and maintain environmental functions affected by the transportation plan	In ***Chapter 8***, the MTP includes a discussion of the environmental impacts of the transportation plan and potential mitigation efforts. In addition, various stakeholders were invited to a roundtable discussion to address such environmental impacts and mitigation efforts.
The transportation plan includes pedestrian walkways and bicycle transportation facilities	The MTP recognizes the importance of providing pedestrian and bicycle facilities. The existing and proposed bicycle and pedestrian facilities in this MTP reflect findings from the Viva Laredo Plan and support non-motorized travel options.
The transportation plan includes a financial plan that demonstrates how the adopted transportation plan can be implemented and that meets several requirements as outlined in 23 CFR SS 450.322	A financially constrained plan with costs and revenues in year of expenditure dollars is presented in ***Chapter 11***. Only reasonably available funding sources were considered. The MTP was developed cooperatively with TxDOT, the City of Laredo, Webb County, and El Metro.
The metropolitan planning organization consults with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation regarding development of the transportation plan	The LWCAMPO's public participation plan calls for involving all stakeholders in the development of the MTP, including the agencies with an interest in the areas of land use management, environmental resources, environmental protection, conservation, and historic preservation. Moreover, representatives of such entities were invited to participate in a series of roundtable discussions.
The transportation plan integrates priorities, goals, countermeasures, or projects contained in the Highway Safety Improvement Program as well as emergency relief and disaster preparedness plans and strategies and policies that support homeland security of all motorized and non-motorized users	The MPO recognizes the importance of providing a safe and secure transportation system. In addition, several transportation projects included in the plan explicitly address safety and security issues.

Federal Content Requirement	Laredo MTP Content
The MPO provides interested parties with a reasonable opportunity to comment on the transportation plan	The LWCAMPO strictly adheres to its public participation plan and has provided all interested parties (including citizens, public agencies, freight shippers, freight carriers, representatives of users of pedestrian walkways and bicycle facilities, representatives of the disabled, and others) with extensive opportunity and ample time to comment on all aspects of the MTP. The process by which the MTP was developed is presented in the MTP and included substantial and proactive public outreach efforts.
The MTP is published or otherwise made readily available for public review	The MTP is made available online for a 20-day public review period from November 20, 2024 through December 9, 2024 at: tinyurl.com/LaredoMTP20252050. Members of the public can contact the MPO for any accommodate requests to access the document.
The MPO is not required to select any project from the illustrative list of additional projects included in the financial plan	Although an illustrative list of additional projects is included in the MTP, the MPO acknowledges that it will not be required to select any from that list.
In nonattainment and maintenance areas for transportation-related pollutants, the MPO must make a conformity determination on any updated or amended transportation plan in accordance with transportation conformity regulations	The Laredo metropolitan planning area is considered in attainment for ozone and carbon monoxide; therefore, this requirement is not applicable.

Chapter 2: Socioeconomics

2.1. Introduction

Socioeconomic characteristics, such as population, size and number of households, and employment, are key variables that aid in understanding the traveling habits of the region's population and determining current and future transportation needs. County-level data is presented throughout this chapter, since the MPA area accounts for nearly all the population and employment in the county.

2.2. Population

Decisions can be made to satisfy regional transportation needs based on the magnitude and location of population. **Table 2-1** below indicates the total population for Webb County and the City of Laredo in 2010, 2020, and 2021, with comparative statistics for the State of Texas and the nation based on data from US Census, 2010, US Census 2020, and 2022 ACS 5-Year Estimates.

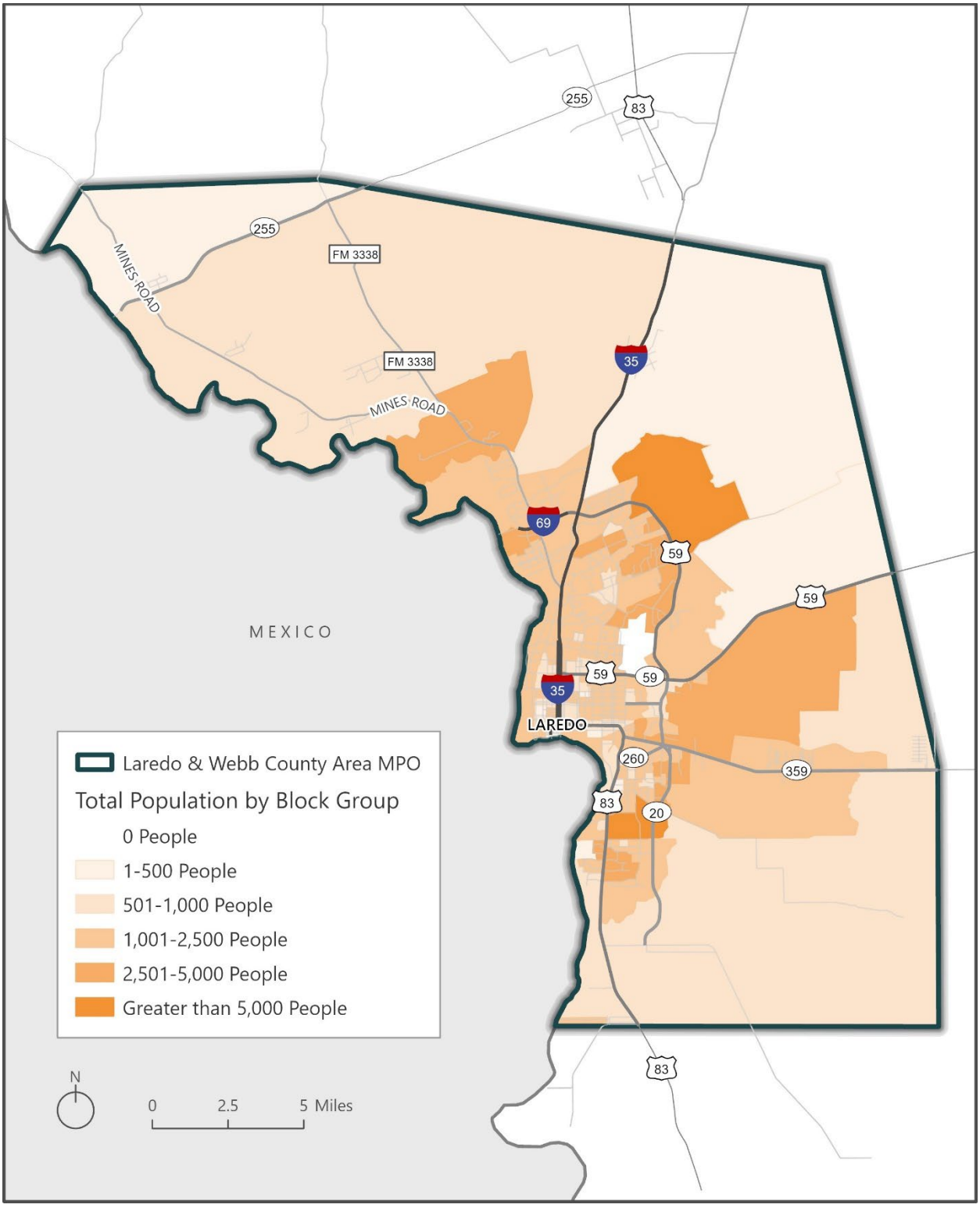
Figure 2-1 displays the population total in the LWCAMPO region in terms of the number of people per acre per block group for the year 2022. According to the 2022 ACS – 5 Year Estimate, the population total for Webb County is 267,282 and 255,293 for the City of Laredo as summarized in **Table 2-1**. Population concentrations are east and south of I-35 and in the southeastern portion of the city. Lower population density is seen in the central and outer areas of the MPO region.

Table 2-1: Population

Geography	2010 Census	2020 Census	2022 ACS- 5 Year Estimate	Annual Growth Rate (2010-2020)	Annual Growth Rate (2020-2022)
City of Laredo	236,091	255,205	255,293	0.81%	0.0002%
Webb County	250,304	267,114	267,282	0.67%	0.0003%
Texas	25,145,561	29,145,505	29,243,342	1.59%	0.0017%
United States	308,745,538	331,449,281	331,097,593	0.74%	-0.0005%

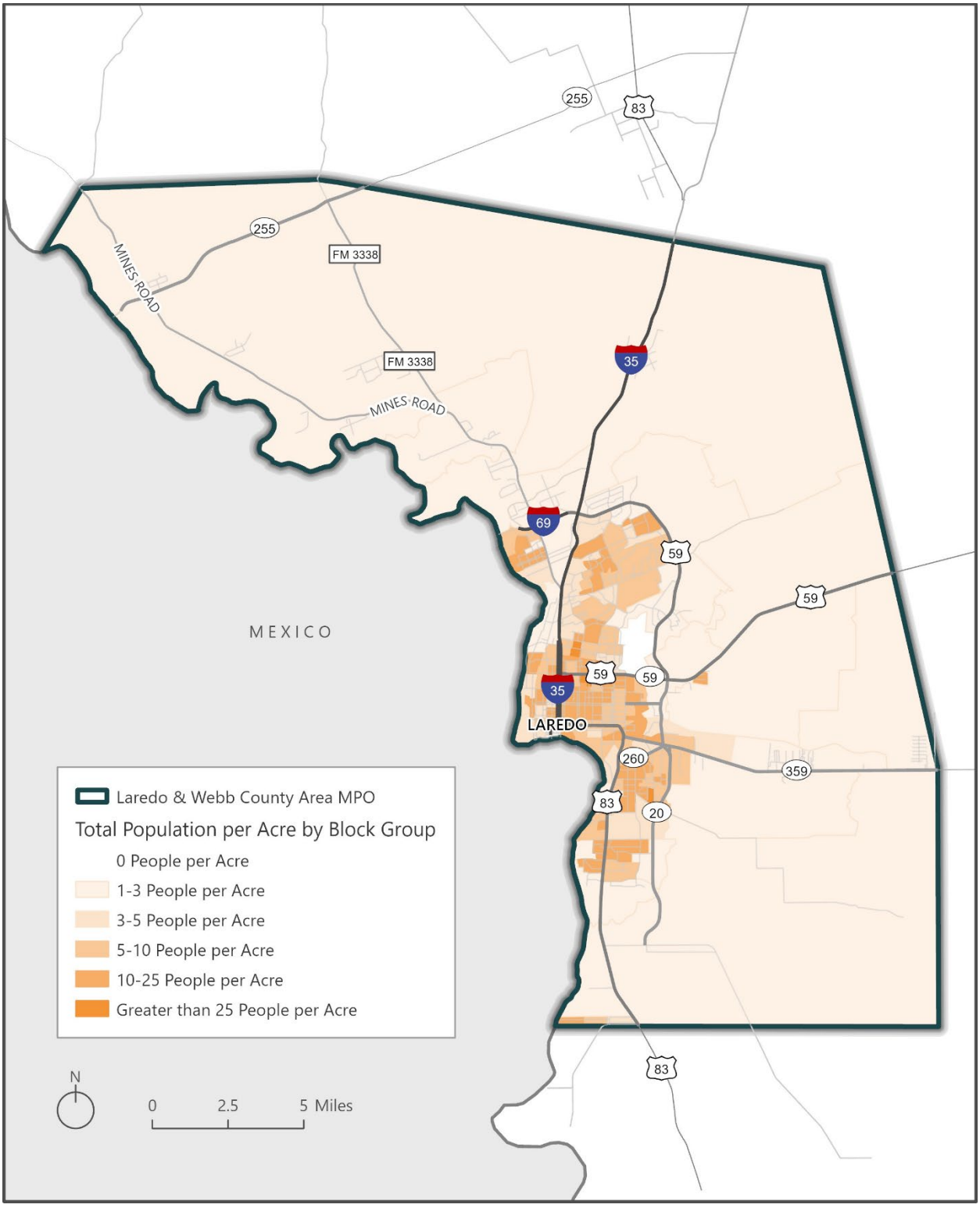
Source: U.S. Census Bureau. 2018-2022 American Community Survey 5-Year Estimates. Table B01003. U.S. Census Bureau Decennial Table DECENNIALPL2010.P1. U.S. Census Bureau Decennial Table DECENNIALPL2020.P1.

Figure 2-1: Total Population by Block Group



Source: U.S. Census Bureau. 2018-2022 American Community Survey 5-Year Estimates. Table B01003.

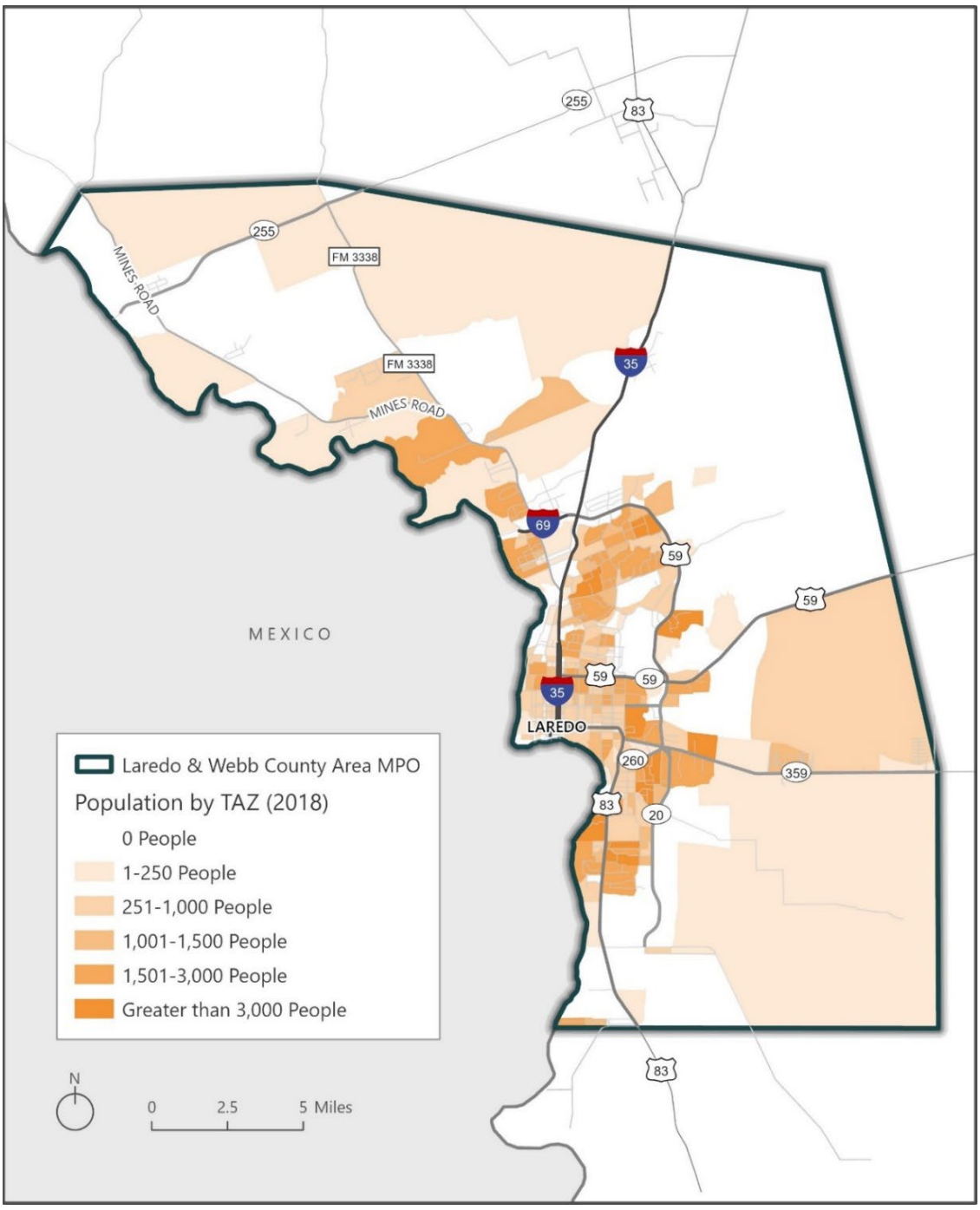
Figure 2-2: Total Population per Acre by Block Group



Source: U.S. Census Bureau. 2018-2022 American Community Survey 5-Year Estimates. Table B01003.

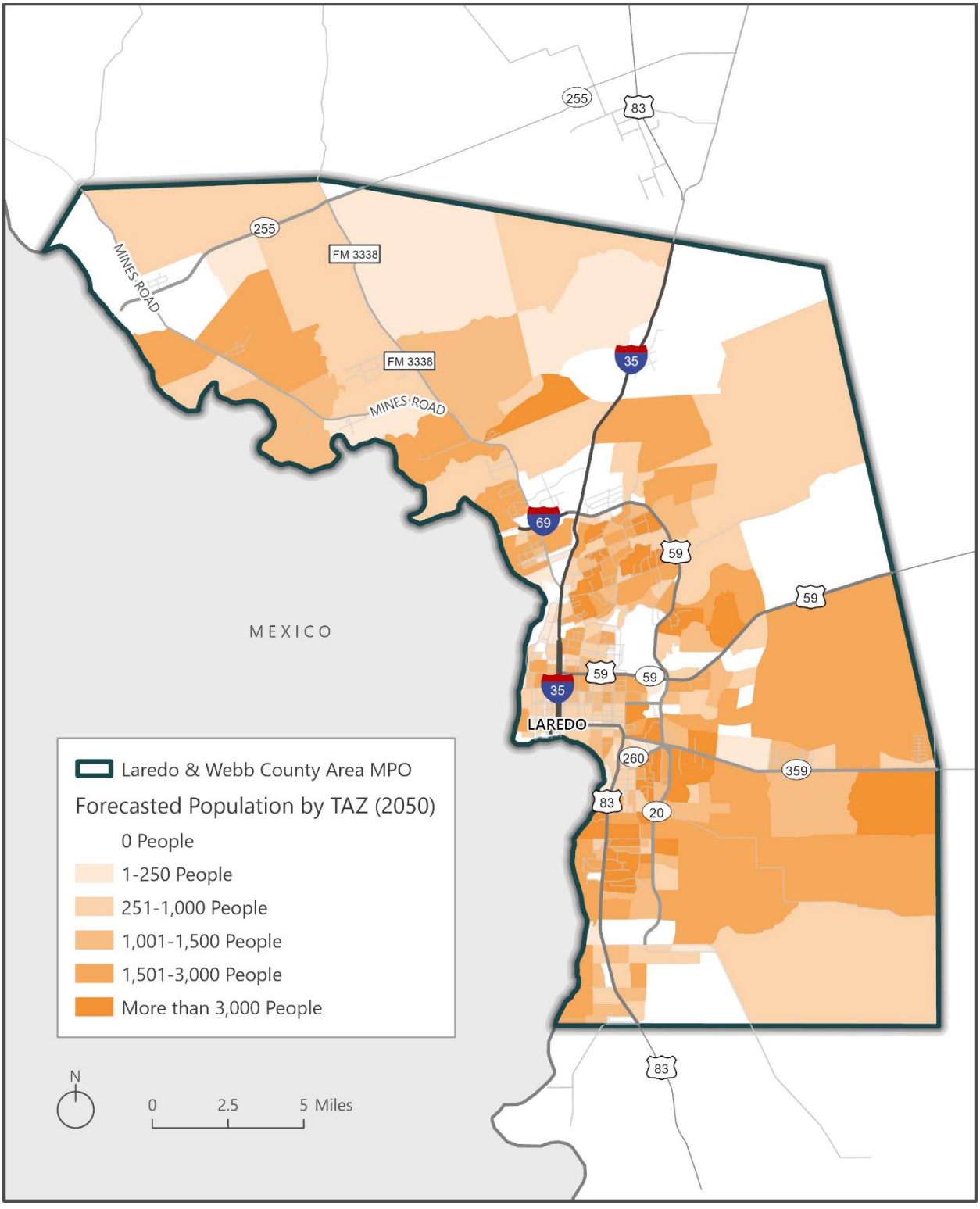
Population can also be analyzed using the travel demand model to predict future population growth by traffic analysis zone (TAZ). **Figure 2-3** and **Figure 2-4** show population distribution for 2018 and forecasted distribution for 2050. Growth can be seen moving outwards from all directions and along all major routes. Population is expected to grow from 277,466 in 2018 to 490,139 by 2050, with a rate of change of 2.4% per year.

Figure 2-3. Population by TAZ for 2018



Source: TxDOT-TPP 2024 Validated Travel Demand Model.

Figure 2-4. Forecasted Population by TAZ for 2050



Source: TxDOT-TPP 2024 Validated Travel Demand Model.

2.3. Households

The number of households and the size of those households effects the number of trips made within the region. Larger households generally tend to generate more trips than smaller households. Similar to an increase in population, an increase in the number of households correlates to an increased demand on the transportation system. Across the United States, the number of households has increased while the size of households has decreased over time. Various cultural factors such as the decrease in children per family and an increase in single parent households may contribute to this national trend. **Table 2-2** shows the total number of households for the City of Laredo, Webb County, Texas, and the United States from the 2010 U.S. Census, the 2020 U.S. Census, and the 2021 ACS 5-Year Estimates as provided by the U.S. Census Bureau.

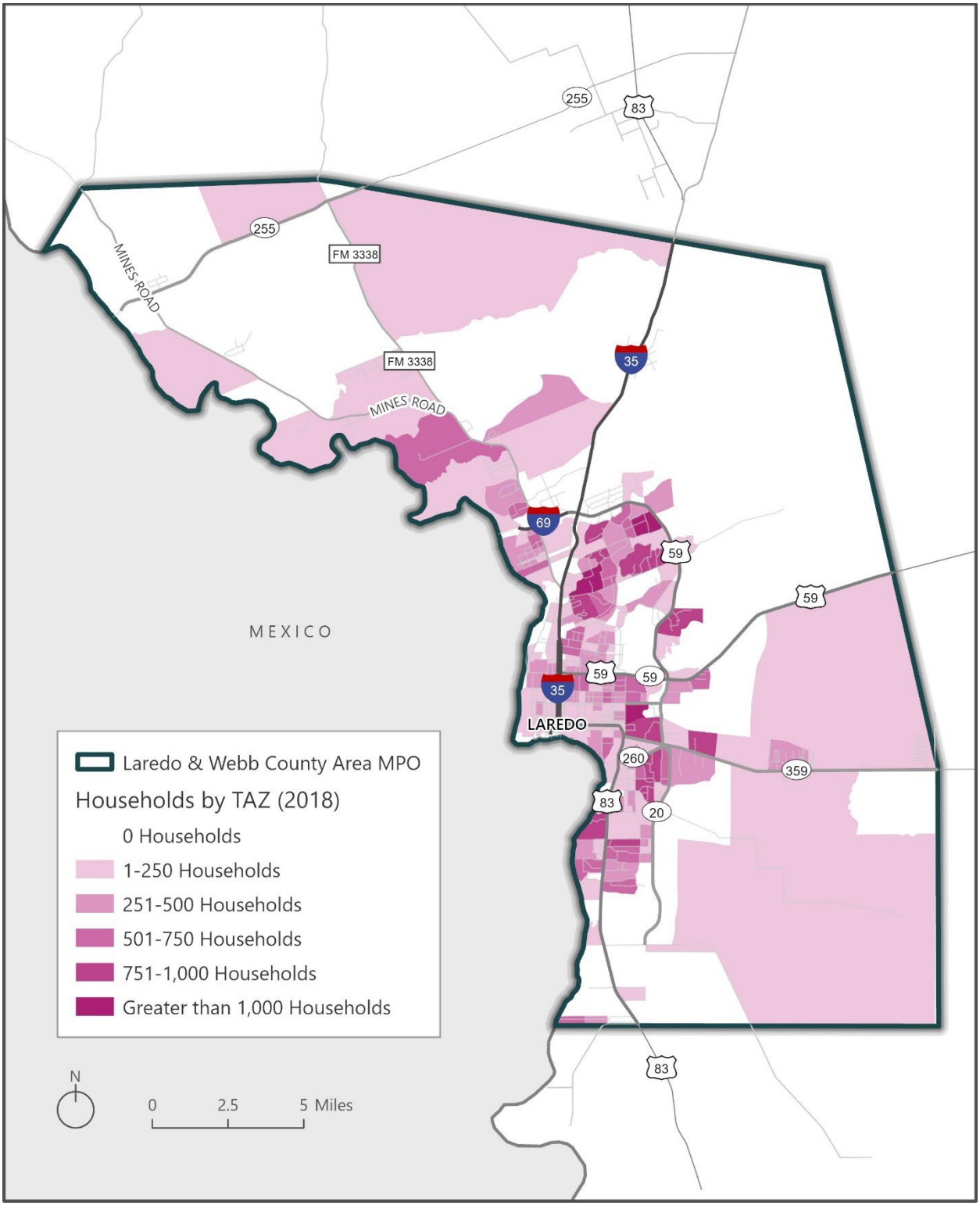
Table 2-2: Households

Geography	2010 Census	2020 Census	2022 ACS- 5 Year Estimate	Annual Growth Rate (2010-2020)	Annual Growth Rate (2020-2022)
City of Laredo	68,610	80,734	84,062	1.77%	0.0206%
Webb County	73,496	84,763	85,296	1.53%	0.0031%
Texas	9,977,436	11,589,324	12,135,376	1.62%	0.0236%
United States	131,704,730	140,498,736	143,772,895	0.67%	0.0117%

Source: U.S. Census Bureau. 2018-2022 American Community Survey 5-Year Estimates. Table B25001. U.S. Census Bureau Decennial Table DECENNIALPL2010.H1. U.S. Census Bureau Decennial Table DECENNIALPL2020.H1.

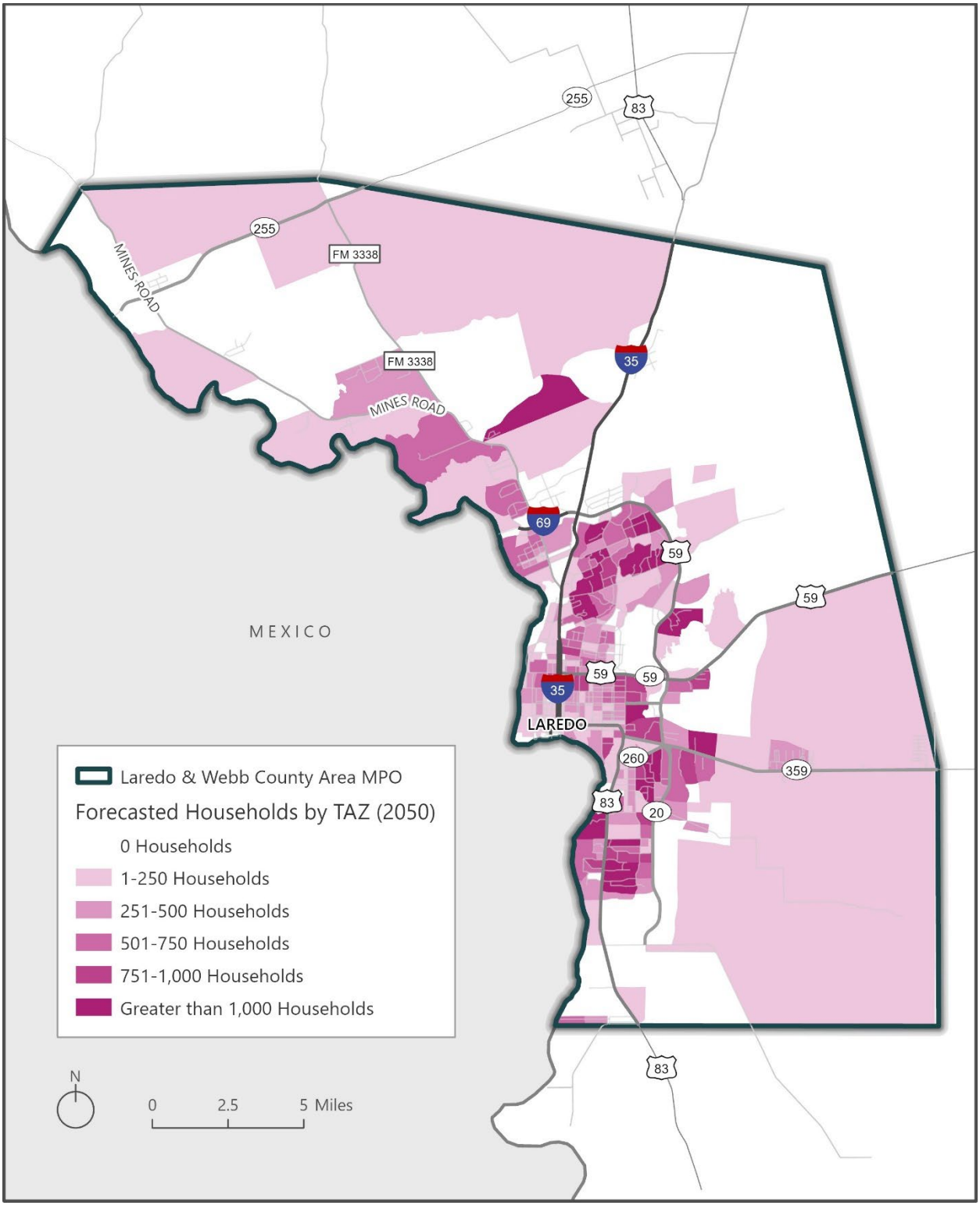
Like population, households can also be analyzed using the travel demand model to predict future household growth by TAZ. **Figure 2-5** and **Figure 2-6** show household distribution for 2018 and forecasted distribution for 2050 respectively. Unlike population, growth does not appear to be expanding in all directions but focused within multiple TAZs that deepen in saturation by 2050. Households in the MPO area are expected to grow from 76,011 in 2018 to 107,263 by 2050, with a rate of change of 1.3% per year.

Figure 2-5. Households by TAZ for 2018



Source: TxDOT-TPP 2024 Validated Travel Demand Model.

Figure 2-6. Forecasted Households by TAZ for 2050



Source: TxDOT-TPP 2024 Validated Travel Demand Model.

2.3.1. Integrating Housing into the MPO Planning Process

Consideration of housing during the MPO planning process provides opportunities to integrate current and planned housing patterns into the transportation planning process and supports a comprehensive land use vision for a region. Neighborhoods and housing that are supported by a balanced transportation system provides better access to jobs, education, healthcare, and other services and amenities.

The Infrastructure Investment and Jobs Act (IIJA) also known as the Bipartisan Infrastructure Law (BIL), encourages the consideration of housing in the metropolitan planning process. Strategies to address housing in the planning process may include adding affordable housing organizations as stakeholders for metropolitan transportation plans and using housing distribution as a factor for scenario planning. Other methods of considering housing in the planning process include:

Smart Growth – this covers a range of development and conservation strategies, such as designing neighborhoods with homes near key destinations and providing residents with a variety of transportation options.

Transit-Oriented Developments – this aims to improve economic development and ridership of public transit as well as improving accessibility for pedestrian and bicycle traffic through engagement of the private sector and enabling mixed-use developments and affordable housing near transit stations.

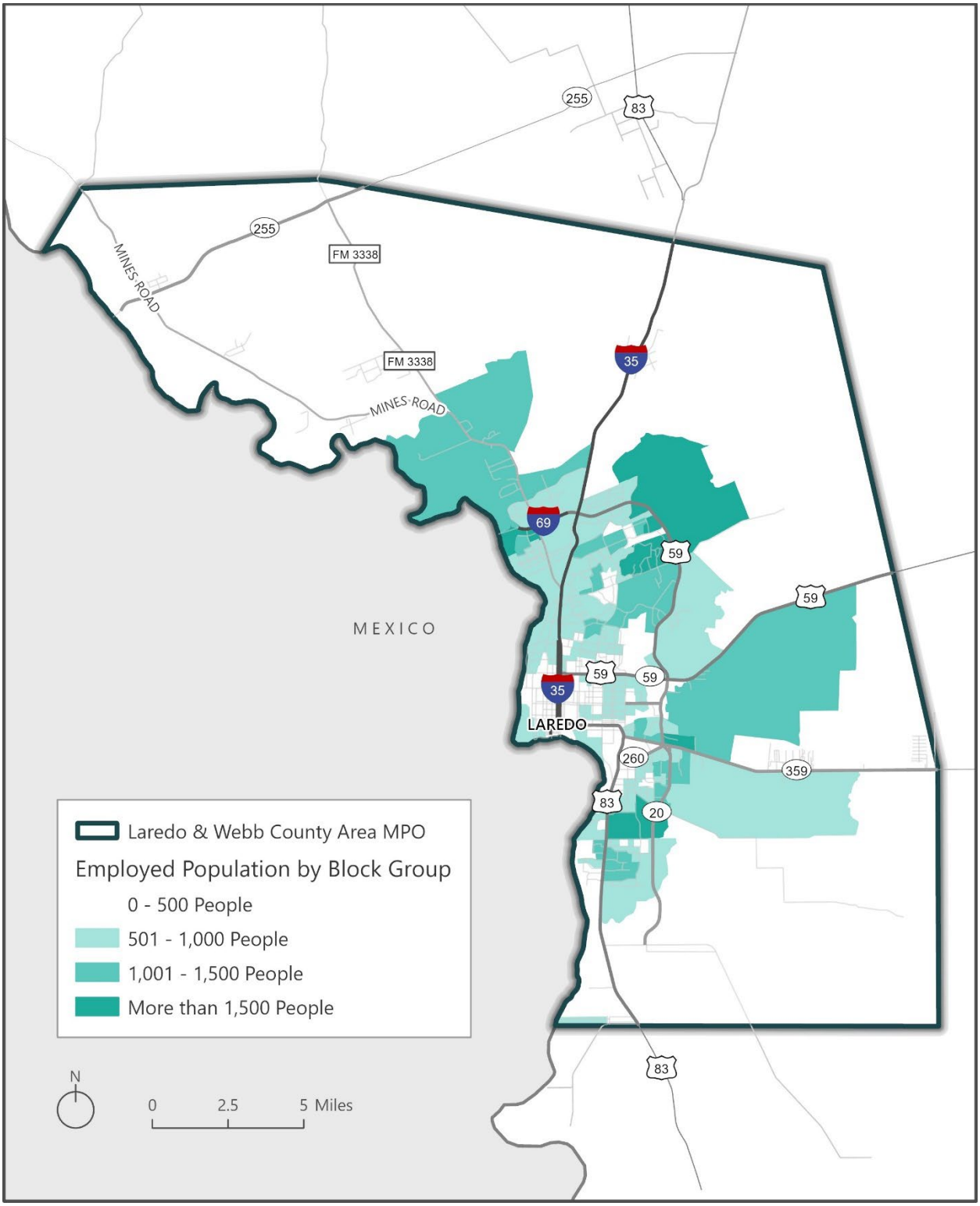
First and Last Mile Planning – these planning strategies aim to connect people from their homes to transit (and from transit to their destination) through transportation infrastructure, guidance, programs, and services.

Transportation Demand Management – these planning strategies provide travelers with effective transportation choices with the objective of efficiently using the available transportation programs and infrastructure.

2.4. Employment

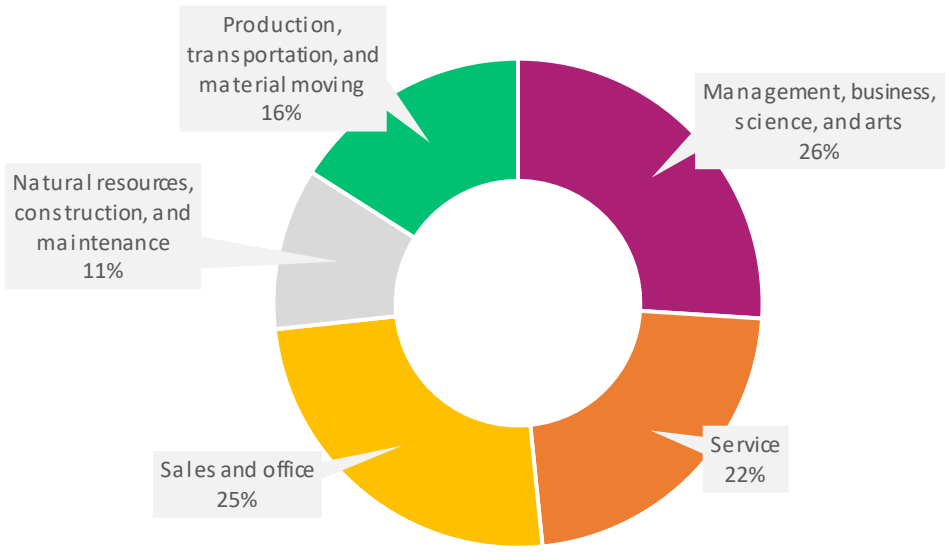
The regional economy is dependent on the ability of workers to travel to their places of work. The regional transportation system must meet the needs of the users by providing adequate access and connectivity. Regional employment generates a significant number of trips. Economic indicators are essential to review to properly plan future transportation investments. **Figure 2-7** illustrates the distribution of employed people in the LWCAMPO area based on 2022 U.S Census Data. **Figure 2-8** shows the employment within Webb County by occupation type based on the 2018-2022 American Community Survey.

Figure 2-7: Employed Population by Block Group



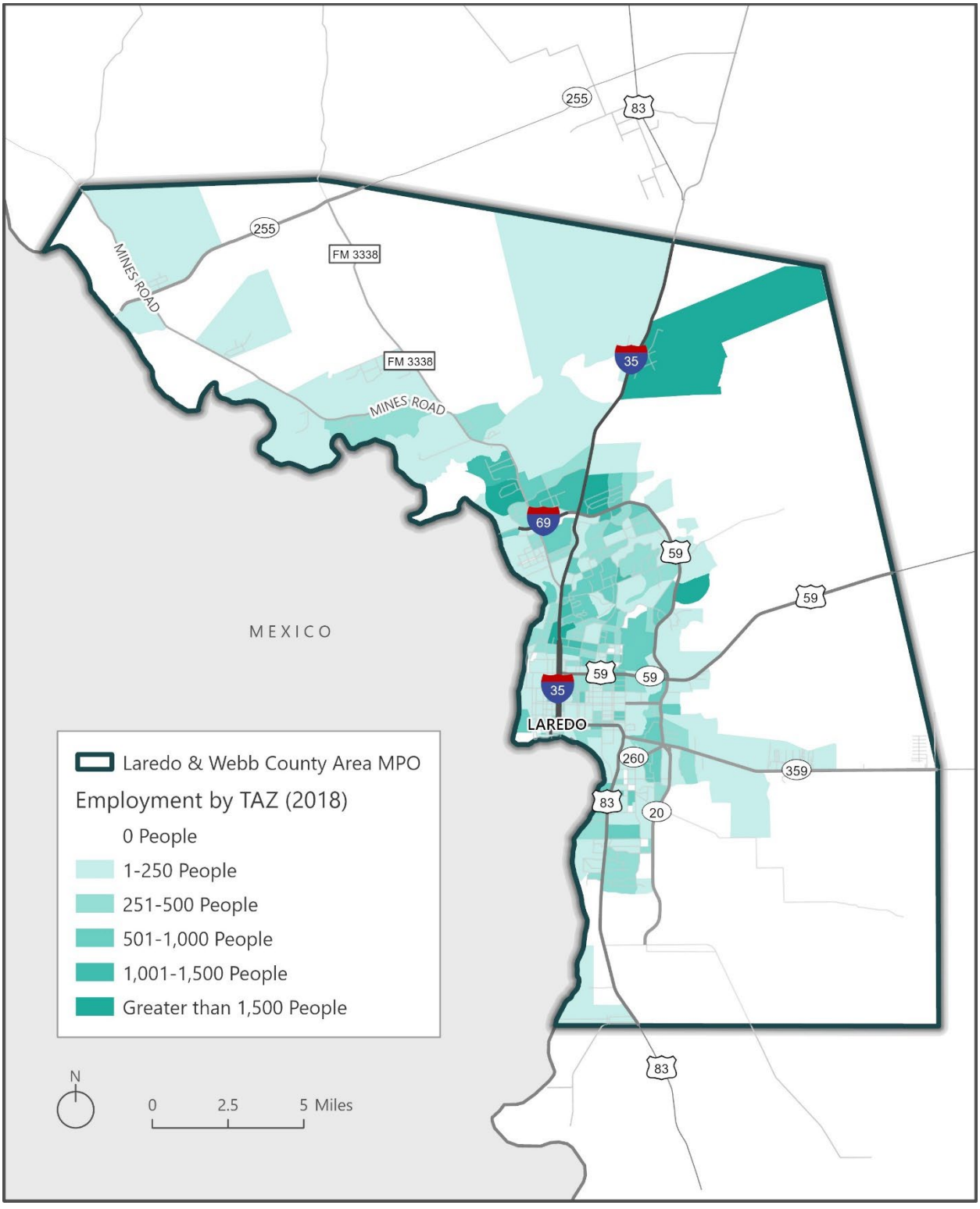
Source: U.S. Census Bureau. 2018-2022 American Community Survey 5-Year Estimates. Table B08007.

Figure 2-8: Occupation Type



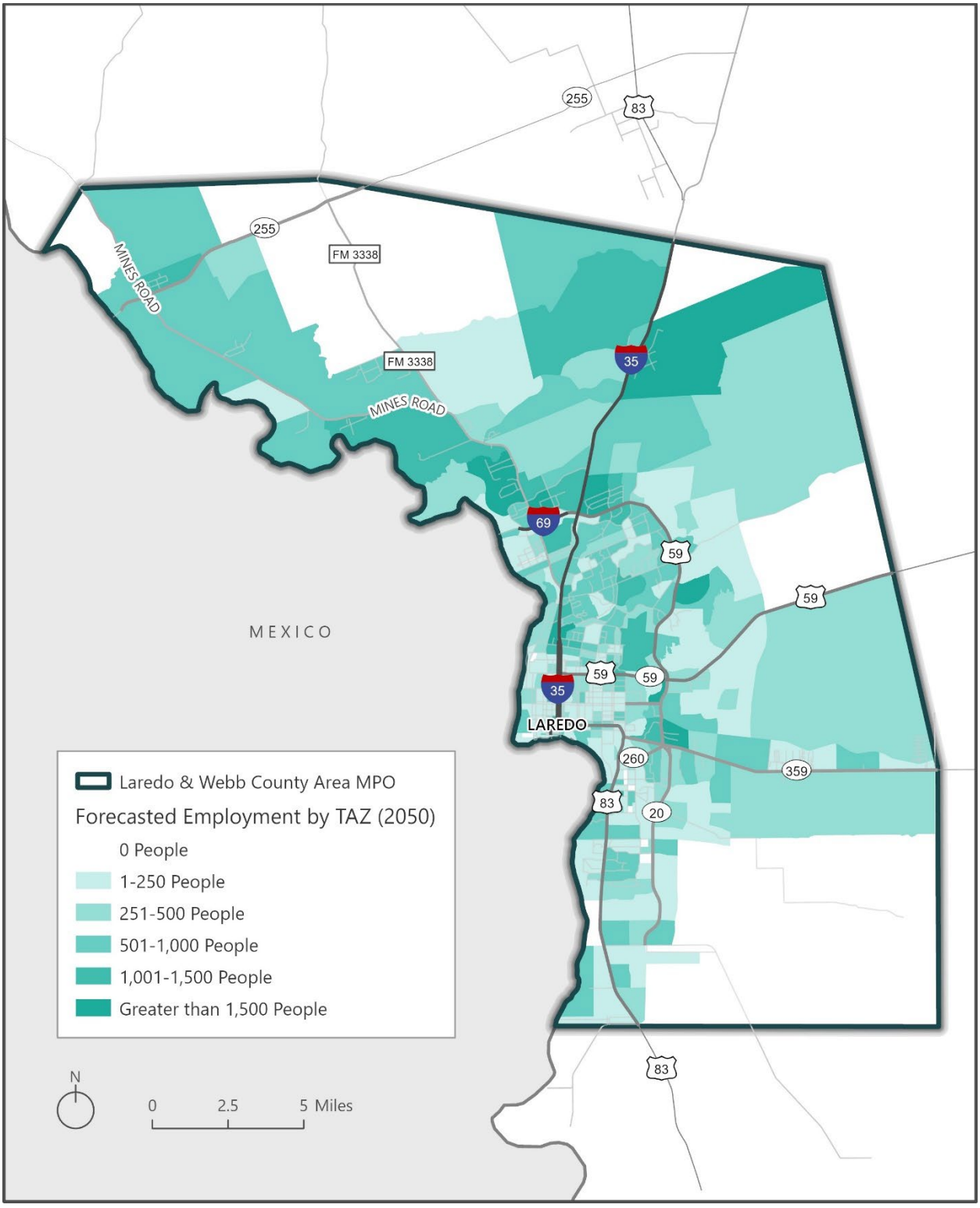
Using the travel demand model, employment was analyzed to identify and predict future employment growth by TAZ. **Figure 2-9** and **Figure 2-10** show employment distribution for 2018 and forecasted distribution for 2050. Growth in employment appears in most areas of the MPA, with the lowest amount of growth seen south of the City of Laredo and the highest to the north. Employment is expected to grow from 104,067 in 2018 to 123,429 by 2050, with a rate of change of 0.6% per year.

Figure 2-9: Employment by TAZ for 2018



Source: TxDOT-TPP 2024 Validated Travel Demand Model.

Figure 2-10: Forecasted Employment by TAZ for 2050



Source: TxDOT-TPP 2024 Validated Travel Demand Model.

2.4.1. Major Employers

Based on a 2023 study from the Laredo Economic Development Corporation, **Table 2-3** shows a listing of the major employers within the City of Laredo.

Table 2-3: Major Employers

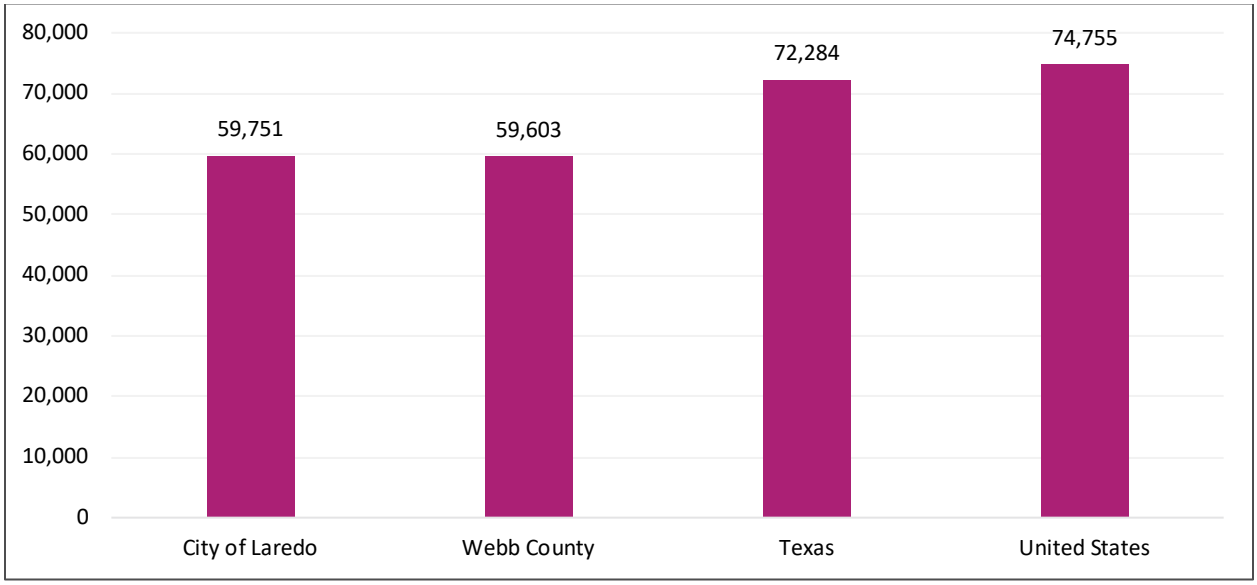
Employer	Number of Employees
Over 4,000	Laredo Independent School District
	United Independent School District
2,001 – 4,000	Walmart/Sam's
	City of Laredo
1,001- 2,000	Webb County
	Border Patrol Laredo Sector
	Laredo Medical Center
	U.S. Customs & Border Protection
500 – 1,000	Concentrix
	Doctor's Hospital
	Texas A&M International University
	Laredo College
	International Bank of Commerce
250-500	Gateway Community Health Center
	Border Region Behavioral Health Center
	Falcon International Bank
	Medline Industries
	Striped Convenience Stores
	Sames Auto Group
	Taco Palenque
	UPS
	Retama Manor Nursing Center
	Core Civic Detention Centers
	FedEx Freight

Source: Laredo Economic Development Corporation, 2023

2.5. Income

Income is a key attribute of local socioeconomics. It could be related to consuming power and travel behavior and, therefore, could affect the planning of transportation systems. Based on 2018-2022 American Community Survey 5-Year Estimates, the comparison of the median household incomes for the City of Laredo, Webb County, Texas, and the United States for 2022 is shown in **Figure 2-11**.

Figure 2-11: Median Household Income 2022



Source: U.S. Census Bureau. 2018-2022 American Community Survey 5-Year Estimates. Table S1901.

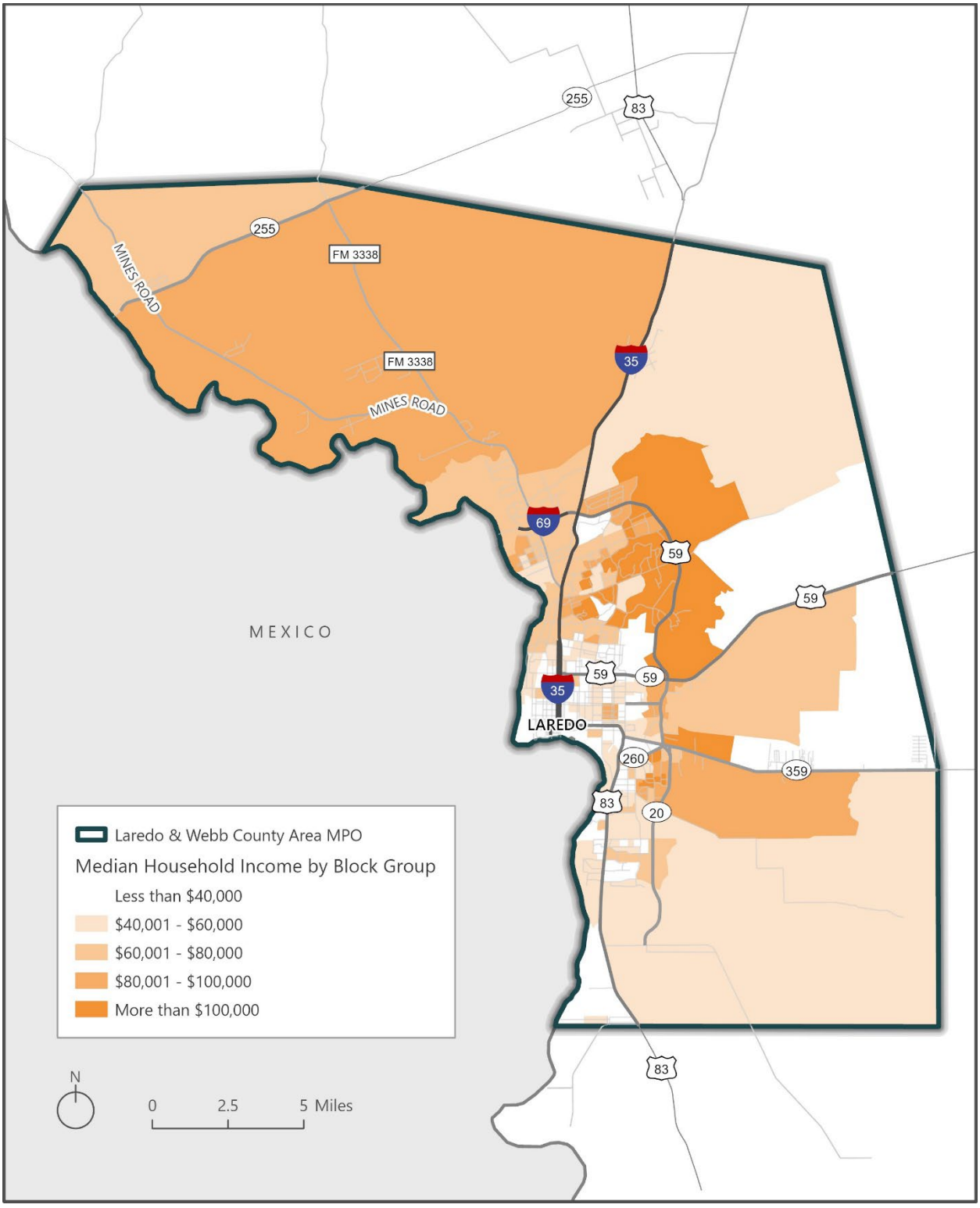
Table 2-4 shows the percentage of households by income range for the City of Laredo, Webb County, Texas, and the United States. Compared to Texas or the United States averages, there are more percentages of households falling under the categories of earning less than $40,000 in either the City of Laredo or Webb County. Approximately 45 percent of households earn less than 50,000 in the City of Laredo and Webb County. **Figure 2-12** shows the median household income by block group.

Table 2-4: Percentage of Households by Income Range

Income Range	City of Laredo	Webb County	Texas	United States
Total Households	79,223	82,519	11,087,708	129,870,928
Less than $10,000	5.60%	5.60%	5.50%	5.50%
$10,000 to $14,999	4.80%	4.60%	3.60%	3.70%
$15,000 to $24,999	11.50%	11.50%	6.60%	6.80%
$25,000 to $34,999	10.30%	10.20%	7.80%	7.30%
$35,000 to $49,999	12.40%	12.70%	11.00%	10.70%
$50,000 to $74,999	14.70%	14.80%	17.10%	16.20%
$75,000 to $99,999	14.30%	14.10%	12.80%	12.80%
$100,000 to $149,999	13.90%	14.00%	16.20%	16.90%
$150,000 to $199,999	6.40%	6.50%	8.70%	8.70%
$200,000 or more	6.10%	6.10%	10.70%	11.50%
Median income (dollars)	59,751	59,603	72,284	74,755

Source: U.S. Census Bureau. 2018-2022 American Community Survey 5-Year Estimates. Table S1901.

Figure 2-12: Median Household Income by Block Group



Source: U.S. Census Bureau. 2018-2022 American Community Survey 5-Year Estimates. Table S1901.

2.6. Environmental Justice

Environmental justice seeks to provide an equitable distribution of both benefits and adverse impacts borne of public policy decisions. These decisions could refer to, for example, the equal distribution of clean air and water, parks, healthcare, education, and transportation. In particular, Title VI of the Civil Rights Act of 1964 states,

"No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

In addition, 1994 Executive Order 12898 mandates that every federal agency was responsible for incorporating environmental justice concerns into their programs, policies, and activities. In doing so, the U.S. Department of Transportation (USDOT) issued its own mandate to ensure that environmental justice concerns were addressed in transportation decisions, including those of transportation planning agencies. In order to account for environmental justice concerns in relation to transportation investments, Census and American Community Survey (ACS) data from the U.S. Census Bureau were used in order to identify population characteristics and geographic distributions of minority, low-income, elderly, and the disabled population. Furthermore, because of the City of Laredo's special circumstances, the existence and locations of "colonias" were also considered.

As defined by USDOT, the three fundamental environmental justice principles include the following:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

2.6.1. Minority Populations

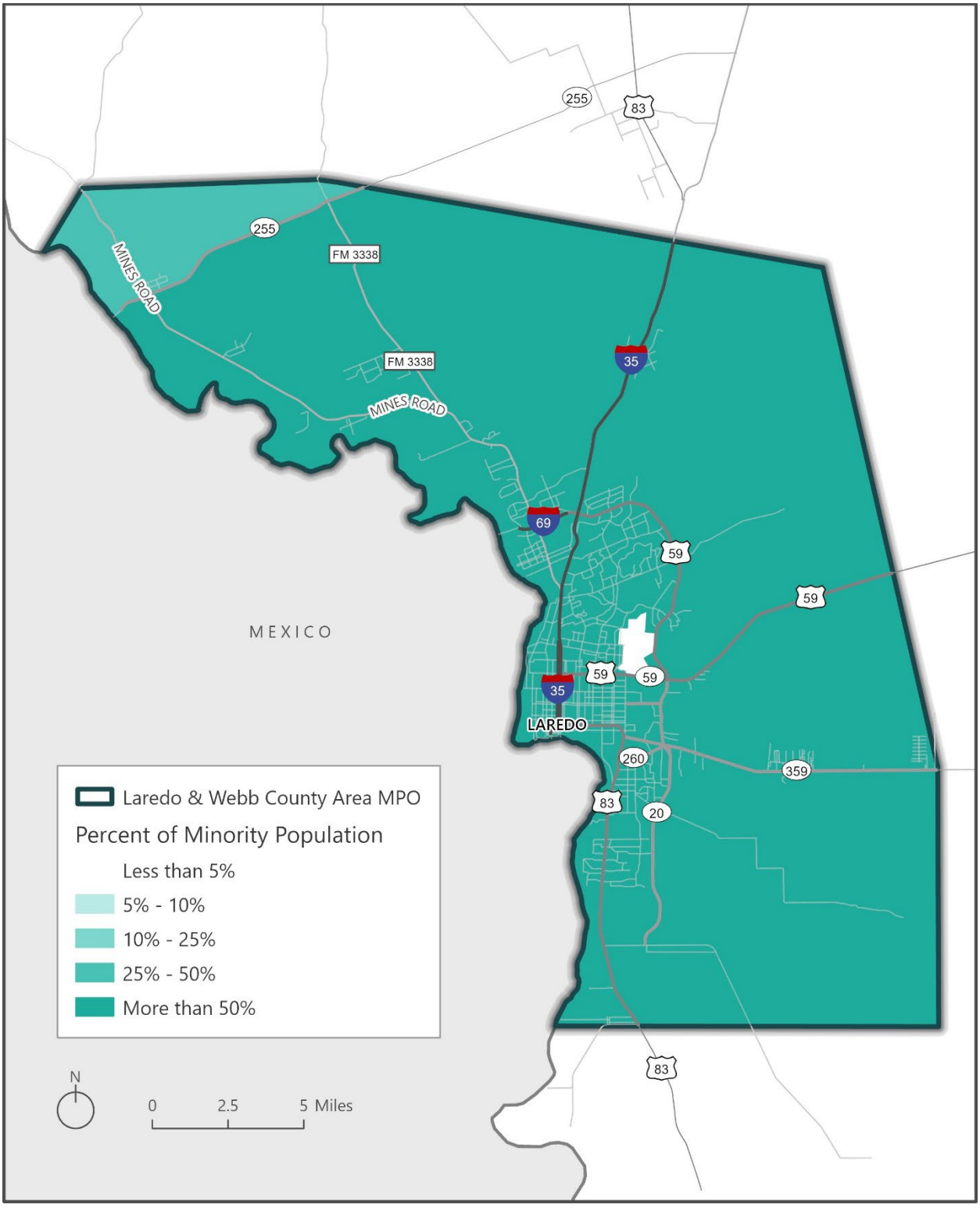
USDOT has defined five minimum race categories for environmental justice considerations, including African American, Hispanic, Asian, Native American or Alaskan Native, and Native Hawaiian or Other Pacific Islander. **Table 2-5** illustrates the 2022 racial distribution of the region and compares it with the rest of Texas and the United States based on 2022 ACS 5-Year Estimates. **Figure 2-13** shows percent of minority population by block group.

Table 2-5: Population by Race

	City of Laredo			Webb County			Texas			United States		
	Not Hispanic or Latino:	Hispanic or Latino:	Total	Not Hispanic or Latino:	Hispanic or Latino:	Total	Not Hispanic or Latino:	Hispanic or Latino:	Total	Not Hispanic or Latino:	Hispanic or Latino:	Total
Total	4.5%	95.5%	100.0%	4.6%	95.4%	100.0%	60.1%	39.9%	100.0%	81.3%	18.7%	100.0%
White alone	3.2%	50.3%	53.4%	3.3%	50.4%	53.7%	40.1%	19.0%	59.1%	58.9%	7.0%	65.9%
Black or African American alone	0.4%	0.1%	0.5%	0.4%	0.1%	0.5%	11.8%	0.4%	12.1%	12.1%	0.3%	12.5%
American Indian and Alaska Native alone	0.0%	0.2%	0.3%	0.0%	0.2%	0.3%	0.2%	0.4%	0.6%x	0.6%	0.3%	0.8%
Asian alone	0.5%	0.0%	0.5%	0.5%	0.0%	0.5%	5.1%	0.1%	5.2%	5.7%	0.1%	5.8%
Native Hawaiian and Other Pacific Islander alone	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%	0.2%	0.0%	0.2%
Some other race alone	0.2%	5.6%	5.8%	0.2%	5.5%	5.7%	0.3%	7.5%	7.8%	0.4%	5.6%	6.0%
Two or more races:	0.1%	39.3%	39.5%	0.1%	39.2%	39.4%	2.6%	12.5%	15.1%	3.5%	5.3%	8.8%
Two races including Some other race	0.0%	39.1%	39.1%	0.0%	39.0%	39.0%	0.4%	11.7%	12.1%	0.6%	4.6%	5.2%
Two races excluding Some other race, and three or more races	0.1%	0.2%	0.3%	0.1%	0.2%	0.3%	2.2%	0.8%	2.9%	2.9%	0.7%	3.6%

Source: U.S. Census Bureau. 2018-2022 American Community Survey 5-Year Estimates. Table B03002

Figure 2-13: Percent of Minority Population by Block Group



Source: U.S. Census Bureau. 2018-2022 American Community Survey 5-Year Estimates. Table B03002.

2.6.2. Low Income Populations and Poverty Status

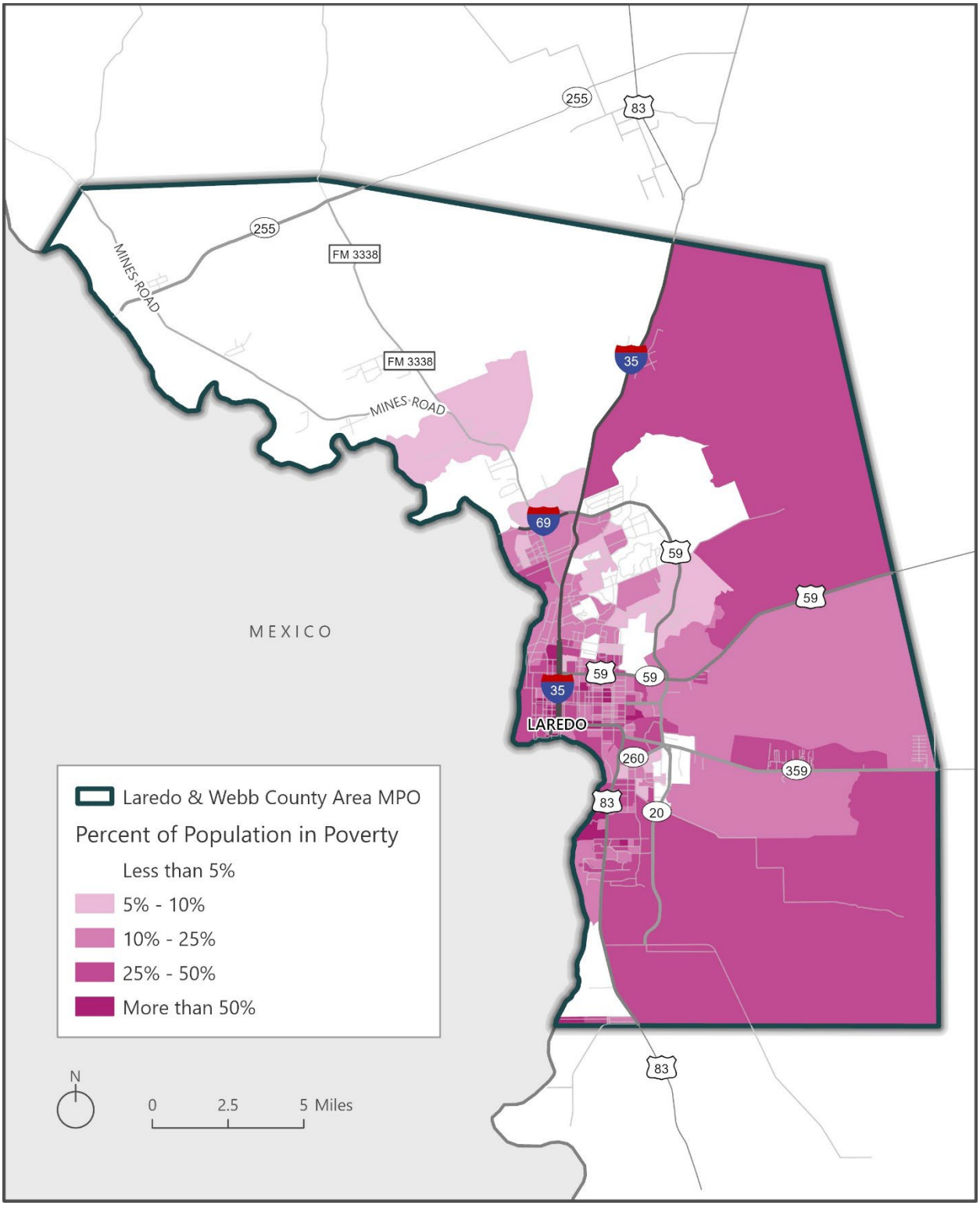
The U.S. Census Bureau uses a set of money income thresholds that vary by family size and composition, following the Office of Management and Budget's (OMB) Statistical Policy Directive 14, to determine the poverty numbers. If a family's total income is less than the threshold number, then that family and each individual within that family is considered in poverty. The calculation of poverty thresholds considers inflation with the Consumer Price Index (CPI). These thresholds do not vary geographically and are shown in **Table 2-6**. **Figure 2-14** shows the 2022 ACS 5-Year Estimates for the percentage of the population below the poverty level by Census tracts in Webb County. The low-income areas are generally distributed in the central city of Laredo, south Laredo, and the southeast side of the LWCAMPO region.

Table 2-6: Poverty Thresholds

Size of Family Unit	Annual Income (Weighted Average Threshold)
1	$14,880
2	$18,900
3	$23,280
4	$29,950
5	$35,510
6	$40,160
7	$45,690
8	$51,010
9 or more	$60,300

Source: U.S. Census Bureau.

Figure 2-14: Percent of Population in Poverty by Block Group



Source: U.S. Census Bureau. 2018-2022 American Community Survey 5-Year Estimates. Table B17021.

2.6.3. Limited English Proficiency (LEP) Households

A large number of households with limited English proficiency (LEP) are located in the south, central, and east areas of the MPA. The majority of LEP households in Webb County are 26.7 percent Spanish speaking, with a low number of LEP households speaking Other Indo-European (0.0 percent), Asian (0.1 percent), and Other (0.1 percent) languages, as shown in **Table 2-7**. The population of households with limited English proficiency in the county is significantly higher than the Texas and United States rate of 7.8 percent and 4.3 percent, respectively. **Figure 2-15** shows the percent of LEP households by block group for the MPA.

Table 2-7: LEP Households

Household Language	City of Laredo	Webb County	Texas	United States
English	6.2%	6.3%	62.5%	77.1%
Spanish	66.1%	65.8%	23.6%	10.5%
Spanish LEP	26.4%	26.7%	5.6%	2.5%
Other Indo-European Languages	0.5%	0.5%	2.9%	3.9%
Other Indo-European Languages LEP	0.0%	0.0%	0.3%	0.7%
Asian Languages	0.6%	0.6%	3.0%	3.0%
Asian Languages LEP	0.1%	0.1%	0.7%	0.9%
Other Languages	0.1%	0.0%	0.2%	1.2%
Other Languages LEP	0.0%	0.1%	1.2%	0.2%
Total LEP	26.5%	26.9%	7.8%	4.3%

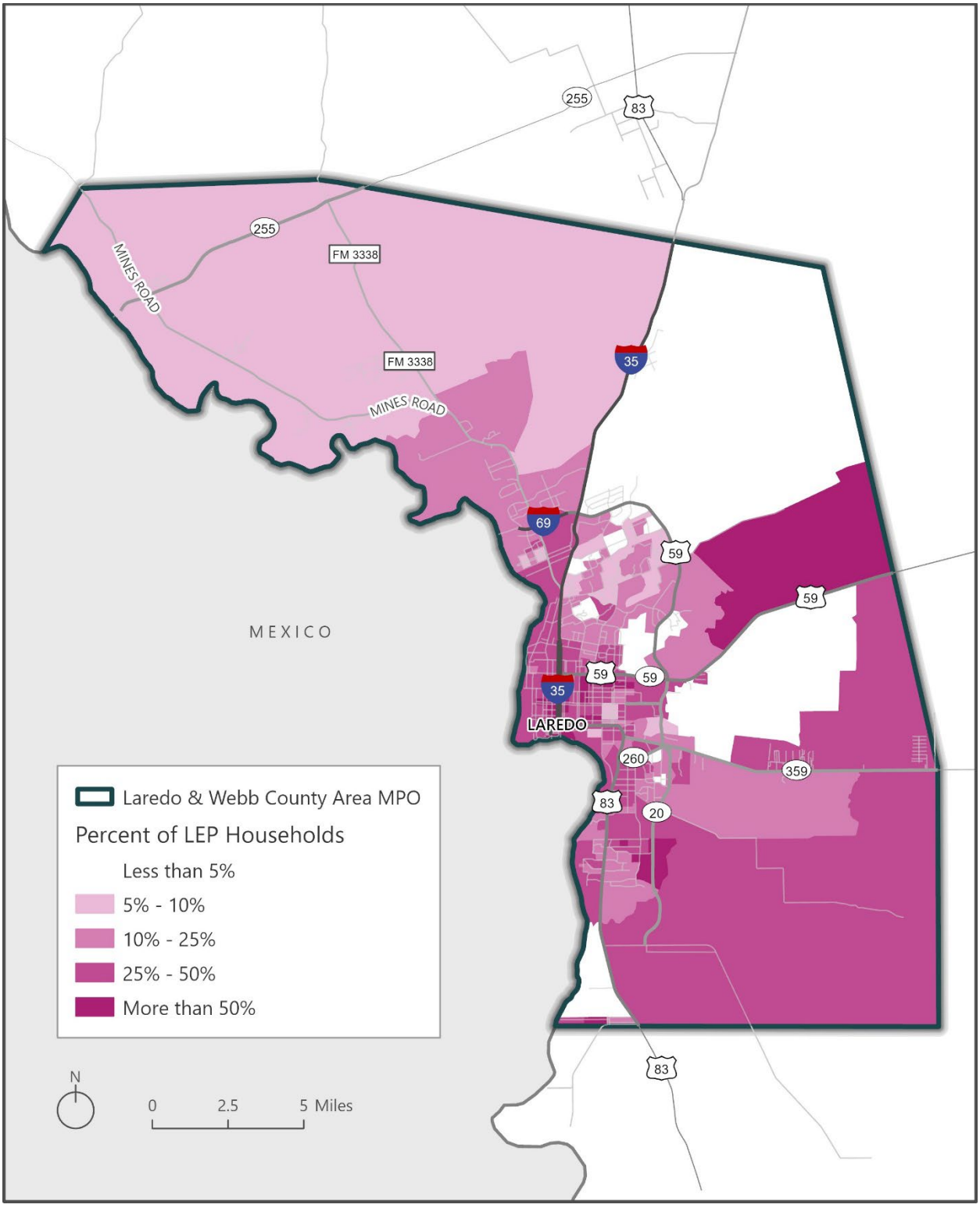
Source: U.S. Census Bureau. 2018-2022 American Community Survey 5-Year Estimates. Table C16002.

2.7. Recommendations

The existing MPA covers most of the urbanized area within the Laredo region, however, new areas of growth, as described in this chapter, have been identified. Including these anticipated areas for urbanized development would allow for better integration between urban and rural areas of the region.

As urbanized growth and development is anticipated outside the existing MPA boundary, the LWCAMPO should consider an expansion to their MPA to capture these areas and appropriately plan transportation improvements into the future.

Figure 2-15: Percent of LEP Households by Block Group



Source: U.S. Census Bureau. 2018-2022 American Community Survey 5-Year Estimates. Table C16002.

Chapter 3:
Roadways and Bridges

3.1. Introduction

The region's roadways provide the foundation of the transportation system, facilitating the movement of people and goods within and throughout the region. This infrastructure also forms the backbone for other modal systems in the region, such as transit bus routes that operate along these facilities and bicycle and pedestrian facilities that are often collocated with roadway corridors.

There are a number of ways in which roadways are categorized and designated that are important to understand how the regional roadway network functions and is monitored and funded. At the most basic level are roadway function classifications, which groups roadways into categories according to their function.

3.2. Functional Classification

The 2025-2050 MTP primarily addresses transportation improvements funded by federal funding sources, including roadways that will be constructed, expanded, or rehabilitated. These roadways are part of the "functionally classified roadway system."

The concept of functional classification defines the role that a particular roadway segment plays in traffic flow throughout the network. Roadways are assigned to one of several possible functional classifications within a hierarchy according to the character of travel service each roadway provides. Planners and engineers use this hierarchy of roadways to properly channel transportation movements through a highway network efficiently and cost-effectively. Roadways serve two primary travel needs: access into and egress from specific locations and travel mobility. While these two functions lie at opposite ends of the continuum of roadway function, most roads provide some combination of both.

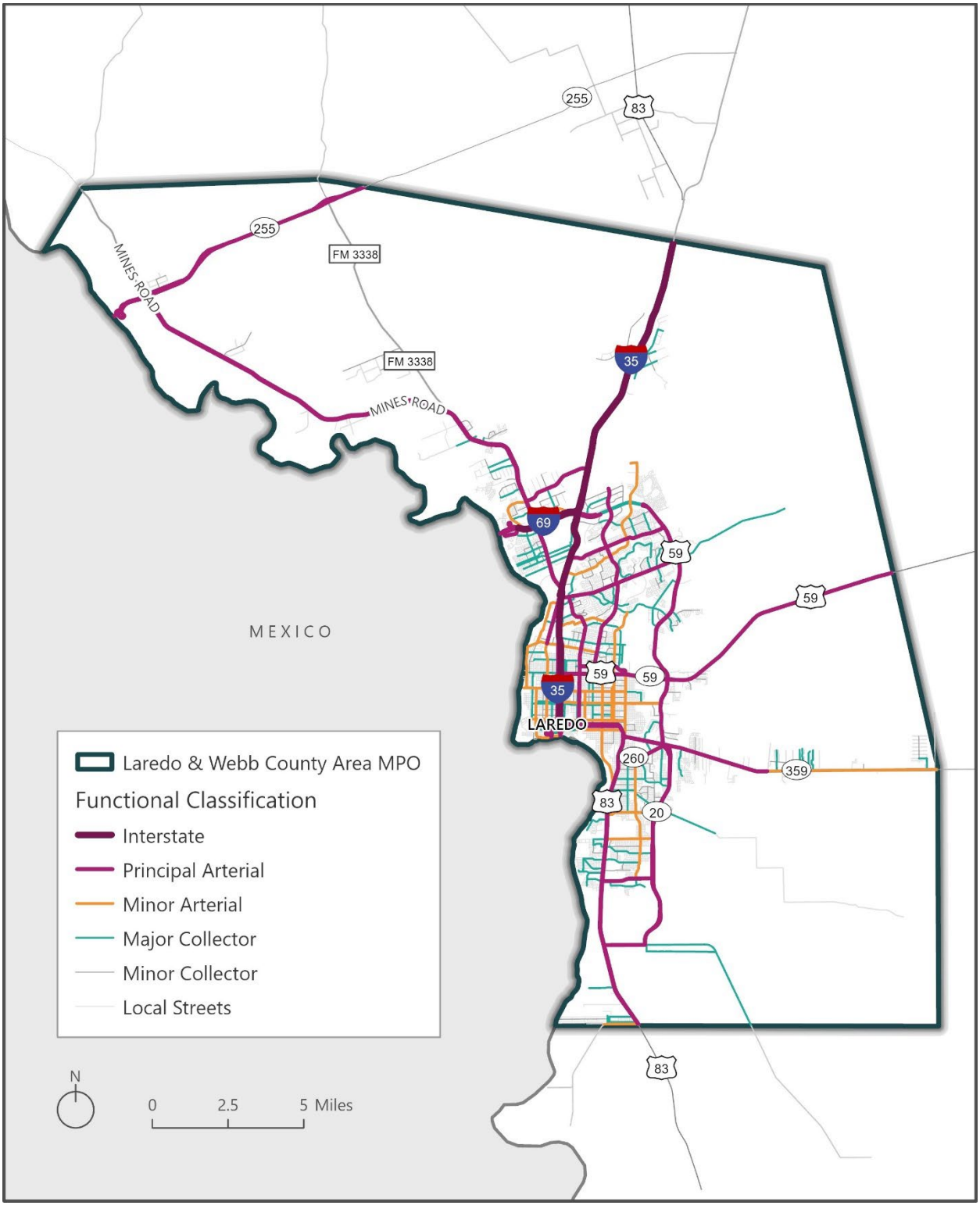
- **Roadway mobility function**. Provides few opportunities for entry and exit, and therefore, low travel friction from vehicle access/egress.
- **Roadway accessibility function**. Provides many opportunities for entry and exit, which creates potentially higher friction from vehicle access/egress.

Interstates or expressways provide maximum movement of vehicles but allow limited access to adjacent land uses. Arterial streets have lower vehicular capacity and speed but allow direct access to surrounding land uses. Collector and residential streets primarily provide direct access and connections to facilities and land uses. The functional classification system is described in **Table 3-1**. **Figure 3-1** shows the functional classification of roadways within the Laredo MPA.

Table 3-1: Functional Classification Definitions

Functional Classification	Characteristics	Example
Interstate	▸ High speed, divided highway with full control of access and grade-separated interchanges ▸ Moves inter- and intra-regional traffic, particularly long trips in high traffic volume corridors. Provides access between cities and across metropolitan areas ▸ Normally in excess of 20,000 vehicles per day ▸ Formally designated by USDOT	Interstate 35 (I-35)
Other Freeway	▸ High speed, divided highway with full control of access and grade-separated interchanges crossing metropolitan areas and between major activity centers (2 or more miles) ▸ Normally in excess of 20,000 vehicles per day	Loop 20
Principal Arterial	▸ Typically, a divided street with major access points at intersections with the surface street system. Some direct access permitted to abutting land uses ▸ Serves major centers of activity, with service to abutting land uses secondary to the provision of travel service ▸ Normally 10,000 to 30,000 vehicles per day	McPherson Blvd
Minor Arterial	▸ Number of lanes and type of median directly relate to traffic volumes and abutting land use ▸ Augments and feeds primary arterial system and distributes traffic to geographic areas smaller than those served by the higher system, with more emphasis on service to abutting land uses ▸ Normally 5,000 to 15,000 vehicles per day	Springfield Ave
Collector	▸ High access to local streets and driveways connecting local streets to the arterial system. ▸ Typically used for trips that are near their origin or destination point, primarily connecting neighborhoods within and among sub-regions ▸ Normally 1,500 to 10,000 vehicles per day	Fenwick Dr, La Pita Mangana Rd
Local	▸ High access to driveways ▸ Provides direct access to abutting property ▸ Normally 1,500 or fewer vehicles per day	Basswood Dr, Madera Ave

Figure 3-1: Roadways by Functional Classification



Source: TxDOT

As shown in **Table 3-2**, most roadways in the MPA by total lane miles are classified as Principal Arterials and Major Collectors. Only 6.3 percent of the roadways are classified as Interstate and 6.3 percent as local roads.

Table 3-2: Lane Miles by Functional Classification

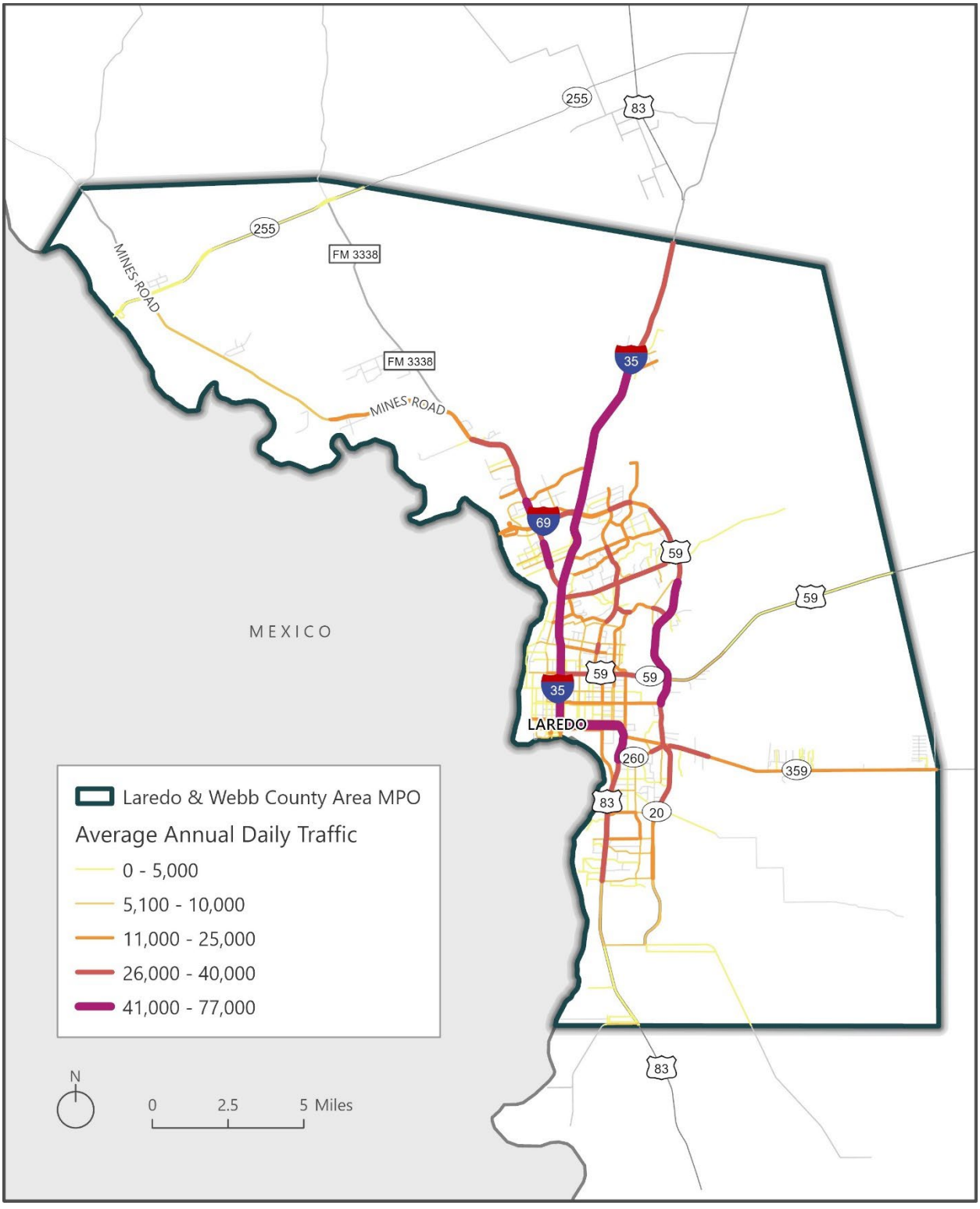
Functional Classification	Lane Miles	Percent (%) of Total Lane Miles
Interstate	18.6	6.3%
Freeway and Expressway	1.6	0.5%
Principal Arterial	109.1	36.8%
Minor Arterial	59.2	19.9%
Major Collector	108.3	36.5%
Local	18.6	6.3%
TOTAL	**296.9**	**100%**

Source: TxDOT

3.3. Traffic Volume

Traffic volume is an important basis for determining the kind of improvements needed on a highway or street facility. Traffic volumes are typically expressed in terms of average annual daily traffic (AADT). AADT is an estimate of the average traffic volume for a roadway segment for the entire year. The measure of AADT is a crucial consideration in the transportation planning process as it indicated how "busy" a roadway is. The AADT for roadways within the MPA were obtained from the TxDOT Roadway Inventory, a dataset maintained by the Transportation Planning and Programming Division. The most recent AADT data is from 2022. The AADT for roadways within the MPO region are shown in **Figure 3-2.** The highest AADT values in the region are along I-35, SH 359, SL 20, US 83, and FM 1472. Vehicle traffic load along these segments is the heaviest with AADT reaching anywhere from 41,000 vehicles to 77,000 vehicles.

Figure 3-2: Roadways by Average Annual Daily Traffic (AADT)



Source: TxDOT

3.3.1. Traffic Analysis

To determine roadways in particular need, an analysis of annual average daily traffic (AADT) was completed. Utilizing the TxDOT Roadway Inventory, AADT from TxDOT was compared to thresholds established by the FHWA. The thresholds establish expected AADT based on functional classification and urban or rural settings, as seen in **Table 3-3**.

Table 3-3: AADT by Functional Classification (FHWA)

Classification		Urban AADT	Rural AADT
1	Interstate	35,000 - 129,000	12,000 - 34,000
2	Other Freeway & Expressway	13,000 - 55,000	4,000 - 18,500
3	Other Principal Arterial	7,000 – 27,000	2,000 - 8,500
4	Minor Arterial	3,000 - 14,000	1,500 - 6,000
5	Major Collector	1,100 - 6,300	300 - 2,600
6	Minor Collector	1,100 - 6,300	150 - 1,110
7	Local	80 - 700	15 - 400

Source: FHWA

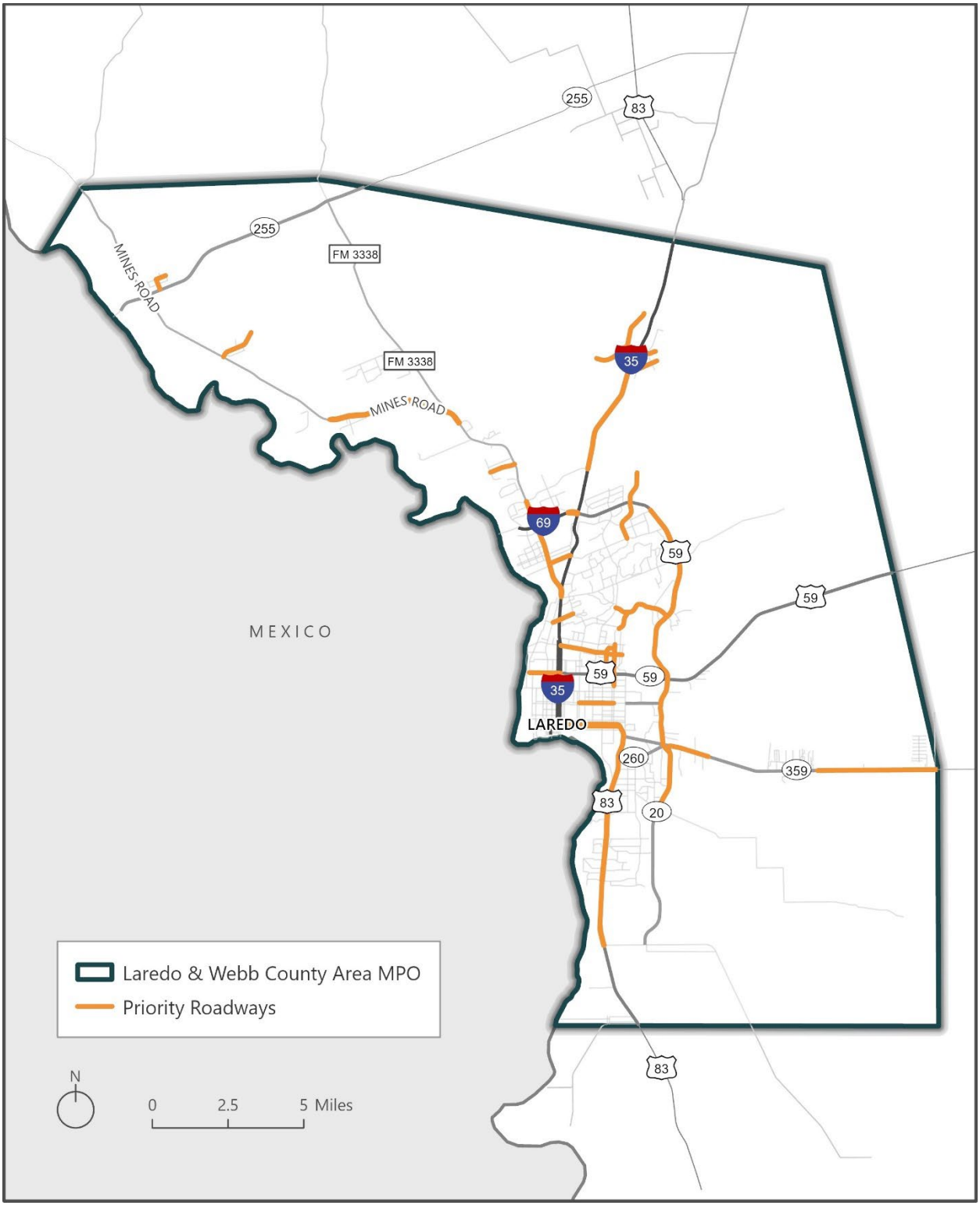
Using the upper limit of the established thresholds, a ratio was developed to identify the roadways with the highest level of AADT compared to the thresholds. Roadways with a ratio of 1, had an equal level of AADT compared to the threshold. If a roadway has a ratio over 1, this means that the current AADT is exceeding the expected threshold. **Table 3-4** lists roadways with the highest level of need, based on the ratio developed. **Figure 3-3** shows the roadways identified.

Table 3-4: Roadways Exceeding Thresholds

Road	Type	Functional Classification	Limits To	Limits From
US 83	Urban	3	Cielito Lindo Blvd	Santa Ursula Ave
McPherson Rd	Urban	3	Calle del Norte	Shiloh Dr
SL 20/US 59	Urban	3	Lomas Del Sur Blvd	Crepusculo Dr
FM 1472	Urban	3	Killam Industrial Blvd	I-35
SH 359	Urban	3	Old Milwaukee Rd	SL 20
San Dario Ave	Urban	4/5	W Village Blvd	Shiloh Dr
International Blvd	Urban	4	United Ave	Shiloh Dr
E Calton Rd	Urban	4/5	Maher Ave	I-35
Clark Blvd	Urban	4	N Bartlett Ave	Springfield Ave
N Barnett Ave	Urban	4	E Locust St	E Hillside Rd
Jacamen Rd	Urban	5	McPherson Rd	SL 20
Las Cruces Dr	Urban	5	I-35	Mines Rd
Trade Center Blvd	Urban	5	Atlanta Dr	Mines Rd
Mann Rd	Urban	5	Springfield Ave	Santa Maria Ave
Lafayette St	Urban	5	I-35	Lee Ave
Cherry Hill Dr	Urban	6	N Bartlett Ave	E Bustamante St
I-35	Rural	1	Killam Industrial Blvd	Uniroyal Dr
FM 1472/Mines Rd	Rural	3	Vidal Cantu Rd	Ben-Hur Ranch Rd
US 83	Rural	3	Mangana Hein Rd	Cielito Lindo Blvd
SH 359	Rural	4	Botello Rd/MPO Bounds	N Riata Rd
Uniroyal Dr	Rural	5	I-35	End of Road
Carriers Dr	Rural	5	I-35	End of Road
Beltway Pkwy	Rural	6	Evolution Loop	I-35
Mercury Dr	Rural	6	Beltway Pkwy	Reuthinger Pkwy
Las Minas Blvd	Rural	6	SH 255	Black Diamond St
Black Diamond St	Rural	6	Las Minas Blvd	Cannel St
Pinto Valle Dr	Rural	6	Mines Rd	End of Road

Source: WSP Analysis of TxDOT Data

Figure 3-3: Roadways Exceeding Thresholds



Source: WSP Analysis of TxDOT Data

3.4. Network Conditions and Performance

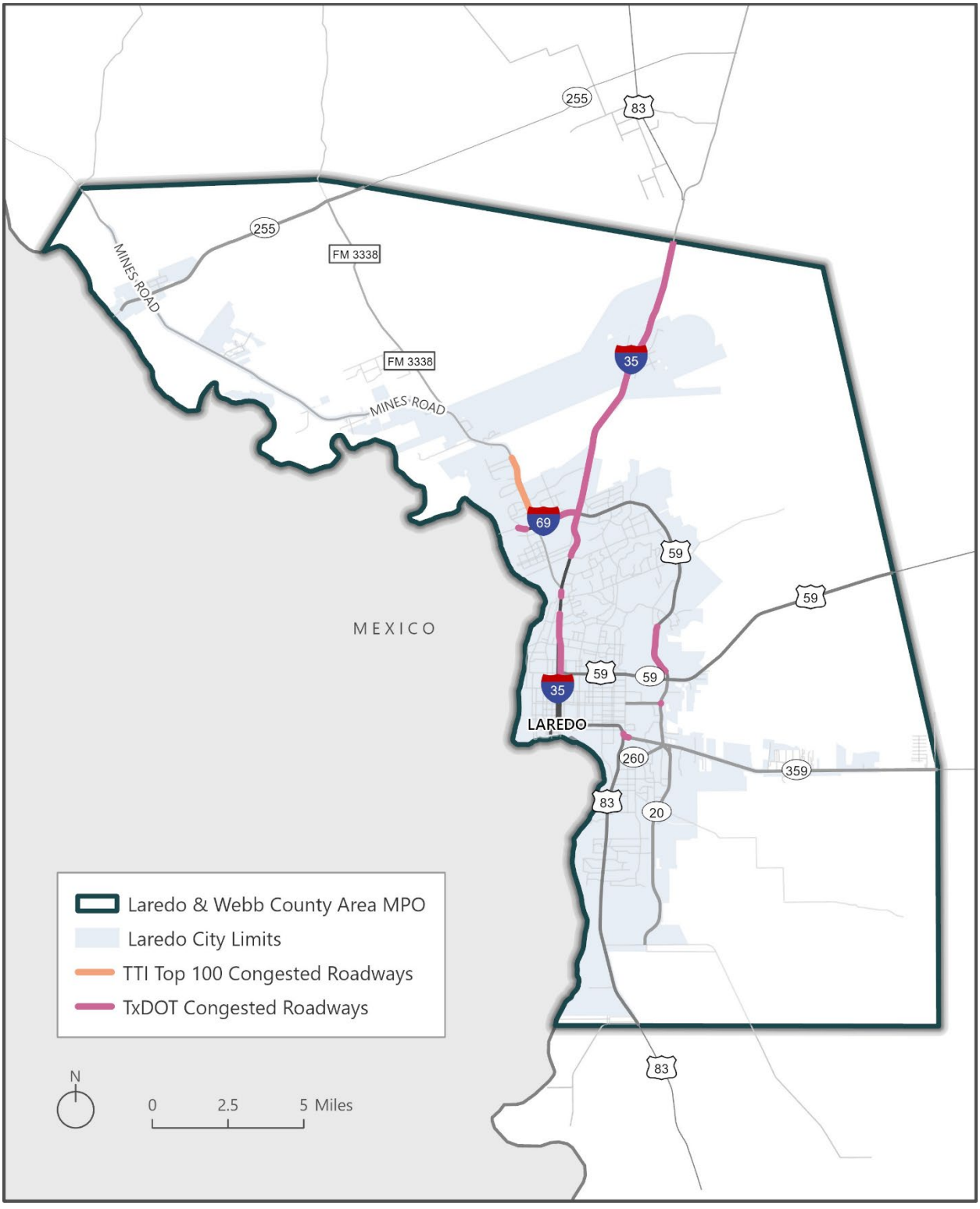
Congested roadways in the MPA are shown in **Figure 3-4**. These congested roadways are identified by TxDOT's "Car Space" analysis model, which was last updated in September 2023. The "Car Space" method determines the space between cars in one-mile increments and factors in the number of lanes, AADT, and average car length. The resulting measure indicates the level of congestion. The congested roadways shown are moderately congested meaning there is between 175 feet and 350 feet between cars. The identified congested roadways are segments of FM 1472, I-35, I-69, SH 359, SL20, and US 59.

3.4.1. Localized Bottlenecks

Traffic congestion can sometimes be attributed to bottlenecks, these bottlenecks can occur due to a variety of roadway-related factors. The common locations for localized bottlenecks include:

- Lane drops
- Freeway on-ramps
- Freeway to freeway interchanges
- Tunnels/underpasses
- Traffic control devices
- Weaving areas
- Freeway exit-ramps
- Changes to highway alignment
- Narrow lanes/lack of shoulders

Figure 3-4: Congested Roadways



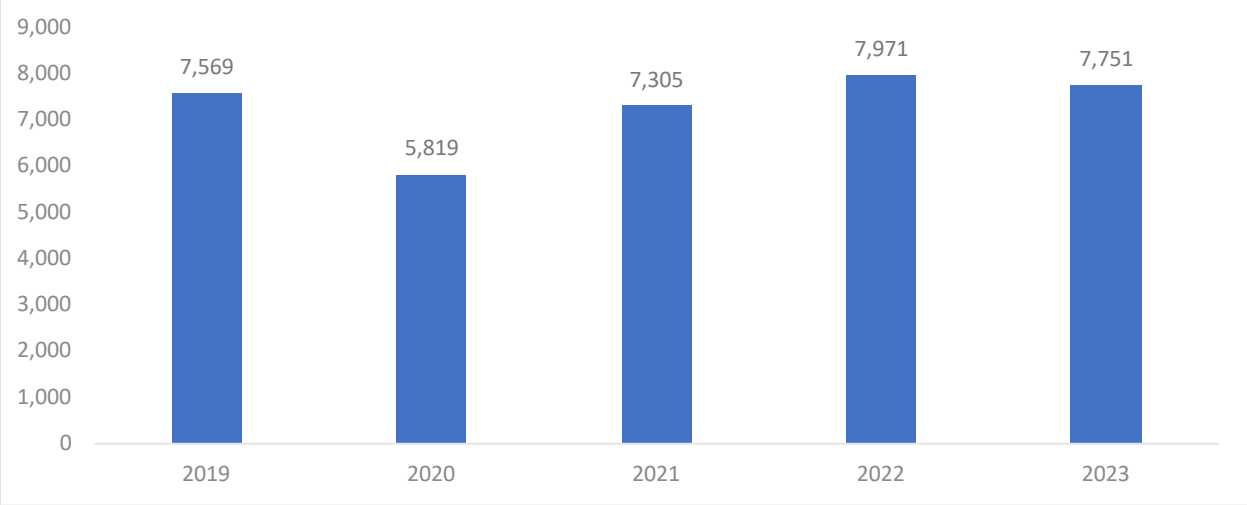
Source: TxDOT

3.5. Safety

Beyond roadway conditions and traffic volumes, safety data was also reviewed to understand areas where safety improvements may be needed now and into the future. According to the TxDOT Crash Records Inventory System (CRIS) data collected on January 23, 2024, 36,415 crashes occurred within the MPA from January 1, 2019, through December 31, 2023. TxDOT provides the data to calculate these measures for the MPA area dating back to the year 2019.

The total number of crashes each year from 2019 to 2023 are show in **Figure 3-5**. The total number of crashes in 2019-2023 for the region is 36,415. In the year 2022, the largest number of crashes occurred at 7,971. The lowest number of crashes occurred in 2020 at 5,819, which could be attributed to COVID-19 when people traveled less. Years 2019, 2021, and 2023 saw a similar number of crashes from 7,501-7,971.

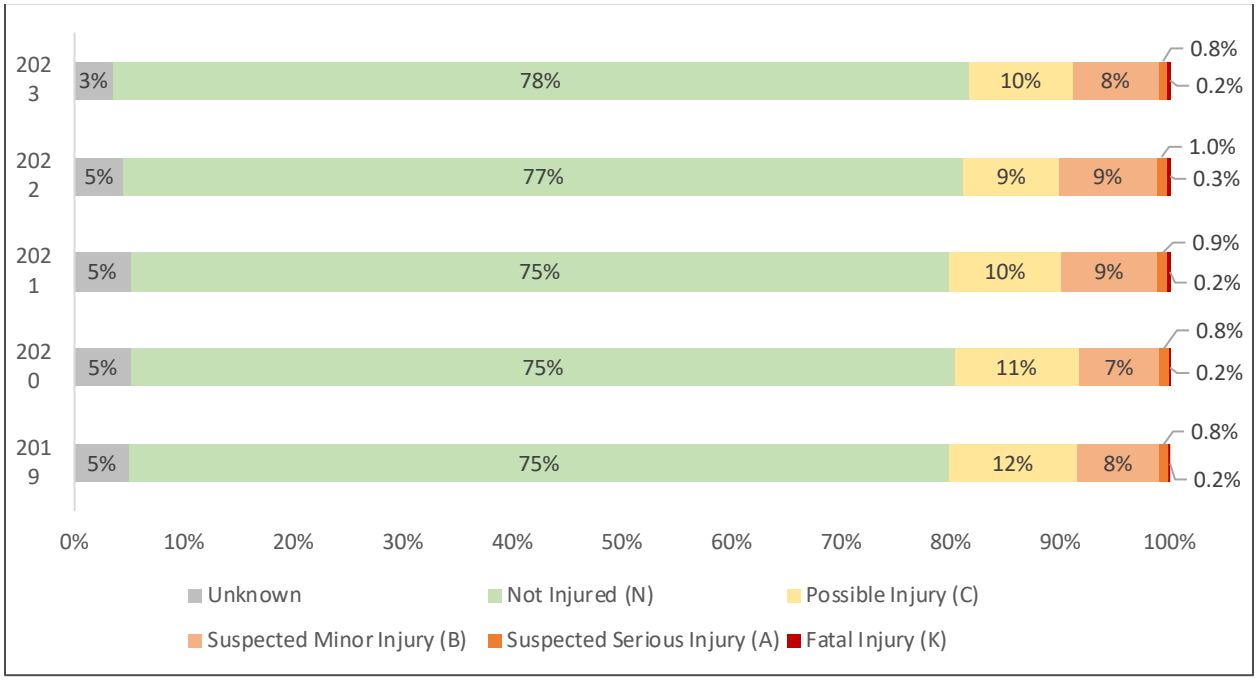
Figure 3-5: Total Crashes (2019-2023)



Source: TxDOT

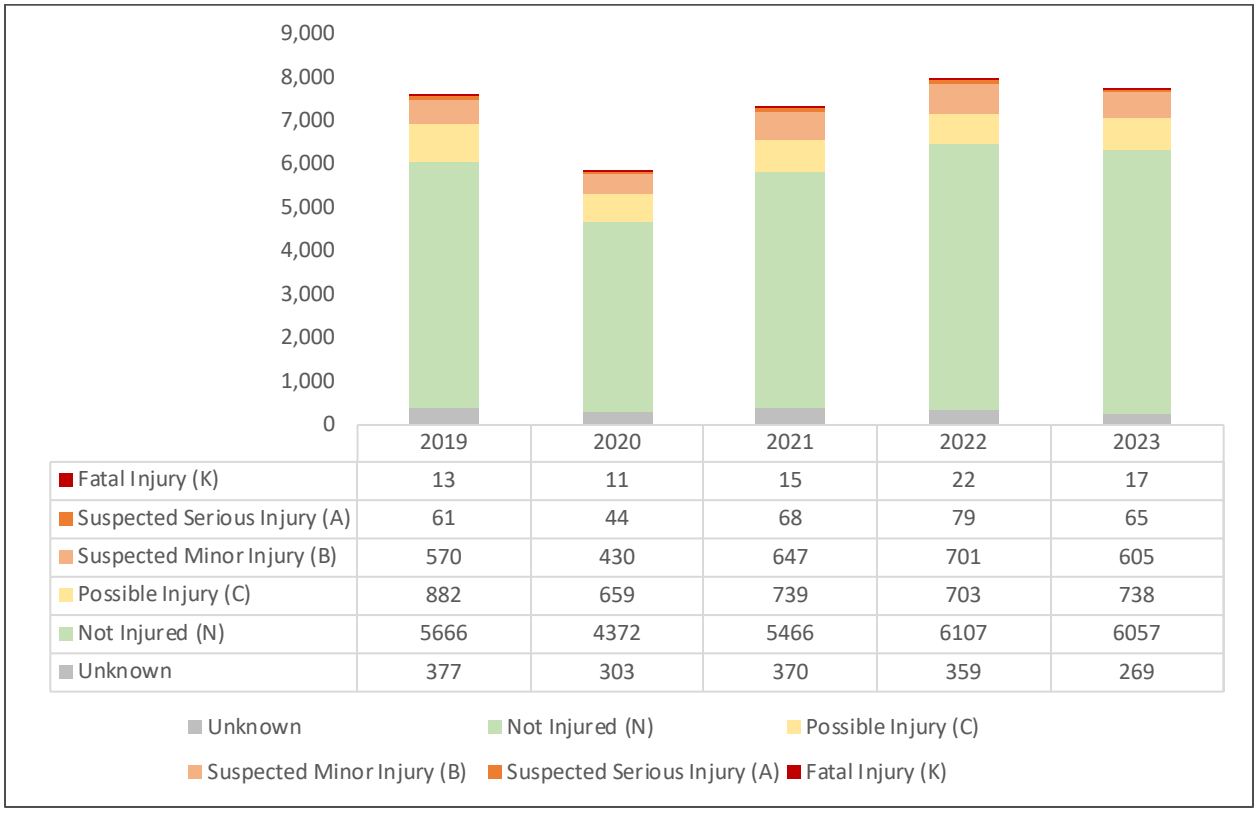
Crashes are categorized by severity, such as Not Injured (N), Possible Injury (C), Suspected Minor Injury (B), Suspected Serious Injury (A), Fatal Injury (K), and Unknown. The percentage of crashes by severity (2019-2023) is shown in **Figure 3-6.** The number of crashes by severity are shown in **Figure 3-7**. Throughout the years, the majority of crashes have a severity of Not Injured, followed by Possible Injury and Suspected Minor Injury. The smallest count of crash severity is those with Suspected Serious Injury and Fatal Injury. The number of crashes without injury accounted from 74.83 percent to 78.14 percent of all crashes. Crashes involving a possible injury accounted for 8.82 percent to 11.65 percent of all crashes. Crashes with a suspected minor injury resulted in 7.53 percent to 8.86 percent, while crashes with a suspected serious injury resulted in 0.76 percent to 0.99 percent of all crashes. Lastly, fatal crashes accounted for 0.17 percent to 0.28 percent of all crashes.

Figure 3-6: Percent of Crashes by Severity



Source: TxDOT

Figure 3-7: Crash Count by Severity



	2019	2020	2021	2022	2023
Fatal Injury (K)	13	11	15	22	17
Suspected Serious Injury (A)	61	44	68	79	65
Suspected Minor Injury (B)	570	430	647	701	605
Possible Injury (C)	882	659	739	703	738
Not Injured (N)	5666	4372	5466	6107	6057
Unknown	377	303	370	359	269

Source: TxDOT

The locations of crashes are shown in **Figure 3-8** through **Figure 3-12**. Fatal crashes accounted for 0.17 percent to 0.28 percent of all crashes from 2019-2023. The number of fatal crashes for 2019, 2020, 2021, 2022, and 2023 were 13, 11, 15, 22, and 17 respectively. The location of fatal crash hotspots is shown in **Figure 3-10**. The hotspots for fatal crashes are similar to all crashes and are located along major corridors and within Laredo's city limits. Fatal crash hotspots are located along I-35, I-69, SH 359, US 59, US 83, FM 1472, and SS-260.

The count and percentage of crashes involving pedestrians and cyclists are listed in **Table 3-5**. The total number of crashes between 2019 and 2023 was 36,415. Of these crashes, 323 of them involved pedestrians, and 125 of them involved cyclists. The year 2023 saw the highest number of crashes involving pedestrians, with 75 crashes (0.97 percent). The greatest number of crashes involving cyclists occurred in 2019, with 34 (0.45 percent). The location of crashes involving pedestrians and cyclists are shown in **Figure 3-11**. Crashes involving pedestrians and cyclists are clustered within Laredo's city limits and along I-35, SH 359, US 59, US 83, and SS-260.

Table 3-5: Crashes Involving Pedestrians and Cyclists

Year	Total Crashes	Pedestrians	Pedestrian Percentage	Cyclist	Cyclist Percentage
2019	7,569	71	0.94%	34	0.45%
2020	5,819	58	1.00%	25	0.43%
2021	7,305	58	0.79%	19	0.26%
2022	7,971	61	0.77%	18	0.23%
2023	7,751	75	0.97%	29	0.37%
Total	**36,415**	**323**	**0.89%**	**125**	**0.34%**

Source: TxDOT

Crash data from TxDOT was utilized to identify locations where crashes occur most frequently and prioritize those areas. **Figure 3-12** shows crash hot spots and the top 20 crash locations for 2019 through 2023. As shown in both the map and **Table 3-6**, the intersections with the most crashes were 1) I-35 and US 83 and 2) Ross St and US 83. These high-crash locations will continue to pose significant problems in the future as traffic volume and congestion increases along these corridors. These locations defined in **Table 3-6** are recommended as the top need locations for safety interventions and improvements.

Figure 3-9 and **Figure 3-10** shows crash hotspots within the MPA. The majority of crashes occur within Laredo's city limits and along major corridors. Crash hotspots are located along I-35, SH 359, US 59, US 83, and SS-260. A larger group of crash hotspots are in the downtown area of Laredo, near I-35 and US 83. There is a significant crash hotspot located north of I-35 near Unitec Industrial Park. A smaller and isolated hotspot can be seen at the intersection of FM 1472 and SH 255.

Fatal crashes accounted for 0.17 percent to 0.28 percent of all crashes from 2019-2023. The number of fatal crashes for 2019, 2020, 2021, 2022, and 2023 were 13, 11, 15, 22, and 17 respectively. The location of fatal crash hotspots is shown in **Figure 3-10.** The hotspots for fatal crashes are similar to all crashes and are located along major corridors and within Laredo's city limits. Fatal crash hotspots are located along I-35, I-69, SH 359, US 59, US 83, FM 1472, and SS-260.

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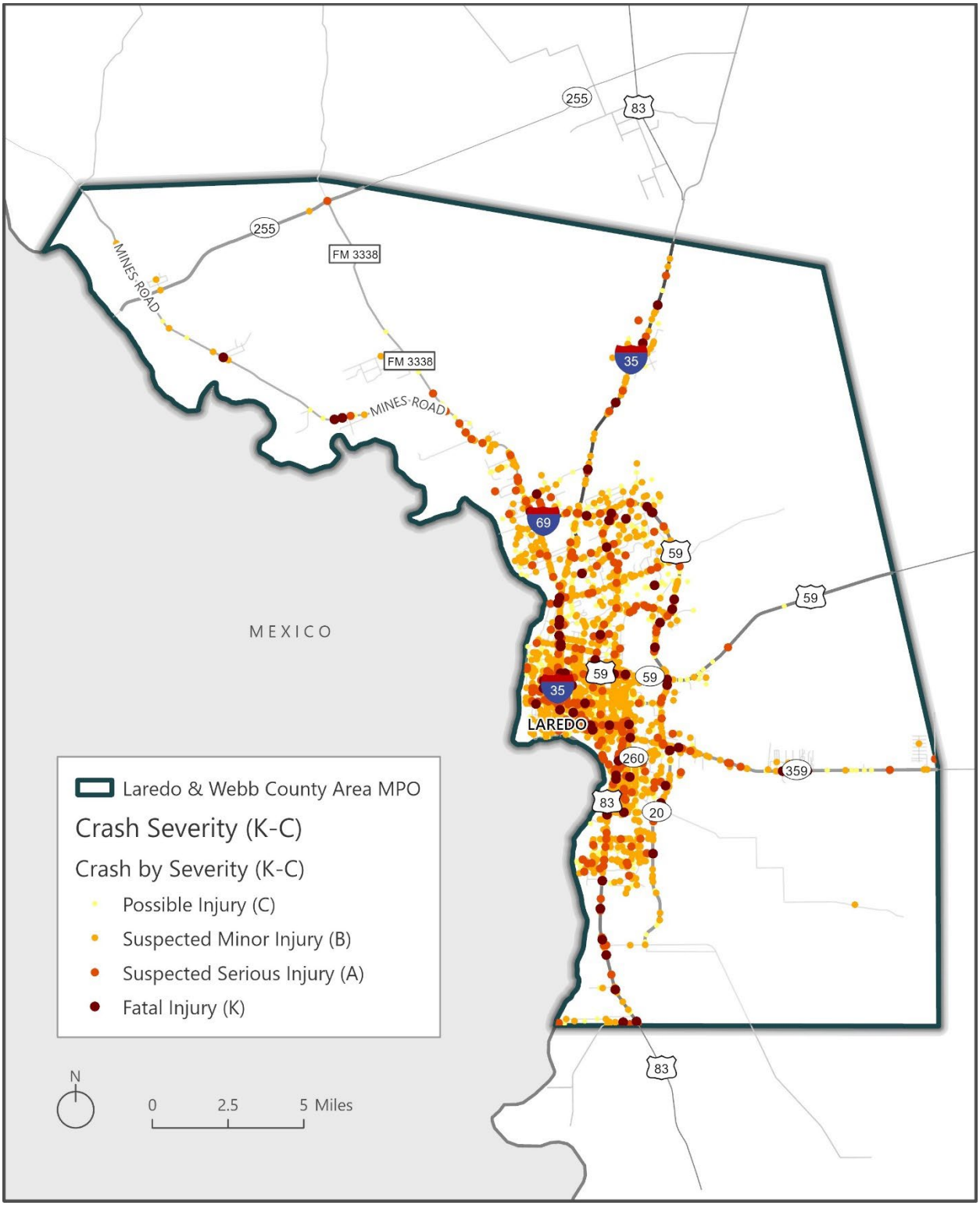
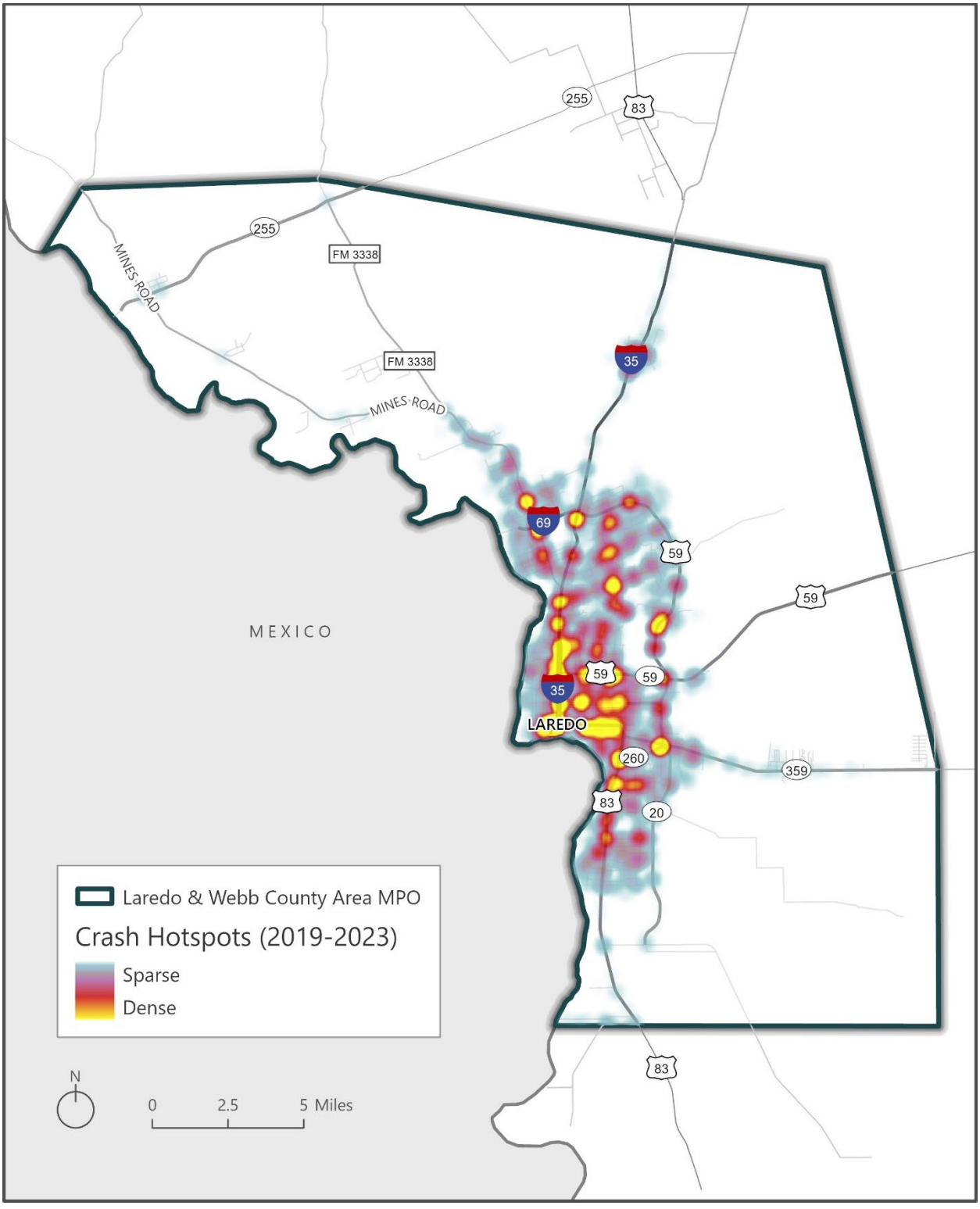
Figure 3-8: Crash by Severity Locations



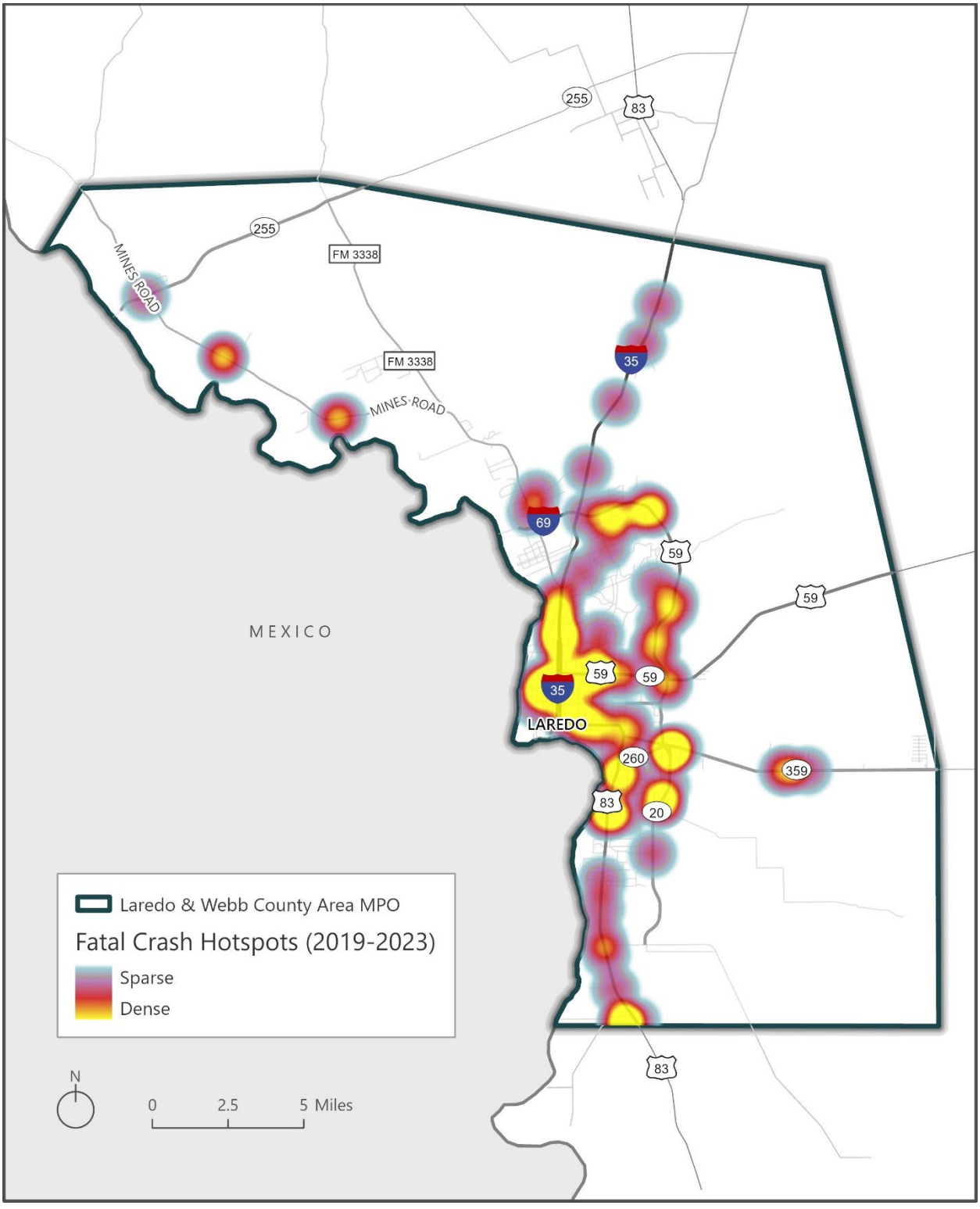
Source: TxDOT

Figure 3-9: Crash Hotspots



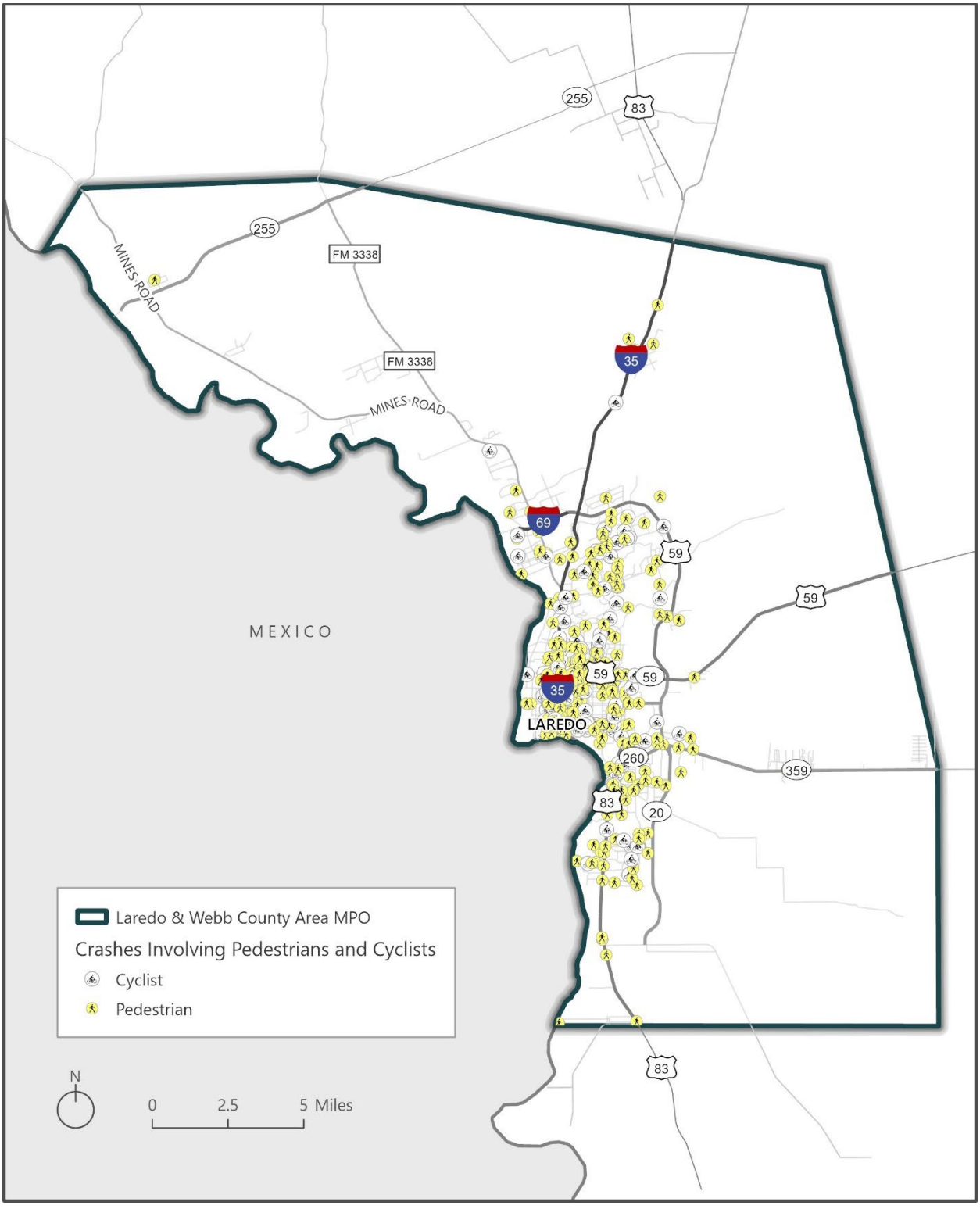
Source: TxDOT

Figure 3-10: Fatal Crash Hotspots



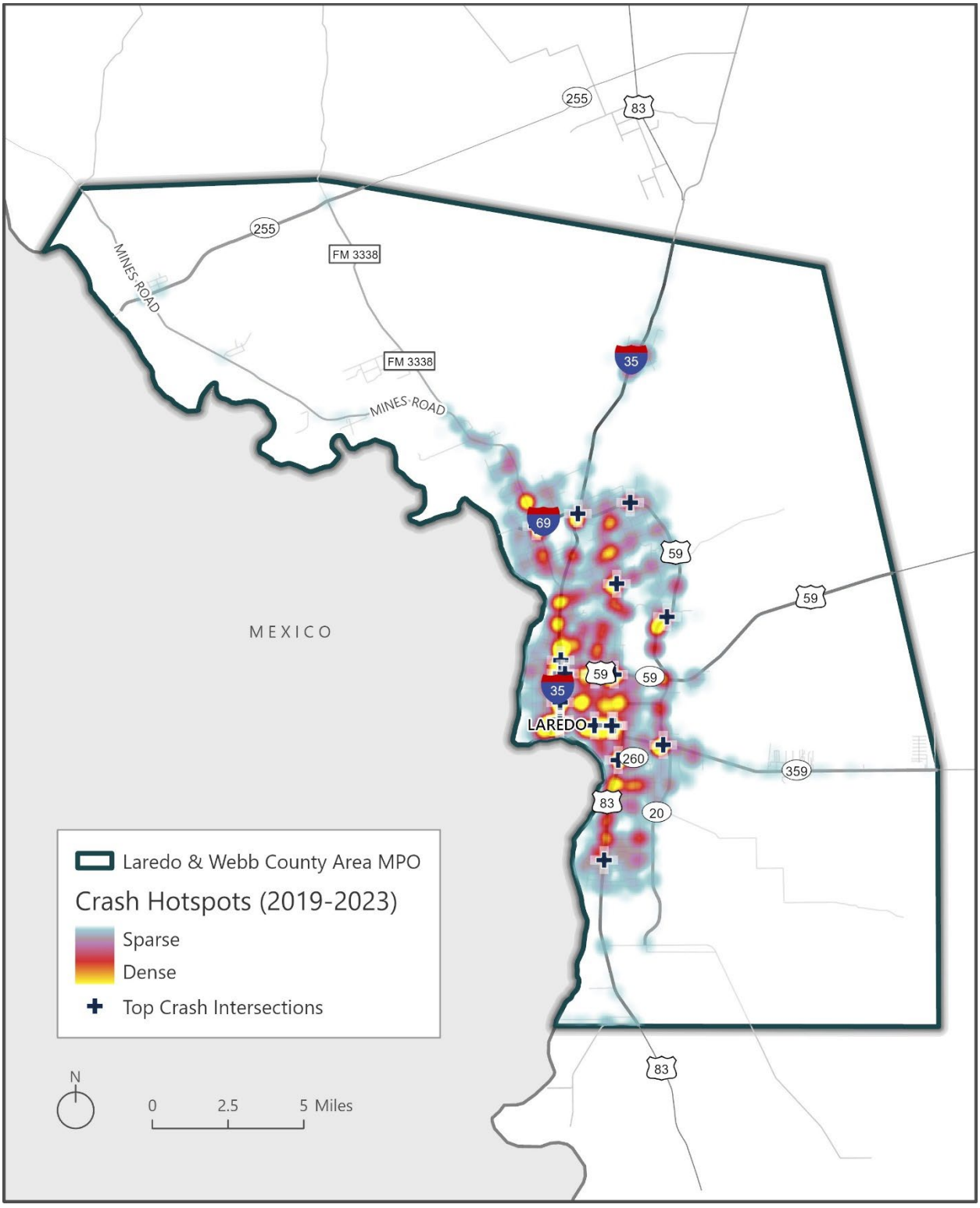
Source: TxDOT

Figure 3-11: Crash Locations Involving Cyclists and Pedestrians



Source: TxDOT

Figure 3-12. Crash Hot Spots and Top 20 Crash Locations



Source: WSP Analysis of TxDOT Data

Table 3-6: Top 20 Crash Locations, 2019-2023

Number	Intersection	Number of Crashes
1	I-35 and US 83	299
2	Ross St and US 83	161
3	McPherson Rd and Del Mar Blvd	99
4	Loop 20 (Bob Bullock Loop) and SR 359	99
5	N Malinche Ave and US 83	72
6	I-35 and US 59 (Lafayette St)	69
7	Loop 20 (Bob Bullock Loop) and Mines Rd	68
8	I-35-BR and Victoria St	68
9	Loop 20 (Bob Bullock Loop) and International Blvd	67
10	McPherson Rd and US 59 (Saunders St)	66
11	US 83 and Soria Dr	64
12	I-35 and Chicago St	63
13	Loop 20 (Bob Bullock Loop) and SR 359	60
14	US 83 and Bartlett Ave	50
15	San Francisco Ave and US 59 (Lafayette St)	48
16	Loop 20 (Bob Bullock Loop) and Jamacan Rd	47
17	US 83 and McPherson Ave	41
18	I-35 and Washington St	41
19	I-35 and Park St	41
20	N Bartlett Ave and US 59 (Saunders St)	39

Source: WSP Analysis of TxDOT Data

3.6. International Border Crossings

The LWCAMPO metropolitan planning area has five (5) international border crossings including:

1. **The Gateway to Americas International Bridge (Bridge I)**
   Consists of four travel lanes with two pedestrian walkways and is open to all traffic except for commercial traffic and trailers

2. **Juarez-Lincoln International Bridge (Bridge II)**
   Consists of eight travel lanes and is available for buses and non-commercial auto traffic

3. **Laredo Colombia Solidarity Bridge (Bridge III)**
   Consist of eight travel lanes and is open to all traffic

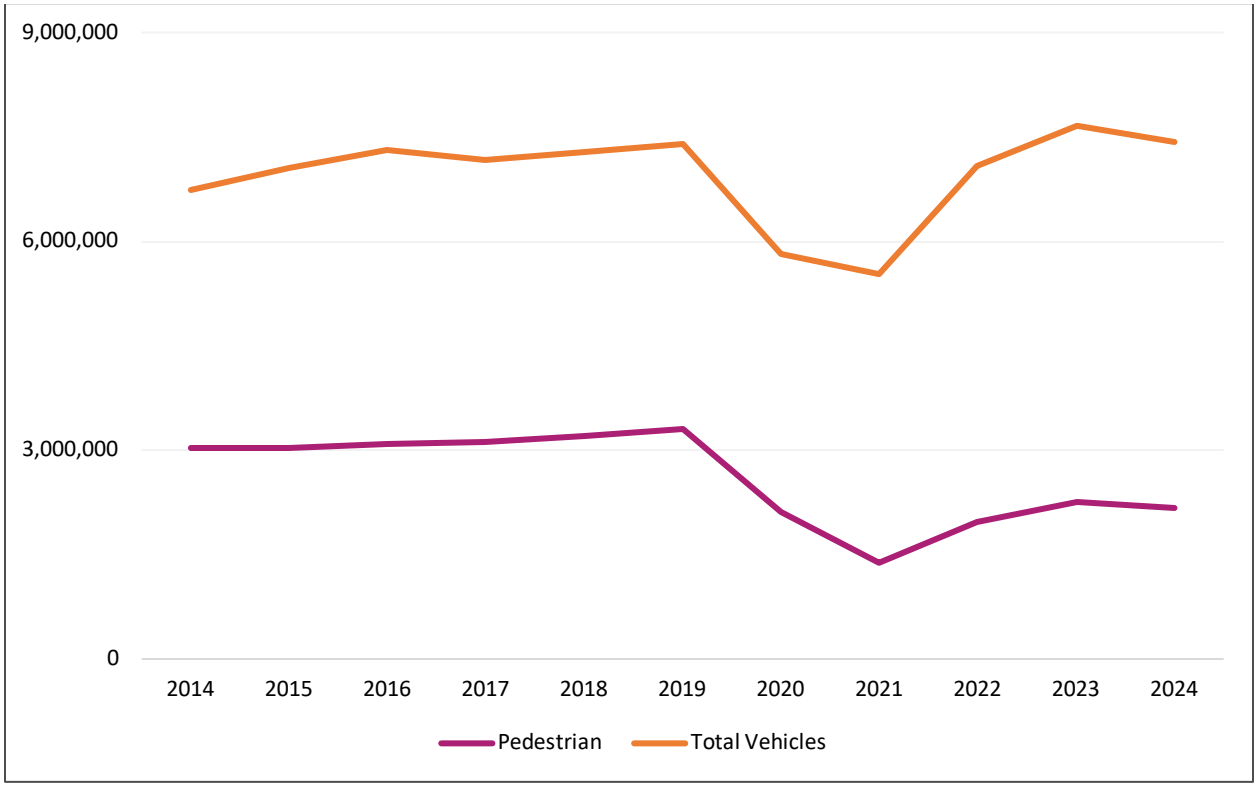
4. **World Trade International Bridge (Bridge IV)**
   Consists of fourteen travel lanes available only for commercial traffic

5. **KCS International Railroad Bridge**
   Operated by Canadian Pacific Kansas City (CPKC), this border crossing is the only railroad that directly connects Mexico, the United States, and Canada

The Texas-Mexico border has seen dramatic increases in population and traffic since 1990. Commercially, much of this has been due to the North American Free Trade Agreement (NAFTA), which was later renegotiated and is now known as the United States-Mexico-Canada Agreement (USMCA). The economic prosperity that followed from the trade deals, with the creation of new jobs and businesses, has helped grow the region and its importance to the state and nation.

The Bureau of Transportation Statistics (BTS) TransBorder Freight program provides northbound border crossings amongst the bridges, including the crossings of pedestrians and both commercial and non-commercial vehicles. Northbound border crossings from 2014 to 2024 are shown in **Figure 3-13**. Both pedestrian and vehicle northbound border crossings remained relatively consistent at their respective levels until the COVID-19 pandemic in 2020. While vehicular northbound border crossings have returned to pre-pandemic levels, pedestrian crossings remain lower than pre-pandemic levels, and in 2024, there were only approximately 66% of crossings in 2019.

Figure 3-13: Northbound Border Crossings 2014-2024



Source: Bureau of Transportation Statistics. TransBorder Freight, 2014-2024.

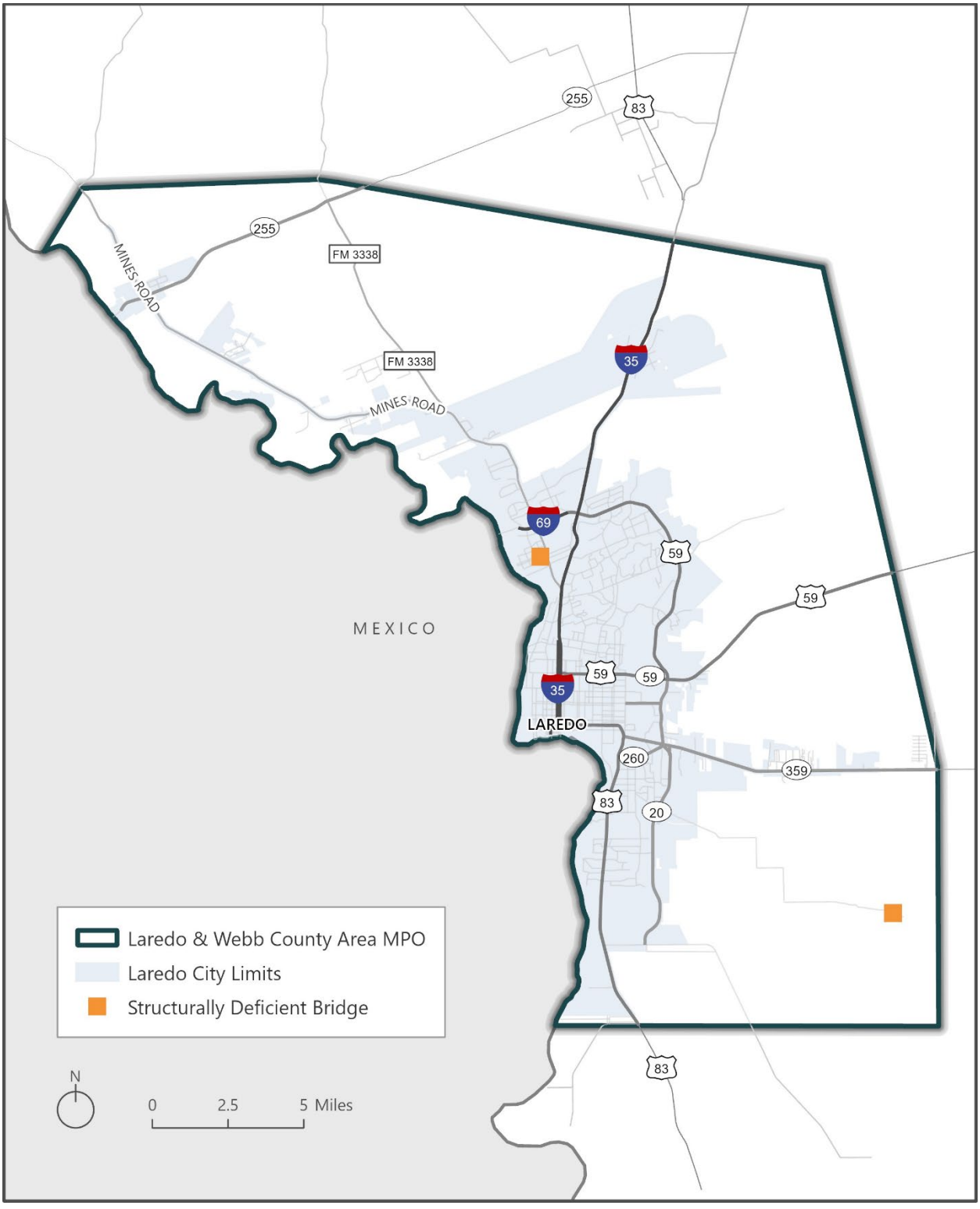
3.6.1. Border Transportation Issues

Border transportation planning has a wide variety of challenges, many of which are unique. However, the largest challenge is a common one: congestion. Long wait times are not just inconvenient but have real and substantial economic and environmental costs. Delays in the shipment of goods can increase prices and cost jobs. Idling vehicles for hours lowers the air quality at crossings. Other issues identified by TxDOT in the Texas-Mexico Border Transportation Master Plan included: safety, asset preservation, connectivity, stakeholder participation, Texas-Mexico coordination, data collection and sharing, system disruption and resiliency, integration of new technologies, environmental impacts, and funding.

3.7. Bridge Deficiencies

Bridges require scheduled maintenance and inspection to ensure they can safely carry increasing traffic volumes and loaded trucks. The National Bridge Inventory is maintained and administered by Federal Highway Administration (FHWA) and provides bridge conditions. A bridge can receive a rating of Good, Fair, or Poor conditions based on National Bridge Inspection Standards (NBIS). The region has two bridges in poor condition. The two bridges that are structurally deficient shown in **Figure 3-14**. The bridge within Laredo's city limits is located on Lowry Lane, and the other bridge is located on Wormser Road.

Figure 3-14: Structurally Deficient Bridges



Source: FHWA National Bridge Inventory

3.8. Freight Network

The Laredo & Webb County Area MPO regional freight transportation system is a combination of highways, railroads, port of entries, and Intermodal Freight Facilities as show in **Figure 3-15**.

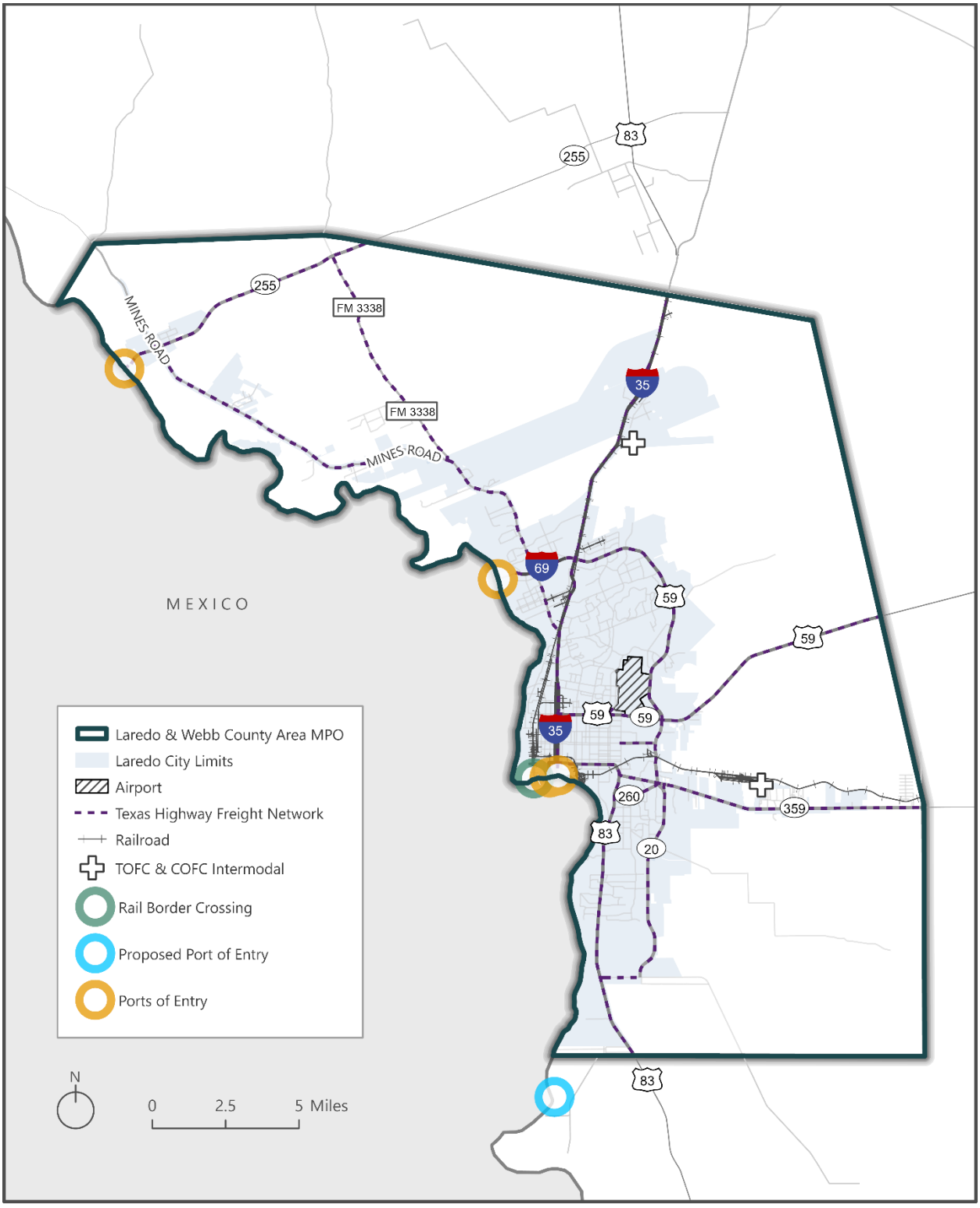
The regional truck network is composed of interstates, state highways, arterials and collectors and local roads. Key truck routes include I-35, SH 359, US 59, US 83, FM 1472, and SH 20 which provide access to the Laredo Colombia Solidarity Port of Entry, World Trade Bridge, the Juarez-Lincoln International Bridge, the Gateway to the Americas International Bridge, the KCS International Railroad Bridge, and other traffic generators. Truck traffic contributes significantly to the AADT for designated truck routes within the MPA. **Figure 3-16** shows the count of AADT on roadways that is attributed to truck traffic. A large amount of the AADT of I-35 and I-69 is linked to truck traffic, reaching a maximum of 20,565. This is expected due to the access they provide to The World Trade International Bridge, a port of entry exclusively for commercial traffic.

The port of entries includes Laredo Colombia Solidarity Port of Entry, World Trade Bridge, the Juarez-Lincoln International Bridge, the Gateway to the Americas International Bridge, and the KCS International Railroad Bridge. The Laredo Colombia Solidarity Bridge is composed of eight lanes and is open to all traffic. The World Trade International Bridge is a 14-lane bridge used exclusively for commercial traffic. The Juarez-Lincoln International Bridge consists of eight lanes and is solely for buses and non-commercial auto traffic. The Gateway to the Americas International Bridge consists of four lanes with two pedestrian walkways and is open to all traffic except for commercial traffic. The CPKC International Railroad Bridge is a railroad bridge connecting the northern termini of the Kansas City Southern Railway to the western termini of the Texas-Mexican Railway.

Laredo International Airport (LRD) serves air freight throughout the Laredo region, hosts 25 air cargo operators, and 597,000 square feet of storage space across ten aircraft hangars, 15 air cargo facilities, and a federal express facility. While much more limited than truck freight, air freight offers an essential service for fast delivery and the products tend to be more expensive compared to their weight, such as electronics.

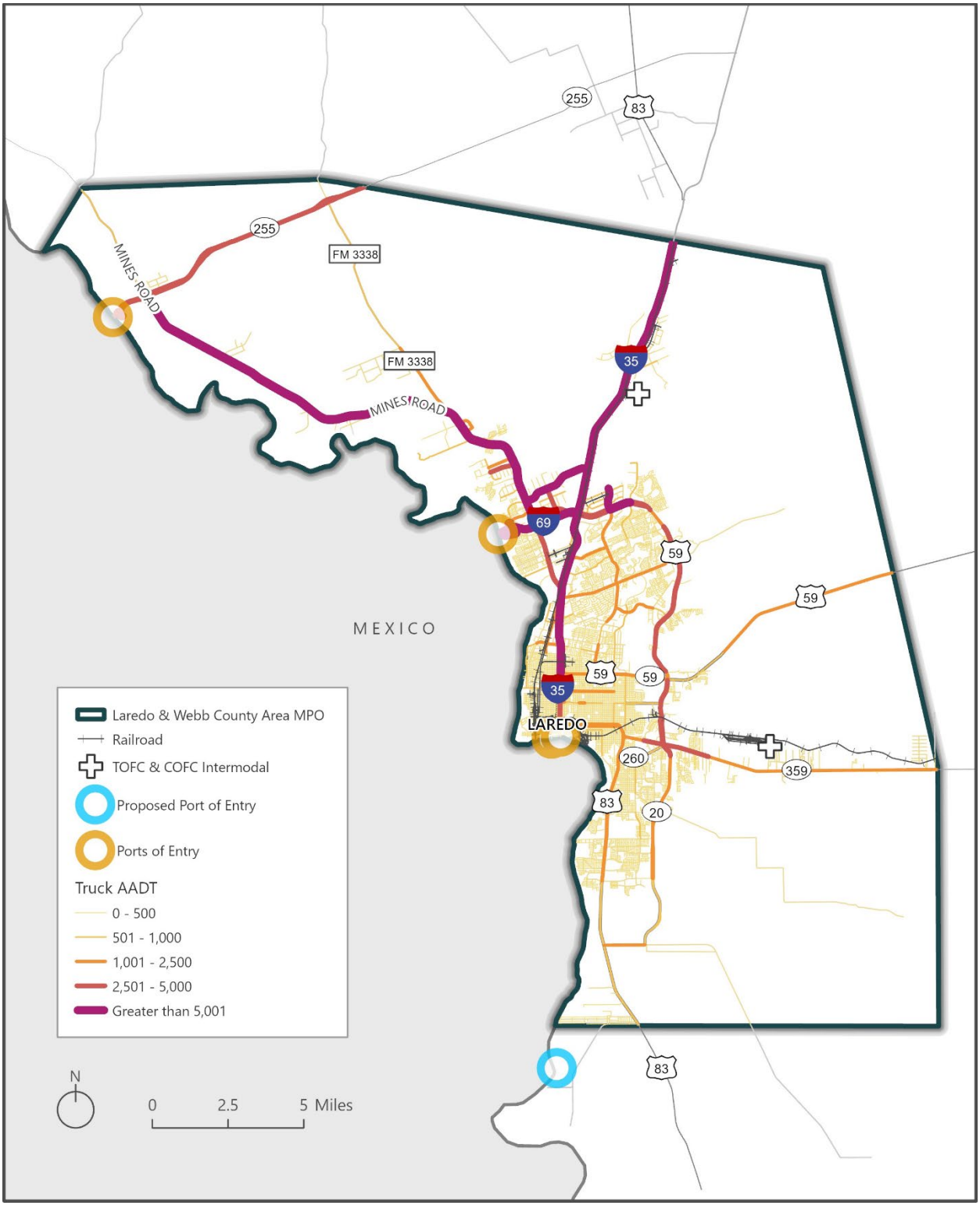
Intermodal Freight Facilities include Rail Trailer on Flatcar (TOFC) and Container on Flat Car (COFC). The Texas Highway Freight Network includes interstates, the National Highway System, the Texas Trunk System, and Emerging Freight Corridors.

Figure 3-15: Freight Network



Source: TxDOT, USDOT

Figure 3-16: Average Annual Daily Traffic (AADT) of Truck Traffic



Source: TxDOT

3.9. Forecast Analysis

The approved Texas Department of Transportation – Transportation Planning and Programming Division (TxDOT-TPP) travel demand model (TDM) developed for the Laredo metropolitan planning area was utilized to analyze level of service, population, and employment between the 2018 base year and the 2050 forecast year.

3.9.1. Level-of-Service Analysis

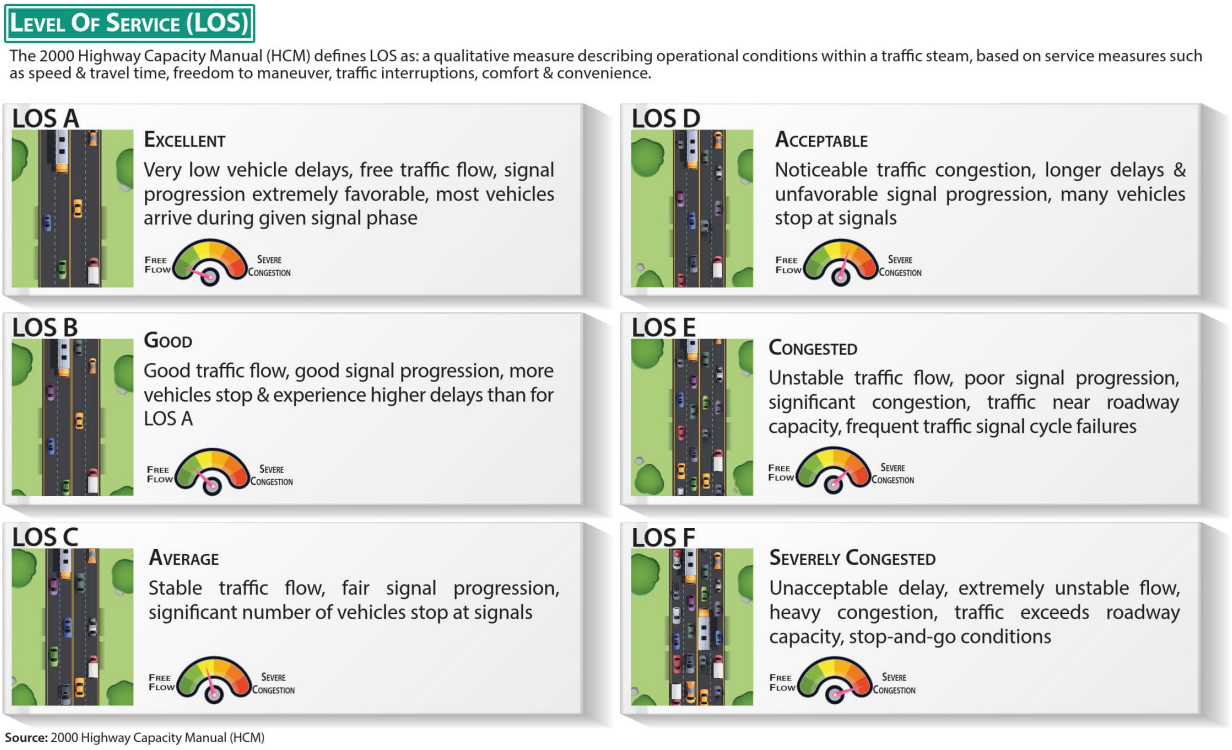
Level-of-service (LOS) is a qualitative measure of traffic operations, used to evaluate how the use of a roadway compares to the number of vehicles it was designed to accommodate. The LOS is determined by examining its traffic volumes, operating capacity (the number of vehicles per hour the roadway can handle without creating congestion), and vehicle speeds. When the roadway traffic volume exceeds the capacity of the roadway, the facility loses its ability to efficiently move traffic and becomes congested. Specifically, LOS is based upon the ratio of a roadway's traffic volume to the roadway's capacity (VC ratio).

The graphic in **Figure 3-17** describes the conditions a driver would experience on a roadway given a particular level of service rating. These levels of congestion range from uncongested traffic traveling at high speeds (LOS A) to severely congested traffic traveling at low speeds (LOS F). For this analysis, the thresholds of VC ratios used to determine LOS values are as follows:

- 0.0-0.2: LOS A
- 0.2-0.4: LOS B
- 0.4-0.6: LOS C
- 0.6-0.8: LOS D
- 0.8-1.0: LOS E
- >1.0: LOS F

The primary factors in determining a roadway's capacity include the number of travel lanes, the type of traffic control at intersections, the number of access points, and the speed limit. A planning level capacity assessment of existing roadway system traffic conditions was developed using the regional travel demand model. This model was updated to a base year of 2018 and attempts to predict travel conditions in the region by looking at both the supply and demand for transportation. The supply dimension of the model is reflected in the roadway network, while the socioeconomic data of the region reflects the demand side of the equation.

Figure 3-17: Traffic Conditions by Level of Service



Source: 2000 Highway Capacity Manual (HCM)

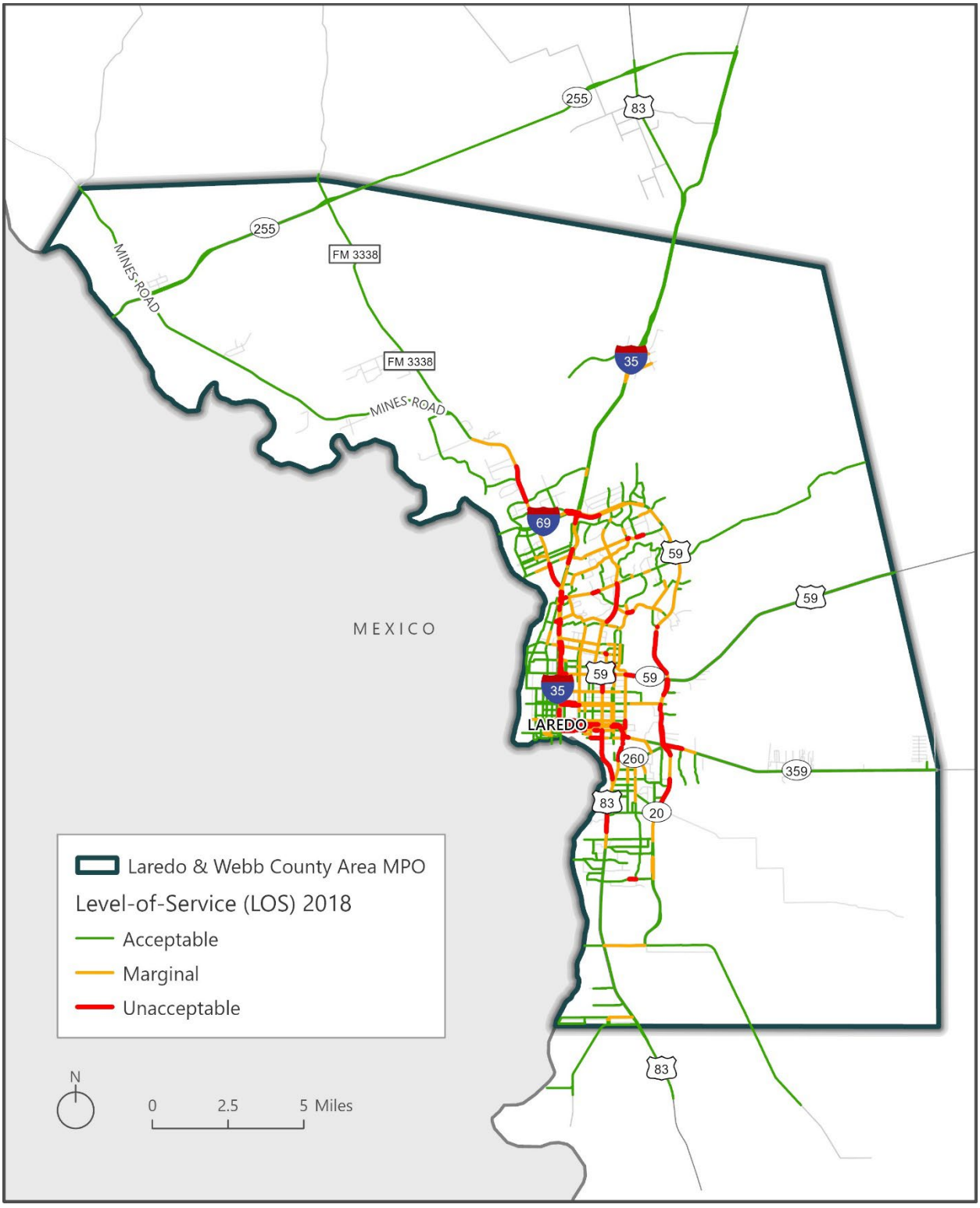
For the Laredo region, the current travel demand model is validated to a base year of 2018 with a 2050 high-growth scenario forecast year. The Laredo region is a high-growth area and has exhibited rapid development, with areas of new housing in the northeast and south, and expansion of freight-related employment along Mines Road and along I-35 in the north. The changes between 2018 and the current conditions are significant.

According to the LOS of roadways for the 2018 base year, current roadway congestion is marginal in much of the eastern side of I-35 and US 59. I-35 experiences unacceptable levels of congestion along with the Mines Road corridor and Loop 20. Congestion is most severe in six general locations: US 83 from I-35 to Meadow Ave.

- I-35 from US 59 to Hillside Rd.
- US 59 crossing over I-35
- US 83 to the east of Bartlett Ave.
- Del Mar Blvd at Fenwick Dr.
- Loop 20 between Clark Blvd and SH 359

The LOS for the base year of all roadways is shown in **Figure 3-18.** For clarity in the display, LOS ranges are grouped with LOS A, B, and C being rated as acceptable congestion, LOS D and E as marginal, and LOS F as unacceptable.

Figure 3-18. Existing Level of Service, 2018



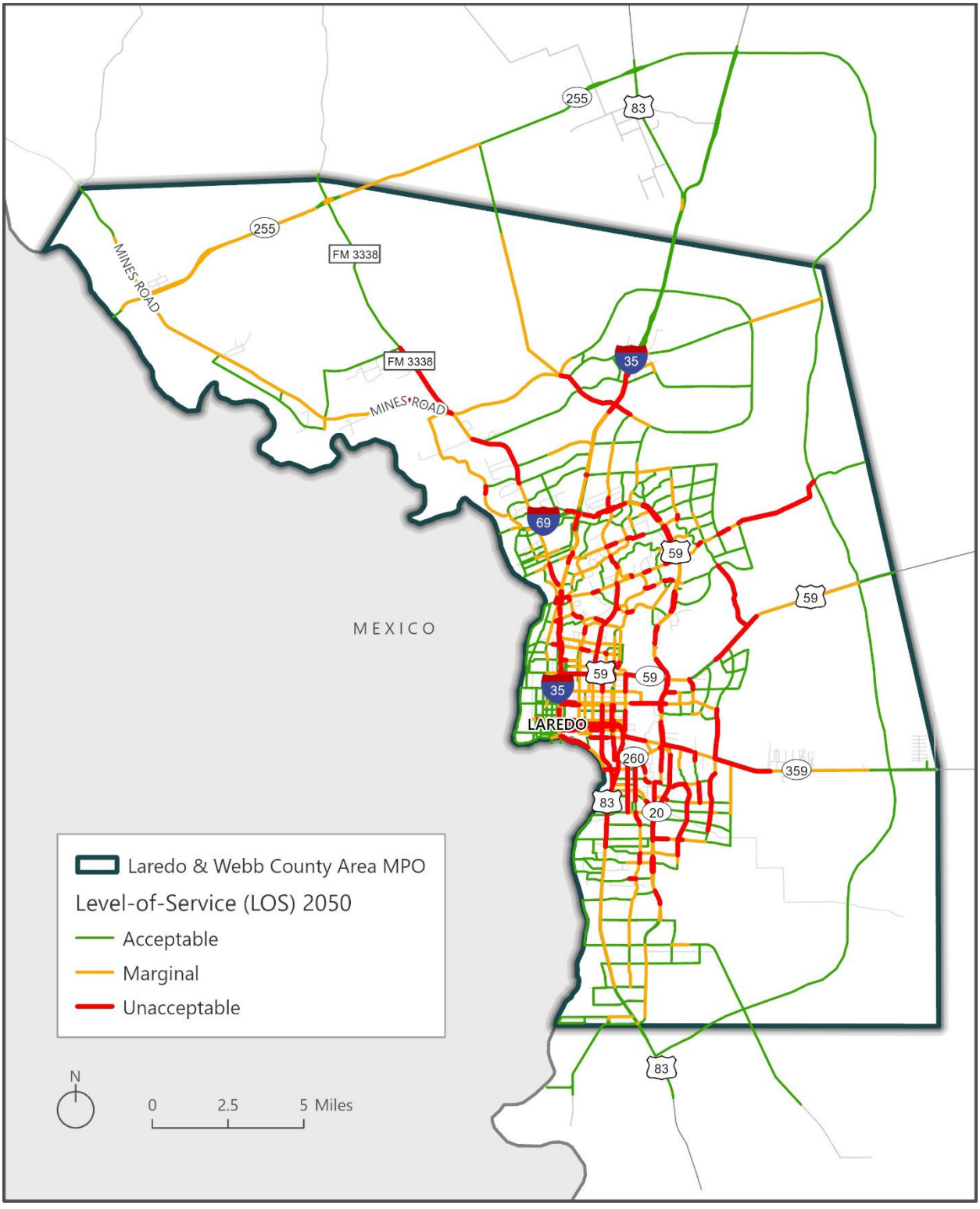
Source: WSP Analysis of TxDOT-TPP Travel Demand Model for LWCAMPO

As development continues along the fringes of the city, the existing road network can absorb only so much of the increased demand. As shown in **Figure 3-19,** the region's forecasted congestion levels for the year 2050 will rise throughout the study area if no additional transportation investments are made beyond those that are currently committed.

A comparison of congestion levels as measured by Level of Service (LOS) for the years 2018 and 2050 shows increased congestion on most of the major transportation corridors:

- FM 1472 (Mines Rd) from Loop 20 to beyond SH 255 drops from acceptable and marginal LOS and a small segment rated unacceptable to congestion consistently rated as marginal or unacceptable.
- I-35 increases from marginal and unacceptable to consistently unacceptable from the port-of-entry to Uniroyal Dr.
- The core area of Laredo on both sides of I-35 is essentially built out, and population and employment growth in these areas is minimal. Forecasted congestion stays at acceptable and marginal LOS for the area west of I-35, but on the eastern side, LOS drops from predominantly acceptable to having significant areas of marginal LOS. The area north of the airport centered on McPherson Rd, Bartlett Ave, and Jacaman Rd will benefit from several committed network projects, but they will open land for forecast development and result in forecasted congestion at LOS F.
- Growth eastwards along Del Mar Blvd, US 59, and SH 59 to past Lake Casa Blanca is expected to increase congestion to unacceptable levels by the year 2050. For SH 359, the growth in external traffic drives some of this increased congestion.
- The combined segment of SH 359/US 83 (Guadalupe St. And Chihuahua St) between US 83 and I-35 is shown to operate at a marginal and unacceptable LOS in 2018, degrading to unacceptable LOS along their entire length by the year 2050. Congestion spills over to parallel streets providing access to I-35, including Washington St, Park St, Lyon St, and US 59.
- The area south of SH 359, predominantly along US 83 and Loop 20, is shown as marginal to acceptable LOS in 2018, degrading to unacceptable LOS F by the year 2050. Areas east of Loop 20 and south of SH 359 are forecasted to be at LOS F by 2050.

Figure 3-19. Forecast Level of Service, 2050



Source: WSP Analysis of TxDOT-TPP Travel Demand Model for LWCAMPO

3.10. Recommendations and Strategies

The LWCAMPO region's extensive transportation infrastructure is vital to the regional and national economies. This infrastructure is the result of years of significant investment. Residents, visitors, and the business community depend on a reliable transportation service. Based on the existing and future conditions analysis, several strategies have been identified to effectively utilize limited transportation resources and meet regional goals and objectives:

- Implementing system preservation and resiliency programs to maintain facilities, including roadways, bridges, and stormwater facilities;
- Promoting alternative programs and modes of transportation through travel demand management;
- Utilizing transportation system management strategies to improve mobility, accessibility, and operational efficiency;
- Adopting land use and urban design elements more appropriate for a multimodal transportation environment.

Safety, security, and resiliency are essential factors in the planning process. ***Chapter 8*** discusses these plans, policies, and initiatives in more detail.

3.10.1. IH 27 Designation

IH 27 corridor is a new interstate that will run north to south from Denver, CO to Laredo, TX. This corridor spans 26 counties. IH 27 is part of the Ports-to-Plains Corridor. The purpose of this corridor is to provide larger connections for trade and connect strategic national defense and security assets. US 83 in Laredo will become the IH 27.

3.10.2. System Preservation and Resiliency Programs

Preserving existing facilities and proactively addressing the resiliency and reliability of the transportation system are important priorities of the LWCAMPO. Bridge and roadway deterioration are closely related to use, especially by heavy trucks, which comprise a significant component of regional traffic volumes. Adequate resources must be directed toward preservation efforts to keep the transportation system in good condition.

Roadway Maintenance

Implementing an effective roadway maintenance program requires management, engineering, and economics expertise and encompasses routine/corrective maintenance, preventive maintenance, and rehabilitation activities.

Roadway pavements require continual reinvestment to sustain their structural viability and maximize the original financial investment to build them. Roadways that lack proper maintenance experience increased failure rates, cause increases in costs overall, and contribute to safety hazards and property loss.

Roadway maintenance activities can be generally categorized into three areas:

- **Routine** - These activities are undertaken on a regular, ongoing basis and can be grouped into cyclic and reactive work efforts. Cyclic works are those undertaken on a regular pre-defined schedule, such as mowing, while reactive works are those undertaken in response to any deficiencies that may arise, such as pothole repairs.
- **Preventive** - These are projects undertaken at regular, somewhat longer intervals to preserve a road's structural integrity and resiliency, such as crack sealing.
- **Special** – The activities include emergency work to repair unexpectedly damaged roads.

Pavement Management

TxDOT monitors the surface condition of its roadways in a Pavement Management and Information System (PMIS). Road conditions are rated on a five-class scale from "very poor" to "very good," which considers factors such as the smoothness of the ride and the structural integrity of the roadway.

Stormwater Management

TxDOT has taken steps to reduce the impact of stormwater pollutants on bodies of water through the Stormwater Management Plan (SWMP). The SWMP provides minimum control measures and best management practices to implement programs, controls, and activities intended to reduce the discharge of pollutants in stormwater from reaching bodies of water. More locally, the City of Laredo Environmental Services Department provides the Storm Water Management Guidance Manual detailing best management practices for day-to-day activities and infrastructure intended to reduce and mitigate the impacts of stormwater runoff.

Bridge Maintenance and Rehabilitation

Bridges also require scheduled maintenance and inspection to safely carry increasing traffic volumes and higher numbers of loaded trucks. The 2008 SAFETEA-LU Technical Corrections Act changed the Federal Highway Bridge Replacement and Rehabilitation Program to the Highway Bridge Program and emphasized the importance of proper and timely bridge preservation. Highway Bridge Program funds were used for replacement, rehabilitation, painting, performing systematic preventive maintenance, and seismic retrofitting to eligible bridges. The MAP-21 Act reconstructed core highway formula programs. The Highway Bridge Program, along with other major programs, was incorporated into new core formula programs, such as the National Highway Performance Program (NHPP), Surface Transportation Program STP), and Highway Safety Improvement Program (HSIP). These remain under the FAST Act.

Based on structural assessments, TxDOT determines condition ratings for bridges in the LWCAMPO region. Bridges are rated as being either in "Good or Better" condition, "Structurally Deficient" condition, "Functionally Obsolete" condition, or "Sub Standard for Load Only" condition. Bridges in the LWCAMPO region are available for HBP funding for repair and replacement based on condition and sufficiency ratings. To determine needs and formulate a strategy for reaching the City of Laredo's goals, the LWCAMPO should study the sufficiency rating of its bridge inventory.

3.10.3. Travel Demand Management

With any good or service, a balance is typically achieved between supply and demand. The "supply" consists of all public roads enabling travel between origins and destinations for roadway transportation. At the same time, the "demand" is people's mobility requirements, evidenced by their travel patterns. As previously discussed, simply increasing the "supply" alone is not sustainable. Travel demand management (TDM) seeks to improve system performance by decreasing or shifting the travel demand, primarily for those trips made by single-occupant automobiles. TDM strategies effectively influence travel patterns and behavior, increase vehicle occupancy, promote and encourage alternative transportation modes, and redistribute trip timing to reduce traveling peaks, thereby reducing the overall demand on the transportation system.

The following list of TDM strategies could be of benefit to the LWCAMPO region:

- **Remote and Flexible Work Schedules** – With today's communications technology, working at or closer to home is feasible and practical. This is an excellent tactic for reducing the number of vehicles on the road. Additionally, other flexible work options that enable employees to shift their work schedules to earlier or later parts of the days spread out travel demand.
- **Ride-sharing** – Carpool, vanpool, and other ride-share programs result in fewer single-occupancy vehicle trips and less road congestion. Carpools are typically informal, while vanpool programs are more likely to be a formal agreement through a local transit agency. Park-and-ride lots can help.
- **Parking Management** – the cost and availability of parking can affect the choice of driving a personal vehicle. The City of Laredo has an effective system for monitoring parking meters in its downtown areas.
- **Support for Transit** – Providing necessary support for transit ridership can be instrumental in encouraging people to use alternative modes of transportation. People value their time and the convenience of a vehicle; therefore, transit should provide frequent service and be. Specific programs to encourage transit use include employer-provided, tax-free transit passes and guaranteed ride-home programs.
- **Support for Intercity Bus and Commuter Vanpools** – The availability of facilities that support intercity buses and commuter vanpools provides commuters across the MPO region the option of alternative modes to single-occupant automobiles. Intercity buses and commuter vanpools increase vehicle occupancy and help reduce the transportation system's overall travel demand.
- **Support for Bicycling and Walking** – Bicycle and pedestrian facilities that offer safe, accessible, contiguous, and direct pathways are ideal for bicyclists and pedestrians and can relieve some of the burden on the roadway network.

- **School Considerations** – Schools generate substantial vehicular traffic when parents drive their children to and from school. Children living near school may not even walk or bike to school because parents do not feel that the environment is safe. Safe Routes to School (SRTS) and the Walking School Bus (which provides chaperoned walks to schools) effectively offer secure and accessible walking environments. Previously funded by the SAFETEA-LU, the SRTS Program makes funding available for various programs and projects, from building safer street crossings to establishing programs that encourage children and their parents to walk and bicycle safely to school. The current FAST Act authorization bill does not provide specific funding for SRTS. Still, the SRTS programs and projects are eligible for Transportation Alternatives Program (TAP) and Surface Transportation Program (STP) funds. Better coordination between local governments and school districts can also help in selecting sites for new schools that are conducive to walking and bicycling.

3.10.4. Transportation System Management and Operational Efficiency

Transportation System Management (TSM) programs enhance the safe and efficient movement of people and vehicles within the existing system. They typically involve roadway improvements that increase capacity, optimize traffic operation, or apply traffic calming in residential areas. Furthermore, they generally come relatively cheaply, require minimal right-of-way, and often can be accomplished quickly. An example of a broad TSM program is the implementation of intelligent transportation systems (ITS) technologies. In particular, ITS can improve transportation safety and mobility and enhance efficiency by integrating advanced communications technologies. The LWCAMPO recognizes the importance of best practices involving operational and management strategies for solving transport problems. The last ITS plan for Laredo was done in 2015 as the Laredo ITS Master Plan. A more recent regionwide plan was done by TxDOT as the TSMO or Transportation Systems Management and Operations published in January of 2024. The recommendations in both plans are largely consistent.

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) is technology that augments current transportation infrastructure to be more efficient, safe, and reliable. Cities are employing more of this technology to help their transportation systems. The LWCAMPO has considered several of these technologies. These include signal preemption for emergency vehicles and video detection.

Signal preemption is a technology that allows emergency vehicles to change traffic signals as they approach. A device is placed near the intersection or on traffic signal and uses a radio signal as the emergency vehicle approaches. This is most effective on high-traffic roadways. The impact of signal preemption is to reduce emergency vehicle response times. The City of Laredo's ITS Master Plan, adopted in 2015, recommended the implementation of signal preemption systems at 50 intersections.

Video detection is a tool that allows for the collection of traffic data without impacting the concrete. These devices can collect vehicle speed, presence, and occupancy. This data helps transportation planners make informed decisions about traffic volume, occupancy, and other traffic data points.

Intersection and Signal Improvements

Intersections are a significant component of traffic delay. The City of Laredo conducts traffic impact studies, signal warrant analyses, and traffic flow studies to improve the traffic operations at intersections throughout the city. Types of intersection improvements include intersection channelization projects, signal upgrades, realignments, and interchange construction. The City of Laredo continually coordinates with TxDOT to improve signal synchronization. The City's ITS Masterplan recommends upgrades to the existing traffic signal controllers and communications systems and deployment of 15 additional CCTV cameras. LWCAMPO will continue to work to enhance traffic operations in the region by funding intersection improvements on regionally significant roadways.

International Bridges

The City of Laredo Bridge Department and the General Services Administration (GSA) operate and manage four international bridges within the City of Laredo. Tolls for bridge crossing are collected as cash, swipe cards, or Automated Vehicle Identification (AVI) transponders. The AVI system identifies the vehicle automatically and deducts the proper toll amount from a pre-set account for toll collection. All bridges are also equipped with CCTV cameras that transmit images to the Bridge Department, which are also displayed on the Bridge Department's website for public access. Weigh-in-motion devices were also recently installed on Bridges III and IV, improving inspection operations at those crossings.

Several recently completed projects help improve the efficiency and security of border crossings through international bridges. For instance, the Multi-Protocol Reader System (MPRS) at all bridges can read different systems of tags; the Digital Video Audit System (DVAS) improves monitoring border crossing activities; and the Access Control System controls access to and within buildings, such as doors and gates. Future projects include continuously upgrading the toll collection system and weight-in-motion devices.

3.10.5. Land Use and Urban Design Strategies

Traffic Calming

Traffic calming efforts encompass programs, such as traffic law enforcement, public awareness, educational programs, and physical measures, which calm traffic flows and encourage safer roadways. In terms of transportation management, this usually includes a variety of infrastructure improvements that reduce the negative effect of vehicle use and improve conditions for non-motorized transportation. Further, they can eliminate cut-through traffic on local or neighborhood streets. Some examples of traffic calming include speed humps, roundabouts, traffic circles, and raised medians or islands. The City of Laredo has employed various traffic calming techniques and will continue to do so as the need for such measures arises.

Access Management

Another technique to improve mobility and alleviate congestion is access management. It encompasses a range of strategies designed to improve roadway capacity, mobility, and safety by limiting the accessibility of vehicular traffic. This is accomplished by inhibiting the amount of conflict points, separating them, and removing turning vehicles and traffic buildup from through-vehicle movements. roadways.

Access management must be integrated into the roadway transportation system at every level of transportation planning. It is recommended that the LWCAMPO establish an access management classification system that is fully integrated with and informs Laredo's functional classification system for its roadways.

Land Use and Urban Design Considerations

How a city is planned in terms of the types of land uses directly affects how the transportation system is developed and vice versa. For instance, new or improved transportation infrastructure, combined with other services, enables a community to extend into new areas of development. Therefore, promoting smart and integrated land use and transportation development planning policies is vital for the overall health of a region.

A few best practices in integrating land use and urban design considerations with transportation systems include the following:

- **Grid street pattern** – A grid-like pattern more evenly distributes traffic volumes over multiple roads. It also offers connectivity benefits.
- **Complete Streets** – This concept seeks to convert roadways from auto-centric thoroughfares into people or community-oriented streets that accommodate all transportation users' safe and efficient movement. The San Bernardo project is one example of the LWCAMPO pursuing a complete street concept in that it is planned to be a "linear transit hub."
- **Context-Sensitive Solutions** – Context-sensitive solutions involve all stakeholders and design professionals in a collaborative effort to develop a transportation facility that not only provides safety and efficient mobility for transportation users but also blends into its physical and cultural context and preserves historic, natural, and other existing environmental resources.
- **Corridor Preservation** – The City of Laredo has identified major existing and future transportation corridors in the region within its thoroughfare plan. This is necessary to preserve future right-of-way and ensure a continuing and connected roadway system for future use.

The Highway Safety Manual by the American Association of State Highway and Transportation Officials (AASHTO) and the Urban Street Design Guide by the National Association of City Transportation Officials (NACTO) are referenced when the MPO seeks guidance on design criteria and standards. The Urban Street Design Guide provides a toolbox of the tactics and design criteria that cities can use to encourage safer, more livable, and economically thriving streets. The Highway Safety Manual provides information, techniques, and methodologies to quantify the safety-related effects of transportation decisions. TxDOT has endorsed both manuals.

3.10.6. Travel and Tourism Considerations

The LWCAMPO area attracts tourists to see and experience the unique cultural, historical, recreational, and environmental assets within the area. Incorporating these assets into the planning process ensures the development of smart transportation solutions that will enhance a visitor's experience, reinforce the local economy, improve resident travel, and protect the environment.

To incorporate travel and tourism into the planning process, the LWCAMPO has sought input and consultation with agencies and officials responsible for tourism as part of the updated 2022 Public Participation Plan. Officials representing travel and tourism interests have been identified and documented as part the Interested Parties contact list that the MPO maintains. The South Texas Economic Development Corporation was represented as an MPO technical committee member.

In September 2024, a stakeholder meeting on economic development and trade was held to obtain input for the development of this MTP. Stakeholders participating included the City of Laredo Economic Development Department, the Laredo Economic Development Corporation, the City of Laredo Airport Department, and the City of Laredo Bridge Department. The stakeholder meeting served as a forum to discuss future development of the region, opportunities to optimize and coordinate transportation and land development, strategies for economic development, and issues related to travel and tourism that impact the Laredo region's quality of life and economic development initiatives.

The City of Laredo Convention and Visitor's Bureau maintains VisitLaredo.com. The website provides detailed information on attractions, lodging, and transportation options throughout the region. The Visit Laredo mobile application can be downloaded on smart phones for mobile access to the variety of tourism attractions and transportation options to travel throughout the city.

Chapter 4: Bicycle-Pedestrian

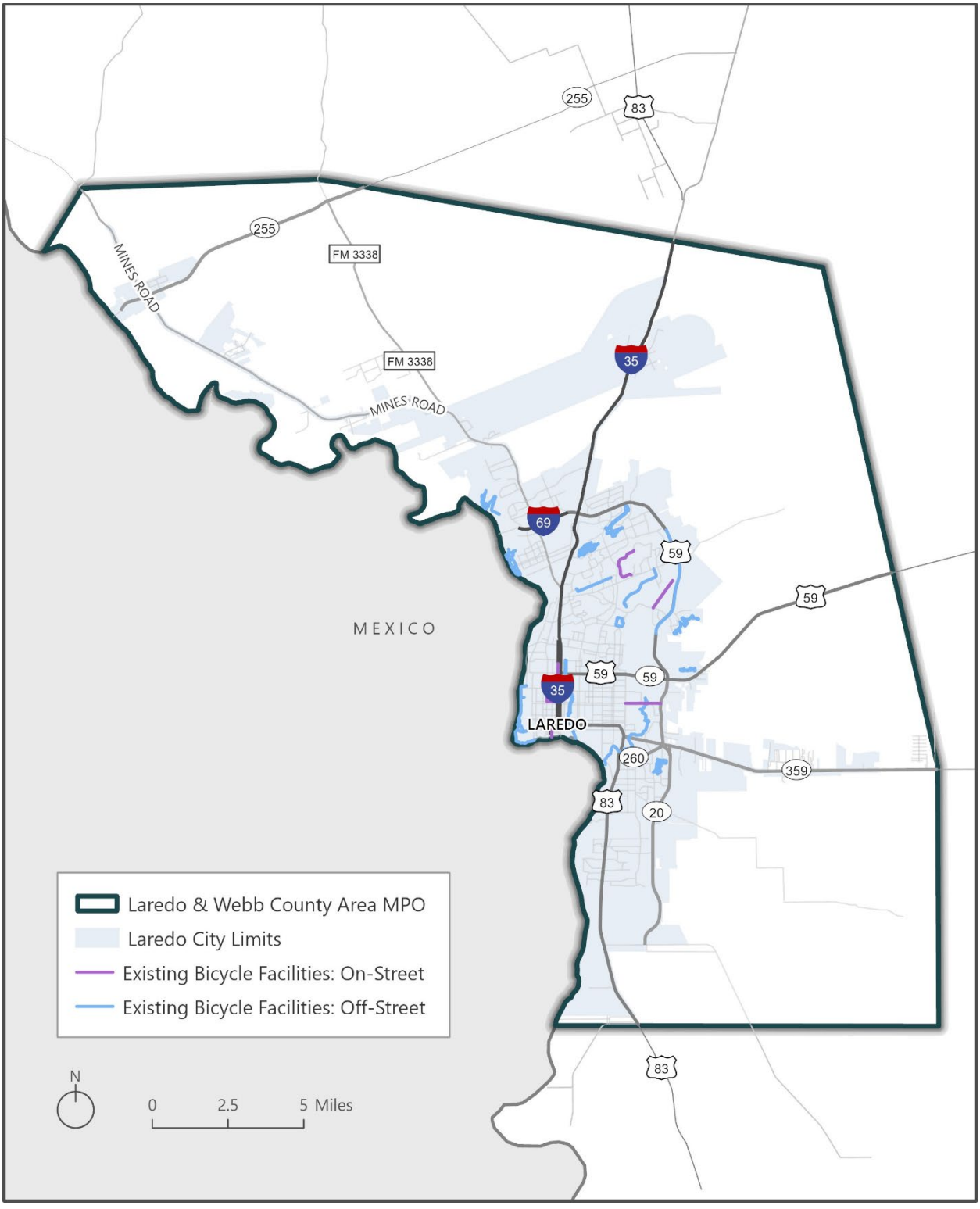
4.1. Introduction

The LWCAMPO recognizes the importance of bicycle and pedestrian infrastructure and the establishment of a network suitable for all ages and abilities. A well-connected and cohesive active transportation network provides a safe and convenient option for travel while advancing health, environmental, equity, and transportation goals.

4.2. Existing Conditions

The Laredo & Webb County region bicycle-only facilities include an existing bike lane along Clark Boulevard (Spur 400) between Bob Bullock Loop (Loop 20) and Arkansas Avenue, a bike lane along Casa Verde Road between Jacaman Road and University Boulevard, and a cycle track along the northbound side of Bob Bullock Loop (Loop 20) from Shiloh Drive to just south of Sinatra Parkway. The region has a total of 5.6 miles of bike lanes and 38.4 miles of trails. Zacate Creek Greenway provides a three-mile trail along Zacate Creek from Canal Street to Rio Grande River. The Chacon Creek provides a nine-mile trail from Clark Boulevard to the Rio Grande River. The Shiloh Trails near Manadas Creek provide a 3.9-loop trail that is also accessible to mountain biking. Other trails shown in the map can be found in parks such as North Central Park, El Progresso Park, Blas Castaneda Park, Divine Mercy Park, Slaughter Park, Independence Hills Park, Tres Laredo Park, Benavidez Park, Dryden Park, Arturo Benavides (formerly known as Eastwoods Park), and Father Charles M. McNaboe Park. Bicycle and pedestrian facilities are shown in **Figure 4-1**.

Figure 4-1: Existing Bicycle and Pedestrian Infrastructure



Source: City of Laredo

4.3. Plan Review

4.3.1. Laredo District Bicycle Plan

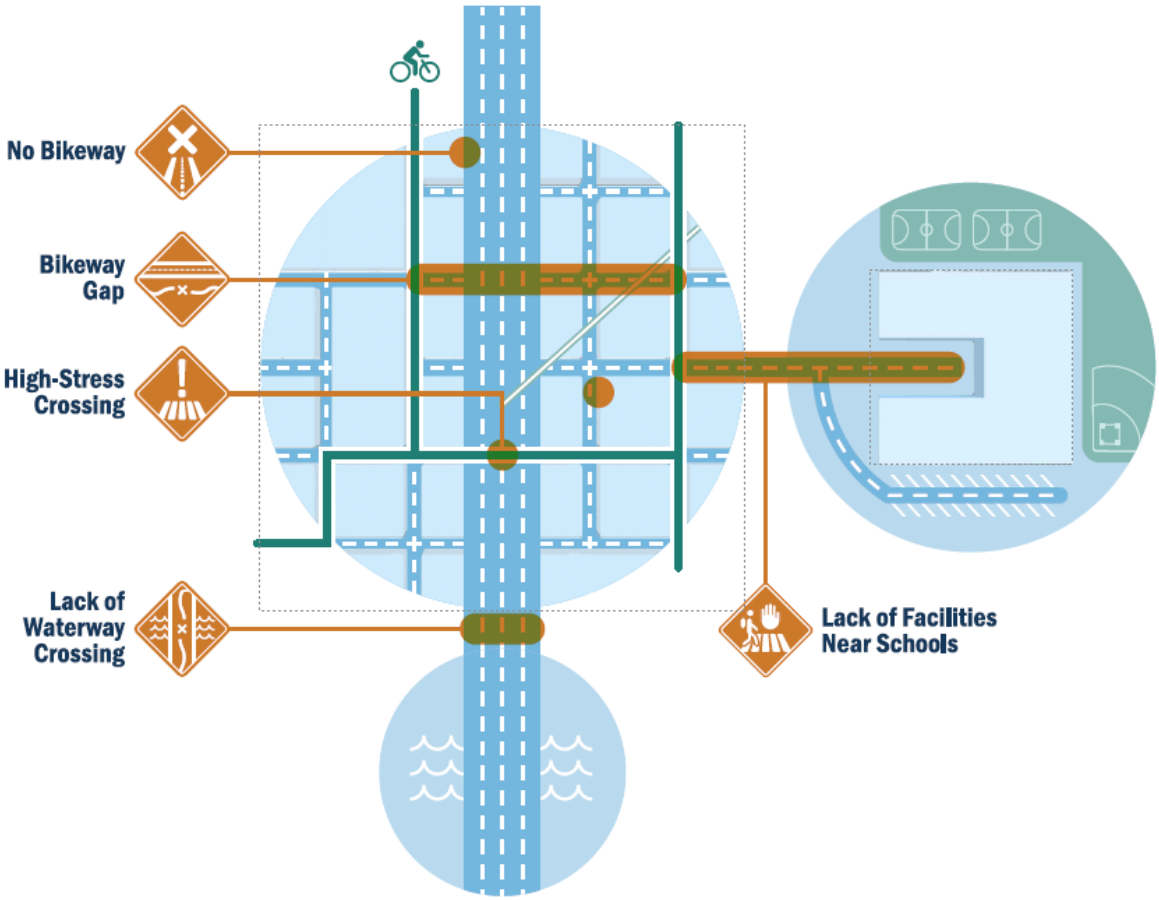
The TxDOT Laredo District Bicycle Plan was released for public review in July 2024. The document is the result of years of bicycle analysis for the eight counties for which the district covers. The LWCAMPO planning area is within one of these counties, Webb County. The Laredo District Bicycle Plan presents a data- and community-driven set of priorities and guidance for TxDOT on-system highways that will meet the specific bicycling needs of the district. The plan provides an analysis of existing bicycling needs that prevent people from being able to ride safely, a set of prioritized segments of TxDOT roadways, designated bikeway functions for how bikeways are likely to be used, and refinements to regional long-distance bicycling routes.

The Laredo District Bicycle Plan was reviewed to identify key bicycle needs in the region. The needs defined include:

- High-stress bikeways: Identified at-grade segments of the on-system network where bikeways exist, but conditions will be stressful for most riders.
- No Bikeway: Identified at-grade segments of the on-system network that do not have bikeway facilities or bikeable shoulders. A person riding along these roads would need to share a travel lane with vehicles or use sidewalks if available.
- Gap Between Existing Bikeways: Identified gaps between two bikeway segments along an at-grade route. A gap in a bicycle facility introduces stress into the riding experience, discouraging riders from taking a route that might otherwise serve them well.
- Access to Schools: Identified at-grade segments of the on-system network that may not meet the bicycling needs of students attending nearby schools.
- BTT Need: BTTs are routes that TxDOT has recommended for inclusion in a statewide bicycle tourism network.
- Lack of Crossing Opportunity: Identified intersections and grade-separated crossings are sparse, highways and other on-system roads become barriers for people who are trying to bicycle from one side of the highway to another.
- High-Stress Crossing: Identified points on the on-system network where a crossing exists, but people bicycling may find it uncomfortable.
- Water Crossing Need: Identified waterways that can act as natural barriers for all travelers, making bridges and other crossings critical to providing connected networks.
- Locally Identified Needs: Locally identified needs reflect the local knowledge of TxDOT, its agency partners, and the communities they serve.

These needs are summarized graphically in **Figure 4-2**.

Figure 4-2. Laredo District Bicycle Plan - Bicycle Needs



Source: Laredo District Bicycle Plan, July 2024 Draft for Public Review, TxDOT

4.3.2. LWCAMPO Active Transportation Plan

The LWCAMPO Active Transportation Plan was published in December of 2020 and is a collaborative effort intended to further develop connectivity between bicycle, pedestrian, and transit networks. The Active Transportation Plan mentions how a cohesive active transportation network as a financial asset, discussing that it can assist in lowering household transportation costs and therefore increasing disposable income for families and individuals. The Active Transportation Plan also explains the importance of connections within a bicycle network as opposed to a disjointed network. A network analysis resulted in three key findings:

- Major sources of active transportation users include international travelers crossing Bridge I on foot or bicycle, low-income households without a vehicle, and recreational users
- The existing bike and pedestrian network is disconnected, not well advertised, and not very accessible
- There is an immediate need for safety enhancements and more inclusive street design to accommodate all users

These three takeaways spurred priority actions and recommendations to address issues related to the active transportation network within the LWCAMPO planning area. These actions and recommendations include:

- Initiating a bike share program to help expand connections to transit
- Performing a sidewalk gap analysis to help make strategic improvements based on approved timeline and criteria
- Enhance wayfinding by creating highly visible signage along the active transportation network to increase route awareness and familiarize users with the network
- Secure funding for a 10-year network and to ensure projects are implemented in a timely manner and that at least 4 miles of the network are constructed annually

4.4. Bicycle and Pedestrian Needs and Challenges

In addition to the existing needs of the active transportation system in the LWCAMPO planning area, bicycle and pedestrian planning is accompanied by multiple inherent challenges. These challenges include the availability and accuracy of data, funding, as well as social and environmental factors and barriers.

4.4.1. Data Challenges

Data for bicycle and pedestrian movement is essential for robust planning, but incredibly difficult to attain. Several problems arise when trying to collect this type of information. The lack of standardized data makes it difficult for easy data comparison with other areas. Data

collection technology can also vary with other areas using different naming guidelines and methods.

Also, devices that calculate this data often have difficulty distinguishing between pedestrians and cyclists. Devices like pressure plates, infrared sensors, radars, seismic sensors and more have trouble measuring cyclists and pedestrians separately. Items such as strollers, wheelchairs, scooters, and others also interfere with the accuracy of data. Two types of technology have proven to accurately measure cyclists and pedestrians separately, video cameras and manual data collection, however, they are prohibitively expensive[2]. Policymakers often do not prioritize these travel modes high enough to justify the costs for data collection unless it has broad political support.

Walking and cycling are heavily dependent on weather, shading, comfort, and several other factors that go beyond location which creates high variances in active transportation datasets.

4.4.2. Funding Challenges

The Infrastructure Investment and Jobs Act (IIJA) has opened many new funding opportunities for active transportation planning. The Active Transportation Infrastructure Investment Program and Safe Streets and Roads for All (SS4A) as a few examples. Despite the historic investment currently, consistent, and meaningful funding for active transportation from state and federal sources is lacking.

Local municipalities have a few options to lower the costs and fund active transportation projects. One of these solutions is doing a Tax Increment Reinvestment Zone (TIRZ). This is an economic development tool available to Texas cities to help finance public improvements needed to promote development or redevelopment in a specific geographic area. In 2017, Laredo's City Council implemented a TIRZ in downtown Laredo, and then in 2018 a second TIRZ at the Coves at Winfield, a $100 million-dollar mixed-use development in North Laredo.

Another option is to use low-cost options to create safer pedestrian and cycling experiences through a method called "Tactical Urbanism." This method is about using "short-term, low-cost, and scalable interventions to catalyze long-term change."[3] An example of planners using this method to improve active transportation could be using safety cones or planters to create a temporary bike lane. These interventions often involve using materials already on-hand to evaluate different interventions. If a particular intervention has broad public support, funding and further planning can be much easier.

4.4.3. Gaps in Regional Network

Gaps within the existing conditions often disconnect key destinations like schools, grocery stores, and parks from one another. To promote cycling for travel trips, it is critical to close gaps in the bicycle network. An effective way to start to address this problem is to measure success by connection and usage rather than miles of lanes built. When the measure of success is based on new miles of sidewalks and bicycle lanes, the easiest and cheapest places to construct usually get prioritized. These places tend to be areas outside of key destinations and lead to few places. Focusing on connections to key destinations or around key destinations like schools helps create a meaningful bicycle network.

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[2] Oregon Transportation Research and Education Consortium. *Pedestrian and Bicycle Data Collection*. Retrieved 1 July 2024, untitled (pdx.edu).

[3] Tactical Urbanist's Guide. (2024). *What is Tactical Urbanism*? Retrieved 1 July 2024, Tactical Urbanism (tacticalurbanismguide.com).

Another way to improve service gaps in the bicycle network is to promote active transportation infrastructure around transit stops, helping alleviate the first/last mile problem. A transit stop is only the middle of a person's trip from point A to point B. The first/last mile refers to the beginning and ending of the trip that gets someone to their destination. Transit stops without adequate active transportation infrastructure like sidewalks, bicycle lanes, or bike parking, make it less likely people will find transit as a competitive alternative to driving.

4.4.4. Social Factors

Creating the best network for people to use active transportation is just part of the equation, social factors can have a heavy impact on the usage of active transportation facilities, specifically education and access to a bicycle.

Six percent of people do not know how to ride a bicycle[4]. If a person does not know how to ride a bicycle, they are less likely to use one. This makes it a generational issue. Educational programs can provide the knowledge of how to ride a bicycle safely and confidently.

If someone does not have access to a bicycle to begin with then they are even less likely to know how to ride a bicycle. Funding exists to help people get access to bicycles. Bike share programs can also be another great option for getting more residents access to a bicycle. These programs allow users to pay to borrow a bicycle that is either parked at a bike share station or free-floating. By increasing people's access to a bicycle, more people are likely to bicycle throughout the city.

4.4.5. Environmental Barriers

Geography can pose a significant challenge to people riding or cycling outside. If an area has steep or hilly terrain, it can be difficult for people to engage in cycling or walking. Gradual inclines and switchbacks can help with this for walking and access to electric bikes (e-bikes) can help with cycling.

Another challenge is the weather. Currently, Laredo has 160 days that are 90 degrees or warmer[5]. These hot days reduce the likelihood people want to go outside or the time they are willing to be outside. In the 2017 Viva Laredo plan, the study showed that the pedestrian walkshed was about 5 minutes or 1,320 feet during normal weather, but on warmer days reduce that walkshed to 3 minutes or 800 feet[6]. Several interventions exist to help reduce extreme heat's impact, including but not limited to, shading, canopy structures, water misters, narrower streets, cool pavements, water features, and more.

[4] Chalabi, Mona. (2015). *How Many Americans Don't Know How To Ride A Bike?* Retrieved 1 July 2024, How Many Americans Don't Know How To Ride A Bike? | FiveThirtyEight.

[5] Best Places. *Laredo, TX Climate.* Retrieved 1 July 2024, Laredo, TX Climate (bestplaces.net).

[6] City of Laredo, TX (2017). *Viva Laredo.* Retrieved 1 July 2024, 2017_Comprehensive_Plan-Viva_Laredo.pdf (openlaredo.com).

4.5. Recommendations and Strategies

Based on the needs identified and a review of best practices, several strategies are recommended to advance bicycle and pedestrian transportation in the region.

4.5.1. Promotion and Education

Effective active transportation first needs broad support. Active transportation often does not enjoy the same wide support that other modes of transportation have and benefits from additional promotion. Promoting active transportation involves showing how it generates wealth, improves health, and fosters community.

Active transportation boosts community wealth through higher property values, attracting talent, and reducing money spent on more expensive modes of transportation.

The MPO should support bicycle riding classes to help teach people how to ride a bicycle safely. Additionally, bicycle repair classes can help teach people how to maintain and do basic repairs on their bicycles. Finally, driver safety campaigns can help drivers become aware of active transportation users. More awareness will help drivers develop the habit of looking around for pedestrians and cyclists when turning or driving down the street.

Active transportation also promotes healthier living by improving physical health, reducing injuries and fatalities, and enhancing mental well-being. Walking or cycling lowers the risk of obesity, diabetes, heart disease, and other health conditions. Replacing car trips with active modes also reduces air pollution associated with asthma and various cancers. With more people walking or cycling, there are fewer car crashes causing serious injuries or fatalities. Designing for active transportation reduces speeding and other undesirable driving behaviors. Furthermore, people are happier when engaging in active transportation over other modes of transportation.

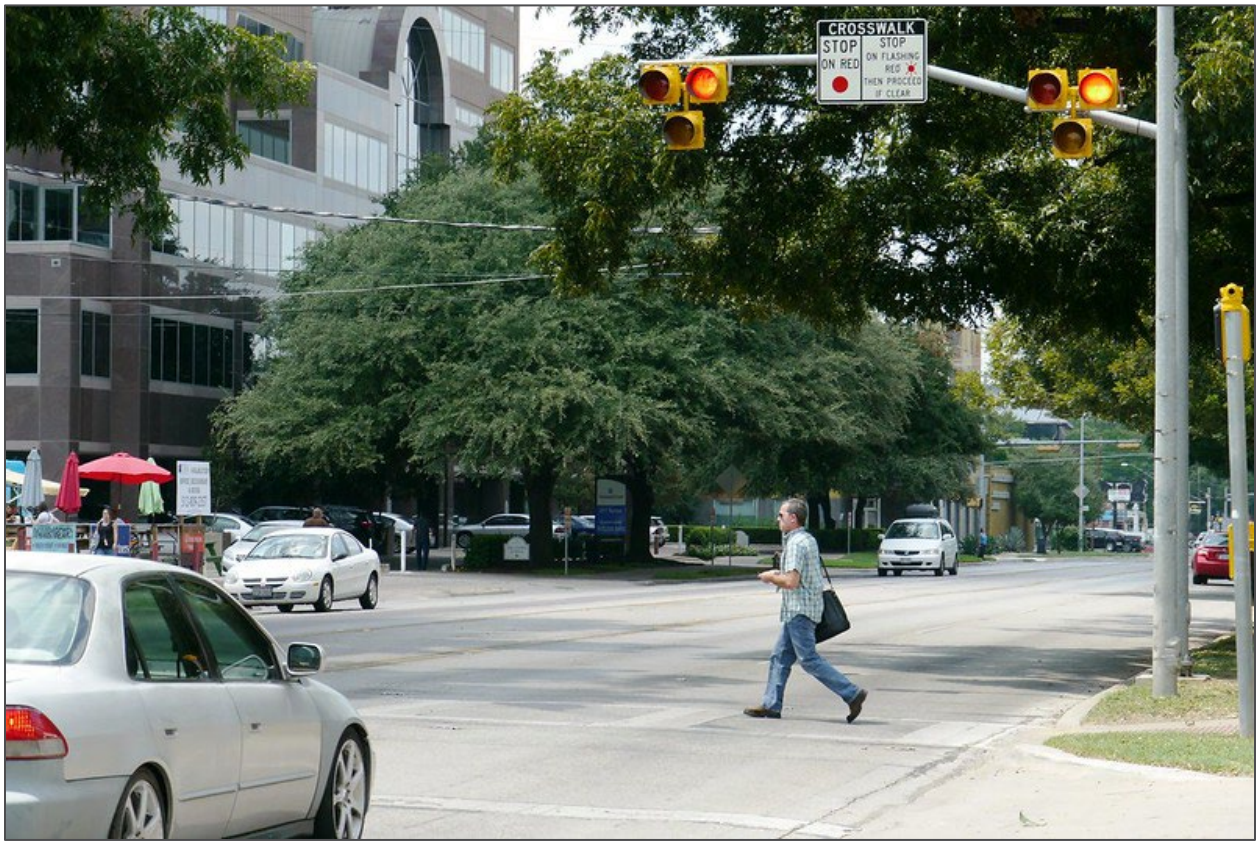
Active transportation also fosters a stronger sense of community. Pedestrians are more likely to encounter and interact with others. Community events like block parties can be held safely with better infrastructure. It can also reduce crime. Jane Jacobs calls this “eyes on the street.” As more people are out, there is greater surveillance, which can deter crime.

4.5.2. Safety

Focusing on reducing speeding and implementing traffic calming measures should aid in reducing the number of crashes involving pedestrians and cyclists. Those who feel unsafe cycling or walking will avoid active transportation in the future. Effective street design that limits speeding, downtown speed limits, and greater enforcement of speed limits will help reduce crashes and support active transportation. Designing road networks with safety in mind can help reduce crashes and make roadways safer for all users. One strategy is reverting multilane one-ways to two-ways. This strategy helps promote slower driving, reduces crashes, and increases customer traffic to nearby businesses. Other strategies include reducing block sizes, cutting unnecessary lanes, and experimenting with closing streets at certain times or days. Speed matters because 9 out of 10 pedestrians survive being hit by a car at 20 mph, at 40 mph that goes down to only 1 out of 10 pedestrians surviving.

The most dangerous part of a pedestrian or cyclist's journey is at the intersection. The MPO should support efforts to make these areas safer for active transportation users. Some strategies this are eliminating slip lanes, extending curbs, and better signal prioritization. Many places still use pedestrian crossing buttons, sometimes called "beg buttons." A far better signalization would be Pedestrian Hybrid Beacons (PHB). These include a button that, when pressed, flashes yellow and red lights that alert vehicles to stop and yield to pedestrians. **Figure 4-3** shows one of these signals being used in Austin, Texas.

Figure 4-3: Pedestrian Hybrid Beacon in Austin, Texas



Source: City of Austin

4.5.3. Gap Analysis

A gap analysis of current active transportation infrastructure should be conducted to determine current infrastructure and gap needs. This analysis should go beyond a simple inventory and gap identification analysis. Future projects should consider several factors, such as connections to anchor institutions, riders on a section of road, the number of lanes in nearby roads, and many others.

4.5.4. Supportive Land Use

For active transportation to be an attractive option, land use must support it. Reducing distances people must walk to reach their destination will make it more likely for people to walk. Recommendations that other Texas cities have adopted include eliminate costly parking minimums, reduce minimum lot sizes, and implement more curbside parking to replace lost parking from eliminating parking minimums. Promoting density in land use also helps reduce walking and can be supported by providing development incentives.

4.5.5. Relationship with Transit

Active transportation can support transit usage since all transit users are pedestrians or cyclists first. Creating bike parking near transit stops and active transportation infrastructure that connects to transit stops will support ridership. Additionally, ensuring there are amenities for cyclists, such as bus-mounted bike racks, may help encourage transit users to include cycling in their modes of travel.

4.5.6. Bike Network

Different types of bike facilities, such as bike paths, bicycle boulevards, cycle tracks, conventional lanes, and sharrows, offer varying levels of safety and utility. Fundamental principles should include adequate width, clear markings (typically with green paint), and context-sensitive placement relative to adjacent roadways. Planned bike facilities should focus on existing corridors to connect people to desirable locations and creating a cohesive and connected bicycle network. Success should be measured by increasing ridership rather than the distance of new bike lane construction. Solely relying on this metric can lead to new bike lanes in remote areas that do not serve cyclist's actual transportation needs.

4.5.7. Sidewalks

Creating a habitable environment for pedestrians improves the active transportation network. Beyond creating cohesive sidewalk network, shading can greatly improve walkability in an area. Trees protect sidewalks, reduce crashes, absorb stormwater, UV rays, and pollutants, reduce the urban heat island, and improve property values and mental health. Trees are critical in a warm climate like Laredo, where high temperatures and little shade would greatly discourage walking or cycling.

Another strategy is to create parklets where parking spots can be used for outdoor seating, benches, and mini-parks. Allowing businesses to use this for outdoor seating produces far more economic value per square foot than if it remains a parking spot. **Figure 4-4** shows an example of this.

Figure 4-4: Parklet from NACTO

Source: NACTO

Adding public art along active transportation infrastructure is a great way to create a more enjoyable walk that beautifies the city. The City of McAllen has successfully supported local artists who create beautiful paintings along walkways that highlight the region's culture and character, making the walk more engaging and memorable. **Figure 4-5** shows one such painting.

Figure 4-5: Painting alongside a walkway in McAllen, Texas

Source: Keep McAllen Beautiful

4.5.8. Federal Funding Opportunities

Several US Department of Transportation programs provide funding to bicycle and pedestrian projects. These federal funding programs include:

- ATIIP: Active Transportation Infrastructure Investment Program
- AoPP: Areas of Persistent Poverty Program
- CMAQ: Congestion Mitigation and Air Quality Improvement Program
- CRP: Carbon Reduction Program
- FTA: Federal Transit Administration Capital Funds
- HSIP: Highway Safety Improvement Program
- IIJA: Infrastructure Investment and Jobs Act
- INFRA: Infrastructure for Rebuilding America Discretionary Grant
- NAE: Neighborhood Access and Equity Program
- NHPP: National Highway Performance Program
- NHTSA 402: National Highway Traffic Safety Administration State and Community Highway Safety Grant Program
- NHTSA 405(g): National Highway Traffic Safety Administration National Priority Safety Programs (Nonmotorized safety)
- NSBP: National Scenic Byways Program
- PLAN: Statewide Planning and Research (SPR) or Metropolitan Planning funds (FHWA and/or FTA funding)
- PROTECT: Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation
- RAISE: Rebuilding American Infrastructure with Sustainability and Equity
- RCN: Reconnecting Communities and Neighborhoods Grant Program
- RHCP: Railway-Highway Crossings (Section 130) Program
- RRIF: Railroad Rehabilitation and Improvement Financing (loans)
- RTP: Recreational Trails Program
- SMART: Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program
- SRTS: Safe Routes to School Program (and related activities)
- SS4A: Safe Streets and Roads for All
- STBG: Surface Transportation Block Grant Program
- TASA: Transportation Alternatives Set-Aside
- Thrive: Thriving Communities Initiative

- TIFIA: Transportation Infrastructure Finance and Innovation Act
- TOD: Transit-Oriented Development

A table showing how each of these grants can be used for different active transportation projects can be found on the USDOT website under "Pedestrian and Bicycle Funding Opportunities."

4.6. Prioritized Bicycle and Pedestrian Projects

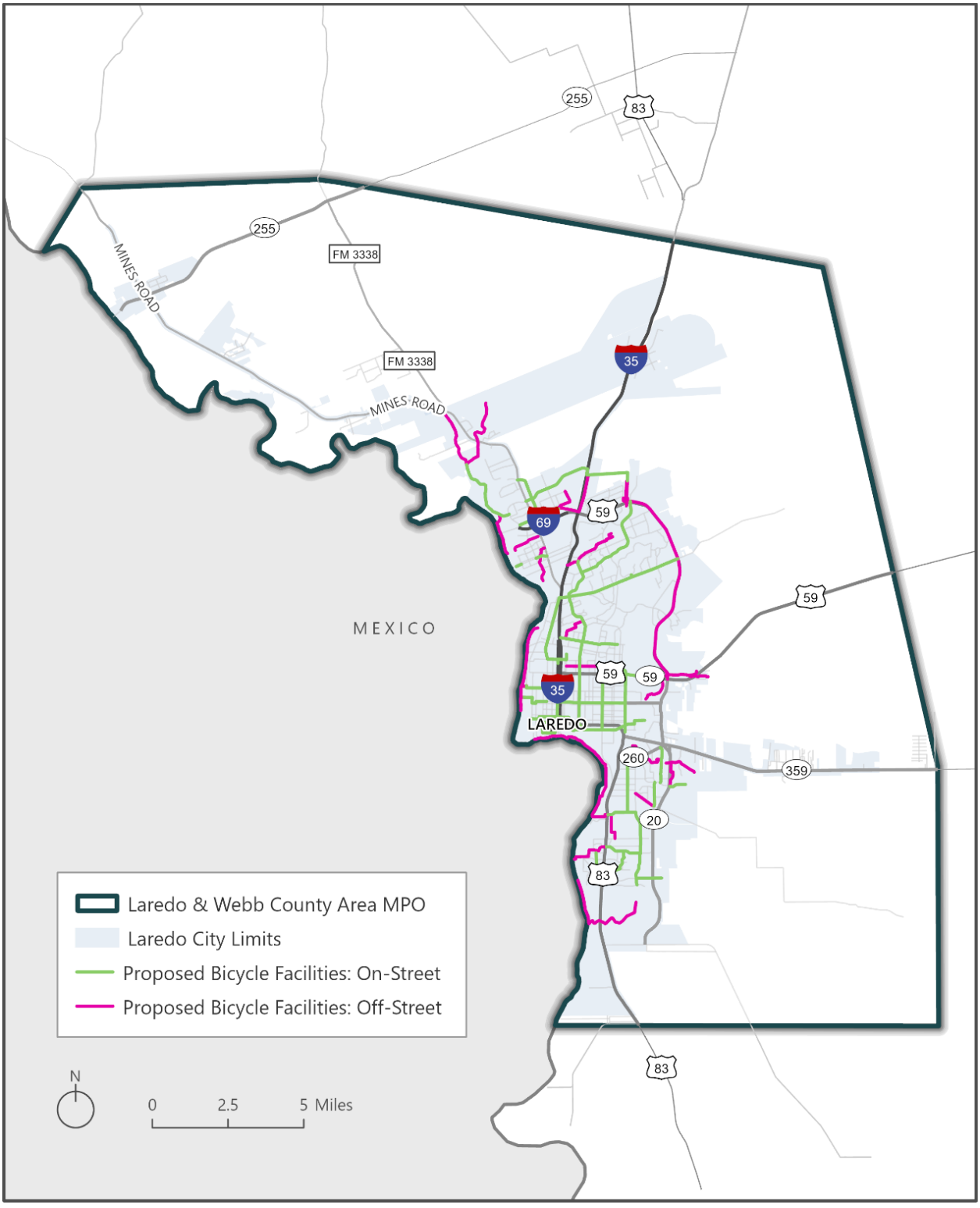
The Laredo and Webb County Active Transportation Plan includes a framework of prioritized projects with five criteria in mind: connectivity, safety, comfort, equity, and feasibility. Projects that are considered higher priority are proposed to be developed within the first 10 years after adoption of the Active Transportation Plan. Additionally, the Active Transportation Plan recommends that at least two projects or four miles of facilities be completed each year. The prioritized bicycle projects for the 10-year network are shown in **Table 4-1** and **Figure 4-6.**

Table 4-1: Prioritized Bicycle Projects

Priority Rank	Name	Type	Miles	Low Estimate	High Estimate
1	Rio Vega Trail- Phase 1	Off-Street	1.35	$685,401	$813,913
2	Rio Vega Trail- Phase 2	Off-Street	1.44	$726,619	$862,860
3	Chacon Creek- Phase 8	Off-Street	1.83	$923,811	$1,097,025
4	World Trade Bike Trail	Off-Street	1.42	$720,089	$855,106
5	Manadas Creek Trail- IV	Off-Street	0.76	$385,882	$458,235
6	WCDD- East Chacon Creek	Off-Street	1.35	$373,668	$814,244
7	Corpus Christi- Connection	On-Street	1.79	$264,520	$302,308
8	S. New York St- Phase 1	On-Street	2.06	$304,845	$348,394
9	N. Santa Maria Trail	On-Street	2.20	$324,798	$371,197
10	Chicago St. Connection	On-Street	0.94	$138,128	$157,860
11	Del Mar/Springfield Route	On-Street	0.74	$108,527	$124,031
12	Chacon Creek Connection to Saunders	Off-Street	1.08	$546,713	$649,222
13	Rio Vega Trail- Phase 4	Off-Street	1.56	$791,238	$939,595
14	SoLa Trail	Off-Street	0.64	$326,395	$387,594
15	Rio Grande- Island St. to Ana Park	Off-Street	1.62	$819,148	$972,738
16	Drainage Creek Route to Mines Rd.	Off-Street	0.95	$481,393	$571,654
17	Summers Trail (WCDD)	Off-Street	0.34	$172,015	$204,267
18	Lomas del Sur - Phase I	On-Street	0.93	$137,800	$157,486
19	East 359 Hike and Bikeway	Off-Street	0.74	$374,228	$444,395
20	Chacon Creek- Spillway Trail	Off-Street	2.21	$1,118,381	$1,328,077
21	Manadas Creek- North Extension to United	Off-Street	1.78	$902,804	$1,072,080
22	Cuatro Vientos Trail	Off-Street	0.89	$452,436	$537,267
23	East Los Presidentes	On-Street	0.53	$78,182	$89,351
24	I-69 W- Shared Use Path	Off-Street	6.97	$3,526,528	$4,187,753
25	Manadas Creek Trail- V	Off-Street	1.53	$775,546	$920,961
26	San Bernardo Blvd- South	On-Street	0.75	$110,651	$126,458
27	Moctezuma Connection	On-Street	1.47	$216,305	$247,206
28	Lowry Rd. Trail- River	On-Street	0.19	$28,578	$32,660
29	Independence Hills- Access	Off-Street	0.23	$115,829	$137,547
10-Year Network Total Mileage & Estimated Cost			**40.30**	**$15,930,456**	**$19,211,487**

Source: Laredo and Webb County Active Transportation Plan

Figure 4-6: Proposed Bike Network



Source: Laredo and Webb County Active Transportation Plan

4.7. Programmed Bicycle and Pedestrian Projects

The LWCAMPO has been active in supporting and advancing active transportation projects within the planning area. **Table 4-2** shows the currently programmed bicycle, pedestrian, and bus stop projects that will be implemented in fiscal year 2025.

Table 4-2: Programmed Bicycle and Pedestrian Projects

CSJ	Project Name	Description	Project Sponsor
0922-33-177	River Vega Trail	Construction of River Vega Multiuse Alternative Transportation Trail	City of Laredo
0922-33-200 Grouped	East Chacon Creek Hike and Bike Connector	Design and construction of pedestrian and bicycle trail at the north end of Independence Hills Park.	City of Laredo
0922-33-201 Grouped	Plum St./Mier St. Shared Use Paths	Mier - Design and construction of a shared (4,690 ft) 8 ft. 15 block path to connect St. Augustine Elem., Middle, and High school, and Lamar Middle School. Plum - Design and construction of an 8 ft. wide shared-use path on Plum St. (3,710 fee or 11 city blocks) to connect K. Tarver Elementary and Nixon High School.	City of Laredo
0922-33-227 Grouped	ADA Bus Stops & Bicycle Enhancements	Improvement of accessibility, security, and enhancements of twelve (12) bus stops at various locations	El Metro Transit/City of Laredo
0922-33-226 Grouped	Downtown Safe Sidewalk Improvements	Improvements to and reconstruction of sidewalks, curb and gutter, cross-surface materials, pavement markings, lighting, landscaping, and select utility relocation with a purpose to improve pedestrian and non-motorized user safety and accessibility in downtown Laredo	City of Laredo TIRZ#1
0922-33-229 Grouped	Mangana-Hein Shared Use Path Segment 1	Construction of 10-foot shared use path within existing ROW	Webb County
0922-33-228 Grouped	Mangana-Hein Shared Use Path Segment 2	Construction of 10-foot shared use path within existing ROW	Webb County

Chapter 5: Transit

5.1. Introduction

Transit, or public transportation, is provided by El Metro within the City of Laredo and El Aguila within rural Webb County. El Metro provides both fixed-route and demand-response services. El Aguila is a rural demand response transportation service operated by the Webb County Community Action Agency. In addition to regional transit operators, Greyhound and Valley Transit operate intercity services to provide longer transit travel options outside of the region and a number of services also provide international transit services from Laredo into Mexico. Each of these services are further described below.

5.2. Comprehensive Operations Analysis Review

The Comprehensive Operational Analysis (COA) examines the challenges El Metro faces and provides recommendations to improve transit service, enhance the customer experience, and expand El Metro's value to Laredo. The City engaged in several tasks to identify challenges and actions to remedy those challenges. The tasks include the following:

- Stakeholder Engagement
- Background Data Analysis
- System Efficiency and Effectiveness Review
- Gap Analysis
- El Metro Network Plan
- Supporting Recommendations
- Implementation Plan
- Scheduling and Runcutting

During the engagement the City engaged in three rounds of engagement; the first was listening through an online survey, second was creating sessions with stakeholders, the public, and El Metro staff who gave suggestions for the network plan and recommendations, and finally a third round that involved informing stakeholders and the public about initial concepts and receive feedback on ideas. Key takeaways drawn from the existing conditions analysis that were taken forward in COA included:

- Low transit demand outside the downtown area
- Lack of funding to support transit growth
- High fare revenue per boarding and farebox recovery (fixed route)
- Low frequency across all fixed routes
- High transit demand from the student population
- Services that do not reflect current demand
- Service reliability impacted by rail crossings
- High paratransit operating costs
- Decline in ridership due to COVID-19 pandemic

After the engagement was complete and the challenges were identified over 15 actions with corresponding recommendations were created to help El Metro achieve these goals. **Table 5-1** below shows these.

Table 5-1: Proposed Actions and Recommendations

	2022	2023	2024	2025	2026
A. Improve Transit Service					
A1. Implement route adjustments/service changes	Implement short-term network changes (route adjustments; south circulator). Identify opportunities to increase frequency on key corridors	Examine opportunities to improve weekend service; other off-peak service	New services to be identified through process established by service guidelines		
A2. Create targeted data collection and usage plan	Develop data collection and analysis plan to inform decision making	Hire IT staff to collect and analyze data. Procure vehicles equipped with APC-AVL tech.	Continuously collect, analyze, and use data to inform routing, service levels, and new/removal of service		
A3. Develop and adopt transit service guidelines	Develop transit service guidelines. Adopt guidelines	Use data to refine service guidelines	Continuously measure service based on guidelines and adjust as needed. Identify priority routes/areas for more (or less) service when resources become available (or constrained)		
A4. Pilot Microtransit services	Pilot microtransit in 2 areas	Monitor and refine microtransit area. Expand the number of microtransit zones			

	2022	2023	2024	2025	2026
A5. Establish a transit priority infrastructure task force		Establish task force; develop recommendations	Begin implementation		Study need for BRT
A6. Design NextGen bus network	Develop a new network to account for North and South hubs	Open North Hub; rollout new routes	Adjust routing as needed. Develop South hub design; Apply for funding	Open South Hub; rollout new routes	Adjusting as needed
A7. Address shortcomings with El Lift	Refine software parameters to improve efficiency of trip booking. Train dispatchers and schedulers on optimized software. Increase shared trips	Targeted travel training of conditionally eligible riders. Leverage investments of improved accessibility of bus stops and fixed-route service infrastructure	Explore opportunities for increasing the use of fixed-route of riders with disabilities (trip-by-trip eligibility).		
B. Enhance the Customer Experience					
B1. Develop bus stop program (stop balancing, signage needs, infrastructure and accessibility needs)	Develop accessibility program for bus stops. Work with marketing plan to improve stop visibility/signage	Address bus stop accessibility. Develop bus stop consolidation plan.	Removal/consolidation of bus stops.	Install more shelters and benches. Implement stop signage refresh	
B2. Conduct a fare strategy and revenue study	Pilot fare promotions, like free ride Fridays, discounts for cycling using transit, and others	Launch next generation fare study for policy review, fare media, and revenue generation (parking, etc.)	Implement fare changes		

	2022	2023	2024	2025	2026
B3. Improve accessibility for all ages and abilities and improve customer service	Develop training plan for operators with input from accessibility advisory committee. Develop customer service training plan for operators	Rollout training for operators on accessibility and customer experience	Bus stop accessibility improvements	Continual training refresher sessions.	
B4. Improve trip planning ability	Improve customer information – Update route map and materials online. Improve bus tracking. Update GTFS feed regularly		Coordinate with marketing and branding strategy to create unified look for schedules, maps, etc.		
C. Expand El Metro's Value to Laredo					
C1. Implement a marketing plan to enhance brand recognition	Identify quick-wins for improved brand visibility, marketing, and community partnerships. Implement quick-wins	Develop a branding and marketing strategy. New marketing staff (or planner/marketer) will lead this effort. Develop new website.	Implement strategies and recommendations from marketing plan (new bus stop signage, etc.)	Refresh El Metro's brand.	
C2. Implement a working group of El Metro staff and city partners	Working with the MPO, City, and others, establish transit working group to foster transit-first vision in Laredo. Examine improved opportunities for connections with El Aguila and Greyhound.	Require developer to include travel demand strategy. Enhance integration with cycling by launching a Bike + Transit Study.	Expand bike parking at major stops/transfer areas. Collaborate with the City on Active Transportation campaigns.	Working with Owners having jurisdiction, determine ways to regulate parking supply/price to encourage more transit use. Collaborate with the City and other stakeholders to beautify key bus stops.	

	2022	2023	2024	2025	2026
C3. Implement partnership programs for passes and transportation with schools, employers, events, etc.	Develop a long list of potential partners, like schools, business, events, and others that travel demand and would benefit from bus service. Narrow down the list.	Design a partnership strategy by stakeholder group (can leverage the marketing strategy/plan development)	Implement partnership strategies, like discounts, bus pass promotions, event shuttles, etc.		
C4. Expand El Metro's internal resources and capacity	Hire at least two key staff; a planner/marketing role; Transit Systems Manager	Develop a Strategic Plan that provides a vision and path for the agency, including an analysis of roles, staffing, etc. Hire dedicated marketing staff. Hire dedicated grants/funding staff.	Develop and launch training programs for staff in technical roles, with appropriate refreshers.		

Source: Laredo Comprehensive Operational Analysis of El Metro

5.3. El Metro

El Metro is the primary regional transit provider in the Laredo region, which operated a fleet of 74 vehicles transporting 1,577,585 annual passengers 2022. **Figure 5-1** displays the El Metro fixed route bus system. El Metro is housed within the City of Laredo municipality. The City of Laredo is in contract with Hendrickson Transportation Group to administer the operational duties of El Metro as of February 1, 2022.

5.3.1. El Metro Ridership

Transit utilization is determined by the level of ridership or passenger trips on a system. Passenger miles traveled is the sum of the distances ridden by each passenger in a transit system. Unlinked passenger trips refer to the total number of passengers who board public transit vehicles, regardless of how many vehicles it takes to reach a destination. **Table 5-2** displays annual passenger miles and unlinked trips for the years 2018 through 2022. As shown in the table, ridership significantly decreased between 2019 and 2020, likely due to public health concerns during the COVID-19 pandemic.

Figure 5-1: El Metro System Map

Source: El Metro

Table 5-2: El Metro Annual Passenger Miles and Unlinked Trips

Year	Fixed Route		Demand Response (El Lift)	
	Passenger Miles	Unlinked Trips	Passenger Miles	Unlinked Trips
2018	9,316,086	2,748,108	244,374	45,038
2019	8,534,393	2,517,520	243,374	45,116
2020	5,380,452	1,587,154	155,404	30,752
2021	3,444,633	1,016,116	119,654	22,874
2022	5,260,036	1,551,633	133,524	25,952

Source: Federal Transit Administration, National Transit Database, 2022

5.3.2. El Metro Operating Costs and Funding Sources

In 2022, El Metro incurred approximately $17.9 million in operating expenses for its fixed route and demand response services together. **Table 5-3** exhibits annual operating expenses and for El Metro's transit services from 2018 through 2022. Between 2021 and 2022 alone the percent increase annual operating expensing for both fixed route and demand response services grew by 13.2 percent.

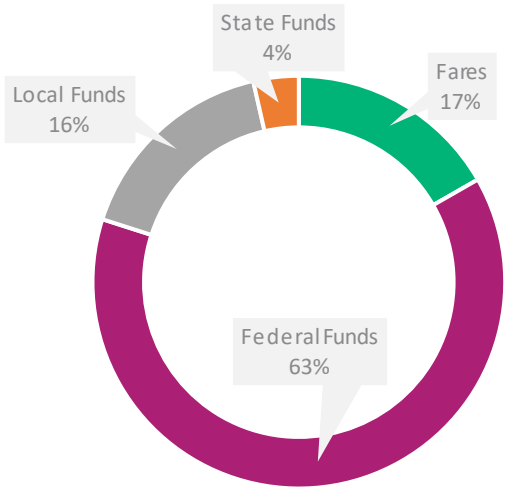
Table 5-3: El Metro Annual Operating Expenses

Year	Fixed Route	Demand Response (El Lift)
2018	$ 12,651,925	$ 2,705,149
2019	$ 13,344,477	$ 2,667,415
2020	$ 13,333,753	$ 2,713,525
2021	$ 13,473,624	$ 2,381,991
2022	$ 15,497,988	$ 2,443,118

Source: Federal Transit Administration, National Transit Database, 2022

El Metro's services are funded mostly through user fees (fares), sales tax, state funds, and a 1/4% dedicated transit sales tax, and federal funds, while a small percentage are covered by other funds such as advertising sales. **Figure 5-2** shows the specific breakdown by funding source.

Figure 5-2: El Metro Operating Funding Sources



Source: Federal Transit Administration, National Transit Database, 2022

Local funding from City of Laredo taxes amount accounted for about $2.9 million of operating expenses in 2022, while federal funds accounted for $11.3 million and state funds covered only $637,564. Fare revenues contributed a total of about $2.9 million for operating expenses in 2022. **Table 5-4** shows the amount of fare revenues collected each year from 2018 through 2022. For the years 2018 through 2022, fare revenues are overall decreasing. However, between 2021 and 2022, fare revenue increased 60 percent.

Table 5-4: El Metro Annual Fare Revenues

Year	Fixed Route	Demand Response (El Lift)
2018	$ 3,507,360	$ 64,785
2019	$ 3,700,097	$ 61,869
2020	$ 1,876,096	$ 42,875
2021	$ 1,366,366	$ 35,139
2022	$ 2,207,171	$ 43,219

Source: Federal Transit Administration, National Transit Database, 2022

5.3.3. El Metro Service Performance

Transit service performance measures provide insight on the operational status of a transit system. Service performance measures are useful as a basis for future strategic decision-making regarding route planning, fleet planning, budgeting, and scheduling. Three service performance measures are used to monitor the service performance of the transit agency: service effectiveness, service efficiency, and cost effectiveness.

Service effectiveness is measured by dividing annual passenger trips (APT) by vehicle revenue miles (VRM) and vehicle revenue hours (VRH). APT represents the number of passengers who board the operational revenue vehicles. Passengers would be counted each time they board the vehicles, regardless of how many vehicles they have boarded in the current trip. VRM and VRH are the total amount of miles and hours for all vehicles in a transit system when the vehicles are available to the general public. Higher numbers of the measures mean better service effectiveness. It is a measure of transit utilization describing the level of ridership on a system given the level of service of a transit system. The service effectiveness for El Metro from 2018 through 2022 is summarized in **Table 5-5**.

Table 5-5: El Metro Service Effectiveness

Year		2018	2019	2020	2021	2022
Fixed Route	APT per VRM	1.6	1.5	0.9	0.6	0.9
	APT per VRH	18.5	16.9	10.3	6.9	10.5
Demand Response (El Lift)	APT per VRM	0.2	0.2	0.2	0.1	0.1
	APT per VRH	1.8	1.9	1.6	1.8	1.8

Source: Federal Transit Administration, National Transit Database, 2022

Service efficiency is calculated by dividing the operating expenses (OE) by vehicle revenue miles (VRM) and vehicle revenue hours (VRH). Lower numbers of the measures translate to better service efficiency. The service efficiency for El Metro from 2018 through 2022 is summarized in **Table 5-6**.

Table 5-6: El Metro Service Efficiency

Year		2018	2019	2020	2021	2022
Fixed Route	OE per VRM	$ 7.48	$ 7.83	$ 7.52	$ 8.02	$ 9.22
	OE per VRH	$ 85.26	$ 89.53	$ 86.49	$ 91.12	$ 104.74
Demand Response (El Lift)	OE per VRM	$ 10.34	$ 10.34	$ 13.72	$ 15.53	$ 13.88
	OE per VRH	$ 109.51	$ 111.61	$ 141.62	$ 183.03	$ 165.76

Source: Federal Transit Administration, National Transit Database, 2022

The measures for cost effectiveness are operating expenses per APT and passenger mile traveled (PMT). PMT is the cumulative sum of a passenger who boards an operational revenue vehicle. Lower figures for the measures mean higher cost effectiveness. The service efficiency for El Metro from 2018 through 2022 is summarized in **Table 5-7**.

Table 5-7: El Metro Cost Effectiveness

Year		2018	2019	2020	2021	2022
Fixed Route	OE per Passenger Mile	$ 1.36	$ 1.56	$ 2.48	$ 3.91	$ 2.95
	OE per Unlinked Passenger Mile	$ 4.60	$ 5.30	$ 8.40	$ 13.26	$ 9.99
Demand Response (El Lift)	OE per Passenger Mile	$ 11.07	$ 10.96	$ 17.46	$ 19.91	$ 18.30
	OE per Unlinked Passenger Mile	$ 60.06	$ 59.12	$ 88.24	$ 104.14	$ 94.14

Source: Federal Transit Administration, National Transit Database, 2022

5.4. El Aguila

El Aguila is the designated rural public transit provider in Webb County and connects patrons living in the rural parts of Webb County to the City of Laredo's fixed route system at certain route stops and the transit center in downtown Laredo. El Aguila's fleet of 23 vehicles operated 241,009 miles and 15,011 hours annually and transported 39,494 annual passengers a year in 2022. El Aguila provides both fixed route and demand response services to the general public, including the elderly, persons with disabilities, students, and welfare-to-work participants. The six fixed routes serve these cities or areas: Rio Bravo, El Cenizo, Pueblo Nuevo, Aguilares, Mirando, Oilton, and Bruni.

5.4.1. El Aguila Ridership

Transit utilization is determined by the level of ridership or passenger trips on a system. Unlinked passenger trips refer to the total number of passengers who board public transit vehicles, regardless of how many vehicles it takes to reach a destination. **Table 5-8** shows unlinked passenger trips for the El Aguila service.

Table 5-8: El Aguila Annual Passenger Mile and Unlinked Trips

Year	Fixed Route	Demand Response
2018	67,869	2,217
2019	65,934	2,623
2020	48,351	2,577
2021	35,975	2,542
2022	35,952	3,542

Source: Federal Transit Administration, National Transit Database, 2022

5.4.2. El Aguila Operating Costs and Funding Sources

In 2022, El Aguila incurred $896,002 in operating expenses for its fixed route and demand response services together. **Table 5-9** exhibits annual operating expenses and for El Aguila's transit services from 2018 through 2022. Between 2021 and 2022 alone the percent increase annual operating expensing for both fixed route and demand response services grew by 8.5 percent.

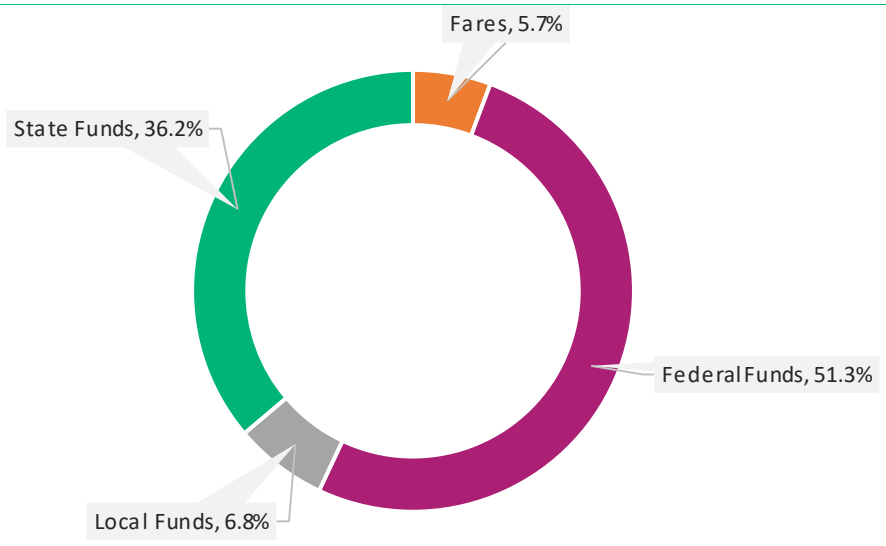
Table 5-9: El Aguila Annual Operating Expenses

Year	Fixed Route	Demand Response
2018	$ 729,559	$ 90,722
2019	$ 764,347	$ 94,004
2020	$ 741,322	$ 95,392
2021	$ 735,011	$ 97,454
2022	$ 790,240	$ 105,762

Source: Federal Transit Administration, National Transit Database, 2022

El Aguila's services funded through collected fares and federal, state, and local funding sources. **Figure 5-3** exhibits the specific breakdown by funding source.

Figure 5-3: El Aguila Operating Funding Sources



Source: Federal Transit Administration, National Transit Database, 2022

Local funding from City of Laredo taxes amount accounted for $61,261 of operating expenses in 2022, while federal funds accounted for $459,591, and state funds covered $324,074. Fare revenues contributed a total of about $51,076 for operating expenses in 2022. **Table 5-10** shows the amount of fare revenues collected each year from 2018 through 2022. For the years 2018 through 2022, fare revenues are overall decreasing. However, between 2021 and 2022, fare revenue increased 32 percent.

Table 5-10: El Aguila Annual Fare Revenue

Year	Fixed Route	Demand Response
2018	$ 91,333	$ 1,703
2019	$ 84,763	$ 1,817
2020	$ 45,045	$ 1,630
2021	$ 36,782	$ 1,908
2022	$ 46,930	$ 4,146

Source: Federal Transit Administration, National Transit Database, 2022

5.4.3. El Aguila Performance

Transit service performance measures provide insight on the operational status of a transit system. Service performance measures are useful as a basis for future strategic decision-making regarding route planning, fleet planning, budgeting, and scheduling. Three service performance measures are used to monitor the service performance of the transit agency: service effectiveness, service efficiency, and cost effectiveness.

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Table 5-11: El Aguila Service Effectiveness

Year		2018	2019	2020	2021	2022
Fixed Route	APT per VRM	0.3	0.3	0.2	0.2	0.2
	APT per VRH	5.4	5.3	3.9	2.9	2.9
Demand Response	APT per VRM	0.1	0.1	0.1	0.1	0.1
	APT per VRH	1.0	1.1	1.0	1.0	1.3

Source: Federal Transit Administration, National Transit Database, 2022

Service efficiency is calculated by dividing the operating expenses by vehicle revenue miles (VRM) and vehicle revenue hours (VRH). Lower numbers of the measures translate to better service efficiency. The service efficiency for El Aguila from 2018 through 2022 is summarized in **Table 5-12**.

Table 5-12: El Aguila Service Efficiency

Year		2018	2019	2020	2021	2022
Fixed Route	OE per VRM	$ 3.72	$ 3.82	$ 3.73	$ 3.70	$ 3.96
	OE per VRH	$ 58.28	$ 63.16	$ 60.41	$ 59.95	$ 64.24
Demand Response	OE per VRM	$ 4.02	$ 4.07	$ 3.39	$ 3.31	$ 2.56
	OE per VRH	$ 39.31	$ 40.19	$ 35.57	$ 36.46	$ 39.03

Source: Federal Transit Administration, National Transit Database, 2022

The measures for cost-effectiveness are operating expenses per APT and passenger mile traveled (PMT). PMT is the cumulative sum of a passenger who boards an operational revenue vehicle. Lower figures for the measures mean higher cost-effectiveness. The service efficiency for El Aguila from 2018 through 2022 is summarized in **Table 5-13**.

Table 5-13: El Aguila Cost Effectiveness

Year		2018	2019	2020	2021	2022
Fixed Route	OE per APT	$ 10.75	$ 11.59	$ 15.33	$ 20.43	$ 21.98
Demand Response	OE per APT	$ 40.92	$ 35.84	$ 37.02	$ 38.34	$ 29.86

Source: Federal Transit Administration, National Transit Database, 2022

5.4.4. Intercity Transportation Services

Greyhound Lines, Inc. is the largest provider of intercity bus transit services in the United States, with 3,800 destinations and 13,000 departures daily throughout North America. Within the Laredo region, Greyhound's Laredo station is co-located at the El Metro Transit Center. According to scheduling information, provided online through Greyhound's website, the highest frequency of passenger services occurs between Laredo and San Antonio, with approximately 10 one-way, non-stop trips per day. Other non-stop destinations from Laredo to major cities include Austin, Dallas, Houston, and McAllen. These services are provided through the Valley Transit Company and Americanos USA, which are operating subsidiaries in the Greyhound family of services. Besides providing passenger services, Greyhound also provides same-day and next-day package delivery, as well as charter services for businesses, conventions, schools, and other groups.

Within the Laredo region, several bus operators also provide international passenger bus service from Laredo to destinations across Mexico. These intercity bus operators providing international service include Turimex Internaccional (Grupo Senda), Tornado Bus Company, El Expresso Bus Company, El Conejo, and Omnibus Express.

5.5. Transit Needs

Over the last few years, transit agencies have seen a monumental shift in the transit environment. The COVID-19 pandemic caused significant disruptions in ridership levels, funding, workforce shortages, and supply chain issues. These challenges pose severe threats to transit today. Overcoming these challenges is critical to the long-term sustainability of transit agencies. This section will give an overview of these challenges.

5.5.1. Low Ridership Levels

Transit ridership experienced dramatic reductions in ridership levels across the country. Ridership for El Metro in 2022 was 61.5% of what it had been pre-pandemic[7]. Through a combination of social distancing and an increase in the number of people working from home, ridership declined and has still not recovered.

It is worth noting that while the pandemic drastically impacted ridership levels, the trend of ridership levels before was already trending down. Increased work-from-home opportunities may be the case for sustained downward ridership levels in other cities, but for Laredo, where only 4.87% of people work-from-home, it cannot be a major factor[8]. This is especially worrisome since ridership levels have declined despite the increasing population in the Laredo region.

5.5.2. Funding

With fewer riders comes lower revenues. These lower revenues add to the stress of already low-funded transit agencies. Funding has not kept up with the increase in population in the Laredo region over the last few decades. While there has been a historic investment in transit agencies through the Infrastructure Investment and Jobs Act (IIJA), much of the funding is used for capital projects, not operating expenses. There is also FTA 5307 funds which are primarily used for 75% Operating and 25% Capital. This is mainly used for preventative maintenance. Additionally, Section 5339 is used only for capital which is not a lot of money average $345k per year. The funding that is available for operating expenses will be mostly exhausted in the next five years[9].

5.5.3. Workforce

Widespread workforce challenges have compounded the difficulties transit agencies face. The transit workforce is aging. Currently, "forty-three percent of transit workers are over 55, nearly double the percentage of the broader transportation sector."[10] Recruitment and retention of younger workers has been especially difficult due to low pay, unsafe working conditions, and more[11]. Recruiting and training the next generation of transit operators to fill these spots will be

[7] Federal Transit Administration. (2022). *Transit Agency Profiles Laredo Transit Management, Inc.* Retrieved 1 July 2024, Laredo Transit Management, Inc. | FTA

[8] Data USA (2022). *Commuter Transportation.* Retrieved 1 July 2024, Laredo, TX | Data USA

[9] Mass Transit. (2022) *What Can Be Done About Transit's Supply Chain Challenges*? Retrieved 1 July 2024, What Can Be Done About Transit's Supply Chain Challenges? | Mass Transit (masstransitmag.com).

[10] American Public Transportation Association. (2023). *Transit Workforce Shortage*. Retrieved 1 July 2024, APTA-Workforce-Shortage-Synthesis-Report-03.2023.pdf.

[11] TransitCenter. (2021). *Three Challenges Facing Transit Agencies Emerging From the Pandemic.* Retrieved 1 July 2024, Three Challenges Facing Transit Agencies Emerging From the Pandemic - TransitCenter.

a real challenge to transit agencies in the coming years. The workforce shortage does not stop at transit operators; it is also a challenge to fill mechanic spots[12]. If there is a sustained shortage of mechanics, turnaround times on repairs and maintenance will be longer and more expensive.

5.5.4. More Service Needs

Ridership surveys in Laredo demonstrated concerns about waiting times, frequency, and long travel times. Resolving these issues requires increased frequency, service times, and infrastructure to allow for faster travel times, resulting in more funding. Improvements in these areas would likely increase ridership levels.

5.5.5. Higher Costs

A combination of higher-than-average inflation and supply chain issues has skyrocketed costs for vehicles, parts, and other operating and capital costs. "According to APTA, the Producer Price Index (PPI) for Transportation Equipment (Truck and Bus Bodies) increased by 14.6 percent between March 2021 and March 2022"[13]. Supply chain issues have also led to procurement delays[14]. These issues are felt the hardest in rural, small cities, paratransit, and non-emergency medical transportation, with cancellations of small bus contracts becoming more common[15].

5.5.6. "Choice" and "Dependent" Riders

People often divide riders into two broad categories of "Choice" and "Dependent" Riders. "Dependent" riders need transit to complete their trips because they have few other options. These riders tend to be low-income, persons with disabilities, children, and elderly people. "Choice" riders, on the other hand, have access to other means of transportation, often a car, and may use transit for several reasons, such as cost, environment, convenience, or others. Transit agencies in small and rural areas often struggle to attract "choice" riders because they compete with the private cars that can travel in areas with little traffic congestion and pricing for parking.

While this dichotomy is helpful in some circumstances, it is essential to note that most riders do not fall neatly into these categories. Most riders fall somewhere in the middle. For example, people may consider a person who owns an automobile a "choice" rider, but that car could be unreliable or cost a significant portion of a person's income. This is a pertinent issue in Laredo, where the average person spends one-third of their income on transportation and could be open to a more affordable way to travel[16]. Transit agencies that offer frequent, reliable, and convenient service that connects to high-traffic areas can win many riders in the middle looking for a convenient and affordable option.

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[12] Brey, Jacob. (2024). *Transit Agencies Must Replace Thousands of Maintenance Workers.* Retrieved 1 July 2024, Transit Agencies Must Replace Thousands of Maintenance Workers (governing.com).

[13] Mass Transit. (2022) *What Can Be Done About Transit's Supply Chain Challenges?* Retrieved 1 July 2024, What Can Be Done About Transit's Supply Chain Challenges? | Mass Transit (masstransitmag.com).

[14] American Public Transportation Association. (2022). *Supply Chain, Inflation, and Workforce Challenges.* Retrieved 1 July 2024, PowerPoint Presentation (apta.com).

[15] Wanek-Libman, Mischa. (2022). *Supply chain, Inflation issues threaten small bus market.* Retrieved 1 July 2024, Supply chain, inflation issues threaten small bus market | Mass Transit (masstransitmag.com).

[16] Laredo Metropolitan Planning Organization. (2020). *Laredo Metropolitan Transportation Plan 2020-2045.* Retrieved 1 July 2024, MTP 2020-2045 – Laredo & Webb County Area MPO (laredompo.org).

5.5.7. Growing Elderly Population

More than 1 in 6 Americans are now sixty-five or older, and experts expect that number to be close to 1 in 4 by 2040[17]. This poses a significant transportation challenge since senior citizens tend to have a harder time operating a motor vehicle. Senior citizens have unique travel habits and transportation needs. Most often, they are more cost-sensitive and less time-sensitive. Transit can offer an affordable and safe option for senior citizens to travel throughout the region. Demand-response paratransit can be especially useful for helping senior citizens continue to participate in the community and reach their medical and support services. However, the cost of specialized transportation services can be extensive. The Federal Transit Administration provides formula-based funding to states to assist private non-profit organizations in meeting the transportation needs of our senior citizens.

5.5.8. Asset Management and Replacement Needs

The assets and facilities owned by any public agency, including transit agencies, age out of their useful service lives over time. Because of this, El Metro needs to plan to prioritize and secure funding to replace existing revenue vehicles, equipment assets, and existing facilities into the future.

The 2024 El Metro Transit Asset Management Plan (TAMP) evaluated revenue vehicles and equipment owned by El Metro on the basis of their Universal Life Benchmark (ULB), a measure of the useful service life of a vehicle evaluated in this case on the basis of mileage, and facilities owned by El Metro on the basis of the FTA's Transit Economics Requirements Model (TERM) scale, which scores transit facilities from as having (1) to excellent (5) condition. In April 2024, the LWCAMPO adopted performance targets requiring that 69% of vehicles and equipment should be within their ULB and that 100% of facilities have a TERM rating of 3 or higher.

As of 2024, 69% of vehicles and 100% of equipment owned by El Metro are within their ULB, and 100% of facilities have a TERM rating of 3 or higher, so El Metro is currently meeting its performance targets.

5.6. Recommendations and Strategies

A wide variety of best practices ensures the successful operation of public transit systems. To address the transit-related challenges of the Laredo region, the MPO will pursue a "toolbox" of policies, strategies, and actions, along with recommendations from the Laredo Transit Development Plan.

Continually Evaluate Transit Operations and Improve Service

Ongoing assessment of the overall system and route-level performance is critical to promote a balanced transit system. Understanding the tradeoffs involved in changing the number of routes, the frequency of service, and the extent of service hours is essential in strategically allocating resources. A transit system should also continually evaluate its transit coverage related to the region's growth from new development. As development occurs, a transit system should determine the feasibility of extending coverage to newly populated areas. Expanding system coverage to new places may attract new riders, but it may also lower the level of service

[17] Administration for Community Living. (2021). *2021 Profile of Older Americans*. Retrieved 1 July 2024, 2021 Profile of Older Americans (acl.gov).

to areas or destinations in higher demand. As such, continually monitoring the location of popular destinations and new developments is essential.

Extended service hours, higher service frequencies, additional routes, and expanded coverage areas are more achievable through improved operational efficiency, more direct routes, better accessibility, and increased schedule reliability. Offering the broadest, most efficient, and most reliable service can significantly improve system operations and increase ridership. Regular user surveys and service studies provide a cost-efficient way to allocate limited-service hours. Furthermore, strategies such as longer spacing between bus stops and transit priority at signalized intersections can improve transit speed.

El Metro will continue to employ best practices to increase operational efficiency and maximize services to benefit its users.

5.6.1. System Resiliency and Maintenance

Maintenance is crucial for extending the useful life of vehicles, equipment, and facilities. Such maintenance is also critical to passenger comfort and transit service reliability. Vehicles in poor condition (e.g., torn seats, broken wheelchair lifts, or poor temperature control) affect the comfort of transit patrons. On-street boarding locations that fall into disrepair affect safety and accessibility. Vehicle breakdowns may cause severe hardships to transit patrons, affecting future ridership.

Examples of vehicle maintenance programs include:

- **Daily Service** – Bus operators conduct pre-trip and post-trip inspections to identify lighting, tires, and safety equipment issues before failures occur while the vehicle is in service. The bus operators also monitor the vehicle's operating condition throughout the day. All defects are documented on vehicle condition reports, and corrective action will be taken before the vehicle is returned to service.
- **Periodic Inspection** – Performed based on mileage and covers all major vehicle components. They are designed to allow maintenance personnel to detect and repair damage or wear conditions before significant repairs are necessary. They will include, at a minimum, inspection of suspension elements, leaks, belts, electrical connections, tire wear, and any noticeable problems. Additionally, the 2017 El Metro Transit Development Plan recommends that El Metro audits more than once per year the following:
    - Conditions of the vehicles as per above.
    - Age and anticipated remaining useful life of the vehicles.
    - Needed spare ratio for the maintenance of service.
    - Any successful reductions in maintenance costs or service failures.
    - The findings can then be integrated into a report as part of a transit asset management plan to demonstrate the return on investment for any investments by El Metro.

- **Interval Related Maintenance** - Specific components (such as lubricating oils and filters, alignment, tires, steering components, engine, transmission, and brakes) are regularly inspected to identify parts or fluids' wear, alignment, or deterioration problems.
- **Standardization of Vehicle Replacement and Reduction in Spare Efforts** – El Metro maintains a "spare ratio" (the number of additional buses greater than those needed for maximum operation divided by the number of buses used during maximum operation) of 35% (12 spare buses for 35 buses in maximum use) for the fixed route fleet and 29% (4 spare vans for 14 vans in maximum service) – more than twice the Texas average and over the 20% industry standard for transit agencies. Spare reductions can be implemented by writing off older vehicles or extending fixed or demand response service.
- **Improved Passenger Technology** – El Metro currently faces problems with its passenger experience and technology, including a lack of information at bus stops. To improve on these issues, El Metro should consider implementing:
    - A greater variety of pass products, including daily, monthly, and annual passes and employer pass programs implemented through partnerships.
    - Updating information at flagpole stops on operating routes and on steps to access information about the transit system, improving shelter space at bus stops, and investing in a planning study to create an inventory of bus stops and their conditions.

Even with regular, routine maintenance, transit vehicles reach the end of their useful service life. Although El Metro preserves and maintains its bus fleet on an as-needed basis, it still must invest in new vehicles and equipment. El Metro has recently begun converting its bus fleet to compressed natural gas (CNG) vehicles, with lifecycle and efficiency advantages over diesel buses that will improve system efficiency and lower operations and maintenance costs. Because of these advantages, the conversion of El Metro's bus fleet from diesel buses to CNG vehicles should be continued. Laredo has already replaced 14 diesel buses using a Low-and No-Emission Grants as part of the Bipartisan Infrastructure Law.

El Metro is in the design phase for the construction of a new maintenance facility near Bartlett Avenue and Jacaman Road. Land for this new facility has been purchased. Other projects include vehicle replacement, bus lift replacements, maintenance equipment, and general preventive maintenance.

5.6.2. Land Use and Development Considerations

Transit service works best in compact, densely populated areas with mixed land uses and requires direct pedestrian connections to transit stops. As such, pedestrians' considerations should coincide with transit users' development considerations.

The City of Laredo supports land use design standards, policies, and principles that promote more pedestrian and transit-friendly developments and more sustainable growth patterns using the Viva Laredo mobility plan. Investments in a multimodal transportation system, which includes enhancements to the transit system, are needed to support an increased quality of life for all citizens. The LWCAMPO references the American Association of State Highway and Transportation Officials (AASHTO) Highway Safety Manual and the National Association of City Transportation Officials (NACTO) Urban Street Design Guide as resources in developing design guidelines. These guidelines cover bus stop placement, amenities, bay spacing, and bus turning facilities, aligning with NACTO and TxDOT standards.

5.6.3. Improving Transit Amenities

Offering facilities and amenities greatly enhance the transit experience, promoting transit usage. Park-and-ride facilities in strategic locations can anchor the regional transit system. Enhanced transit centers with amenities such as weather protection, passenger information, and vending machines provide additional incentives for riders. Furthermore, transit stops with bus shelters, signage, and passenger information enhance the transit system's attractiveness, comfort, and safety. On the vehicles themselves, amenities such as bike racks and automated route information improve the experience of traveling customers. El Metro currently has the AVL-GPS system that shows the real-time bus locations in all fixed-route buses online and bike racks on most fixed-route buses. El Metro has also announced a new real-time application for users.

5.6.4. Integrating Transit Considerations with Designing Roadway Improvements

A transit system must integrate with other modes in a multimodal transportation system. Buses depend on well-maintained roadways designed to support large vehicles. Congested roadways with poorly engineered street systems and traffic signals degrade transit service. Lastly, transit users are also pedestrians and must have adequate sidewalks, transit stops, safe street crossings, and proper lighting for safe and efficient travel.

5.6.5. Intelligent Transportation Systems (ITS) for Transit

ITS enhancements should be considered to increase transit system efficiency. For instance, bus signal preemption increases the transit service speed. Instant traveler information technology more reliably informs patrons when the next bus will arrive. Such investments may be more cost-effective to increase system efficiency and attractiveness.

Policy 4.12.4 of the Viva Laredo Mobility Plan is to “implement intelligent transportation systems (ITS) to reduce congestion and facilitate cross border travel.” Examples of an ITS improvement for congestion include dynamic routing, in which variable message signs are used to reroute cars around overly congested or closed arterial streets, or pre-trip traveler information systems that allow travelers to plan their trips around present conditions. Freight mobility information systems can also manage freight traffic at the five border crossings.

5.6.6. Coordination among Transit Entities

Transit service providers in a region should coordinate and collaborate as much as possible to reduce the occurrence of repeated services. In particular, each region is mandated by the federal government to produce a coordinated regional service plan. Coordination of existing

services and general improvements to public transportation services in the South Texas Planning Region, of which Webb County is a part, are provided in the South Texas Planning Region Public Transportation Coordination Plan. Some of the recommendations and issues discussed relevant to the Laredo metropolitan planning area include:

- Increasing transfer points between El Aguila and El Metro
- Extending services to highly needed areas such as the colonias in the more rural areas
- Extending El Aguila routes to service destinations along the Bob Bullock Loop
- Providing new transit service to access major employment centers along Mines Road near Loop 20
- Providing vanpools along some major corridors may be a viable option as census data indicates a higher propensity to rideshare. Offering Dial-a-Ride service for more rural areas and for after-hour, fixed route service needs
- Targeting projects that use Section 5310 funds for low-income individuals, persons with disabilities, and the elderly
- Identifying local funding sources to match federal spending in rural areas
- Establishing a mechanism such as a Memorandum of Agreement to enable different transit providers to enter into agreements to coordinate services and reduce duplication of services
- Establishing a forum, such as an internet webpage or telephone support, that provides a "one-stop shop" for transit services offered in the region
- Providing a mentoring and support program initiated by El Aguila and El Metro for small transit operators that provide paratransit service

5.6.7. Enhanced Marketing

To boost ridership, transit providers should develop a comprehensive marketing program to promote transit usage. This program should advertise the extent of transit amenities and educate the region about the benefits of using mass transit. Moreover, it can target existing or potential customers such as college students and residents of new developments. El Metro Marketing Plan was updated in 2017 to build visibility, educate existing and potential riders, generate ridership, and build community support and partnership opportunities to expand transit usage in Laredo by attracting choice riders. Strategies include a tagline marketing campaign to address concerns or perceived issues associated with riding El Metro buses, wider distribution of brochures and tickets, information on El Metro buses on jury duty notices, employer and university pass programs, presentations to agencies and community groups, coordination with Uber and El Aguila.

Chapter 6: Airport

6.1. Introduction

Airports are a key economic engine that ties a region to national and global markets and supports travel and tourism. They provide efficient long-distance transportation to move people and goods and are essential for a region's business activities, tourism, and trade. This chapter discusses the existing conditions of the Laredo International Airport, including its physical characteristics and operational statistics, a forecast of future traffic, and strategies to improve its operations.

6.2. Overview of Existing Airport Facilities

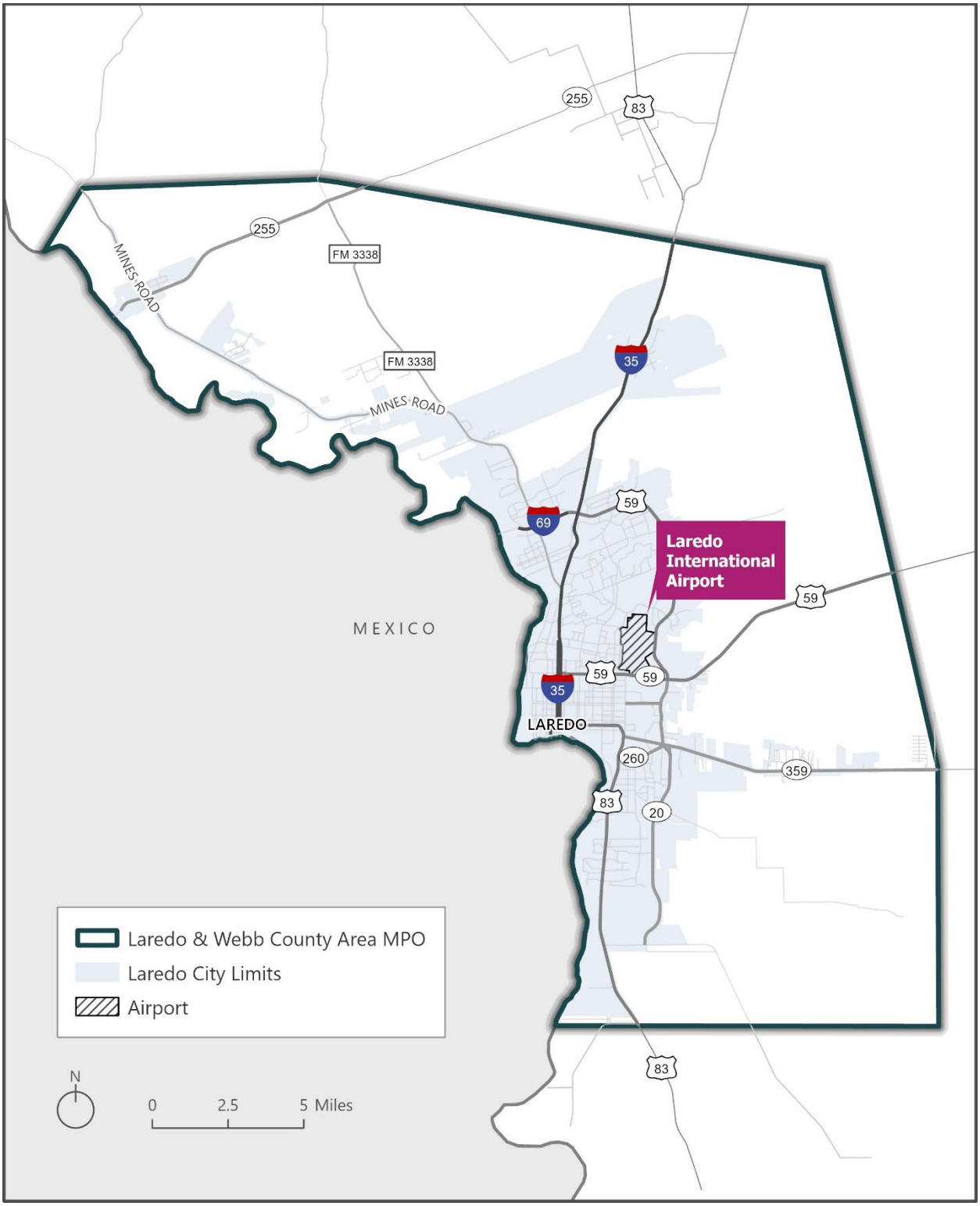
The Laredo International Airport (LRD), illustrated in **Figure 6-1,** is the primary airport in the LWCAMPO region and provides air transportation services for cargo and passengers. LRD is located on approximately 1,800 acres of the former Laredo Air Force Base in eastern Laredo and is generally bounded by U.S. 59 to the south, Lake Casa Blanca State Park and Loop 20 to the east, and Jacaman Road to the north. Because of its location in the heart of the LWCAMPO region, it is surrounded by developed land, and expansion potential is limited. LRD is located near the center of the City of Laredo, slightly over seven miles from downtown Laredo.

LRD is owned and operated by the City of Laredo. Airport improvement projects are primarily funded through the Federal Aviation Association (FAA) Airport Improvement Program and local fund contributions.

LRD provides daily commercial passenger service through three airlines: American Airlines which serves Dallas/Fort Worth; United Express which serves Houston Intercontinental Airport and offers seasonal service to Monterrey, Mexico; and Allegiant, which offers year-round scheduled service to Las Vegas, Nevada. Private fixed-wing and helicopter service is also available.

Additionally, LRD is classified as a Foreign Trade Zone (FTZ) site. This federal designation allows for exemption from many regular U.S. Customs rules and regulations, which benefits companies and trade. LRD's FTZ can currently accommodate aeronautical and industrial commercial trade. Additional information on freight services is provided in more detail in ***Chapter 8***.

Figure 6-1: Location of Laredo International Airport



6.3. Airport Characteristics

6.3.1. Physical Characteristics

LRD's airfield contains two parallel runways and one cross-wind runway. Taxiways connect the runways to the apron and terminal areas on the airfield's west side. The primary runway, Runway 18L/36R, is approximately 8,200 feet long, while the secondary runway, Runway 18R/36L, is approximately 8,700 feet long. The cross-wind runway, Runway 14/32, is approximately 5,900 feet long. Further, LRD is aided by runway and taxiway lighting systems, an instrument landing system (ILS) for the Runway 18R/36L, an air traffic control tower in operation 18 hours on the weekdays and 12-13 hours on the weekends, and other navigational aids for operation under both visual flight rule (VFR) and instrument flight rule (IFR) conditions. The installed airport geographic information system (AGIS) helps the FAA collect airport data to develop electronic Airport Layout Plans.

The current passenger terminal is approximately 78,000 square feet and provides space for three airlines, four car rental agencies, a duty-free store, and government and federal inspection facilities. In particular, the passenger terminal has the potential to be expanded on surrounding available land. The Laredo International Airport Master Plan Update calls for the passenger terminal to be expanded by approximately 26,500 square feet with two additional gates to accommodate future demand.

LRD has a Federal Inspection Station that offers federal inspection services 24 hours/7 days a week, including customs, agriculture, and immigration services for the international aviation community. Additionally, the airport is serviced by three fixed-base operators that provide general aviation services. Surrounding land on the city-owned airport property is available for lease, and other entities, such as the Laredo Police Department, are located on the airport property. In addition, a former El Metro-owned Park and ride lot is near the airport entrance. The basic airport characteristics of LRD are summarized in **Table 6-1**.

Table 6-1: Airport Characteristics of the LRD

Characteristics	Laredo International Airport
Location ID	LRD
Year Built	1975 (converted from military to civilian airport)
Land Area (Acres)	Approximately 1,800
Ownership	City of Laredo (public)
Distance from Laredo's city center	Three nautical miles northeast of Laredo, TX
Opening Hours	Opens 24/7 to the public
Roadway Access	Bob Bullock Loop (Loop 20)
Terminals	1
Commercial Airlines	Allegiant, American Airlines, and United Airlines
Aircraft Hangers	7
Runways	3
Taxiways	12
Fuel Types	100LL, JET A

Source: The National Flight Data Center (NFDC) of FAA and Laredo International Airport (LRD)

6.3.2. Physical Upgrades

Over the past 20 years, the City of Laredo and the FAA have invested over $237 million to upgrade the airport's infrastructure. This has included improvements to commercial passenger services and investments to improve air/freight trade. Notable projects that have had grants awarded for during this period include:

- Rehabilitation Apron
- Noise Mitigation Measures for Residences
- Construction of Taxiway
- Improvement/Modification/Rehabilitation of Terminal Buildings
- Rehabilitation of Runways
- Extension and Rehabilitation of Taxiways
- Construction of Aircraft Rescue and Fire Fighting Buildings
- Construction of Apron
- Installation of Airfield Guidance Signs
- Security Enhancements
- And many more

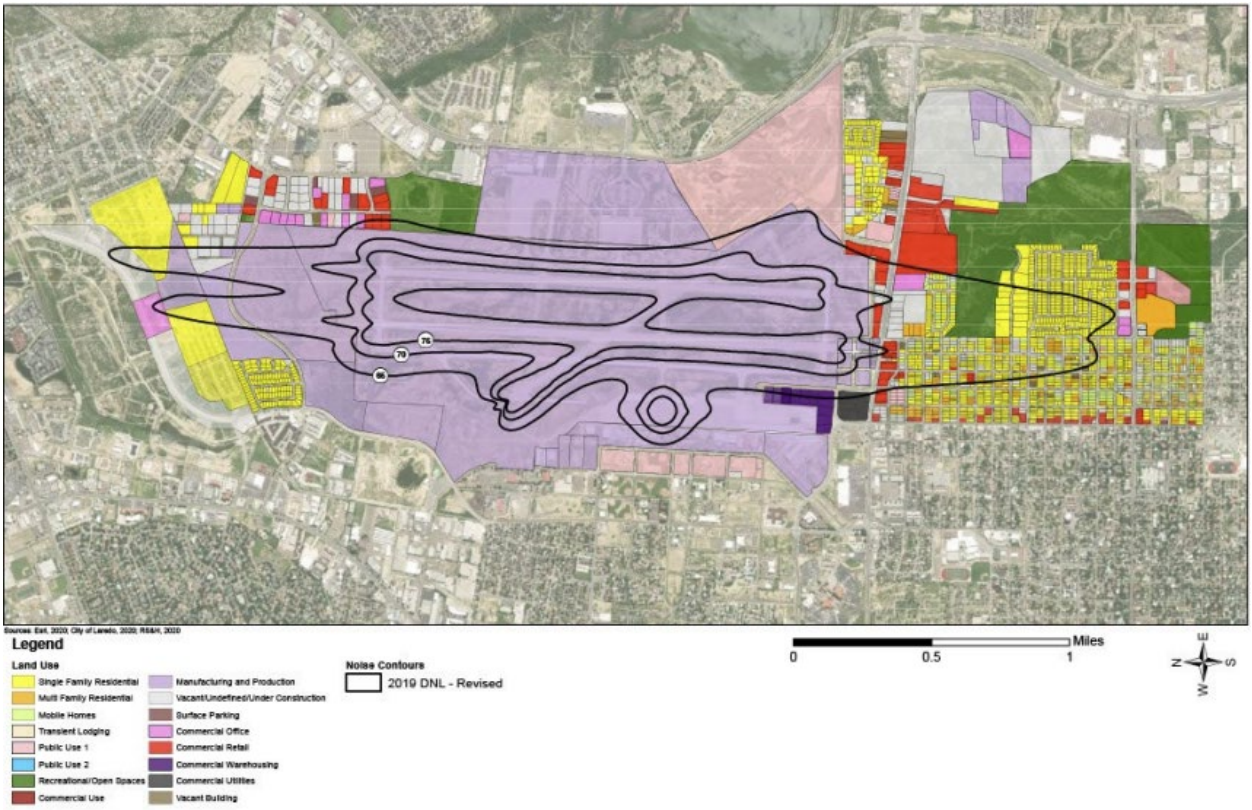
Most recently, in 2024, the Laredo International Airport received $1.5 million in federal grant money for an update to the Airport Master Plan that will outline future improvements to its cargo runway, hangers, terminal, safety measures, and facilities.

It is worth noting that LRD is the only airport outside the Republic of Mexico to have a Mexican Customs operation. Products pre-inspected at the customs operation include auto parts, automotive, electronics, aerospace parts, cellphones, and gasoline. Freight trade plays a prominent role in LRD traffic.

6.3.3. Noise Impacts

LRD is the single largest generator of transportation-originated noise in the Laredo area**. Figure 6-2** shows the modeled 2019 daily noise contours of the area around LRD with land uses. Noise levels are measured in day-night average sound level (DNL), the total accumulation of average sound throughout a 24-hour period. A DNL of 65 dB is currently the federal standard for requiring mitigation. Noise mitigation is an important use for Airport Improvement Program (AIP) funds and may impact the funding available for other items from the AIP. The last Airport Noise Abatement Study was published in 2014. It provides noise analysis and land use compatibility information for 2013 base year noise and models 2019 noise impacts. Based on these findings, noise abatement and mitigation have been identified, and federal funds (mentioned above) are being used for this purpose.

Figure 6-2: Noise Contours in LRD Area



Source: City of Laredo, 2022

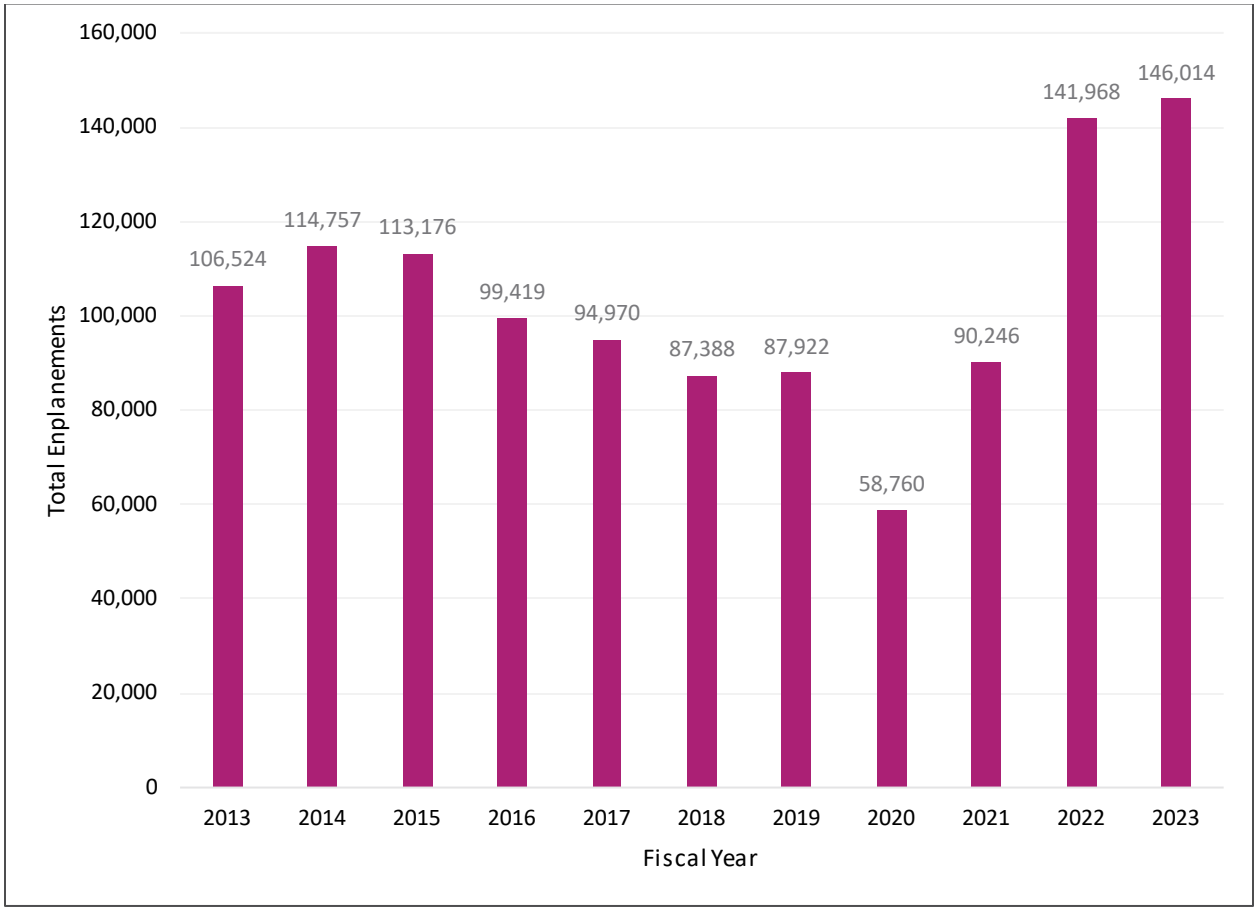
6.4. Operations

6.4.1. Passenger Operations

The FAA Terminal Area Forecast (TAF) Summary for Fiscal Years 2023-2050 provides historical and forecasted statistics on passenger demand and aviation activity at airports in the United States. **Figure 6-3** portrays the total number of enplanements at LRD for fiscal years 2013 through 2023 based on this TAF data. Enplanements are defined as the sum of originating and connecting passengers at an airport.

Between fiscal years 2013 and 2023, enplanements consistently declined from 2013 until 2020. Since 2020, enplanements have had a record comeback and are at levels higher than years prior. The total number of enplanements in 2023 was 146,014. LRD follows the same trend as other small regional airports nationwide, which have exhibited stagnant and/or declining enplanements with record growth after 2021. Enplanements look to be stabilizing now after a record comeback in 2022. Increased commercial and cargo air travel has driven the growth in enplanements. 2023 enplanements for air freight are three times what they were before the pandemic in 2019. For commercial travel, the number of enplanements in 2019 was 73,353; in 2023, that number rose to 100,086.

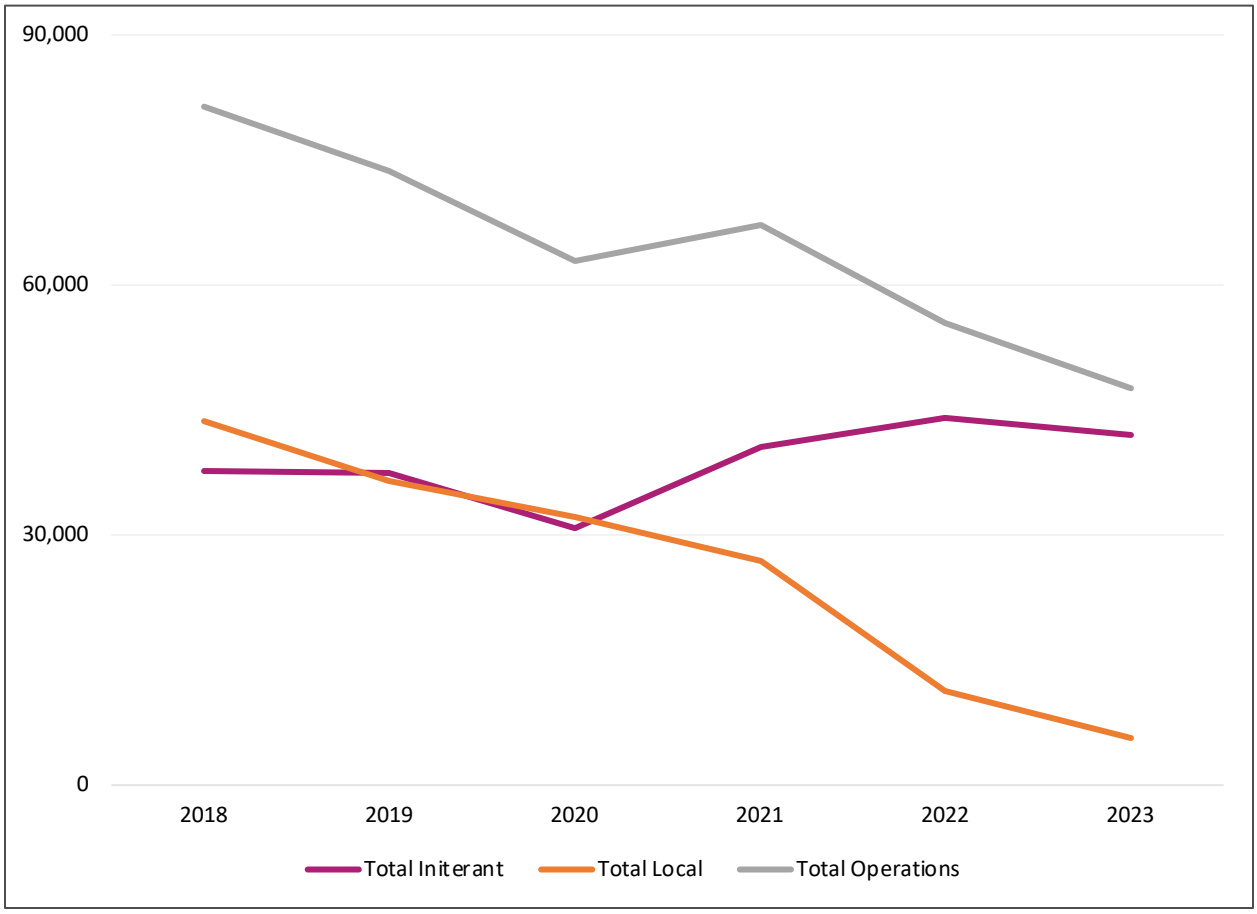
Figure 6-3: Annual Enplanements 2013-2023



Source: FAA Air Traffic Activity Data System (ADATS)

Changes in annual operations between 2019 and 2023 are depicted in **Figure 6-4.** It is important to look at two types of airport operations to understand operational trends: local and itinerant. An aircraft performs local operations that remain in the local traffic pattern, execute simulated instrument approaches or low passes at the airport, and where operations to or from the airport and a designated practice area are within a 20–mile radius of an air traffic control tower. Itinerant operations are operations performed by an aircraft that lands at an airport, arrives from outside the airport area, or departs an airport and leaves the airport area. Local operations have nosedived between 2018 and 2023, with the biggest rate drops after 2021. While local operations have declined significantly between 2018 and 2023, itinerant operations minimally changed throughout the period, only declining slightly in 2023. The long-term trend seems to be a decline, with the greatest decline in local operations.

Figure 6-4: Annual Operations 2018-2023

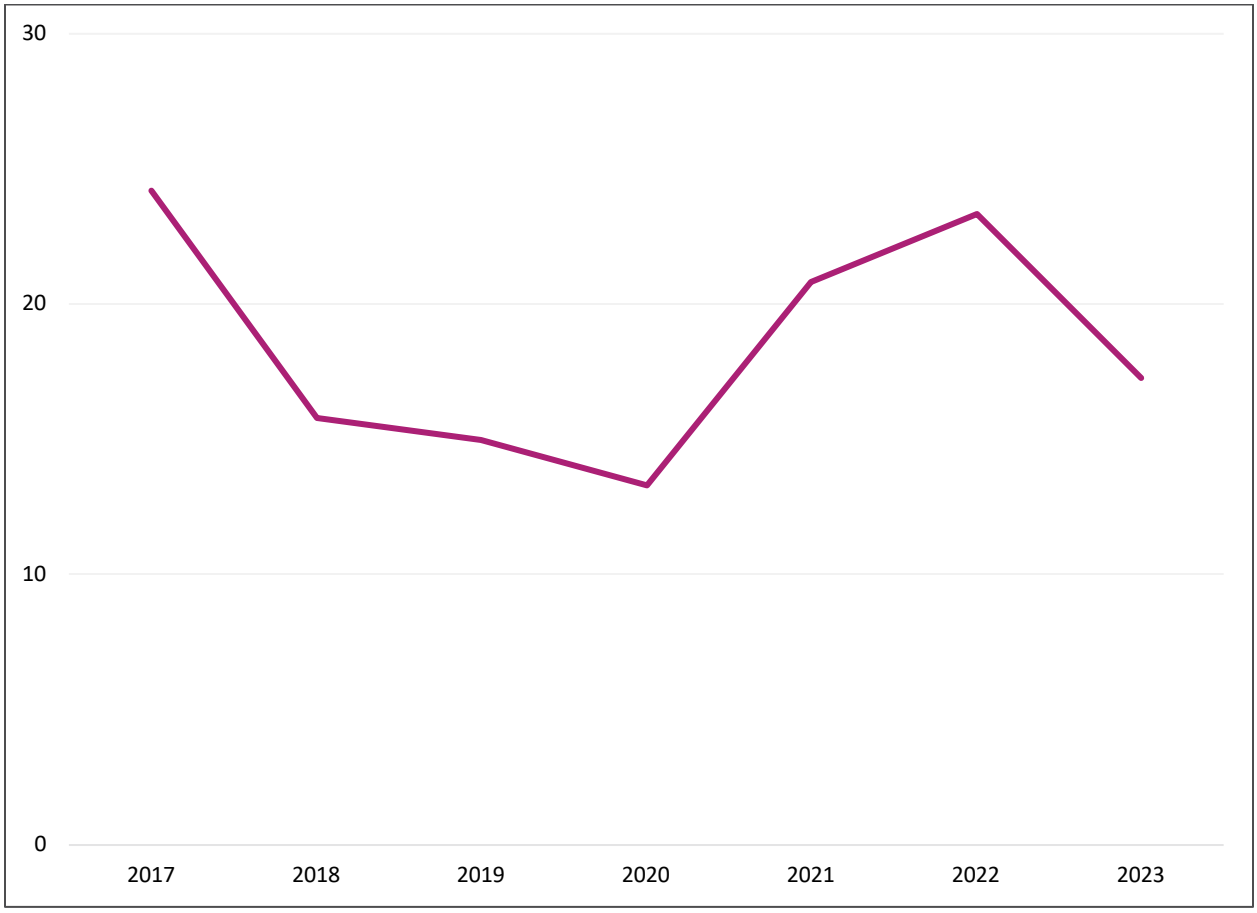


Source: FAA Air Traffic Activity Data System (ADATS)

6.4.2. Freight Operations

LRD serves air freight throughout the Laredo region, hosts 25 air cargo operators, and 597,000 square feet of storage space across ten aircraft hangars, 15 air cargo facilities, and a federal express facility. Historical data on air cargo shipments in and out of LRD were reviewed and are shown in **Figure 6-5.**

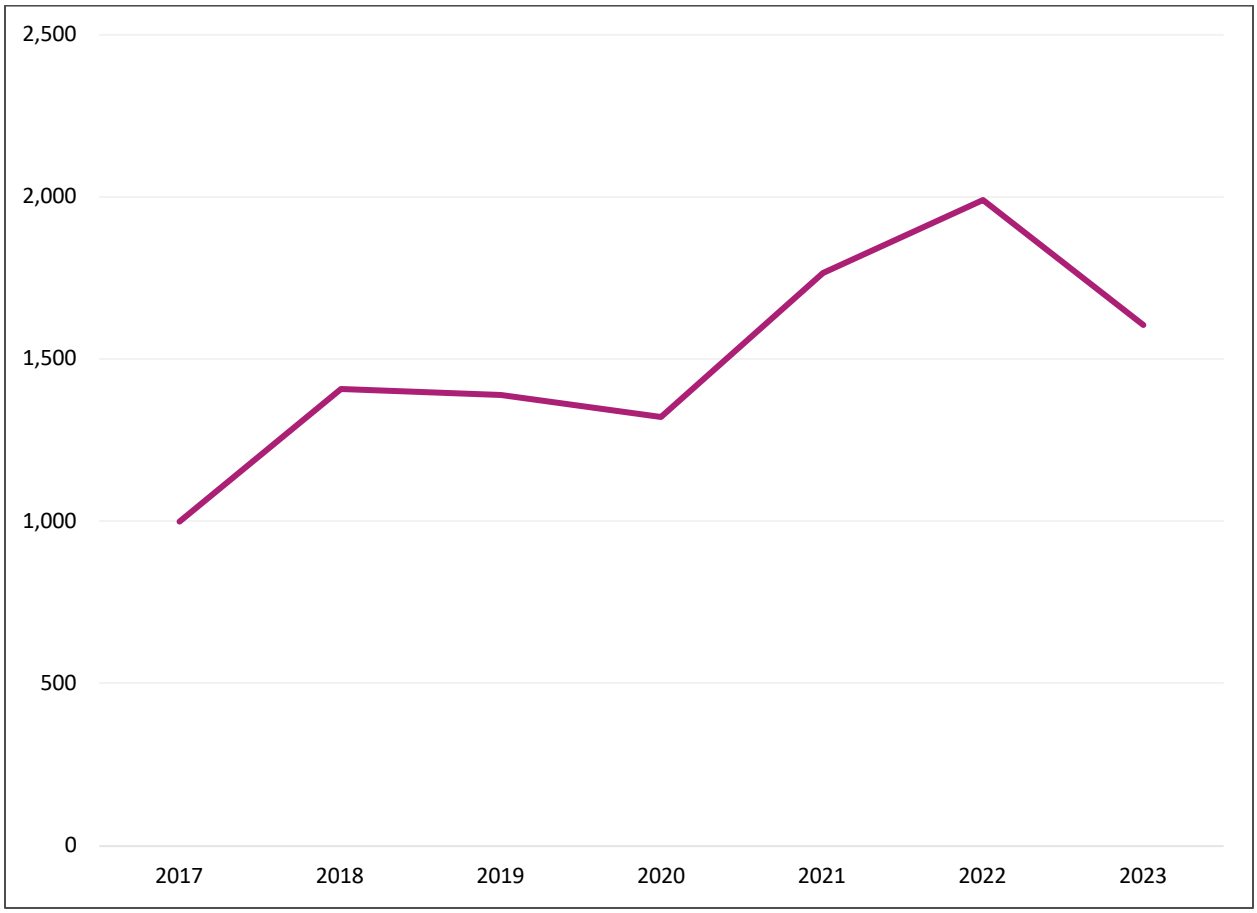
Figure 6-5: Historic Air Cargo Data, 2017-2023 (Tons-Thousands)



Source: Freight Analysis Framework 5 (FAF5), 2017-2023

Air freight in terms of tonnage has fluctuated significantly between 2017 and 2023, taking a significant dip in 2020. While the tonnage has fluctuated considerably, the value of goods transported by air in Laredo has risen significantly. In **Figure 6-6**, air freight was measured in terms of value (millions of dollars) from 2017 through 2023. There was a sharp increase in the value of goods. This rise is primarily due to electronics and machinery being the primary air freight commodities. Electronics and machinery comprised 72% of all 37 products transported in Laredo using air freight in terms of value.

Figure 6-6: Air Freight Value 2017-2023 (Million Dollars)



Source: Freight Analysis Framework 5 (FAF5), 2017-2023

Several improvements to freight operations are currently proposed. The Airport Master Plan Update calls for expanding LRD's storage space to 720,000 square feet, along with 246,000 square feet for expanding the aircraft parking apron, 82,100 square feet of truck docking area, and 55,000 square feet of fuel farm and non-aviation commercial activities. As these improvements are implemented, the region must carefully review the impact these expansions will have on connecting roadways and freight movements.

6.5. Recommendations and Strategies

Continued investment in LRD is essential to maintain and enhance Laredo's ability to attract businesses and passengers. LRD was ranked as the 40th largest all-cargo airport in the United States in 2022 by the FAA. It is also projected to increase in enplanements and aircraft operations in future years to 2050. Several strategies are therefore proposed to retain the competitiveness of LRD in the coming years. Strategies related to physical facility improvements, accessibility, and land use coordination are needed to improve airport operations, support economic development, and enhance travel and tourism, further discussed below.

6.5.1. Coordination of Airport Infrastructure Investments with Other Regional Transportation Needs

Continuous efforts are constantly being made to improve the operations of LRD. The latest airport master plan from 2015 lists projects to accomplish in the next few decades. Please refer to the following projects:

- Extend Runway 18L/36R
- Install Instrument Landing System (ILS) for Runway 18L/36R
- Continue Reconstruction of West Side General Aviation/Air Cargo Apron
- Expand West Side General Aviation/Air Cargo Apron
- Construct New Airport Traffic Control Tower
- Extend Taxiway G
- Construct Connecting Taxiways
- Construct Runway and Taxiway Shoulders
- Expand Airport Terminal Building and Apron
- Reconstruct Airport Perimeter Road
- Construct Airport Maintenance Facility
- Replace Localizer V-Ring Antenna with Log Periodic Antenna
- Replace Mark 1F Transmitter with Mark 20 Transmitter
- Construct Air Cargo Development Road
- Acquire Land for Runway 18L Protection Zone
- Expand Airport Terminal Building Parking Lot
- Southwest and Northwest Air Cargo Development
- Hotel Development

As mentioned earlier, the FAA's Airport Improvement Program provides a primary federal source for funding LRD improvements**. Table 6-2** lists the AIP grants that have been provided for development at LRD between 2019 and 2023. Major physical improvements include apron rehabilitation and noise mitigation. While the LWCAMPO is not responsible for allocating funding for these projects, long-range planning to monitor physical airport investments, leverage funding opportunities, and coordinate airport needs with other transportation improvements is important.

Of particular importance to the region about these airport physical improvements is the need to coordinate airport improvements with other ongoing transportation improvements. If LRD continues to receive federal grants to make substantial improvements to its physical plant, then passenger and cargo traffic may continue to grow to high levels, potentially impacting levels of service and the state of repair on roads connecting to LRD. The LWCAMPO is therefore committed to continuing to work with LRD and the City of Laredo to facilitate continued coordination between federal, state, and local transportation agencies and the airport.

Table 6-2: AIP Grants for Laredo International Airport, 2019-2024

Year	Project Description	AIP Federal Funds
2019	Noise Mitigation Measures for Residences within 65-69 DNL	$1,000,000
2019	Rehabilitate Apron	$9,856,303
2020	Rehabilitate Apron	$9,436,920
2020	Rehabilitate Apron	$5,393,884
2021	CRRSA Act Funds	$1,410,950
2021	CRRSA Act Concessions	$19,499
2021	Construct Taxiway	$9,188,272
2021	General ARPA	$2,297,508
2021	Expand Terminal Building, Improve/Modify/Rehabilitate Terminal Building	$3,416,741
2022	Large Concessions	$77,996
2022	Construct Taxiway	$7,478,252
2022	Reconstruct Taxiway	$1,483,521
2022	Improve/Modify/Rehabilitate Terminal Building	$7,500,000
2023	Improve/Modify/Rehabilitate Terminal Building	$1,646,457
2023	Improve/Modify/Rehabilitate Terminal Building	$5,678,122
2024	Update Airport Master Plan	$1,532,905

Source: FAA AIP Grants Announcements 2019-2024

6.5.2. Land Use Coordination

Land use around an airport is essential to an airport. When preparing future land use plans and allocating future population and employment growth, it is crucial to consider the impact of these developments on the airport. Well-planned developments around the airport would support its operations. Considering noise-sensitive land uses and locating those outside the identified airport noise mitigation buffer areas will help ensure that the proposed development is consistent with airport operations and conditions. Further, recent and planned hotel developments around the airport area would provide more convenient accommodations to support travel and tourism. The LWCAMPO will continue coordinating with LRD to develop an integrated land use and transportation plan around the airport.

Under Title 14 of the Code of Federal Regulations (CFR), all residential uses, schools, and outdoor performance venues are incompatible with a DNR of 65 dB or over. The City of Laredo and the FAA should adjust land use policies or provide noise mitigation work in accordance with these figures.

6.5.3. Positioning Laredo International Airport as an Air Cargo Hub

The Laredo region has the distinct advantage of being a massive hub for trade between Texas and Mexico. Laredo International Airport should capitalize on this history and industry and work to expand air cargo facilities. These facilities include hangers and extended apron space to provide additional aircraft staging positions. Expanding capacity to handle cargo will elevate LRD as an air cargo hub. Additionally, LRD should conduct a needs assessment to identify gaps in air cargo handling technology and capacity. Greater efficiency will improve capacity without additional space expansions.

6.5.4. Improve Multimodal Connections to LRD

LRD is currently served by a single bus route from downtown (Route 11). Creating more transit routes that serve the airport will enable further accessibility to the airport via public transit. Laredo can also consider shuttles to take passengers to and from specific areas. These areas can be high-traffic hotels or prominent tourist areas. On a separate note, LRD is expected to see an increase in commercial air. Studies should be done to determine future needs for parking and car rental parking in future decades.

Chapter 7: Freight

7.1. Introduction

Due to its unique geographic location, socioeconomic trends, and developmental characteristics, the Laredo regional economy relies significantly on the freight transportation system. Increased trade with Mexico by the North American Free Trade Agreement (NAFTA), recently renegotiated in 2018 under the name United States-Mexico-Canada Agreement (USMCA), has resulted in increased demands for trucking, warehousing, and supporting industries in the Laredo region.

The Port of Laredo is a major national gateway connecting the U.S. with Mexico, making freight movement a significant local issue. Over time, increasing freight movement will require more infrastructure improvements and better connectivity between the national transportation system corridors and trade partners to increase synergies that reduce the logistics costs of goods and services in final consumption markets. The LWCAMPO region is expected to attract more freight-dependent industries and benefit from trade-related strategies by providing quick, affordable, and efficient goods movement.

This chapter aims to provide a general understanding of freight activities in the LWCAMPO region and aid planners in making informed freight planning policies and investment decisions. This chapter addresses various aspects of freight transportation, including freight infrastructure and current and forecasted goods movement, identifies needs and challenges in the region, and provides best practices and strategies for addressing freight needs through the 2050 planning horizon.

7.2. Freight Infrastructure

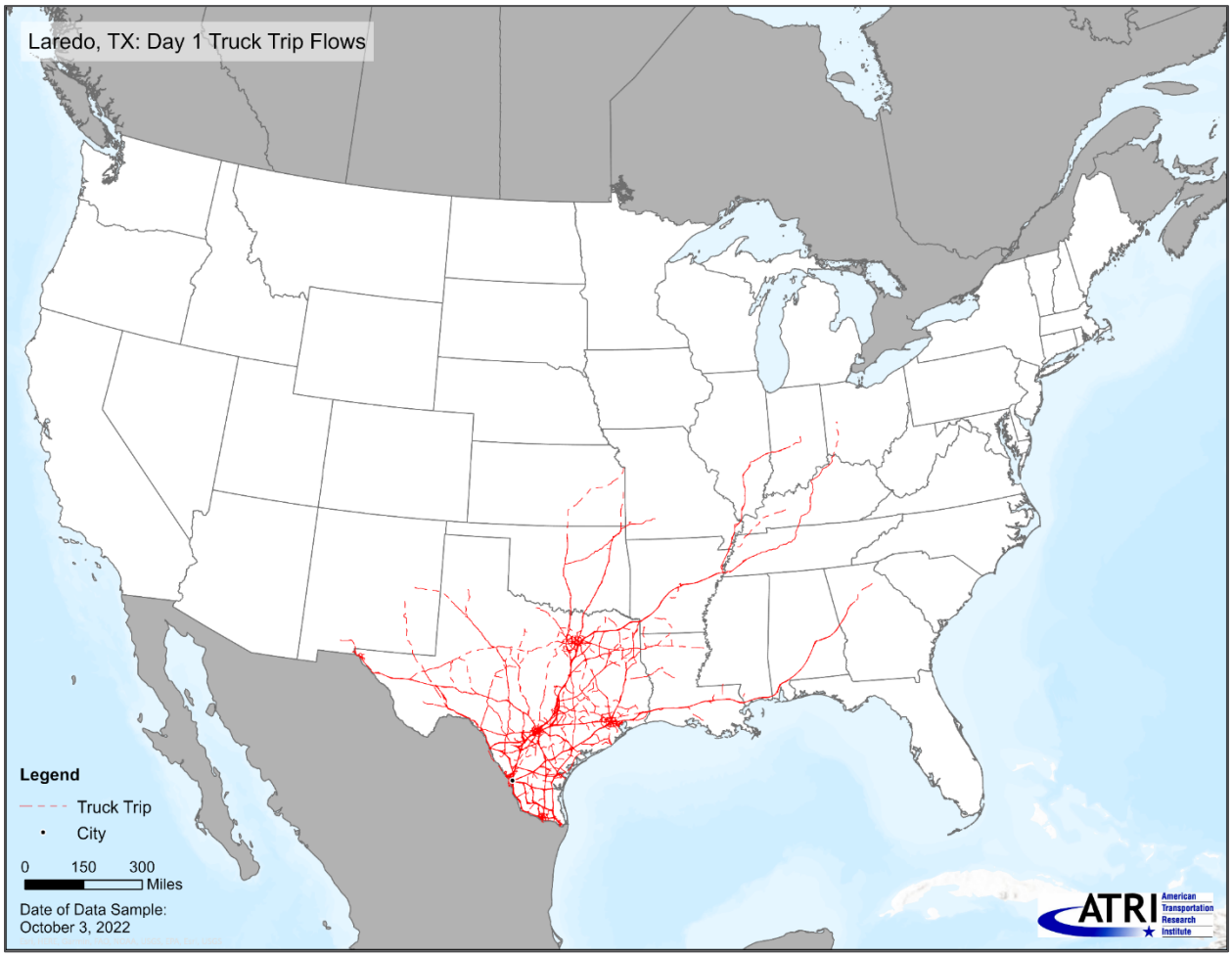
Laredo has a robust freight transportation system that serves the movement of goods and chiefly supports international trade between the U.S. and Mexico. The main freight transportation modes in the LWCAMPO region are highway and rail. However, international bridges, air freight, and other intermodal facilities are also crucial to the freight infrastructure in the region. The following sections provide further details on the region's major roadway and multimodal freight network.

7.3. Freight Roadway Network

Laredo is the busiest truck freight gateway in Texas, and truck transportation is the most important mode of goods movement in the area. In 2023, the value of cargo moved by truck represented about 82% of the total cargo moved in the LWCAMPO region. Several roadway designations have been established that help to identify and prioritize freight roadway infrastructure from a federal, state, and local perspective.

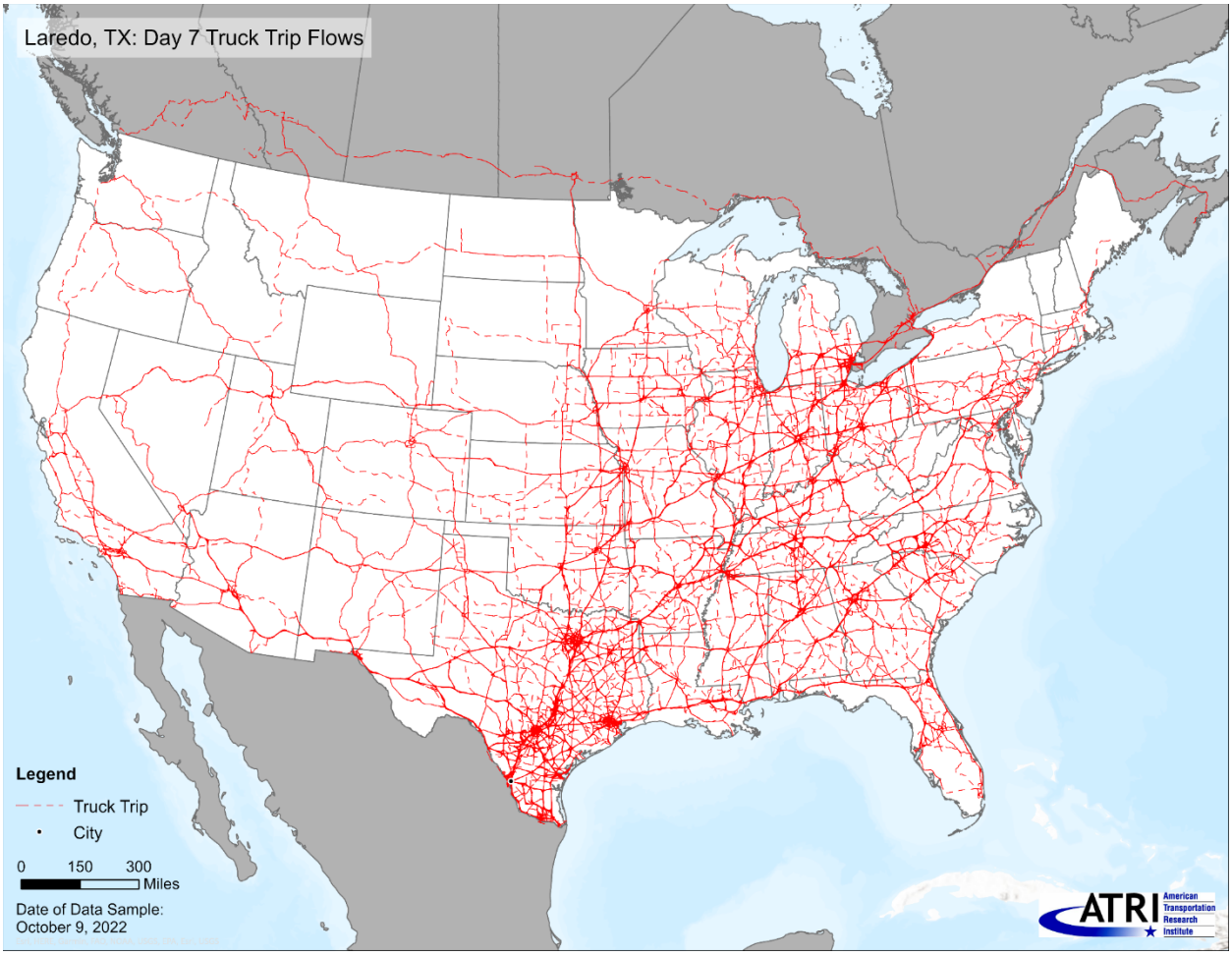
Figure 7-1 and **Figure 7-2** show how extensive truck flows from Laredo cover in just seven days. **Figure 7-1** shows what truck trip flows are after Day 1, and **Figure 7-2** shows what truck trips are on Day 7.

Figure 7-1: Laredo Truck Trip Flows Day 1



Source: American Transportation Research Institute

Figure 7-2: Laredo Truck Trip Flows Day 7



Source: American Transportation Research Institute

7.4. National Highway Freight Network

As stated in ***Chapter 3***, the FAST Act introduced the National Highway Freight Network (NHFN) to strategically direct federal resources and policies toward improved performance of highway portions of the freight transportation system. The NHFN includes four subsystems of roadways:

- **Primary Highway Freight System (PHFS):** The most critical highway portions of the U.S. freight transportation system.
- **Other Interstate routes not on the PHFS:** The remaining Interstate highways are not included on the PHFS. These routes provide essential continuity and access to freight transportation facilities.
- **Critical Rural Freight Corridors (CRFCs):** Public roads not in an urbanized area that provide access and connection to critical freight facilities.
- **Critical Urban Freight Corridors (CUFCs):** Public roads in urbanized areas that provide access and connection to important freight and intermodal facilities.

The LWCAMPO area includes 19 miles of the PHFS as part of the NHFN, while the other NHFN subsystems do not exist within the LWCAMPO region.

Roadways on the NHFN in the LWCAMPO region, shown in **Figure 7-3**, include IH-35 from its Interstate Highway designation at Victoria Street; U.S. 59 from IH-35 east to Bartlett Avenue; and the Bartlett Ave / Maher Avenue connection to the industrial area on the west side of the Laredo International Airport at Pappas Street.

7.5. Designated Truck Routes

The LWCAMPO region has also designated truck routes to help remove commercial freight traffic from roadways that are either inappropriate or unable to handle commercial freight trucks and further facilitate safe and efficient local freight and goods movement. These truck routes consist of major transportation corridors, major arterials, and some local streets that provide access and connections to intermodal and industrial facilities within the region. The primary truck routes that provide for the movement of goods are:

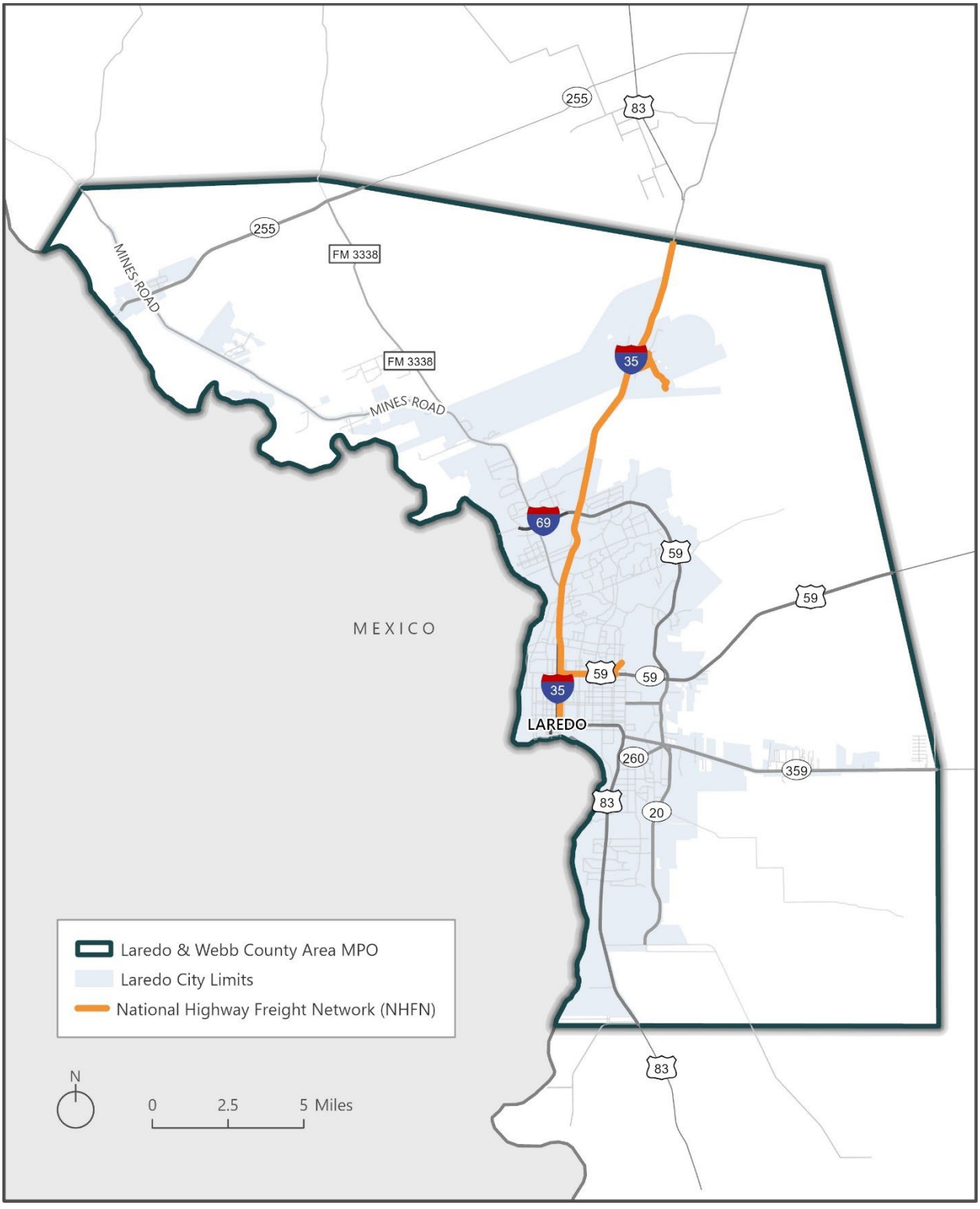
- Interstate: Interstate 35
- U.S. Highways: US 59 and US 83
- State Highways/Loops: SH 359, Loop 20 (including Cuatro Vientos Boulevard), SH 255, and Spur 260
- Farm-to-Market (FM) roads: FM 1472, FM 3338, and FM 3464/Milo Road, and
- Arterials: Killam Industrial Boulevard, Santa Isabel Avenue (a segment), Santa Maria Avenue (a segment), Anna Road, Calton Road (a segment), and Jefferson Street (westbound only).

These designated truck routes mirror federally designated and important freight roadways in the region, specifically portions of I-35, US 59, Bartlett Avenue, and Maher Avenue, which are critical for freight movements through the region and the United States.

7.6. Major Truck Facilities

Several truck facilities in the region support the freight trucking industry. These truck facilities provide various services, from industrial parks to truck stops. Industrial parks offer services such as warehousing and storage or transferring and handling freight cargo between trucks. According to the Port of Laredo, there are over 50 million square feet in distribution and storage centers, with an additional 10 million square feet in development in the next two years. Truck stops provide services to truck drivers, such as parking, rest areas, fueling, and maintenance. Most of the truck facilities within the region are located within the north side of Laredo, many along Mines Road (FM 1472). A density of truck facilities is located near the intersection of Mines Road and Killam Industrial Boulevard, including Killam Industrial Park, El Portal Industrial Park, Embarcadero, and R.M.R. Industrial Park. Two major truck facilities are adjacent to the Laredo Colombia Solidarity Bridge – the International Commerce Center and Las Minas Industrial Park. Major truck facilities along the north side of I-35 include La Barranca Industrial Park, Flying J, and Travel Centers of America.

Figure 7-3: National Highway Freight Network



Source: USDOT Bureau of Transportation Statistics

7.7. Multimodal Freight Network

7.7.1. National Multimodal Freight Network

In addition to the NHFN designation for important freight roadways, the FAST Act also provided a new National Multimodal Freight Network (NMFN) designation for other important freight multimodal infrastructure. The purpose of the NMFN is to:

- Strategically direct resources toward improved system performance for the efficient movement of freight
- Inform freight transportation planning
- Assist in the prioritization of Federal investments
- Evaluate and support investments to achieve national goals

In 2016, officials established an Interim National Multimodal Freight Network (Interim NMFN) for public comment, and the public comment period ended in February 2018. The Interim NMFN consists of the NHFN, the freight rail systems of Class I railroads, public ports of the United States that have total annual foreign and domestic trade of at least 2,000,000 short tons, the inland and intracoastal waterways of the United States, Great Lakes, the St. Lawrence Seaway, and coastal and ocean routes along which domestic freight is transported, the 50 airports located in the United States with the highest annual landed weight, and other strategic freight assets such as railroad connectors and border crossings.

NHFN components within the Laredo region include:

- **Highways**: 19 miles total consisting of the NHFN designations of I-35, US 59, Bartlett Avenue, and Maher Avenue, as discussed above
- **Railways**: 40 miles total consisting of Canada Pacific Kansas City (CPKC) and Union Pacific (UP) railroads
- **Border Crossings**: Lincoln-Juarez/Bridge #2
- **Airports**: Laredo International Airport (LRD)

7.7.2. Railroad Network and Facilities

Rail is the only freight mode that relies almost exclusively on private funding for both infrastructure and operations. Rail is a vital freight mode for the Laredo region. Of the seven Texas rail Ports of Entry (POEs) along the United States-Mexico international border, one is located within Laredo. This rail POE, the Texas Mexican Railway International Bridge, is the largest freight rail gateway in the U.S.

The U.S. Surface Transportation Board classifies railroads based on their annual operating revenues. The following operating revenue thresholds determine the railroad classification:

- **Class 1** – $1,032,002,719 or more
- **Class 2** – Less than $1,032,002,719 and greater than $46,325,455

- **Class 3** – $46,325,455 or less

These revenue thresholds are periodically updated to account for the effect of inflation. The most recent update was in 2022.

Two major Class 1 railroads operate in the region:

- **Union Pacific (UP) Railroad** – UP Railroad operates the most extensive rail network in Texas and the U.S. UP Railroad operates through Laredo south of Loop 20 and from the Texas Mexican Railway International Bridge to the city limits.
- **Canada Pacific Kansas City (CPKC) Railroad** – CPKC Railroad operates in the central U.S.

The Texas Mexican Railway International Bridge is currently owned by CPKC. It is a single-track bridge, and both UP and CPKC Railroads share its operation. According to the U.S. Department of Transportation's border crossing entry data for 2023, 12.1 trains per day entered the Port of Laredo (the number of trains leaving was not recorded). More stringent screening and inspections could substantially decrease the total capacity.

In 2022, CPKC broke ground on a new international rail bridge that will be roughly 1,150 feet long.

7.7.3. Rail Yard Facilities

Railroad facilities within the region provide locations for storing, sorting, loading, and unloading freight cargo from railroad cars. UP Railroad owns and operates two rail yards, one located about four miles north of the IH 35 and Loop 20 interchange, south of the Unitec Industrial Park, and the second located north of the International Railroad Bridge yard, between Zaragosa and Moctezuma Streets.

The main CPKC rail yard is located about two miles east of Loop 20 and has a capacity of 1,375-cars. CPKC operates the Sanchez yard, situated 11 miles south and west of Nuevo Laredo, on the Mexican side of the border. This rail yard contains 22 tracks, including two for car repairs and an intermodal terminal capable of handling 1,500 trucks daily.

7.7.4. Major Intermodal Facilities

Intermodal facilities are cargo transfer points between one mode of freight transportation to another. In Laredo, intermodal facilities transfer freight loads from truck to rail or rail to truck. Typically, a container packages the freight cargo, which is then transferred from one mode of transportation to another. Using the container allows the transfer to occur without any direct handling of the cargo. This method reduces cargo handling, and therefore, improves security, reduces damages and losses, and allows faster freight transport. Intermodal facilities in the Laredo region serve as the transfer point between rail and truck modes, positioned at the intersection of the railroads and highways.

Three intermodal facilities are located at locations on the north side of Laredo where the railroad and I-35 meet:

- Tejas Industrial Park
- Unitec Industrial Park
- Del Mar Industrial Park

Two intermodal facilities are located on the east side of Laredo where the railroad and Loop 20 meet:

- Tex-Mex Industrial Park
- Ponderosa Industrial Park

7.7.5. International Border Crossings

Five international bridges serving as border crossings between the U.S. and Mexico are in Laredo. Only three bridges, the Colombia-Solidarity Bridge, the World Trade Bridge, and the Texas-Mexican Railway International Bridge, allow commercial traffic. The other two international bridges (Juarez-Lincoln International Bridge and Gateway to the Americas Bridge) are for passenger usage only. ***Chapter 3*** offers additional detailed information about the international border crossings. According to the Laredo Economic Development Council, between the World Trade Bridge and Colombia alone, about 14,000 commercial trucks cross the bridges daily. This accounts for about 40% of the capacity of these bridges.

7.7.6. Air Freight

Air freight in Laredo is served by the Laredo International Airport (LRD), which has dedicated facilities for air freight. LRD is located approximately three and a half miles from the city center, and six miles from the international border (straight distance). The airport has direct access to US 59 and Loop 20.

LRD currently has three runways, 597,000 square feet of storage space, and over 30 air cargo operators, including Federal Express, UPS, Kallita Charters, McNeely Charters, Encore Air Cargo, IFL Group LCC, Northern Air Cargo, and USA Jets. **Table 7-1** shows the airport's existing hanger and air cargo facilities.

Table 7-1: Storage Facilities in Laredo International Airport

Category	Storage Space (square feet)
10 Aircraft Hangers	207,000
15 Air Cargo Facilities	360,000
Federal Express Facility	30,000
Total Storage Space	597,000

Source: Laredo International Airport

Chapter 6 contains detailed information and analysis regarding the LRD facilities and operations.

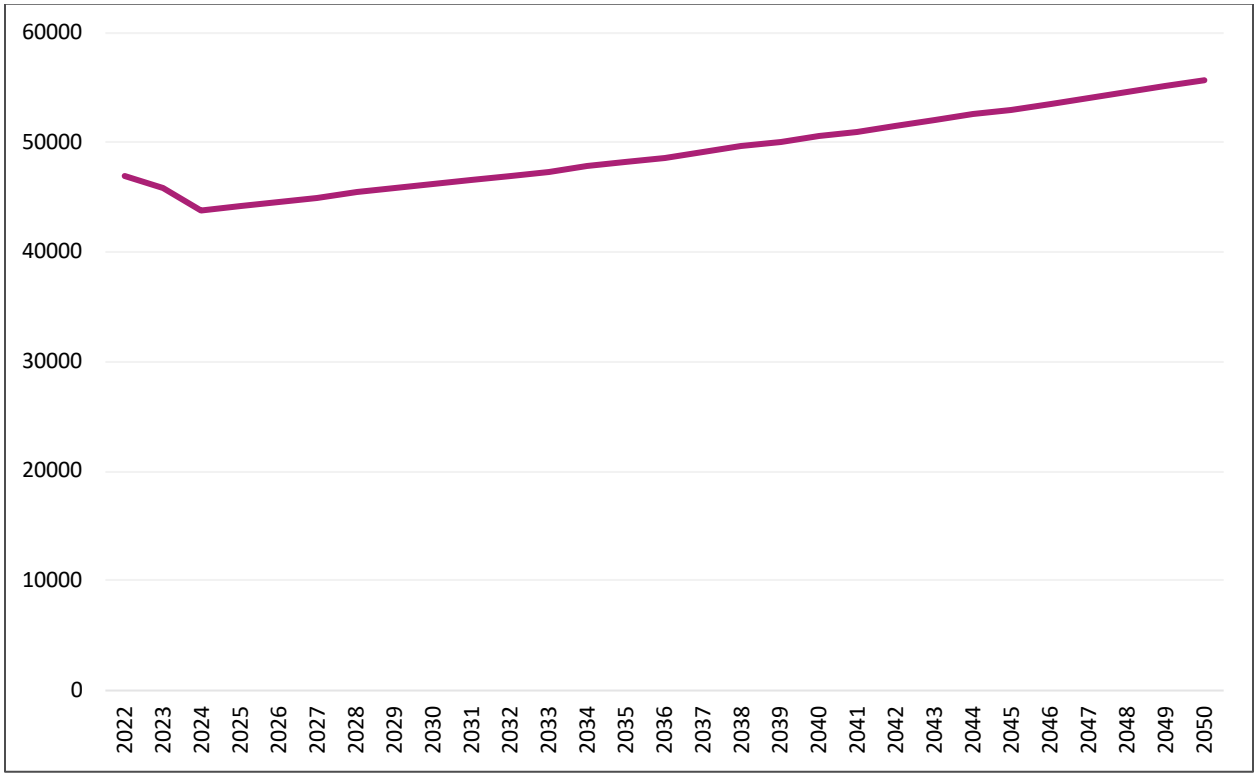
Air freight is becoming an increasingly important component of transporting goods in the LWCAMPO region. Air freight typically serves time-sensitive, high-value commodities such as documents and precision equipment. FedEx and UPS currently serve LRD on a scheduled

basis, while non-scheduled operators include Ameristar, U.S.A Jet, and others. After stagnating in the aftermath of the recession, air cargo shipments by weight began to rise in 2016.

LRD offers the largest commercial runway in South Texas and is in the second-largest active Foreign Trade Zone (No. 94) in Texas. This airport provides certain advantages, such as 24/7 Federal Inspection Stations and expedited entry to 8 Mexican airports, saving costs and time.

The FAA forecasts that growth in air freight, measured in air carrier operations, between 2022 and 2050 will be +0.66 % annually. The result derives from a regression analysis of historical activity and the FAA's Terminal Area Forecast Detail Report for the years 2022 to 2050. The future projections are presented in **Figure 7-4** presents the future projections.

Figure 7-4: Projected Air Carrier Enplanements at LRD, 2022-2050



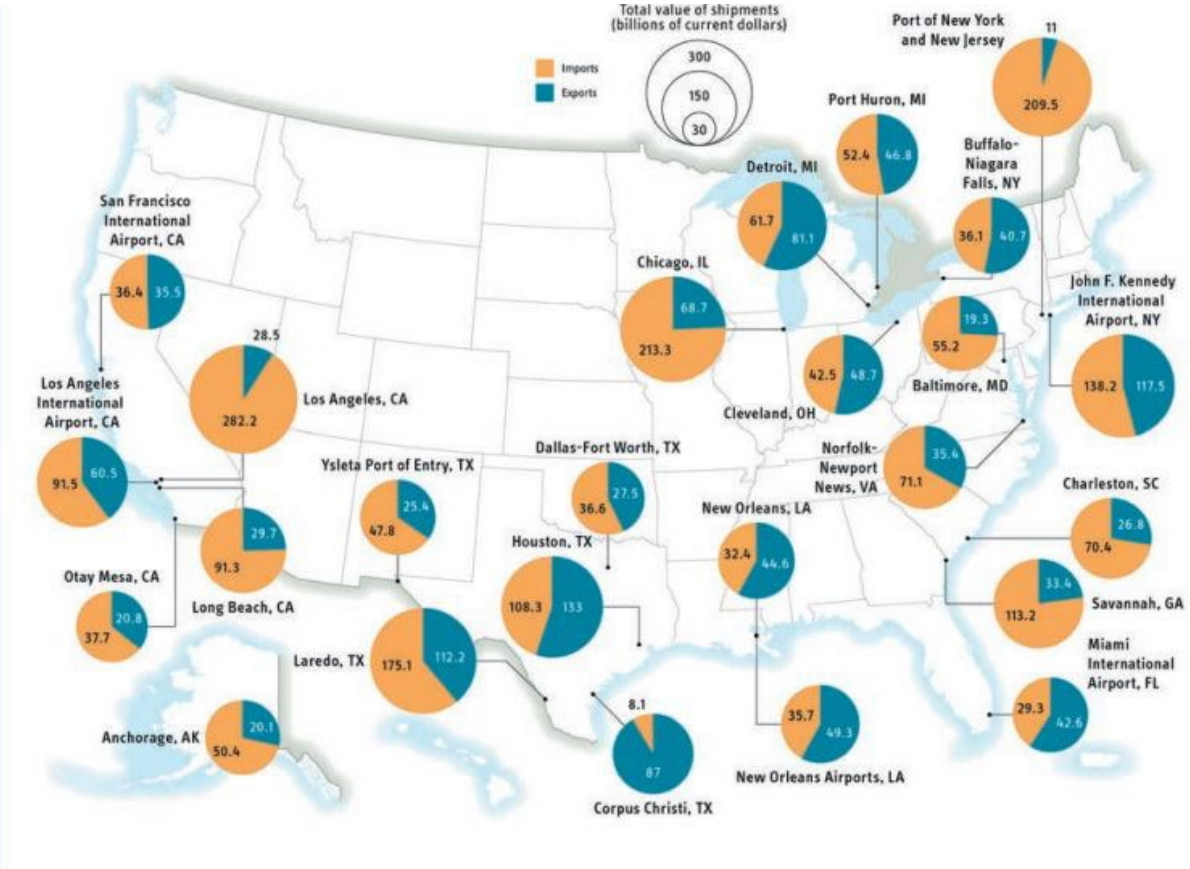
Source: Terminal Area Forecast Detail Report, FAA

7.8. Goods Movements

Understanding the role of regional freight and goods movements, in addition to the actual freight infrastructure, is an important component in developing a comprehensive assessment of the transportation system for the 2024-2050 Laredo MTP.

According to the 2018 Transportation Statistics Annual Report, Laredo is the top land-border crossing in the United States. As shown in **Figure 7-5,** inbound and outbound international freight movements by trade value in Laredo are significantly larger than those of many of the other top U.S. international freight gateways combined.

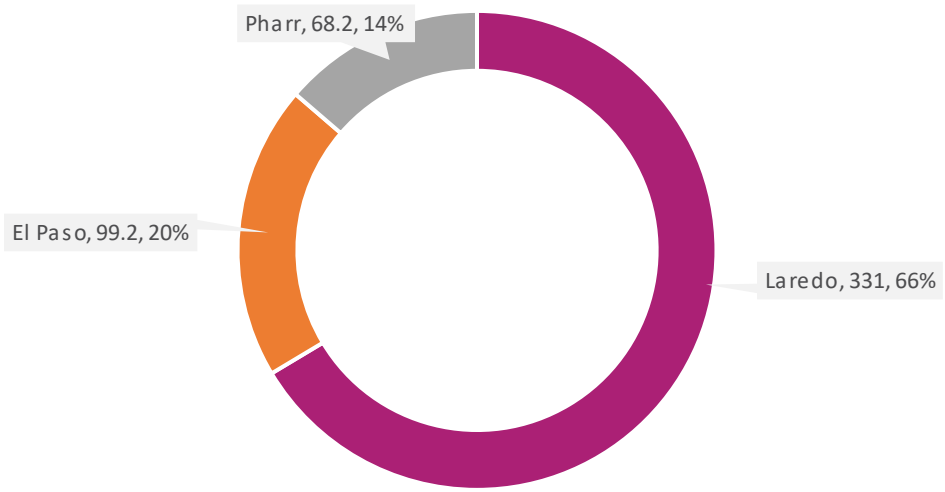
Figure 7-5: Top 25 U.S. – International Freight Gateways by Value of Shipments: 2022



Source: U.S. Department of Transportation Bureau of Transportation Statistics, 2023 Transportation Statistics Annual Report

Texas has three designated and significant border crossing districts – Laredo, El Paso, and Pharr. These major freight border districts provide the primary land access points for trade between the U.S. and Mexico, and the Laredo district itself provided approximately 66% of the total combined freight value of all of the border districts in the state in 2022 as shown in **Figure 7-6**. These existing trends make the Laredo region particularly important to providing the infrastructure needed to meet existing and future freight demands in the state.

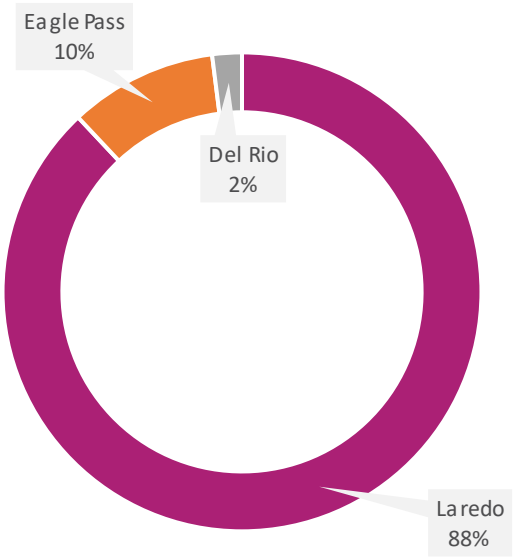
Figure 7-6: Combined Freight Value for Texas Border Districts, 2022



Source: Texas Freight Mobility Plan 2022

The Laredo Border District includes areas within the LWCAMPO boundary – notably Laredo - and other areas outside the MPO. Areas included in the Laredo Border District are Del Rio and Eagle Pass. Within the Laredo Border District, freight value in Laredo makes up the most significant portion of total freight tonnage moved by an area in this border district in 2022 (88%) (**Figure 7-7**) and is expected to continue to increase that share through 2050.

Figure 7-7: Laredo Border District Combined Freight Tonnage, 2022



Source: Texas Freight Mobility Plan 2022

These high-level trends underscore the Laredo region's vital role in facilitating economic development and freight goods movement within the state and at a national level. The following sections provide further analysis and details on domestic and international freight and goods movement needs within the region itself, which are expected to influence transportation needs now and into the 2050 planning horizon. Factors affecting the region's domestic and international trade include freight flows (inbound and outbound), mode share, and commodities.

7.9. Domestic Trade Flows

According to FAF5 data, Laredo's top five domestic trading partners include locations in other parts of Texas, Michigan, and Illinois.

Table 7-2 shows the value of the amount traded with these regions, along with four-year growth rates between 2018 and 2023. These trading partners reflect Laredo's role as the main Port of Entry for Mexican goods bound for the Eastern United States and Canada. In particular, Laredo serves as a key port of entry for distribution to important freight hubs in Texas, such as Houston, Dallas, and San Antonio, and across the nation. Given the expected growth in freight tonnage through 2050, substantial increases in freight movements can be expected to increase bottlenecks along major freight corridors that provide access to these hubs and the national network – particularly along I-35 and US 58.

Table 7-2: Top Domestic Trading Partners in the U.S. (Millions of Dollars)

State	Region	Annual Trade Value (Millions)		Annual Growth Rate (2018-2023)
		2018	2023	
Texas	Houston-The Woodlands CSA*	$20,662.11	$21,542.43	+0.84%
	Dallas-Fort Worth CSA*	$21,029.10	$21,860.44	+0.78%
	San Antonio CSA*	$6,397.30	$6,810.25	+1.26%
Michigan	Detroit-Warren-Ann Arbor CSA*	$22,280.63	$22,318.27	+0.03%
	Grand Rapids-Wyoming CSA*	$6,914.55	$6,843.11	-0.21%
Illinois	Chicago-Naperville CSA*	$12,457.88	$9,563.56	-5.15%
*CSA is defined as a Combined Statistical Area.				

Source: Federal Highway Administration, Freight Analysis Framework 5, 2017

7.10. Inbound and Outbound Movements

Table 7-3 summarizes 2023 and 2050 trade values and anticipated changes by inbound and outbound movement types. According to FAF5 data, in 2023, 34 billion dollars or 16.7 million tons of goods were transported inbound into the Laredo metropolitan statistical area from other destinations in the U.S. via various modes, including air truck, rail, pipeline, and mail. A total of 12 billion dollars, or 31.2 million tons of goods, were transported from Laredo to other destinations in the U.S. in 2023.

Table 7-3: Domestic Goods Movements, 2023 and 2050

Type	Trade Values ($ Billions)			Trade Value (Tons-Millions)		
	2023	2050	% Change	2023	2050	% Change
Inbound	34	70.1	+106.15%	16.7	25.9	+55.18%
Outbound	12	22.5	+88.54%	31.2	56.6	+81.61%

Source: Federal Highway Administration, Freight Analysis Framework 5, 2017

Both inbound and outbound domestic goods movements are anticipated to increase substantially in terms of trade value and tonnage by 2050. Notably, as measured in tons, trade value is expected to increase for inbound domestic trade by almost 55% and 82% for outbound domestic trade. As additional domestic goods are moved in and out of the Laredo region, additional demands will be placed on the transportation network – both roadways and rail – to accommodate this increase in domestic goods movement. Should truck freight movements continue to be the predominant form of transportation for this trade, roadway networks in the region will continue to degrade in performance without additional investments and planning for transportation efficiency.

7.11. Goods Movement by Mode

Trucks are the dominant mode for transporting domestic goods between Laredo and other locations in the U.S. **Table 7-4** shows the total value of and weight of domestic freight by mode in 2023 and projected for 2050 and the percentage they make up by mode. Trucks transported approximately 35 billion dollars or 29.9 million tons of goods in domestic trade in 2023. Pipelines carry the second highest amount with 4 billion dollars or 17 million tons of goods in domestic trade moved. Air and rail moved 0.6 billion dollars and 0.3 billion dollars, respectively. The remaining 13.26% of trade value in billions of dollars is through other modes. In terms of percentages, trucks provide over 76% of domestic trade in the region as measured in dollar value of trade.

Table 7-4: Domestic Freight Values by Mode, 2023 and 2050

Type	Trade Values ($ Billions)				Trade Value (Tons-Millions)			
	2023	% of Total	2050	% of Total	2023	% of Total	2050	% of Total
Truck	35	76.13%	69.5	75.02%	29.9	62.41%	48.2	58.39%
Air	0.6	1.24%	1	1.05%	0.002	0.004%	0.004	0.005%
Pipeline	4	8.65%	7.1	7.69%	17	35.5%	32.3	39.21%
Rail	0.3	0.74%	0.6	0.66%	0.4	0.73%	0.6	0.72%
Other Modes	6.1	13.26%	14.4	15.59%	0.7	1.36%	1.4	1.69%
Total	46	100%	92.6	100%	47.9	100%	82.5	100%

Source: Federal Highway Administration, Freight Analysis Framework 5, 2017

Table 7-5 shows the total change in freight values by mode expected between 2023 and 2050. The value of domestic truck freight by dollars and tons is expected to continue to rise, with tonnage expected to increase by 61.23%. Most notably for the surface transportation system, however, substantial increases in air freight modes are anticipated by 2050 – with tonnage doubling and values of dollars almost double what they were in 2023. Additionally, tonnage moved by rail is expected to nearly double by 2050. Similarly, "other modes", which include those transported by multiple modes or those not otherwise defined by mode are expected to more than double in terms of trade value and tonnage between 2023 and 2050.

Table 7-5: Domestic Freight Flow Changes by Mode, 2023 and 2050

Type	Trade Values ($ Billions)			Trade Value (Tons-Millions)		
	2023	2050	% Change	2023	2050	% Change
Truck	34.96	69.45	**+98.66%**	29.87	48.16	**+61.23%**
Air	0.57	0.97	**+70.18%**	0.002	0.004	**+100%**
Pipeline	3.97	7.12	**+79.35%**	16.99	32.34	**+90.35%**
Rail	0.34	0.61	**+79.41%**	0.35	0.59	**+68.57%**
Other Modes	6.09	14.43	**+136.95%**	0.65	1.39	**+113.85%**
Total	45.92	92.57	**+101.59%**	47.86	82.48	**+72.34%**

Source: Federal Highway Administration, Freight Analysis Framework 5, 2017

The changes or consistency in modes used for carrying freight now and into the future, as well as the changes in freight moved by mode, are significant factors in planning for the needs of the future freight transportation network. The continued reliance on trucks as the dominant mode for carrying freight means that major interstates and state roads will need to provide adequate levels of service to address roadway truck travel needs and provide on-time reliability for freight movements. Furthermore, the anticipated growth in air and rail modes suggests that expanding airport freight intermodal hubs may be necessary, that rail infrastructure in the region may require further modernization, and that enhanced intermodal connections will be essential to meet these freight demands.

7.12. Commodities

Table 7-6 shows the top five commodities by total domestic trade value of freight in 2023 and 2050, and **Table 7-7** shows anticipated changes in these domestic commodity values between 2023 and 2050. Fuel oils made up 31.8% of domestic freight trade values in dollars in 2023 and almost half of trade value in tons in 2023.

This is expected to decrease slightly in 2050 while other commodities, such as natural gas and electronics, increase in the share of freight tonnage moved.

Table 7-6: Domestic Trade Values by Commodity, 2023 and 2050

Type	Trade Values ($ Billions)				Trade Value (Tons-Millions)			
	2023	% of Total	2050	% of Total	2023	% of Total	2050	% of Total
Fuel Oils	8.24	31.8%	2.78	9.95%	15.57	46.91%	21.76	38.24%
Electronics	6.25	24.12%	10.63	38.05%	0.43	1.3%	0.94	1.65%
Motorized Vehicles	4.25	16.4%	7.74	27.7%	0.75	2.26%	1.4	2.46%
Natural Gas	3.96	15.28%	0.69	2.47%	16.07	48.42%	31.99	56.21%
Machinery	3.21	12.39%	6.01	21.51%	0.37	1.11%	0.72	1.27%
Total	25.91	100%	27.94	100%	33.19	100%	56.91	100.00%

Source: Federal Highway Administration, Freight Analysis Framework 5, 2017

Table 7-7: Domestic Trade Value Changes by Commodity, 2023 and 2050

Type	Trade Values ($ Billions)			Trade Value (Tons-Millions)		
	2023	2050	% Change	2023	2050	% Change
Fuel Oils	8.24	2.78	**-66.26%**	15.57	21.76	**+39.76%**
Electronics	6.25	10.63	**+70.08%**	0.43	0.94	**+118.61%**
Motorized Vehicles	4.25	7.74	**+82.12%**	0.75	1.4	**+86.67%**
Natural Gas	3.96	0.69	**-82.58%**	16.07	31.99	**+99.07%**
Machinery	3.21	6.01	**+87.23%**	0.37	0.72	**+94.59%**
%Total	25.91	27.94	**+7.83%**	33.19	56.91	**+71.47%**

Source: Federal Highway Administration, Freight Analysis Framework 5, 2017

Changes in domestic commodity flows have direct impacts on the transportation network since the weights and composition of commodities differ. These may impact the modes used, the distribution needs for transferring commodities to end uses, and the types of vehicles (e.g., rail, truck, air) needed to support freight demands.

7.13. International Trade Flows

Table 7-8 and **Table 7-9** show the import and export trade values for 2018 and 2023 between Laredo and foreign trading partners. According to the FAF5 data, Laredo's top foreign trade partner is Mexico, and total trade value accounts for an overwhelming majority of the total international trade. Although Mexico is the largest trading partner, there has also been significant growth in import trade value coming through Laredo from Southeast Asia and Oceania, with a 37.16% annual growth rate. Regarding exports, Eastern Asia, Europe, and the Rest of the Americas have all seen double-digit annual growth between 2018 and 2023.

Table 7-8: Top Foreign Trading Import Partners (Millions of Dollars)

Country/Region	Annual Trade Value (millions)		Annual Growth Rate
	2018	2023	(2018-2023)
Mexico	$126,984.7	$154,888.4	+4.05%
SE Asia and Oceania	$4.1	$19.9	+37.16%
Eastern Asia	$57.3	$37.6	-8.08%
Europe	$42.7	$21.2	-13.07%
Rest of Americas	$12.6	$14.1	+2.28%

Source: Federal Highway Administration, Freight Analysis Framework 5, 2017

Table 7-9: Top Foreign Trading Export Partners (Millions of Dollars)

Country/Region	Annual Trade Value (millions)		Annual Growth Rate
	2018	2023	(2018-2023)
Mexico	$97,122.8	$95,219.4	-0.4%
SE Asia and Oceania	$1.9	$2.6	+6.47%
Eastern Asia	$1.4	$4.3	+13.18%
Europe	$3.2	$5.7	+12.24%
Rest of Americas	$1.7	$10.8	+44.74%

Source: Federal Highway Administration, Freight Analysis Framework 5, 2017

Table 7-10 shows 2023 and 2050 international import and export values. In 2023, approximately 155 billion dollars or 35.17 million tons of goods were imported from foreign countries through Laredo into the U.S., and approximately 95 billion dollars or 47 million tons of goods from the U.S. were exported through Laredo to foreign countries. The total trade value of imported goods is projected to increase from approximately 155 billion dollars in 2023 to 322 billion dollars in 2050, which translates to a doubling in growth. The total trade value of export goods is projected to grow from approximately 95 billion dollars in 2023 to 238 billion dollars in 2050. The total weights of import and export goods are also projected to grow similarly. The substantial amount of international trade values, in dollars and tons, and significant increases in international trade anticipated between 2023 and 2050 underscore the need for freight improvements in the region that will enhance the ability to move freight effectively and efficiently within the region and to other destinations statewide, nationally, and into Mexico and Central and South Americas.

Table 7-10: International Import and Export Trade Flows, 2023 and 2050

Type	Trade Values ($ Billions)			Trade Value (Tons-Millions)		
	2023	2050	% Change	2023	2050	% Change
Imports	$154.99	$321.97	**+107.74%**	35.17	63.72	**+81.18%**
Exports	$95.25	$238.05	**+149.95%**	47.32	101.21	**+113.88%**
Total	$250.24	$560.02	**+123.79%**	82.49	164.93	**+99.94%**

Source: Federal Highway Administration, Freight Analysis Framework 5, 2017

7.14. Goods Movement by Mode

Table 7-11 shows the total international trade values of goods transported by mode in 2023 and 2050. As with domestic goods movements, trucks provide the primary mode for transporting international goods, accounting for over 83 percent of the total value of goods movement by mode in 2023 and over 61 percent of the value in tons of international goods moved. By 2050, truck mode share for carrying international goods is expected to decrease slightly, and values of international trade by dollars are expected to increase for rail modes as a share of the goods moved. If these trends continue as predicted, it will place additional burdens on an already taxed freight roadway and not provide any additional mode shifts for moving these goods.

Table 7-11: International Trade Values by Mode, 2023 and 2050

Type	Trade Values ($ Billions)				Trade Value (Tons-Millions)			
	2023	% of Total	2050	% of Total	2023	% of Total	2050	% of Total
Truck	209.04	83.54%	446.85	79.79%	50.68	61.44%	103.75	61%
Rail	40.06	16.01%	110.32	19.7%	28.70	34.79%	57.45	33.78%
Air	0.52	0.21%	0.75	0.13%	0.01	0.01%	0.06	0.04%
Other Modes	0.62	0.25%	2.09	0.37%	3.10	3.76%	8.82	5.19%
Total	250.24	100%	560.02	100%	82.49	100%	170.09	100%

Source: Federal Highway Administration, Freight Analysis Framework 5, 2017

Table 7-12 shows total changes in international trade values by mode between 2023 and 2050. Substantial increases in international trade values are expected during this timeframe. Most notably, air transportation is anticipated to grow by approximately 500 percent, railroad by roughly 100 percent, and trucks by more than 100 percent between 2023 and 2050. To meet this significant growth, additional investments are likely needed for logistics and distribution of air freight, to upgrade and modernize rail and intermodal facilities, and to address the impacts of additional truck freight volumes on the freight roadway network.

Table 7-12: International Freight Flow Changes by Mode, 2023 and 2050

Type	Trade Values ($ Billions)			Trade Value (Tons-Millions)		
	2023	2050	% Change	2023	2050	% Change
Truck	209.04	446.85	**+113.76%**	50.68	103.75	**+104.72%**
Rail	40.06	110.32	**+175.39%**	28.70	57.45	**+100.17%**
Air	0.52	0.75	**+44.23%**	0.01	0.06	**+500%**
Other Modes	0.62	2.09	**+237.1%**	3.10	8.82	**+184.52%**
Total	250.24	560.02	**+123.79%**	82.49	170.09	**+106.2%**

Source: Federal Highway Administration, Freight Analysis Framework 5, 2017

7.15. Commodities

Table 7-13 shows the top five total commodities of international trade measured by value in 2023 and 2050. The top five outbound commodities include electronics, motorized vehicles, machinery, plastics/rubber, and base metals. All these five commodities are expected to grow substantially by the year 2050. It is projected that plastics/rubber will have the highest percentage of growth between 2023 and 2050 among these five – 231 percent, followed by electronics – 146 percent. With this substantial growth in commodities traded, additional logistics may be needed to effectively distribute these goods to support efficient international goods movements further.

Table 7-13: International Trade Values by Commodity, 2023 and 2050

Type	Trade Values ($ Billions)			Trade Value (Tons-Millions)		
	2023	2050	% Change	2023	2050	% Change
Electronics	46.54	114.5	**+146.03%**	3.21	7.41	**+130.84%**
Motorized vehicles	67.29	157.13	**+133.51%**	9.81	23.16	**+136.09%**
Articles Base Metal	8.87	19.83	**+123.56%**	3.25	7.64	**+135.08%**
Machinery	43.25	79.9	**+84.74%**	5.48	10.42	**+90.15%**
Plastics/rubber	15.91	52.78	**+231.74%**	5.27	17.11	**+224.67%**
Total	181.86	424.14	**+133.22%**	27.01	65.73	**+143.35%**

Source: Federal Highway Administration, Freight Analysis Framework 5, 2017

7.16. Defining Regional Freight Issues and Needs

In addition to technical analysis examining the performance of freight infrastructure and goods movement in the region described above, major state and regional plans were reviewed to further define freight issues and needs for the LWCAMPO region through the 2050 planning horizon.

7.16.1. Statewide and Regional Planning Efforts Reviewed

Two major planning initiatives, the Texas Freight Mobility Plan and the Texas-Mexico Border Transportation Master Plan, were identified and reviewed for this MTP to ensure that strategies and recommendations for freight movements in the region were consistent with ongoing planning efforts.

7.16.2. Texas Freight Mobility Plan

With the FAST Act's enactment, each state must develop a freight plan that comprehensively addresses short- and long-term freight planning activities and investments. The latest Texas Delivers 2050 Texas Freight Mobility Plan adopted in 2023 addresses freight transportation needs by establishing goals and strategies to guide investment decisions and prioritize projects that align with the state's transportation and economic development goals. The goals in this plan are Safety, Economic Competitiveness, Asset Preservation and Modernization, Mobility and Reliability, Connectivity, Resiliency and Security, Equity, Stewardship, and Sustainable Funding. The plan's project appendices identify several new projects. Project types include Freight Projects in the 2023 Unified Transportation Program, National Highway Freight Program Eligible Projects, Rail Projects, and Air Cargo Projects.

7.16.3. Texas-Mexico Border Transportation Master Plan (BTMP)

TxDOT, in collaboration and partnership with the Border Trade Advisory Committee, worked with U.S. and Mexican agencies and stakeholders to develop the BTMP. The master plan identifies the cross-border challenges of moving people and goods and includes an analysis of existing transportation systems—roadways, transit, pedestrian, pipeline, airport, maritime, and rail. The plan analyzes current and future transportation and includes a prioritized list of transportation investment strategies supporting binational, state, regional, and local economic competitiveness and improving cross-border trade and transportation impacts. The purpose of the BTMP is to serve as a blueprint for collaboration, partnerships, and decision-making to address cross-border multimodal transportation system challenges by

- Outlining the Texas-Mexico border story and having a collective vision for supporting local, regional, state, national, and binational goals and objectives.
- Identifying and designating the Texas-Mexico multimodal transportation system is critical.
- Providing an assessment of past, present, and future transportation needs and challenges.

- Assessing the economic importance of the cross-border movement of people and goods and the economic impact of border delays and congestion.
- Identifying robust policy, program, and project investment strategies and planning activities.

Outlining a comprehensive action plan for implementing recommendations in the short, medium, and long terms to address current and future needs of cross-border movement.

7.17. Recommendations and Strategies

Based on the technical performance review of the freight system in the region, a review of statewide and regional planning efforts, and feedback received as part of focus group meetings held as part of this MTP update, several best practices and strategies are recommended to guide future freight investment decisions through the 2050 planning horizon. Some potential strategies that could help improve the freight movement include:

7.17.1. Develop a Regional Freight Master Plan

The development of a Laredo Freight Master Plan is an essential short-term planning exercise needed to more comprehensively address freight challenges today and better coordinate future plans. A freight master plan would lay out Laredo's vision for freight by integrating the interests of relevant stakeholders into a framework for evaluating plans and policies affecting Laredo's freight network.

Ideally, the plan would prioritize goals for Laredo's freight network performance. It would identify and conceptualize future improvements, from operational improvements (lane reconfiguration, ITS, etc.) to projects to enhance capacity (new roadways and bridges) and demand management strategies like congestion pricing, tolling, and transportation demand management. This planning project should coordinate with TxDOT's freight and border master planning efforts to ensure that regional plans are consistent with statewide plans and priorities.

7.17.2. Coordination of Land Use Decisions and Safety Improvements with Freight and Goods Movement Demands

Integrating freight planning into Laredo's land use plan and zoning code is a vital strategy to help better concentrate freight uses to maximize the efficiency of goods movement and plan safe, vibrant communities in the region. Certain land uses can negatively impact the efficient flow of freight corridors, and in turn, freight traffic can hurt the same land uses due to pollution and congestion. Officials may consider incorporating provisions for new freight-specific zones into the zoning code, which could effectively ban certain sensitive uses, like schools or new communities, from areas adjacent to freight corridors and clusters of freight movements and/or help to create incentive zoning for freight improvements into more clustered areas rather than in dispersed locations throughout the region. Zoning changes could be done concurrently or be driven by the freight master plan. Given challenges noted in public and stakeholder outreach regarding the limitations of continued growth in the northern area of the region, additional consideration on creating freight zones or hubs in other areas in the region should be given so that future freight proposals are collocated with adjacent freight roadway routes and rail yards/terminals and provide a buffer between proposed new freight uses in

other areas of the region and existing or other planned residential and general commercial growth.

Additionally, where incompatible uses between freight and other uses are already a dominating issue within the region, planners should consider improvements to better separate freight truck movement from transit users, pedestrians, and bicyclists to enhance safety and reduce crashes. Improvements, such as pedestrian bridges or separated bicycle use paths, may be considered not only as an improvement to those modes but also as a safety improvement to reduce harmful crashes between modes. Similarly, transit modes may be desirable around freight-concentrated areas to provide access to jobs, and improvements to accessible bus stops and sidewalk connections are required to make these transit improvements and provide safe access for users. Making these types of improvements as part of a holistic and connected network to provide alternative and safe access instead of as standalone projects to solve one locational challenge is recommended to maximize these safety benefits.

7.17.3. Implement Technological and Operational Improvements

With the importance of freight and goods movements to the regional, statewide, national, and international economies, providing technology and operational improvements will be essential in developing a comprehensive and efficient freight network. The continued implementation of Intelligent Transportation Systems (ITS) improvements is needed to provide real-time information on incidents, weather, congestion, and other traffic congestion.

In addition, several cities nationwide are looking at other technological solutions to effectively move freight and goods in the future. Of particular note is the concept of "freight platooning." This involves grouping vehicles into platoons to increase capacity and improve freight and other traffic operations. Platoons effectively decrease the distances between trucks using electronic or mechanical coupling and allow trucks to accelerate or brake simultaneously; automated highway systems will be needed to bring this type of strategy to reality, which may require larger investments in the future to provide new or retrofitted vehicles.

Several other non-technological operational strategies may also serve to improve operational efficiency in the future, such as:

- Routing restrictions and other modifications for heavy truck loads
- The improvement of truck and container traffic management at terminals at freight and rail terminals
- The adjustment of signalization near freight terminals to optimize flow
- Curb space management strategies for freight delivery areas
- The establishment of dedicated truck-only routes where freight traffic is significant and where there are available parallel facilities for local traffic movements
- The creation of emergency management and incident response systems for truck routes to keep flow high after accidents

7.17.4. Address System Capacity Issues

Addressing system capacity issues now and in the future will be an essential strategy for effective and efficient freight and goods movement, supporting continued economic vitality and providing a safe, connected network. Incorporating a combination of demand management strategies, considering planning for creating greater modal balance in moving freight, and roadway and rail capacity enhancement strategies will be needed to address these challenges. Several supportive strategies that may be considered for this are highlighted below.

Demand Management Strategies and Potential for Modal Shifts

- The implementation of tolls or congestion pricing during peak periods.
- The implementation of off-peak delivery for freight.
- The reduction of demand for truck freight through shifting freight traffic to rail. Expected benefits include lower congestion and lower concentrations of pollutants along freight corridors.

Capacity Enhancement Strategies

- The creation of truck-only lane facilities along freight corridors.
- The creation of truck parking around freight corridors.
- The widening of access roads to rail intermodal yards to improve the efficiency of rail-to-truck freight conversion.
- The construction of grade-separated railroad crossings.
- The improvement of landside access to airports.
- The reconfiguration of freight terminals to provide for greater freight throughput and access.
- The construction of additional border crossings between Laredo and Nuevo Laredo, including a proposed fifth additional bridge on the south side of Laredo.

Chapter 8:
Safety, Security, and Resiliency

8.1. Introduction

The safety, security, and resiliency of the regional transportation system has become a vital component of the metropolitan planning process. MPOs are responsible for coordinating and communicating with federal, state, and local agencies and officials involved with the planning of the safety, security, and resiliency of the transportation system for users and both motorized and nonmotorized transportation modes.

8.2. Safety

Safety may be defined as the freedom from unintentional harm. When planning for transportation system safety, it is important to consider how the system can operate efficiently while maintaining the safety of all system users. Projects or programs intended to improve safety of the transportation system include police surveillance programs, intelligent transportation systems (ITS), and geometric design improvements at high crash locations. Security may be defined as the freedom from intentional harm. Security of critical infrastructure is increasingly important for the LWCAMPO area. Planning for transportation security includes preventing, managing and responding to threats against the regional transportation system. These threats could include a variety of events, such as natural disasters, terrorism, or hazardous spills, all of which endanger the lives of people and important transportation infrastructure. In the LWCAMPO region, the safety and security of the transportation system are coordinated within various federal, state, and local agencies.

Recently, the LWCAMPO has significantly increased its safety planning activities. In 2021, the MPO adopted an Active Transportation Plan, primarily focused on developing safer pedestrian and bicyclist infrastructure. As part of those efforts, on January 19, 2021, the MPO bylaws were amended to create an Active Transportation Committee. The committee meets monthly to discuss issues related to active modes of transportation, safety related themes, and Complete Street concepts. On an annual basis, the Committee has hosted a back-to-school safety discussion with various stakeholders that are part of the committee, such as representatives of both local school districts, the Laredo Police Department, Webb County Sheriff's Office, and TxDOT, among other community representatives. The committee has also hosted and promoted activities during the month of May for National Bike Month to advocate for bicycling safety.

Currently, the Webb County-City of Laredo Regional Mobility Authority (RMA) and the City of Laredo are working collaboratively on the Vision Zero Webb Laredo Safety Action Plan as part of a Safe Streets and Roads for all grant. The MPO is a key stakeholder of the Vision Zero Webb Laredo Safety Action Plan. The MPO Director serves as the Chair of the Vision Zero Working

Group. The working group helps provide guidance in the development and implementation of the Vision Zero Webb Laredo Safety Action Plan that will provide specific actions and milestones to achieve zero facilities and severe injuries on local roadways. On March 20, 2024, the MPO Policy Committee adopted Resolution MPO 2024-04 supporting the Vision Zero Program and the development of the Vision Zero Webb Laredo Safety Action Plan. As part of this resolution, LWCAMPO committed to a goal of eliminating all traffic deaths and serious injuries by 2040.

8.2.1. Regional Crash Analysis

The LWCAMPO emphasizes the use of transportation safety data in evaluating safety issues and planning for the implementation of safety improvements. The Moving Ahead for Progress (MAP-21) Act and the subsequent Fixing America's Surface Transportation (FAST) Act both highlight the use of a data-driven approach to planning for safety. TxDOT manages and makes available the Crash Record Information System (CRIS). CRIS data is information from crash reports submitted by law enforcement responding to crashes. The data includes the crash location, contributing factors, driver, vehicle, and vulnerable road user characteristics. The LWCAMPO performed a crash analysis using the TxDOT CRIS data to benchmark crash rates by crash types and to determine the top 10 crash locations within the region.

According to the TxDOT CRIS data, 36,415 crashes occurred within the LWCAMPO area between the years 2019 and 2023 with approximately 74.83 percent to 78.14 percent of crashes occurring without injury.

8.3. Security

8.3.1. Border Crossings

The City of Laredo International Bridge System includes four roadway border crossings and one railway border crossing between the U.S. and Mexico. As Laredo is a premier trade hub between Mexico and the U.S., maintaining secure and efficient border crossings is critical to the regional economy. The US Customs and Border Protection Agency (CBP) is responsible for securing the country's border at and between the border crossings. The CBP facilitates the legal flow of trade and travel across the country's borders by preventing the illegal entry of people and goods, including terrorists and terrorist weapons, while simultaneously enforcing numerous U.S. laws. Within the CBP, the Office of Border Patrol and the Office of Field Operations play key roles in securing the border and the Laredo port of entry. In the Office of Border Patrol, the agents are responsible for securing the borders between the ports of entry, whereas the Office of Field Operations is responsible for securing the ports of entry.

8.3.2. Intelligent Transportation Systems and Cybersecurity

Intelligent Transportation Systems (ITS) technologies advance transportation safety, security, and mobility by integrating innovative communications technologies into transportation infrastructure and vehicles. ITS encompasses a broad range of both wireless and traditional communications-based information and electronic technologies. The use of ITS enables transportation operators to make informed and coordinated decisions that lead to more efficient travel. Within the Laredo region, ITS has been implemented through TxDOT, the City of Laredo, and El Metro.

TxDOT ITS

TxDOT has implemented various ITS technologies to monitor traffic safety and security across the region. These ITS technologies include dynamic message signs (DMS), closed-circuit television (CCTV) cameras, lane control signals, highway advisory radios, speed detectors, and video image vehicle detection systems (VIVDS). Additionally, a railroad coordination system called the Wireless Advisory Railroad Network (WARN) is in place to inform drivers of closures at railroad crossings.

The TxDOT Laredo District operates the South Texas Regional Advance Transportation Information System (STRATIS), which serves as a traffic management center (TMC) for the region. Working in cooperation with local agencies, TxDOT provides a data connection between STRATIS and the City of Laredo TMC for sharing of CCTV camera feeds and control. This system also allows the City of Laredo TMC to view messages placed on the DMS by TxDOT. Further, TxDOT also provides the City of Laredo 911 Dispatch Center with its CCTV camera images.

City of Laredo ITS

The City of Laredo has implemented a variety of ITS technologies to enable more efficient travel on the region's roadways and international border crossings. The City of Laredo has implemented CCTV cameras on arterial streets, synchronized traffic signal systems, improved vehicle detection capabilities, and a TMC connected to the TxDOT STRATIS. Along the international border crossings, the City of Laredo has installed cameras linked to an online system that posts images of the Laredo side and the Mexico side of crossings at the four bridges to show the current traffic at the border crossings. This camera system allows the public to make better-informed decisions when planning cross-border travel. The system can be viewed at: http://www.ci.laredo.tx.us/bridgesys/Cameras/bridge4cam.html. Some of the international bridges also have an ITS technology for the electronic payment of border crossing tolls through an automatic vehicle identification system.

El Metro ITS

The urban transit agency within the City of Laredo, El Metro, has implemented the ITS technology of electronic fare payment on all buses. In addition, El Metro has implemented automated vehicle location (AVL) and security cameras to the transit fleet. AVL identifies the spatial location of buses along transit routes. AVL data is used to communicate wait times at bus stops to customers via Real Time or Google Transit. Additionally, El Metro is offering a new application to help customers plan bus trips.

Cybersecurity

Cybersecurity is the protection of computer and internet-connected systems from theft and damage to hardware, software, and electronic data. With increasing deployments of ITS technologies, ensuring the security of these systems is important. Disruptions to the services ITS technologies provide can cause impactful disruptions to the regional transportation system. The MPO understands the importance of maintaining cybersecurity to ensure the integrity of the transportation related information systems.

8.4. Resiliency and Reliability

The risks associated with climate change and extreme weather events such as flooding, severe heat, and intense storms have emerged as significant concerns for transportation system resiliency and reliability.

Transportation systems are already experiencing costly climate related impacts that cause disruption and damage to roads, bridges, rail systems, and other transportation infrastructure. In the future, these impacts are expected to intensify in magnitude, duration, and frequency. Preparing for the uncertainties in a changing climate is essential to ensure the safety and security of the population which the transportation system serves.

The MAP-21 and the FAST Act have addressed the issue of improving the condition and resiliency of transportation assets. The FAST Act, however, requires transportation agencies to take resiliency into consideration during the transportation planning processes. The updated metropolitan and statewide transportation planning regulations require MTPs to assess capital investment and other strategies that reduce the vulnerability of the existing transportation infrastructure to natural disasters.

8.4.1. Climate Change and Natural Disasters

The Texas climate is changing. Average annual rainfall is increasing, but it tending to be distributed less evenly throughout the year, so the soil is becoming drier. Rainstorms are becoming more intense, and floods more severe. The sea level is rising about 0.13 inches per year and the rate is increasing. In the future, storms are likely to become more severe, deserts may expand, and summers are likely to become increasingly hot and dry, creating more problems for agriculture, the economy, and human health.

The climate is changing because the earth is warming. Humans have increased the amount of carbon dioxide in the air by 40 percent since the late 1700s. Other heat-trapping greenhouse gases are increasing. These heat-trapping greenhouse gases have warmed the surface and atmosphere of the earth about one degree over the course of the last 50 years. As the atmosphere warms, evaporation increases, which increases humidity, average rainfall, and the frequency of heavy rainstorms in many places (and contributes to drought in others).

Potential extreme events that could impact the LWCAMPO area over the next 25 years:

- **Tropical storms and hurricanes –** The wind speeds, rainfall rates, and storm surge of hurricanes and tropical storms are likely to increase as the climate continues to warm. While Laredo does not sit on the coast, heavy rainfall from these storms can cause catastrophic flooding similar to those seen from Hurricane Helene in Western North Carolina.
- **Rainstorms –** The amount of rainfall during the wettest days of the year is likely to continue to increase over the next several decades, which would increase flooding.
- **Dam overflow** – with increased rainfall in a shorter period, the Amistad Dam in Del Rio may reach its capacity. Outflow from the dam may cause flooding on the Rio Grande, impacting communities well downstream. Additionally, the six dams along the Rio Grande River have been evaluated in a safety study by the International Boundary and Water Commission. The Amistad Dam has issues with naturally occurring sinkholes and other "urgent" or "high priority" issues but was found to be safe for normal operations. Extreme events and dam failures can impact Laredo with flooding, evacuation from vulnerable communities, and availability of drinking water.
- **Water resources –** As warmer temperatures increase evaporation and water use by plants, soils are likely to be drier. Average rainfall is likely to decrease during winter, spring, and summer. Drier soils will increase the need for farmers to irrigate their crops, but enough water might not be available.
- **Agriculture** – Increasing droughts and higher temperatures are likely to interfere with farms and ranches. Hot weather causes livestock to eat less, grow more slowly, and produce less milk, and it can threaten their health. Reduced water availability would create challenges for ranchers, as well as farmers who irrigate crops.

- **Wildfires and Landscape Change –** Higher temperatures and drought are more likely to increase the severity, frequency, and extent of wildfires, which could harm property, livelihoods, and human health. The combination of more fires and drier conditions may expand deserts and otherwise change parts of the landscape.
- **Extreme Heat –** High air temperatures pose a significant risk to people, especially vulnerable groups like elderly, children, sick, and outdoor workers. High air temperatures can cause heat stroke and dehydration and affect people's cardiovascular and nervous systems. At especially high temperatures, hydration and sweating are not enough to reduce risk of serious injury or death.
- **Extreme Cold –** Temperatures significantly lower than historical averages can create a dangerous environment for critical infrastructure and people, especially vulnerable groups like the elderly, children, and disabled.
- **Manmade Disasters –** As a gateway between the US and Mexico, a lot of goods travel along the Laredo transportation system. Crashes and incidents involving hazardous materials can results in a manmade disaster threatening the public. Since the Rio Grande River is the source of drinking water for the City of Laredo, any incident in which hazardous materials contaminate the river may also impact the operations of the water treatment plant and its capacity to produce safe drinking water.

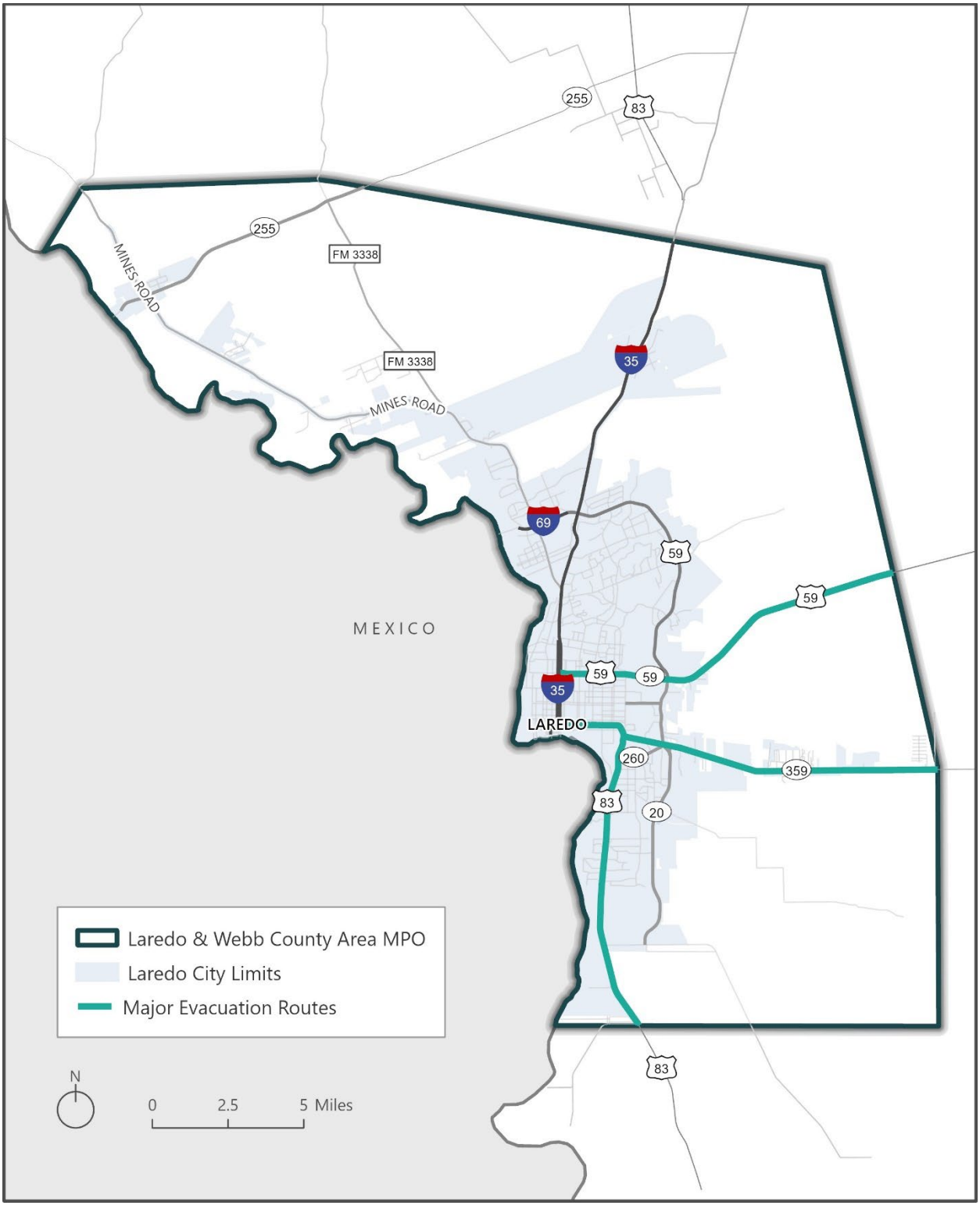
The LWCAMPO recognizes these threats and will continue to coordinate with partner agencies to plan and prepare for a resilient future.

8.4.2. Emergency Evacuation and Hazardous Materials Routes

In preparation for potential disaster scenarios, TxDOT has designated evacuation routes in the event of hurricanes. Given the inland geographic position of Laredo, the region serves as an evacuation point for Gulf Coast communities such as Brownsville and Corpus Christi. US 59, US 83, and SH 359 serves as statewide evacuation routes from the Gulf Coast to the Laredo region, as shown in **Figure 8-1.**

The transport of hazardous materials (HAZMAT) also poses a threat to the safety and security of the general public. Incidents involving HAZMAT can pose a manmade threat to the public. The Federal Motor Carrier Safety Administration (FMCSA) Hazardous Materials (HM) Program develops programs to reduce the number of transportation incidents involving hazardous materials that could potentially harm the public and the environment. Within the LWCAMPO area, SH 255 (Camino Colombia Toll Road) from the Colombia-Solidarity Bridge (Bridge III) to I35 is the designated HAZMAT route. The El Pico and the Jefferson water treatment plants are both downstream of this HAZMAT route and inspection facility, posing an issue with the drinking water supply in case of an event releasing contaminants into the river.

Figure 8-1: Evacuation Routes



Source: TxDOT

8.4.3. Flood Vulnerability Assessment

In December 2017, the Federal Highway Administration (FHWA) published the *Vulnerability Assessment and Adaptation Framework, 3rd Edition*. The Framework serves as a guide for MPOs and other transportation agencies to evaluate vulnerability of transportation infrastructure and systems to extreme weather and climate effects. The framework serves to assist transportation agencies and MPOs to integrate climate adaptation considerations into the decision-making process. The Laredo and Webb County MPO has applied the guidelines provided by the framework to evaluate vulnerability of the transportation system to extreme weather and climate effects in the region. The FHWA Framework consists of the following steps:

- Set objectives and define study area.
- Compile data.
- Assess vulnerability.
- Identify, analyze, and prioritize adaptation options.
- Incorporate assessment results into decision-making.

For the purposes of this 2025-2050 MTP, the LWCAMPO assessed regional vulnerability to flooding through a process informed by the FHWA Framework.

Objective and Study Area

The objective of this vulnerability assessment is to identify transportation infrastructure vulnerable to flooding Laredo and Webb County at a systems-level using a GIS approach.

Compile Data

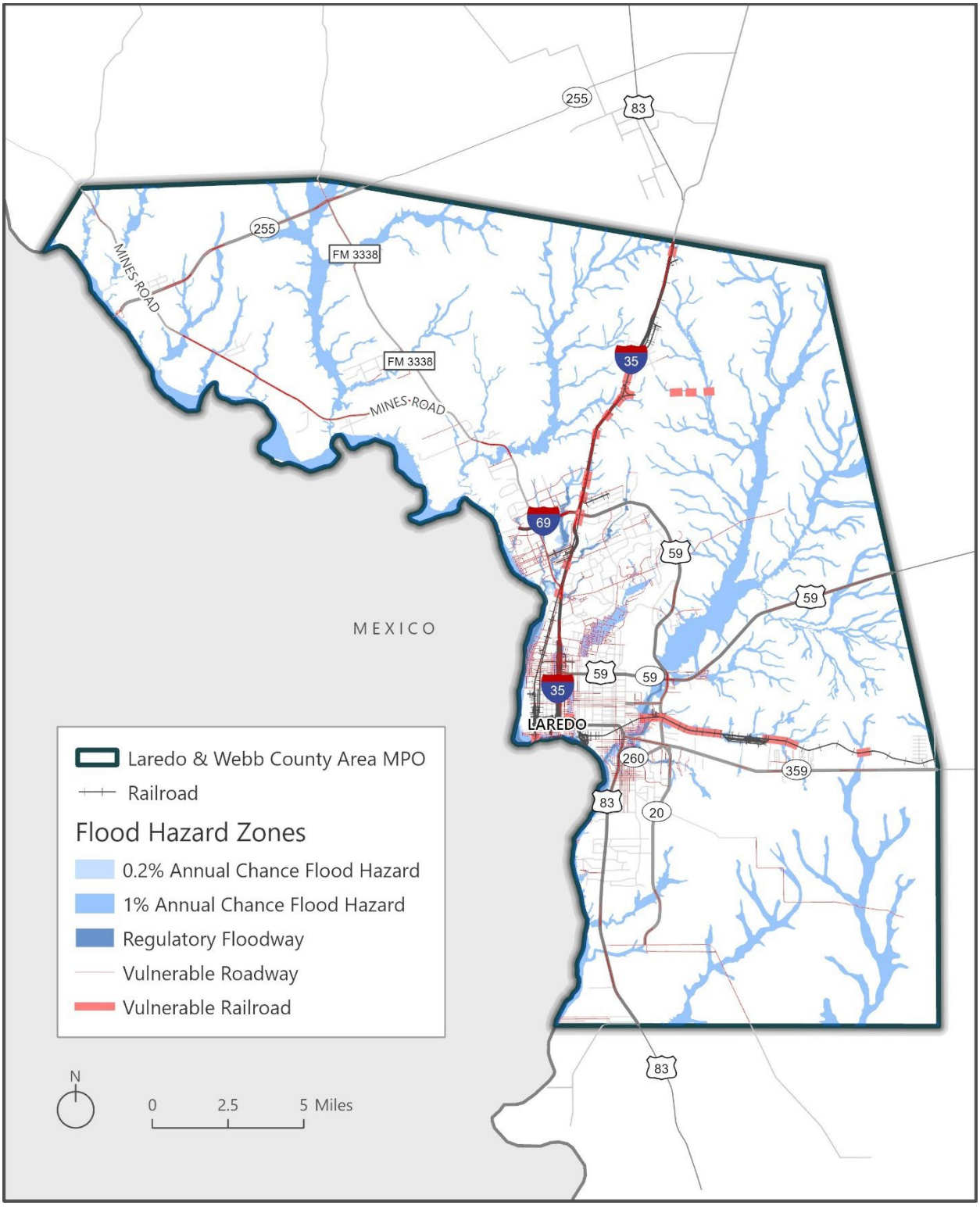
Using a GIS approach for this vulnerability assessment, GIS data was compiled for FEMA Flood Hazard Zones, TxDOT roadways, Texas railroads, bridges, and airports.

Assess Vulnerability

An indicator-based vulnerability assessment approach was applied to the Laredo and Webb County MPO region to determine vulnerable transportation infrastructure from available data. This approach provides a big-picture understanding of system-wide vulnerabilities and identifies where additional resources could be used to further distinguish asset-specific vulnerabilities.

Using a GIS approach, transportation infrastructure (TxDOT roadways, railroads, and airports) located within FEMA Flood Hazard Zones were identified. These transportation assets are 100 at risk of disruption during extreme flooding events, as shown in **Figure 8-2**. Segments of TxDOT roadways (392.5 Mi) and railroads (4.9 Mi) are located within Flood Hazard Zones.

Figure 8-2: Vulnerable Transportation Infrastructure within Flood Hazard Zones



Source: Federal Emergency Management Agency (FEMA), 2023

A different GIS approach was used to assess the risk of bridges from flooding. Using National Bridge Inventory (NBI) data, bridges at risk for flooding were identified. **Figure 8-3** shows the bridges at risk of flooding within the Laredo and Webb County MPO area. The bridge flood ratings are defined as:

- Bridge not over a waterway.
- Chance of overtopping is remote.
- Slight chance of overtopping roadway approaches.
- Slight chance of overtopping bridge deck and roadway approaches.
- Occasional overtopping of roadway approaches with insignificant traffic delays.

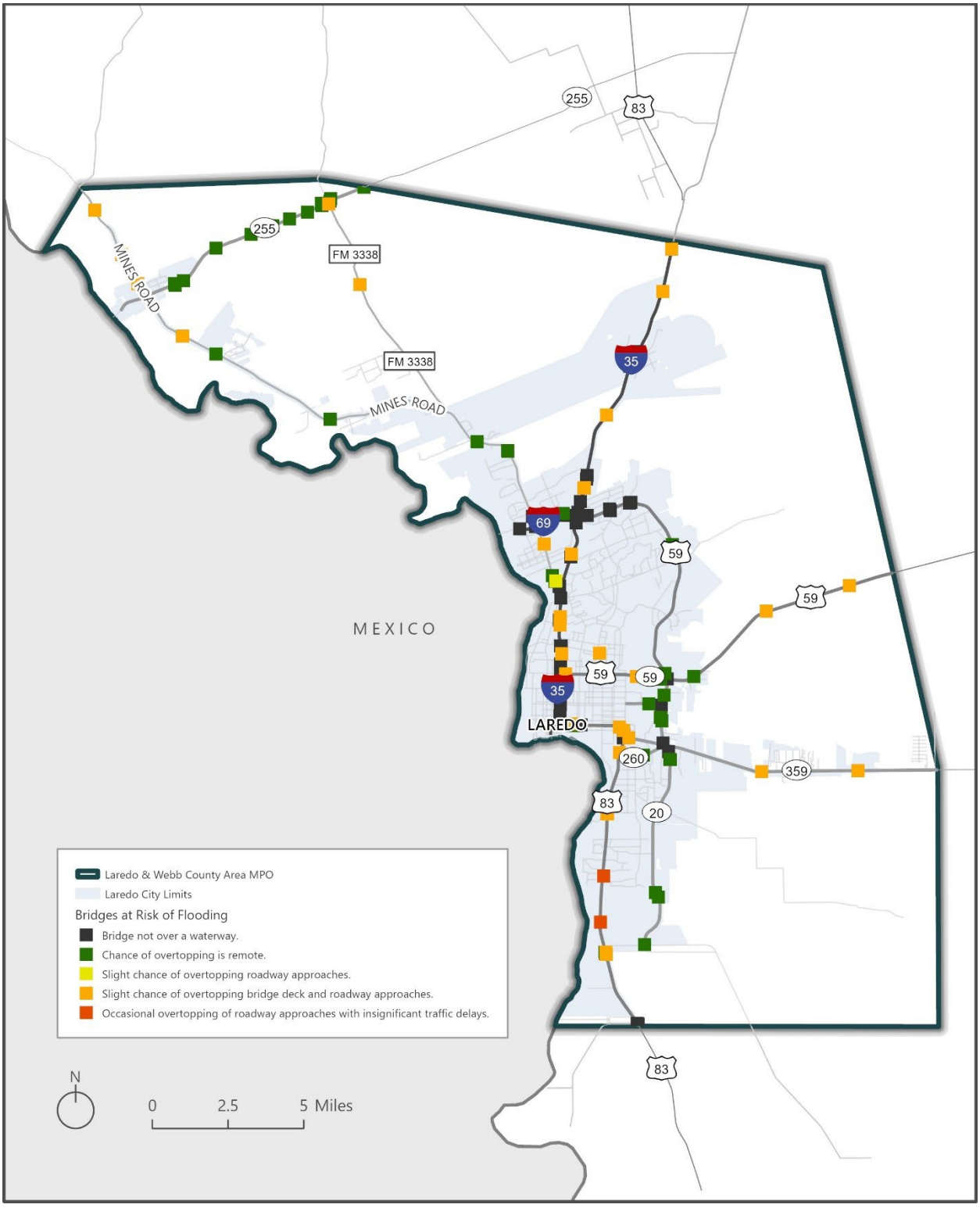
Table 8-1 shows a summary of the number of bridges in the region by bridge flood rating.

Table 8-1: Bridge Flood Ratings

Bridge Flood Rating	Number of Bridges
Bridge not over a waterway.	45
Chance of overtopping is remote.	47
Slight chance of overtopping roadway approaches.	1
Slight chance of overtopping bridge deck and roadway approaches.	36
Occasional overtopping of roadway approaches with insignificant traffic delays.	2
No Data	68

Source: Federal Highway Administration, National Bridge Inventory (NBI), 2023

Figure 8-3: Bridges at Risk of Flooding



Source: Federal Highway Administration, National Bridge Inventory (NBI), 2023

Identify, Analyze, and Prioritize Adaptation Options

After identifying vulnerabilities through a system-level analysis, adaptation strategies were developed to address vulnerabilities within the region. Potential strategies include:

- Engineer new transportation assets that can withstand environmental conditions expected in the future.
- Retrofit existing assets to accommodate future environmental conditions expected in the future.
- Increase redundancy of the transportation system to avoid disruptions and provide alternative means/routes of travel.
- Relocate transportation assets to avoid damage.
- Program maintenance schedules at a higher frequency.
- Improve operations plans during emergency situations.

Incorporate Assessment Results into Decision-making

The metropolitan transportation planning process provides a key opportunity for transportation agencies to proactively identify strategies that address risk and promote resiliency at the transportation system level. Resiliency to climate change and extreme weather events should be considered during the decision-making process, when options are considered for transportation investments. The results of a vulnerability assessment provide the Laredo and Webb County MPO with useful information to avoid making investments in particularly vulnerable areas or to build resiliency into project design. The results of the vulnerability assessment are linked to the project evaluation criteria for Environmental Considerations. The results inform the evaluation of projects based on the capability of a project to address facilities located in floodplain zones, improve emergency access, or facilitate movement along statewide evacuation routes.

8.5. Environmental Considerations

Some of the projects recommended in this MTP will have an impact on the environmental assets of the region. Transportation projects sometimes require land acquisition in order to construct a new facility or widen an existing facility. As a result, transportation improvements may have an impact on the natural environmental. As the population continues to grow, the region will face the challenge to strike an acceptable balance between urban development, mobility, and economic development with the desire for a high quality of life that includes clean air and water, environmental preservation, and recreation and tourism opportunities. To reduce the impacts of transportation improvements, potential environmental mitigation activities must be developed in consultation with federal, state, tribal, wildlife, land management, and regulatory (resource) agencies. The Laredo and Webb County MPO is committed to minimizing and mitigating the negative effects of transportation projects on the natural and built environment in order to preserve natural environment and the region's quality of life. Accordingly, the MPO recognizes that not every project will require the same type or level of mitigation. Some projects, such as new roadways and new interchanges, involve major construction with considerable disturbance to the environment. Others, like intersection

improvements, street lighting, and resurfacing projects, involve minor construction and minimal disturbance to the environment. The mitigation efforts used for a project should depend upon how severe the impact on environmentally sensitive area is expected. The National Environmental Policy Act (NEPA) suggests mitigation in the following five steps:

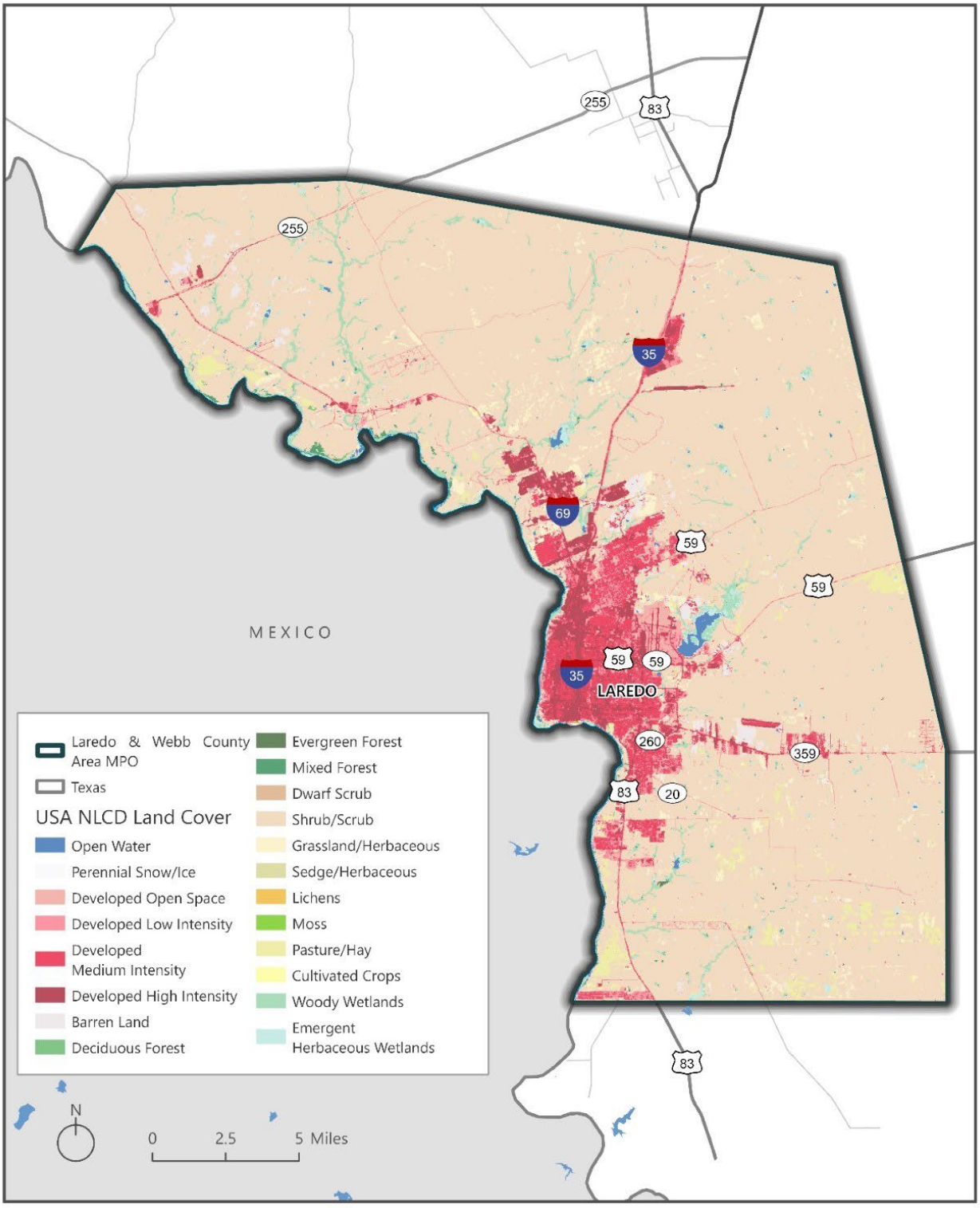
1. Avoiding the impact altogether
2. Minimizing impacts by limiting the degree or magnitude of the action and its implementation
3. Rectifying the impact by repairing, rehabilitating, or restoring the affected environment
4. Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action
5. Compensating for the impact by replacing or providing substitute resources.

8.5.1. Existing Land Use

Land use and development is another major factor that could impact the environment. As the region grows, more land development may be required to support its growth. Furthermore, land use also directly influences the way the transportation system is developed. The location, density, and design of the activities carried out by residents of the region impact the amount of travel and travel modes on highways, roads, and other similar pathways in a transportation system. Therefore, it is important to consider both land use and transportation in conjunction to ensure the overall environmental health of a region.

The existing land use for the region is mapped in **Figure 8-4**. The LWCAMPO is comprised of a large developed inner core encompassing the City of Laredo. The city of Laredo houses the majority of residents in the region. Land use in the central area of the region is predominantly residential, with some commercial use. The highly developed region south of Laredo, near I-35, represents large industrial activity. Industrial activities include freight forwarding, warehousing, trucking and transportation such a FedEx Freight, H-E-B, and Concentrix. Commercial land use in the city center is mostly service-oriented businesses and small retail shops. The large rural surrounding areas of Laredo mainly consist of scrub, crops, woody wetlands, and open water features.

Figure 8-4: Existing Land Cover



Source: U.S. Geological Survey, National Land Cover Database (NLCD), 2021

8.5.2. Natural, Cultural, and Historic Assets and Environmental Hazards

Natural assets in the region include rivers, lakes, reservoirs, ponds, parks, and critical habitat areas. These environmental features are critical to the regional ecosystem and contribute to the attractiveness of the region. However, transportation projects may contribute to their degradation. Hence, developing in harmony with natural and geographical features, instead of against them, is a smart investment strategy for a sustainable future. In addition to the environmental features discussed above, potential environmental hazards were identified in the region. These hazards included municipal solid waste sites, Toxics Release Inventory (TRI) sites, and brownfield sites.

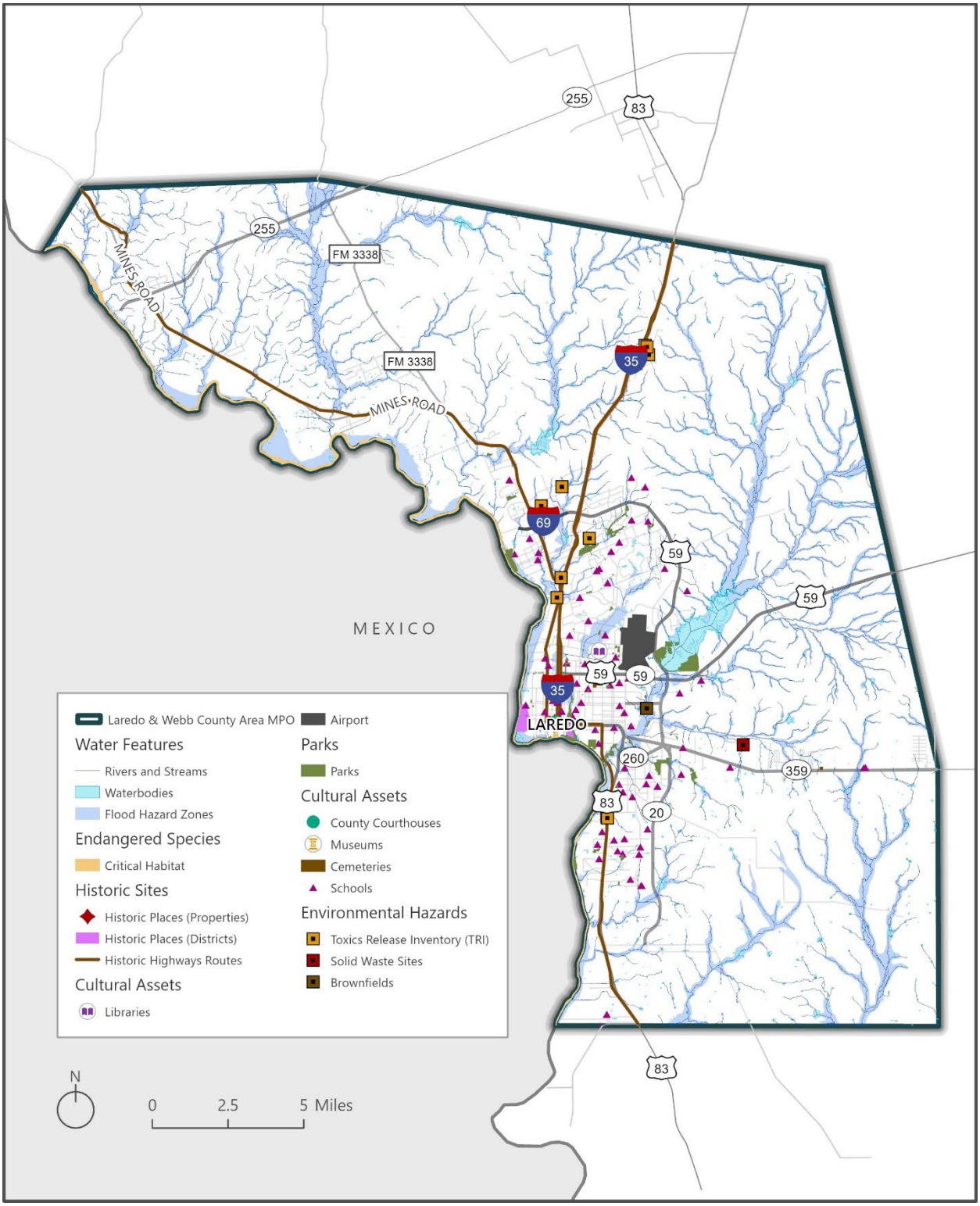
Cultural and community resources are significant and meaningful assets that serve the needs of a community and enrich its identity. For the purposes of this analysis, cultural and community resources comprise schools, libraries, parks, airports, county courthouses, museums, and cemeteries are among others that are found within the region. These assets should be preserved and protected, as they are popular recreation and tourism destinations for residents and visitors of all ages, as well as important community landmarks and critical service facilities. Depending on the type of facility, careful consideration and planning for transportation projects and investments should be undertaken to avoid negative impacts on the community.

Historic sites include those deemed historically significant at either the local, state, or national level. Under Section 106 of the National Historic Preservation Act (NHPA) of 1966 (as amended in 1976, 1980, and 1992) and Section 4(f) of the Department of Transportation Act of 1966, the Federal Highway Administration (FHWA) is required to identify, evaluate, and protect properties of historical significance.

The National Register of Historic Places (NRHP), as administered by the National Park Service, is the official list of the nation's historic landmarks and sites considered historically important and worthy of preservation. For the purposes of this analysis, historical sites include historic properties, historic districts, and historic highway routes. Planning for transportation projects and investments should consider and avoid impacts on these sites.

Figure 8-5 provides an inventory of natural, cultural, and historical assets as well as environmental hazards in the Laredo and Webb County MPO region based on available GIS data. This inventory does not identify the various levels of potential impacts and does not waive the responsibility of a project sponsor to complete a more in-depth environmental assessment.

Figure 8-5: Inventory of Natural, Cultural, and Historical Assets and Environmental Hazards



Source: U.S. Geological Survey (USGS), U.S. Fish & Wildlife Service (FWS), Texas Historical Commission (THC), Texas Education Agency (TEA), Texas Commission on Environmental Quality, Environmental Protection Agency (EPA)

Effective mitigation starts at the beginning of the environmental process, not at the end. Mitigation must be included as an integral part of the alternative's development and analysis process. **Table 8-2** below details possible mitigation measures that could be considered when dealing with environmental impacts. Many of the measures are considered by the Laredo and Webb County MPO and project partners during the project development phase. As projects are selected and programmed, additional project-level evaluations of impacts are required. Impacts at the project level should be minimized through an alternative's analysis process.

Table 8-2: Mitigation Measures

Resource	Mitigation Measures
Agricultural Areas	Mitigation sequencing requirements involving avoidance, minimization, compensation (could include preservation, creation, restoration, in-lieu fees); design exceptions and variances; environmental compliance monitoring.
Ambient Air Quality	Transportation control measures, transportation emission reduction measures, adoption of local air quality mitigation fee program, development of energy efficient incentive programs; adoption of air quality enhancing design guidelines.
Cultural Resources	Avoidance, minimization; landscaping for historic properties; preservation in place of excavation for archeological sites; Memoranda of Agreement with the Texas Historical Commission and the TxDOT Environmental Division; design exceptions and variances; environmental compliance monitoring.
Endangered and Threatened Species	Avoidance, minimization; time of year restrictions; construction sequencing; design exceptions and variances; species research; species fact sheets; Memoranda of Agreement for species management; environmental compliance monitoring.
Forested and other Natural Areas	Avoidance, minimization; replacement property for open space easements to be of equal fair market value and of equivalent usefulness; design exceptions and variances; environmental compliance monitoring.
Neighborhoods, communities, homes, and businesses	Impact avoidance or minimization; context-sensitive solutions for communities (appropriate functional and/or aesthetic design features).
Parks and recreation areas	Avoidance, minimization, mitigation; design exceptions and variances; environmental compliance monitoring.
Wetlands or water resources	Avoidance, minimization; design exceptions and variances; environmental compliance monitoring.

8.5.3. Stormwater Mitigation

Stormwater is defined as rainfall runoff that flows across the ground and impervious surfaces such as roads, parking lots, and buildings. Stormwater includes overland water flow and the water flow in ditches. When measures are not taken to reduce or mitigate the stormwater from surface transportation, the transportation system is at risk of disruption and damage to assets. Urbanization, including transportation activities, increases stormwater volume and velocity by increasing the volumes of stormwater runoff from an increasing number of impervious surfaces. Rapid runoff from impervious surfaces increases the risk of flooding. Stormwater runoff can increase flooding, soil erosion, sedimentation, stream bank erosion and channel enlargement, and pollution of waterways.

For the State of Texas, the TxDOT Hydraulic Design Manual: Storm Water Management provides guidelines to reduce or mitigate the impacts of storm water from surface transportation.

This manual provides recommended stormwater management measures that are both structure and nonstructural including:

- Erosion control to minimize erosion and sediment transport,
- Stormwater detention and retention systems to reduce peak runoff rates and improve
- water quality, Sedimentation and filtration systems to remove debris, suspended solids, and insoluble pollutants, and
- Vegetation buffers to reduce transport of pollutants.

The manual recommends several best management practices to mitigate stormwater quantity and quality including detention and retention ponds, rock filter dams, silt fences, and vegetation to filter and slow the flow of water. The NACTO Urban Street Stormwater Guide provides a supplementary manual that augments the guidelines of the TxDOT manual.

As the Laredo and Webb County MPO area continues to urbanize and experience development pressures, the stormwater impacts of surface transportation become increasingly important to reduce and mitigate through policies and design standards.

8.5.4. Air Quality

Air quality is an important factor in long-range transportation planning. The National Ambient Air Quality Standards (NAAQS) are federal standards that set allowable concentrations and exposure limits for certain pollutants. Primary standards are intended to protect public health, while secondary standards protect public welfare. Air quality standards have been established for the following six pollutants: ozone, carbon monoxide, particulate matter, nitrogen dioxide, lead, and sulfur dioxide. If monitored levels of any of these pollutants violate the NAAQS, then the Environmental Protection Agency (EPA), in cooperation with the State of Texas, will designate the contributing area as “nonattainment”.

The Laredo and Webb County MPO area is currently designated as an attainment area, meaning that the area meets applicable air quality standards. Most federal air quality regulations apply only to areas designated as nonattainment under the air quality standards of the Clean Air Act. The Laredo and Webb County MPO recognizes the importance of air quality standards and is cognizant of the importance of maintaining the region’s attainment status.

8.5.5. Environmental Committees

The City of Laredo Citizens Environmental Advisory Committee is an active committee advocating for environmental protection and resiliency within the region. The committee is composed of nine members appointed by the city council and mayor. The major responsibility of the committee is to function as a liaison between residents and local government officials on regional environmental issues and concerns.

Chapter 9:
Congestion Management Process

9.1. Introduction

According to federal mandates (23 CFR 450.322), MPOs that are designated as Transportation Management Areas (TMAs) must develop and implement a Congestion Management Process (CMP), and the CMP must be reflected in the MTP. A TMA is a metropolitan area with a population exceeding 200,000. LWCAMPO was designated as a TMA via FTA & FHWA action (in compliance with authorizing statutes 23 USC 134 & 49 USC 5303, respectively) with an Effective Date of July 18, 2012 (As per Federal Register Vol. 77, No. 138). In 2014, in accordance with these requirements, the LWCAMPO adopted its CMP. This chapter describes the LWCAMPO's adopted CMP, how the CMP has been implemented to date, how the CMP was incorporated into the project identification and selection process for this 2025-2050 MTP, and the continual monitoring process of CMP performance.

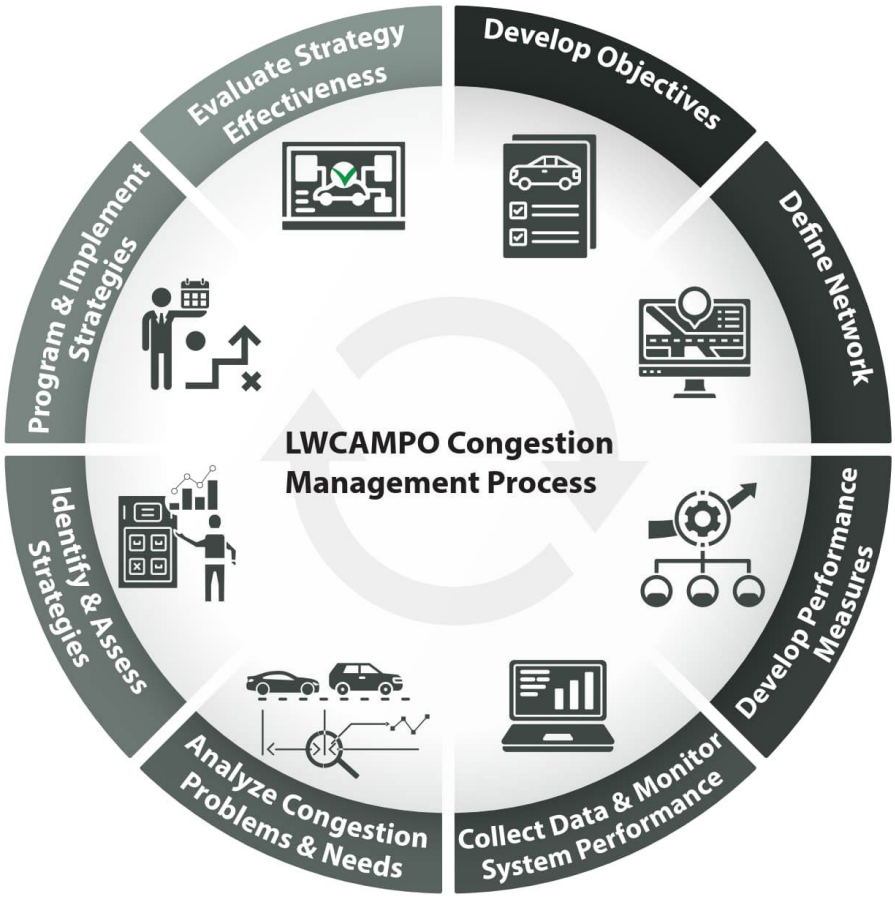
The LWCAMPO's Congestion Management Process (CMP) was originally adopted in January 2014 and is being updated as part of this MTP update. The LWCAMPO's CMP is a systematic and regionally accepted approach that provides for the safe and effective management and operation of new and existing transportation facilities through the application of congestion management strategies. Congestion management is the application of congestion reduction strategies to improve transportation system performance and reliability by reducing the negative impact of congestion on the movement of people and goods.

The CMP is an ongoing process that progresses and adjusts over time as current information changes, new issues arise, or new data becomes available. The eight-step CMP includes the following activities:

1. Development of Objectives
2. Define a Network
3. Develop Performance Measures
4. Collect Data/Monitor System Performance
5. Analyze Congestion Problems and Needs
6. Identify and Assess Strategies
7. Program and Implement Strategies
8. Monitor Strategy Effectiveness

The structure of the LWCAMPO's CMP is illustrated in **Figure 9-1**. The figure shows the different activities being implemented in the CMP, and the directional arrows show the cyclical and ongoing nature of the congestion management process. These key activities of the CMP are described in greater detail in the following sections.

Figure 9-1: Overview of CMP



9.2. Step 1: The Vision, Goals, and Objectives of the CMP

The first step of the congestion management process is to identify the vision statement, goals, and objectives for local congestion management. Locally defined objectives are based on the local needs and serve as the primary connection between the CMP and this 2025-2050 MTP. The vision statement, goals, and objectives developed specifically for the LWCAMPO's CMP are based on the guidelines provided in the Federal Highway Administration (FHWA) *Congestion Management Process: A Guidebook (2011).* During the development process for the vision statement, goals, and objectives for the 2025-2050 MTP, the vision statement, goals and objectives of the CMP were reviewed to ensure consistency. The vision statement, goals, and

objectives of the LWCAMPO's CMP are in alignment with the vision statement, goals, and objectives of this 2025-2050 MTP.

The vision statement for the LWCAMPO's CMP is:

To develop a transportation system that offers safe, efficient, and affordable travel choices for people and goods, while supporting economic development and long-term quality of life.

The goals and objectives of the LWCAMPO's CMP are:

Goal 1: Provide a safe transportation system.

Objective: Promote policies and projects that reduce the number and severity of vehicle collisions.

Goal 2: Provide a reliable transportation system.

Objective: Encourage a proactive approach to addressing future transportation needs.

Objective: Promote policies and projects that reduce travel delay.

Goal 3: Provide affordable travel choices for people and goods. - Objective: Promote the increase of viable, affordable travel choices for people and goods.

Objective: Promote policies and programs to increase transit ridership on existing services. Objective: Promote awareness of multimodal facilities.

Goal 4: A transportation system that promotes economic vigor and long-term quality of life.

Objective: Promote the efficient and effective connection of people, jobs, goods, and services.

Objective: Promote the minimization of environmental impact and improved environmental quality.

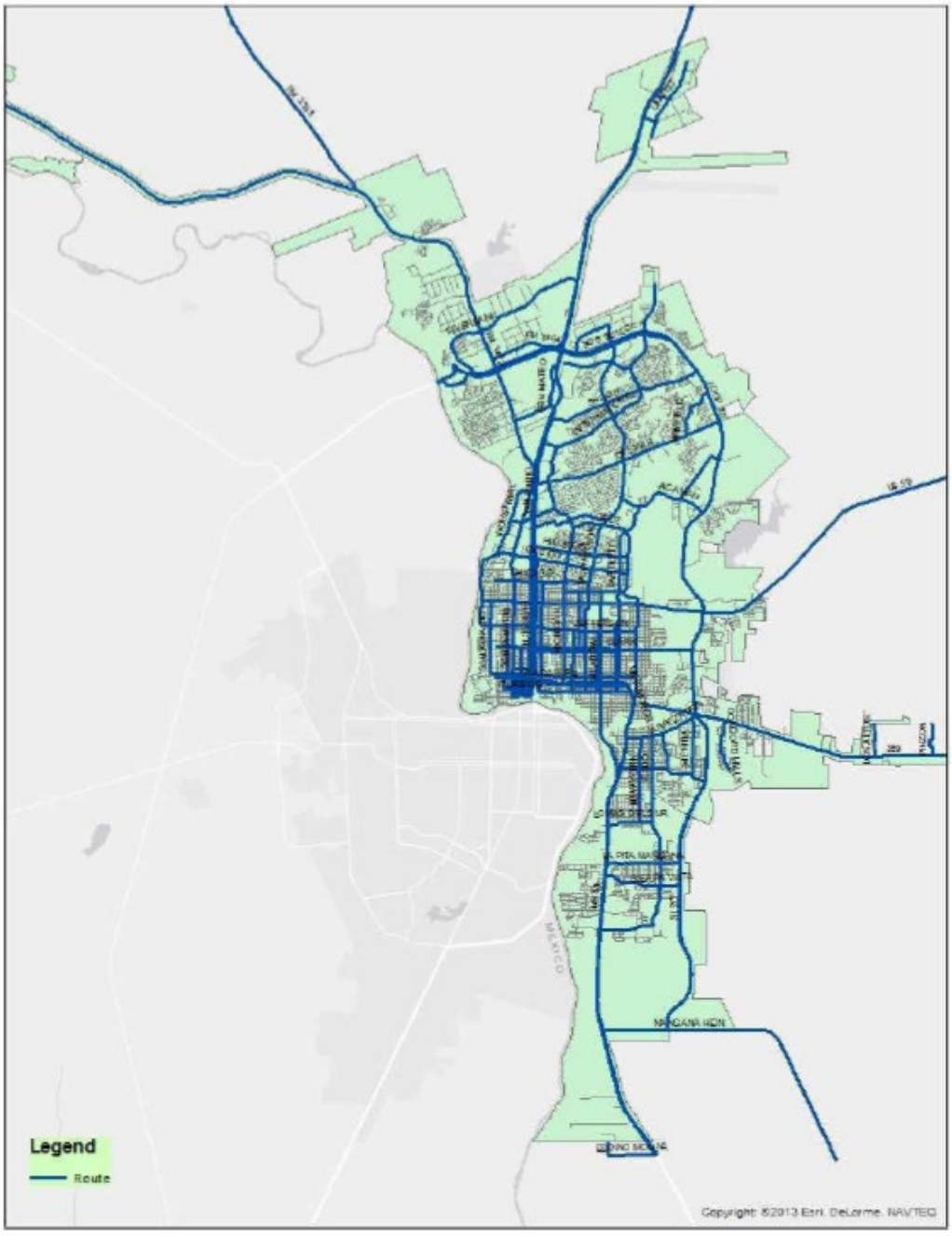
Objective: Promote the unique identities and qualities of neighborhoods, communities, and region as a whole.

The goals and objectives for the 2025-2050 MTP were developed through input from both the MPO Technical Committee and Policy Committee. This goals and objectives development process provided alignment of the CMP with the overall MTP goals and objectives.

9.3. Step 2: Define the Network

After evaluating goals and objects, a defined physical network that will monitor and measure congestion mitigation and management was developed. This is called the CMP network. Together, these roadways provide a basis for monitoring congestion data at a regional level for federal performance measures. The LWCAMPO's CMP network was adopted in 2015, as shown in **Figure 9-2**.

Figure 9-2: 2015 CMP Network



As part of the development of the MTP 2025-2050, the network was reevaluated, and an updated network was developed using the following data layers from Texas Department of Transportation. The updated network can be seen in **Figure 9-3**.

1 Top 100 Congestion Roadways (TxDOT)

Each year, the Transportation Planning and Programming (TPP) Division of the Texas Department of Transportation (TxDOT) contracts with Texas A&M Transportation Institute (TTI) to identify and rank the most congested roadways in the state. The LWCAMAB has one segment on the list, Mines Rd / FM 1472, which ranks 25th for all traffic and second for truck traffic.

2 Strategic Highway Network (TxDOT)

STRAHNET (Strategic Highway Network) is a network of highways which are important to the United States' strategic defense policy and which provide defense access, continuity and emergency capabilities for defense purposes. These are major regional roadways and include US 83 (future IH 27) and IH 35.

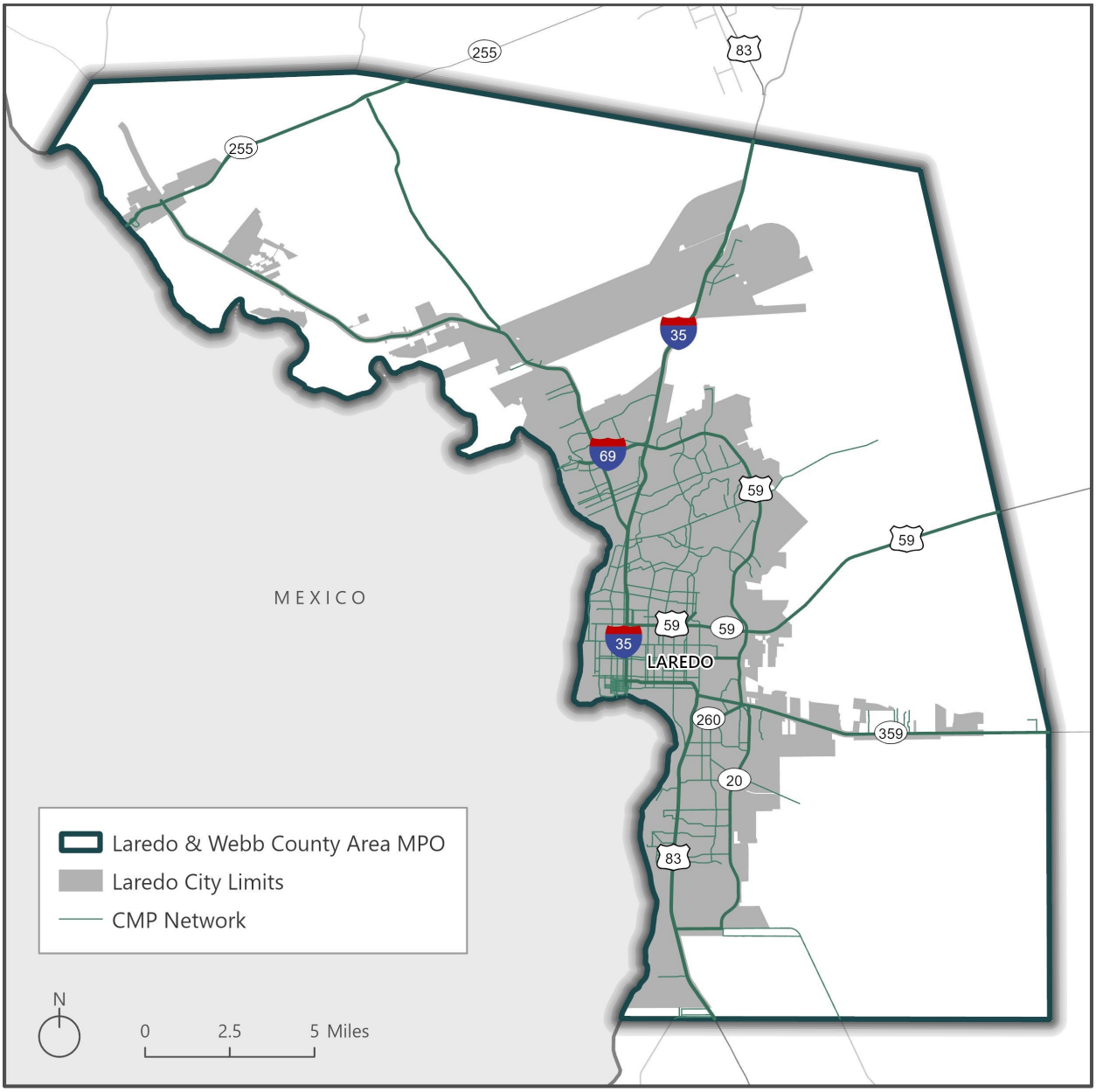
3 Texas Highway Freight Network (TxDOT)

The foundation of the Texas Highway Freight Network is the Texas portion of the National Highway Freight Network. Additional highways critical to freight movement are also included and were identified through a systematic, data driven, and stakeholder-informed process during development of the Texas Freight Mobility Plan. Numerous roadways are included as part of this network.

4 Roadway Inventory (TxDOT)

The TxDOT Roadway Inventory layer is a statewide dataset that has attribute information routed to TxDOT Roadway linework, including functional classification. Roadways with a functional classification of 1 Interstate, 2 Other Freeway or Expressway, 3 Other Principal Arterial, 4 Minor Arterial, or 5 Major Collector were included in the CMP Network.

Figure 9-3. Updated CMP Network



9.4. Step 3: Develop Performance Measures

Performance measures are essential tools to identify and assess congestion through the CMP, and they are objective ways to track progress of a project, program, or initiative. The adopted LWCAMPO CMP recommends various measures for data collection methods to assess system performance and congestion levels. They include travel time measures, volume-to-capacity ratios, level-of-service, crash rate, freight performance, and congestion index. These recommendations from the CMP are consistent with the recently adopted performance measures for the LWCAMPO area as mandated by the FAST Act.

The LWCAMPO Policy Committee has adopted performance measures for the following performance areas: safety, pavement and bridge condition, roadway system performance, and transit asset management. Performance management through these adopted performance measures in the region actively incorporates the region's CMP and monitoring. Safety, pavement and bridge conditions, travel time reliability and transit management performance measures all relate to effective and ongoing congestion management in the region. Regular performance reporting provides valuable input into the region's transportation planning process and will continue to help identify strategic improvement projects to maintain the performance of roadways at a system level. These performance measures will as the foundation for required monitoring, review, and evaluation of the effectiveness of implemented CMP projects and programs. Moreover, said performance measures will aid in identifying additional project needs to manage congestion and improve system operations. Performance measures for the CMP can be found in **Table 9-1** through **Table 9-3**. For clarification, these are potential / proposed performance measures that will be considered if they are easily accessible and at a low-cost (i.e. time consumption, available staff resources and monetary costs).

Table 9-1: Performance Measures and Sources

Performance Measure	Description	Data Source	CMP Role
Crash Data	Number of crashes and fatalities (within MPA)	TxDOT	Non-recurring delay analysis (segment level)
Travel Time Index (TTI)	The ratio of average travel time in the peak period to the travel time at free-flow conditions	TxDOT, NPMRDS, RITIS	Identify and assess locations of recurring congestion
Travel Delay (Hours)	Vehicle hours of travel above free-flow conditions	TxDOT, NPMRDS, RITIS	Assess congestion trends
Federal Reliability Measures	The ratio of peak period to free-flow travel times (calculated differently than TTI)	NPMRDS	Assess congestions trends on National Highway System
Transit Data	Annual on-time performance of fixed route buses and vans	El Metro	Assist in evaluating potential congestion reduction strategies
Regional Bottlenecks	RITIS methodology to assess sources of congestion based on multiple factors including duration and extent	TxDOT, RITIS	Identify, assess and prioritize areas where congestion originates
Traffic Volume	Total daily traffic volume on roadways	TxDOT, INRIX, RITIS	Measure of Demand (used in delay calculations)
Truck Volume	Total daily truck volume on roadways	TxDOT, INRIX, RITIS	Assessment of potential strategies
Signal Timing	Regional traffic signal timing and traffic signal systems data	TxDOT, RITIS, City Engineering Dept (and Traffic Division)	Evaluate potential cause of congestion and potential strategies
TIP Projects / MTP Long-Term Projects	Existing and long-term congestion and safety-related projects on TIP and MTP	FY-2025-2028 / MTP 2050	Identify and highlight the benefits or support additional improvements to the function and operation of the transportation system
O/D Trip Data	Aggregated commercial vehicle probe data of trip origin and destination hot-spot locations	LWCAMPO Travel Demand Model, RITIS, FHWA (BTS), Texas A&M Transportation Institute	Assist in evaluating potential causes of congestion and/or potential strategies

Table 9-2: Additional Performance Measures

Performance Measure	Measurement
Congestion Intensity	Volume to capacity ratio, level of service, average travel time, average delay time
Congestion Extent	Number of system users or components affected by congestion
Congestion Duration	Average hours of congestion per day
Congestion Variability	Travel time reliability, crash rate
Congestion Cost	Value of travel time, fuel, or vehicle operating costs
Transit Travel Conditions	On-time performance, passenger ridership
Availability of Multimodal Infrastructure	Transit, bicycle, pedestrian mobility
Accessibility	Jobs, households, modes, or other destinations/services within a defined distance or travel time

Table 9-3: Reliability Measures

Reliability Measure	Definition
90th or 95th Percentile Travel Times	Estimates how bad delay will be on specific routes during peak periods.
85th Percentile Travel Time Index (TTI)	85th percentile vehicle hours traveled (VHT) on the CMP network divided by the VHT that would have been expended if the same number of trips had been completed at free-flow speed
Planning Time Index (PTI)	Represents how much total time a traveler should allow to ensure on-time arrival. Factor should be applied to normal travel time to account for traffic.
Reliability Rating	Percentage of trips experiencing TTI less than 1.33 for freeways or 2.50 for urban streets.
Failure Measure	Similar to Reliability Rating, but using agency set minimum acceptable threshold speeds for the facilities rather than those specified by the HCM and its definitions of levels of service.

9.5. Step 4: Data Collection

Continual and regular data collection and system performance monitoring are essential elements in assessing congestion levels and severity, and to evaluate the effectiveness of implemented mitigation strategies in the future. The LWCAMPO and the TxDOT Laredo District coordinate and lead the tasks of data collection for the performance measures in cooperation with their local planning partners. The types of data related to the performance measures that are to be regularly collected include traffic counts, travel time, crash data, STRATIS data, and ITS data.

In accordance with federal requirements, TxDOT and each Texas MPO must publish a System Performance Report for required systemwide performance measures in their respective statewide and metropolitan transportation plans and programs. The System Performance Report presents the condition and performance of the transportation system with respect to required performance measures, and documents performance targets and progress achieved in meeting the targets in comparison with previous reports. This process is explained in ***Chapter 12*.**

LWCAMPO also uses two tools for data collection: COMPAT and RITIS. COMPAT is the Congestion Management Process Assessment Tool. This tool is meant to simplify system congestion analysis, provide system congestion performance results quickly, and help monitor system congestion over time. It does all this through a data visualization tool. RITIS is a data aggregation tool that takes tons of transportation-related data and provides insights for transportation planning decision-making.

To determine roadways in particular need, an analysis of annual average daily traffic (AADT) was completed. Utilizing the TxDOT Roadway Inventory, AADT from TxDOT was compared to thresholds established by the FHWA. The thresholds establish expected AADT based on functional classification and urban or rural settings, as seen in **Table 9-4**.

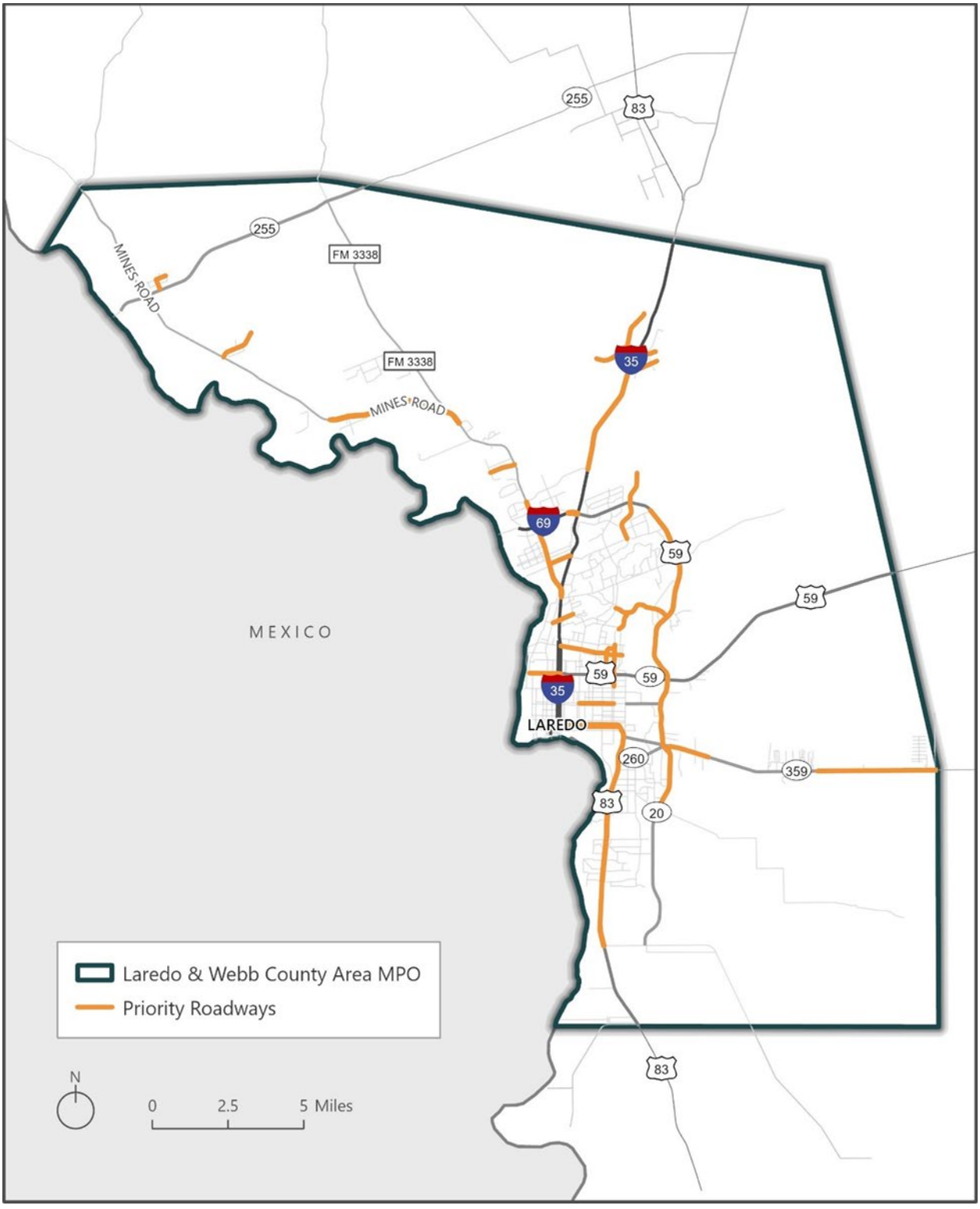
Table 9-4: AADT by Functional Classification (FHWA)

Classification		Urban AADT	Rural AADT
1	Interstate	35,000 - 129,000	12,000 - 34,000
2	Other Freeway & Expressway	13,000 - 55,000	4,000 - 18,500
3	Other Principal Arterial	7,000 – 27,000	2,000 - 8,500
4	Minor Arterial	3,000 - 14,000	1,500 - 6,000
5	Major Collector	1,100 - 6,300	300 - 2,600
6	Minor Collector	1,100 - 6,300	150 - 1,110
7	Local	80 - 700	15 - 400

Source: FHWA

Using the upper limit of the established thresholds, a ratio was developed to identify the roadways with the highest level of AADT compared to the thresholds. Roadways with a ratio of 1, had an equal level of AADT compared to the threshold. If a roadway has a ratio over 1, this means that the current AADT is exceeding the expected threshold. These roadways are displayed spatially in **Figure 9-4**.

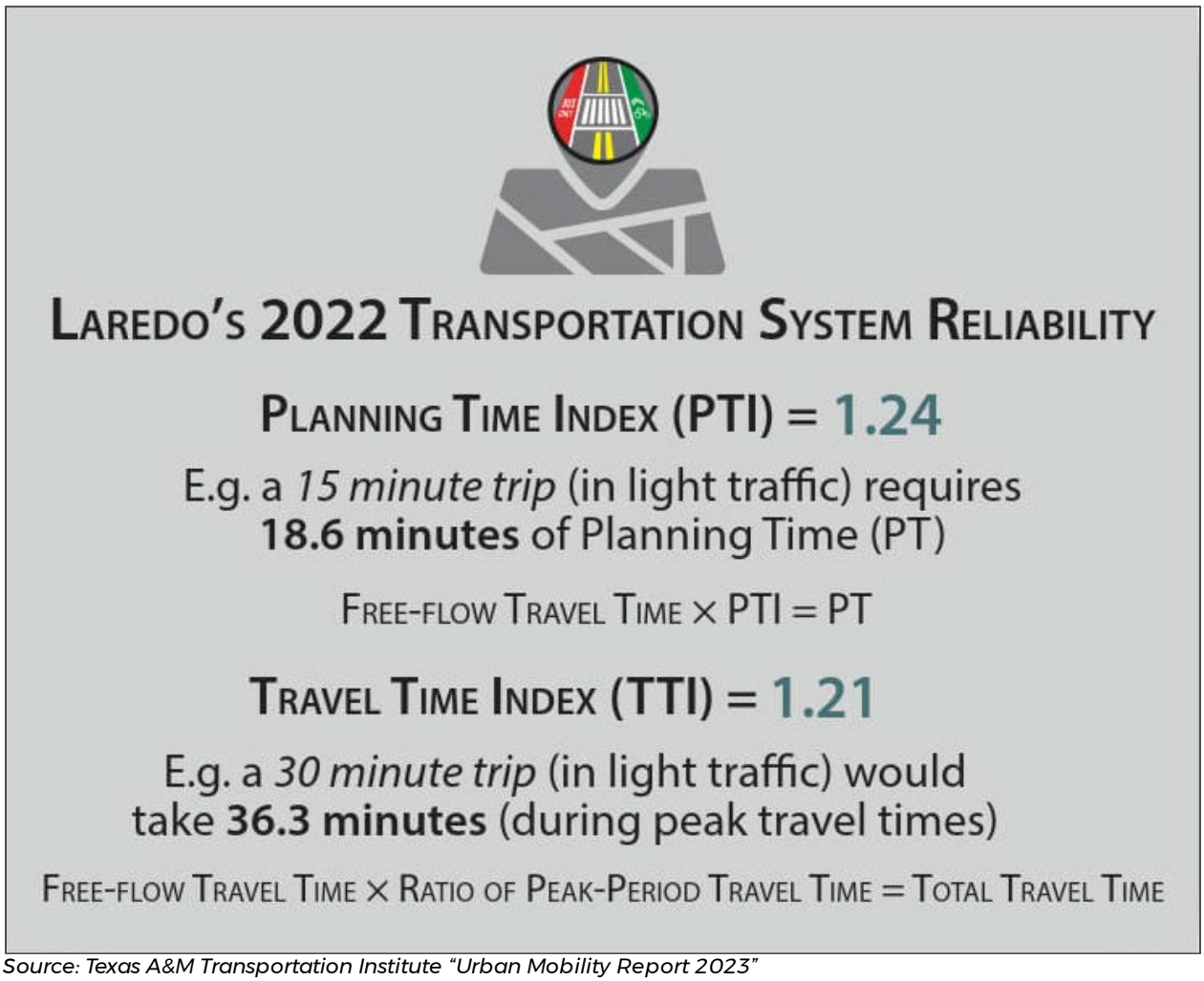
Figure 9-4: Identified Congested Roadways



9.5.1. Recent Performance Measures

Figure 9-5 shows the Transportation System Reliability for Laredo in 2022. This includes the performance measures of Planning Time Index and Travel Time Index as well as the formulas used to derive each performance measure.

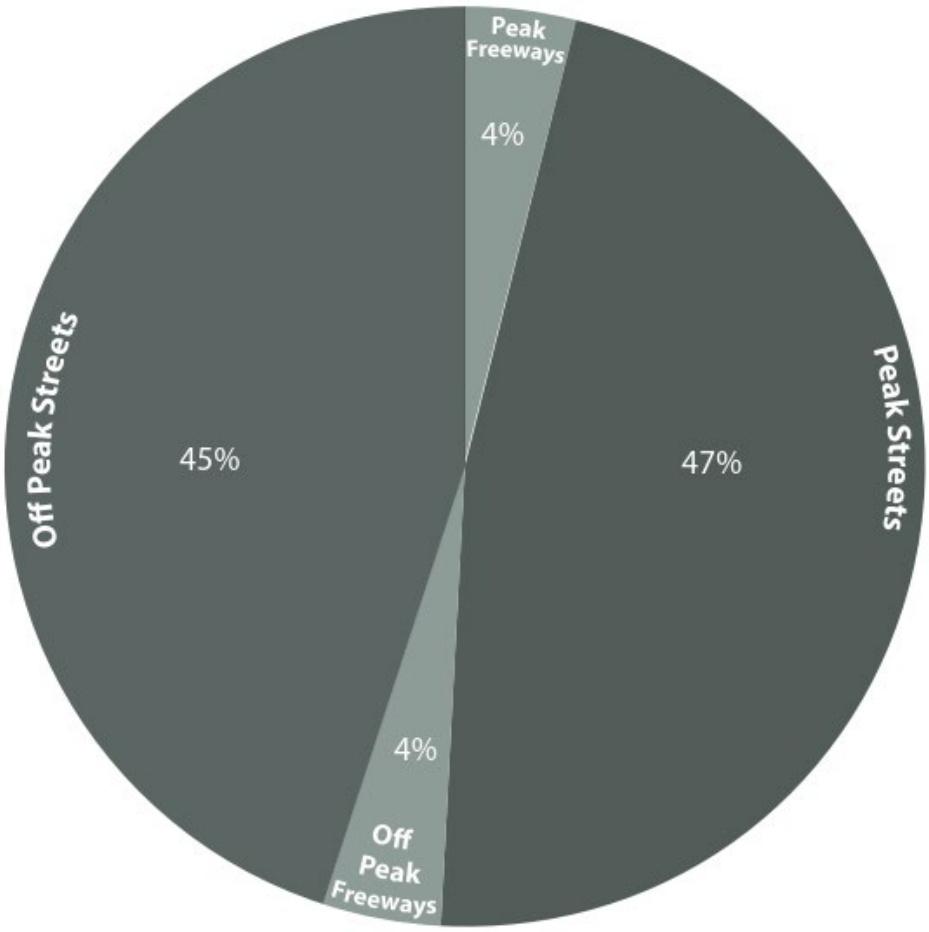
Figure 9-5: Laredo's 2022 Transportation System Reliability



Source: Texas A&M Transportation Institute "Urban Mobility Report 2023"

Figure 9-6 shows the delay split during both peak and off-peak hours in the Laredo Transportation System in 2022.

Figure 9-6: Laredo Transportation System Delay Split (2022)



Source: Texas A&M Transportation Institute "Urban Mobility Report 2023"

9.6. Step 5: Congestion Problems and Needs

Using available data and performance measures, this step serves to identify the locations and severity of congestion problems and needs. Persistent congestion could happen on different kinds of facilities, such as expressways and interchanges, arterial corridors, intersections, and transit facilities or routes. Different mitigation strategies should be considered for congestion on different facilities. As part of development of the 2025-2050 MTP, congestion problems and needs were identified through technical analysis and coordinated with the MPO Technical Committees to obtain additional input on congestion problems and needs. **Table 9-5** lists roadways within the LWCAMPO MPA that exceeded levels of AADT compared to their designed thresholds and experience higher levels of congestion.

Table 9-5: Roadways Exceeding AADT Thresholds

Road	Type	Functional Classification	Limits To	Limits From
US 83	Urban	3	Cielito Lindo Blvd	Santa Ursula Ave
McPherson Rd	Urban	3	Calle del Norte	Shiloh Dr
SL 20/US 59	Urban	3	Lomas Del Sur Blvd	Crepusculo Dr
FM 1472	Urban	3	Killam Industrial Blvd	I-35
SH 359	Urban	3	Old Milwaukee Rd	SL 20
San Dario Ave	Urban	4/5	W Village Blvd	Shiloh Dr
International Blvd	Urban	4	United Ave	Shiloh Dr
E Calton Rd	Urban	4/5	Maher Ave	I-35
Clark Blvd	Urban	4	N Bartlett Ave	Springfield Ave
N Barnett Ave	Urban	4	E Locust St	E Hillside Rd
Jacamen Rd	Urban	5	McPherson Rd	SL 20
Las Cruces Dr	Urban	5	I-35	Mines Rd
Trade Center Blvd	Urban	5	Atlanta Dr	Mines Rd
Mann Rd	Urban	5	Springfield Ave	Santa Maria Ave
Lafayette St	Urban	5	I-35	Lee Ave
Cherry Hill Dr	Urban	6	N Bartlett Ave	E Bustamante St
I-35	Rural	1	Killam Industrial Blvd	Uniroyal Dr
FM 1472/Mines Rd	Rural	3	Vidal Cantu Rd	Ben-Hur Ranch Rd
US 83	Rural	3	Mangana Hein Rd	Cielito Lindo Blvd
SH 359	Rural	4	Botello Rd/MPO Bounds	N Riata Rd
Uniroyal Dr	Rural	5	I-35	End of Road
Carriers Dr	Rural	5	I-35	End of Road
Beltway Pkwy	Rural	6	Evolution Loop	I-35
Mercury Dr	Rural	6	Beltway Pkwy	Reuthinger Pkwy
Las Minas Blvd	Rural	6	SH 255	Black Diamond St
Black Diamond St	Rural	6	Las Minas Blvd	Cannel St
Pinto Valle Dr	Rural	6	Mines Rd	End of Road

9.7. Step 6: Identification of Strategies

Many congestion management strategies are available, and they must be carefully selected to apply to different roadways and intersections to effectively improve the congestion-related problems. A range of strategies that the CMP framework identifies can be summarized into the following categories:

- **Transportation Demand Management (TDM)**
  - *Promoting Alternatives*
    - Programs that encourage transit use and ride-sharing
    - Pedestrian and bicycle improvements
  - *Managing and Pricing Assets*
    - Congestion pricing strategies, including high occupancy toll lanes
    - Parking management
    - Pricing fees for parking based on occupancy, location, and time of day
    - Pricing fees for use of travel lanes by occupancy and time of day
    - Increasing intercity freight rail or port capacity to reduce truck usage of highways
  - *Work Patterns*
    - Flexible work hours or programs
    - Telecommuting programs
  - *Land Uses*
    - Land use controls or zoning to support mixed-use development and TDM-friendly neighborhoods
    - Growth management restrictions such as urban growth boundaries
    - Policies to support transit-oriented developments for corridors
    - High-density development incentives
- **Traffic Operational Improvements**
  - *Highway/Freeway Operations*
    - Metering traffic onto freeways
    - Reversible commuter lanes
    - Access management
    - Movable median barriers to add capacity during peak periods
    - Automated toll collection improvements
    - Conversion of HOV lanes to high occupancy toll lanes
    - Buys-only shoulder lanes
  - *Arterial and Local Road Operations*
    - Optimizing traffic signal timing
    - Restricting turns at key intersections
    - Geometric improvements to roads and intersection
    - Converting streets to one-way operations
    - Transit signal priority
    - Traffic calming
    - Road diets
  - *Other Operations Strategies*
    - Faster and anticipatory responses to traffic incidents
    - Traveler information systems
    - Improved work zone management

        - Identifying weather and road surface problems and rapidly targeting responses
        - Anticipating and addressing special events
        - Better freight management, especially reducing delays at border crossings
- **Public Transportation Strategies**
    - *Operations Strategies*
        - Realigned transit service schedules and stop locations
        - Providing real-time information on transit schedules and arrivals using vehicle location data
        - Providing travelers with information on travel conditions as well as alternative routes and modes
        - Monitoring the security of transit patrons, stations, and vehicles
        - Enhanced transit amenities and safety
        - Universal farecards for regions with multiple transit agencies
        - Transit signal priority
        - Bus rapid transit
    - *Capacity Strategies*
        - Reserved travel lanes or rights-of-way for transit operators, including use of shoulders during peak periods
        - More frequent transit or expanded hours of service
        - Expanding the transit network through new bus and rail services
    - *Accessibility Strategies*
        - Improvements to bicycle and pedestrian facilities that provide access to transit stops
        - Provisions for bicycles on transit vehicles and at transit stops
- **Road Capacity Strategies**
    - Constructing new HOV or HOT lanes
    - Removing bottlenecks
    - Intersection improvements
    - Center turn lanes
    - Overpasses or underpasses and congested intersections
    - Closing gaps in the street network
    - Add travel lanes on major freeways and streets

The variety of congestion management strategies available are described in detail within the LWCAMPO's adopted CMP. To continue to identify congestion management strategies, regional meetings of the MPO Technical Committee provide continuous feedback on projects needed and solutions to address those identified needs. The 2025-2050 MTP identifies strategies that are consistent with these congestion management strategies within the modal chapters of this document and were shared with Technical Advisory Committee members for further feedback on strategies identified in each modal chapter.

9.8. Step 7: Implementation of Strategies

Congestion management strategies are implemented through the inclusion of strategies in the fiscally constrained MTP and TIP documents. Projects identified and included in the MTP require the consideration of a variety of objective criteria. Funding for the congestion management process as well as the implementation of the selected strategies is important to the success of the process. The LWCAMPO gives careful consideration to identification of federal or nonfederal funding for potential CMP-related programs and projects as part of ongoing planning and programming and as part of MTP project selection and fiscally constrained project planning activities.

To progress the LWCAMPO's CMP, a more detailed study on congestion was completed through the LWCAMPO's *2015 Congestion and Delay Study*. Following the eight steps of the LWCAMPO's adopted CMP (as previously shown in **Figure 9-1**), the study identified trends in congestion and travel time to identify problem locations for possible improvements along the MPO's adopted CMP network. As an inaugural study to advance the region's CMP, the study served to establish the baseline of existing congestion for comparison for future study.

The study identified problem areas using travel time studies, and the results of this study were used as factors to prioritize needed regional improvements. Congested locations along the CMP network were identified using a Global Positioning System (GPS) in travel time runs. By collecting position and speed data every second, areas of delay were highlighted. Based on the data collected, recommendations were developed for the top 20 most congested segments. The recommendations for these top 20 most congested segments are heavily weighted toward operational solutions or signal timing optimization.

Establishing linkage between the CMP and the long-range transportation process is important for developing cohesive solutions to regional transportation challenges. The adopted CMP and recommendations to date from LWCAMPO CMP efforts are reflected in the 2025-2050 MTP; specifically, the CMP was considered and incorporated throughout the project identification, evaluation, prioritization, and financially constrained project list.

All roadways within the CMP network were analyzed for technical evaluation of existing and future congestion issues and combined with input from stakeholder and the general public. CMP roadways requiring capacity or other related congestion management improvements were identified.

The MPO applied a set of adopted objective and subjective evaluation criteria score the identified projects. The project evaluation criteria were developed and adopted as part of the 2025-2050 MTP development and were reviewed for alignment with established goals, objectives, and performance measures for the 2025-2050 MTP and for adherence to FAST Act regulations.

Objective project evaluation criteria were scored by the LWCAMPO based on technical performance data determined for each criterion. Two criteria of the objective project evaluation include the contribution of the project to the CMP, as shown below:

System Reliability *- Provide an efficient surface transportation system that maintains travel time reliability and reduces congestion*

- *Does the project address a currently congested facility? For new location roadways, does the project address a parallel facility that is currently congested? Is the project located on the CMP Network?*
  - LOS F -10 Points
  - LOS E - 8 Points
  - LOS D - 6 Points
  - LOS C - 4 Points
  - LOS B - 2 Points
  - LOS A - 0 Points
  - Gives relief to a parallel facility that is LOS F – 10 points
  - All bicycle, pedestrian, and transit improvements receive 10 points
  - Located on CMP Network, receives 10 points automatically
  - Connects to one CMP corridor – 2 points
  - Connects to two or more CMP corridors – 4 points

Innovation and Technology - Leverage latest research and technologies to enhance the transportation system

- *Does the project support alternative fuel stations and corridors? Does the project serve as a congestion management strategy from the Congestion Management Process (CMP)? Does the project deliver improvements through innovation and technology?*
  LOS F -10 Points
  - Project is (or includes) CMP strategy - 10 points
  - Project supports alternative fuel stations/corridors or delivers improvements through innovation and technology – 8 points
  - No - 0 points

Throughout the planning process, the importance of CMP and related projects has been emphasized to the Technical and Policy Committees and the general public. These CMP-related projects are generally lower-cost strategies to improve congestion without adding capacity.

9.9. Step 8: Evaluation of Strategies

According to the Federal Highway Administration (FHWA) *Congestion Management Process: A Guidebook (2011),* it is essential to evaluate the strategy effectiveness of the CMP. The purpose of this step in the CMP is to confirm that the implemented strategies are effective in addressing congestion issues as intended, and to adjust the strategies based on those results. Two general approaches are used for this evaluation:

- System-level performance evaluation – Regional analysis of historical trends to identify improvement or degradation in system performance.
- Strategy effectiveness evaluation – Project-level or program-level analysis of conditions before and after the implementation of a congestion mitigation effort.

Tools and techniques to assess and evaluate congestion management strategies may include:

- Travel demand models
- Sketch planning tools
- Past evaluations of strategies
- Analytical/deterministic tools (HCM based)
- Traffic signal optimization tools
- Simulation models
- Dynamic Traffic Assignment (DTA)

Findings from this evaluation help to indicate whether specific strategies or efforts lead to improvements in congested conditions. In tandem with the periodic and ongoing data collection efforts in the CMP, the evaluation is an important step in the feedback loop that provides local decision-makers with valuable information for adjusting current strategies or envisioning new strategies. Through ongoing MPO Technical and Policy Committee meetings, these strategies are continually monitored. System Performance Reporting, further discussed in ***Chapter 12***, will provide a continual method to evaluate methods and progress and as input into further discussions with the MPO Technical and Policy Committees and the general public on proposed strategies identification and evaluations.

9.10. Continual Monitoring of CMP Performance

As part of the CMP, federal regulations require the periodic assessment of the effectiveness of congestion management strategies over time. Therefore, as part of this 2025-2050 MTP, it is recommended that the MPO's CMP continue to include the following steps to continue monitoring the process:

- Maintain and update available congestion data for accuracy
- Perform updates of the CMP
- Seek recommendations from the technical committee regarding congestion management, including developing a subcommittee if deemed necessary.

The LWCAMPO continues to obtain updates to CMP data in coordination with TxDOT for state and federally designated roadways. On a five-year basis and consistent with TIP programming, updates to Congestion Management Process are recommended to be performed to maintain accurate and up-to-date data as well as to note progress made in addressing the CMP network. Additionally, as future regional planning activities are progressed, the LWCAMPO will periodically review the CMP with the technical advisory committee to obtain input on any changes needed to update the CMP based on continued updated data on the CMP network performance.

Performance measurement and reporting, further discussed in ***Chapter 12***, further strengthen the link between periodic assessment of congestion management strategies and the overall regional MTP process. Adopted performance measures in the region, including safety, pavement and bridge conditions, travel time reliability and transit management, that are directly tied to the effectiveness of congestion management are now part of regular performance management reporting in the region and this 2025-2050 MTP. As part of future MTP updates, this performance measure analysis and reporting will be an essential first step in the analysis process for regional planning and help to continually monitor and identify needed CMP-related projects, assess the effectiveness of strategies, and to identify ways to improve the CMP network in the region. At its core, continued evaluation and monitoring of the CMP incorporates a feedback loop that provides local decision-makers with a valuable mechanism for measuring the success of previously implemented congestion management strategies.

Chapter 10: Financial Plan

10.1. Introduction

Federal planning regulations require that the financial plan presented in the MTP be financially constrained, which means that the estimated cost for all transportation improvements presented in the plan cannot exceed the amount of reasonably expected revenues projected from identified funding sources. This chapter focuses on the long-range financial constraints and opportunities in the LWCAMPO area over the next 25 fiscal years of this LWCAMPO MTP-2050. The LWCAMPO, in cooperation with the Technical Committee members, TxDOT staff, and resources provided by the Texas A&M Transportation Institute (TTI), have conducted a careful analysis of what funds are to be reasonably expected, how those funds may be allocated, and how and when projects will be financed. Without a doubt, actual funding availability over the 25 years of this plan will depend largely upon future actions and public policy directives initiated at the federal and state levels.

10.2. Funding Sources

Federal and state transportation revenue streams are rapidly losing pace with needed investments. State and federal gas taxes have not changed since the early 1990s and the general increases in oil prices have caused people to adjust their driving habits and buy more fuel-efficient cars. Federal programs have made strides toward rejuvenating the automobile industry and decreasing emissions, but those advances have come at the cost of decreasing federal and state transportation revenue.

Various suggestions have been made to bolster federal and state transportation funding mechanisms, including increasing the gasoline tax and/or indexing it to the consumer price index, increasing local vehicle registration fees, and imposing a local tax dedicated to transportation improvements. However, such tax increases are typically very politically unpopular. Other suggestions include transitioning to a tax based upon miles driven, rather than gasoline consumed. GPS and other technologies to implement this type of solution have been around for years but concerns over privacy are likely to prevent this type of solution from materializing.

At the local level, the Texas State Legislature prevented the opportunity to allow some counties to impose a local option tax which would allow local officials to put a tax on the ballot which would raise the gas tax as well as automobile registration and licensing fees. Nevertheless, MPOs must make some predications about future revenue funding streams in order and keep up with the transportation infrastructure investments that are necessary to keep their regional economies competitive in the global marketplace.

10.2.1. Roadway Funding Revenue

A description of the various categories of funding available through TxDOT is summarized in **Table 10-1** below.

Table 10-1: TxDOT Funding Categories

Funding Category		Description
1	Preventative Maintenance and Rehabilitation	Provides for preventive maintenance and pavement rehabilitation on the existing state highway system, including installation and rehabilitation of traffic control devices and the rehabilitation and maintenance of operational traffic management systems.
2	Metropolitan and Urban Area Corridor Projects	Addresses mobility needs in all metropolitan areas throughout the state.
3	Non-Traditionally Funded Transportation Projects	Addresses mobility needs through the state using funding sources not traditionally part of the state highway fund. The projects in this category include Proposition 12, Proposition 14, Pass-through Toll Financing, Texas Mobility Fund, Concession, Regional Toll Revenue, Comprehensive Development Agreement, Local Participation, and unique federal funding.
4	Statewide Connectivity Corridor Projects	Addresses mobility and added capacity project needs on major state highway system corridors which provide statewide connectivity between urban areas and corridors which serve mobility needs throughout the state. The highway connectivity network is composed of the Texas Trunk System; National Highway System (NHS); and connections from Texas Trunk System or NHS to major ports on international borders or Texas water ports.
5	Congestion Mitigation and Air Quality Improvement	Addresses the attainment of national ambient air quality standards in the non-attainment areas of the state. Projects are for congestion mitigation and air quality improvement in the non-attainment areas in the state.
6	Bridges	Addresses the replacement or rehabilitation of deficient existing bridges located on public highways, roads, and streets in the state; the construction of grade separations at existing highway-railroad grade crossings; and the rehabilitation of deficient railroad underpasses on the state highway system.
7	Metropolitan Mobility / Rehabilitation	Addresses transportation needs within the metropolitan area boundaries of Metropolitan Planning Organizations having urbanized areas with populations of 200,000 or greater.
8	Safety	Addresses safety needs on and off the state highway system, and includes the Safe Routes to School program, the High-Risk Rural Roads program, and the Railway-Highway Safety Program.
9	Transportation Enhancements	Addresses projects that are above and beyond what could normally be expected in the way of enhancements to the transportation system, including the cultural, historic, aesthetic, and environmental aspects of transportation infrastructure.
10	Supplemental Transportation Projects	Addresses projects that do not qualify for funding in other categories, such as state park roads, landscaping, and handicap accessible curb ramps at on-system intersections.
11	District Discretionary	Addresses projects selected at the District Engineer's discretion.
12	Strategic Priority	Addresses needs related to statewide economic development, military deployment routes, and manmade and natural emergencies.

10.2.2. Federal Funding Programs for Transit

A description of each of the Federal Transit Administration (FTA) programs from which funding is available for the LWCAMPO region is provided in **Table 10-2** below.

Table 10-2: FTA Funding Categories

Funding Category		Description
5307	Urbanized Area Formula Grant Program	Program subsidizes the operating and/or capital cost of transit services. Eligible expenses include planning, engineering, most administration, preventive maintenance, fuel, parts, and operating costs.
5310	Transportation for Elderly Persons and Persons with Disabilities	Capital expenses that support transportation to meet the special needs of older adults and persons with disabilities.
5339	Buses and Bus Facilities	Provides funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.

10.2.3. Other Funding Sources

Local Sources of Funding

- Tax Increment Reinvestment Zone (TIRZ): Local TIRZ districts can provide an additional source of funding through reallocation of local taxes to fund public improvements.
- Regional Mobility Authority (RMA): The RMA can develop infrastructure projects in the region that otherwise might depend solely on state or federal funding.
- Transportation Reinvestment Zone (TRZ): Similar to a TIRZ, a TRZ can relocate local tax revenue to support the development of a transportation project.

Texas Mobility Fund

The Texas State Legislature created the Texas Mobility Fund to accelerate completion of TxDOT projects and improvements. The Fund allows the state to issue bonds, which are backed by a dedicated revenue source. HB 3588 authorizes certain transportation-related fees such as motor vehicle inspection fees and driver's license fees to be moved from the state's General Revenue Fund to the Texas Mobility Fund.

Local Option Sales Taxes for Transportation

The use of local option sales tax revenues to fund transportation needs in the southeast Texas region represents a significant opportunity. In general, the State of Texas Tax Code authorizes cities and counties to adopt local sales and use taxes for any purpose other than repaying bonds. Provided the sum of all local option taxes in a given area does not exceed 2%, and the local option tax is approved by referendum, each city and/or county in the southeast Texas region could adopt up to a ½% sales tax that could be earmarked to address transportation system needs.

State Infrastructure Bank

This is a banking system set up by TxDOT with federal and state funds and is designed to encourage local entities to pay a larger share of the cost of highway projects. Local entities may apply for loans, lines of credit, letters of credit, bond insurance, and capital reserves for roadway improvement projects.

Traffic Impact Fees on New Development

Traffic impact fees ensure that new development pays its fair share of the cost to improve the transportation system so as not to exacerbate existing transportation problems.

Toll Fees

The use of toll revenue financing is attracting increased attention to complete transportation projects when other funding sources may be limited. Issuing bonds secured by toll revenue gives state and local authorities the ability to accelerate transportation projects that might otherwise not be able to be completed using traditional funding sources. HB 3588 allows TxDOT to enter into an agreement with Regional Mobility Authorities (RMAs) to pay a per-vehicle fee as reimbursement for construction and maintenance of state highways or as compensation for the cost of maintaining facilities transferred to an RMA. Based on pre-determined levels of usage, this approach allows TxDOT to effectively pay "tolls" on behalf of motorists using a new facility with revenues being derived from traditional funding sources such as gas tax revenues. The "shadow toll" or "pass through financing" payments received by the RMA from TxDOT can then be used to repay revenue bonds issued by the RMA to advance the project.

State Tax on Motor Fuels

States have the option of extending the retail sales tax to gasoline and dedicating the proceeds for transportation or transit. Several other states, such as New Jersey, Florida, California, and Maryland, use excise taxes on motor fuels for transportation funds.

Bond Issues

Funds for roadway and other capital improvements could be generated through the issue of "Certificates of Obligation," commonly known as bonds. Issuing bonds to fund city improvements largely depends on a favorable bond rating and low interest rates.

10.3. Revenue Projections

The first step in the process of demonstrating financial constraints is to determine what revenues can be reasonably expected over the life of the plan. Most regional roadway projects are financed through federal and state funds which are mostly derived from taxes on fuel and fees from vehicle registration. Transit projects are also funded through federal, state, and local sources, as well as revenue received through fares.

10.3.1. Roadway Funding Revenue

For roadway projects, the MPO has worked with the TxDOT-Laredo District and resources provided by the Texas A&M Transportation Institute (TTI) to determine the expected levels of

funding for the fiscal years included in this plan (FY 2025- 2050). As per TxDOT's direction the FY 2025-2034 Unified Transportation Plan (UTP) was utilized to project the future revenue for all categories of funds. In addition, the TTI Transportation Revenue Estimator and Needs Determination System (TRENDS) model was used to validate reasonable revenues by category. TRENDS is a scenario planning model that forecasts revenues and expenses for TxDOT. The model is updated regularly to include the latest cash forecasts and letting schedules from TxDOT. The revenue projections by available funding through TxDOT by category from 2025 to 250 are presented in **Table 10-3**.

Table 10-3: MTP Revenue Projections for TxDOT Roadway Projects

Category	Description	MTP Revenue Projection
1	Preventative Maintenance and Rehabilitation	$369,982,375
2M or 2U	Urban Area (Non-TMA) Corridor Projects	$282,908,931
3	Non-Traditionally Funded Transportation Projects	$25,530,000
4	Urban and Regional Connectivity	$383,528,000
5	Congestion Mitigation and Air Quality Improvement	$0
6	Structures - Bridge	Not applicable*
7	Metropolitan Mobility / Rehabilitation	$178,679,480
8	Safety	Not applicable*
9	TAP Set-Aside Program	$696,850
10	Supplemental Transportation Projects	$18,040,154
11	District Discretionary	$20,000,000
12	Strategic Priority	$20,000,000
Total		**$1,299,365,790**

** These categories are programmed by TxDOT and typically do not require an individual listing, as such, a revenue projection amount is not reported.*

10.3.2. Transit Funding Revenue

Transit revenues were projected by coordination with El Metro to determine reasonably expected revenues for each FTA funding category. **Table 10-4** contains the annual average amount of funding anticipated for the various FTA funding categories, along with the amount projected for all the fiscal years 2025-2050 included in this plan.

Table 10-4: MTP Revenue Projections for TxDOT Transit Projects

Category	Description	MTP Revenue Projection
5307	Urbanized Area Formula Grant Program	$506,117,508
5310	Transportation for Elderly Persons and Persons with Disabilities	$7,917,182
5339	Buses and Bus Facilities	$12,334,036

10.4. Project Selection Process

During planning process for this MTP, a Call for Project Nominations was conducted inviting partner agencies such as the TxDOT Laredo District, El Metro, the Regional Mobility Authority (RMA), and the public to submit projects for consideration for programming within the MTP. This public Call for Project Nominations was held from August 30 through September 20. The LWCAMPO held stakeholder meetings with the staff representing the TxDOT Laredo District, El Metro, and the RMA to assist in preparing for project nominations. Once the project nominations are completed. Over the course of the Call for Project Nominations, the MPO received 19 nominations in total: two from citizens, four from the RMA, and 13 from the TxDOT Laredo District.

To prioritize the future transportation needs of Laredo region, the MPO developed a series of project evaluation criteria to objectively score projects and to align project evaluations with the goals and objectives of the MTP. Two sets of evaluation criteria were developed for the Project Evaluation and Prioritization Process – objective criteria and subjective criteria. The objective criteria were developed to evaluate each nomination's ability to meet all ten goals of the MTP utilizing publicly available data. Subjective criteria were developed to evaluate each nomination's ability to meet the priorities and needs of stakeholders and the community.

10.4.1. Objective Project Evaluation

Objective Project Evaluation Criteria was scored by the LWCAMPO based on technical performance data determined for each criterion. Objective Project Evaluation Criteria is summarized below.

Safety – 10 Points

MTP Goal: Improve safety of transportation system across all modes and for all users and achieve zero transportation-related serious injuries and fatalities.

Evaluation Criteria: Does the project provide roadway safety improvements to the region's High Injury Network from region's Vision Zero Safety Action Plan? Does the project include safety improvements for vehicular, bicycle, pedestrian, and transit projects?

Scoring Methodology:

- Yes, provides improvements to segments of the High Injury Network – 10 points
- Project includes significant safety improvement – 8 points
- No safety improvement – 0 points

Asset Preservation – 10 Points

MTP Goal: Maintain and preserve existing transportation assets and infrastructure to keep the overall transportation system in good condition.

Evaluation Criteria: Does the project provide improvements to a facility with poor pavement condition?

Scoring Methodology:

- Facilities constructed 1960-1970 – 8 points
- Facilities constructed 1971-1980 – 6 points
- Facilities constructed 1981-1990 – 10 points
- Facilities constructed 1991-2000 – 8 points
- Facilities constructed 2001-2010 – 6 points
- Facilities constructed 2011-2020 – 2 points
- Facilities constructed 2021- present – 0 points
- New location roadways – 2 points

Economic Development – 10 Points

MTP Goal: Sustain an effective and efficient freight network and expand access to economic opportunities in the region.

Evaluation Criteria: Does the project provide improvements to the Texas Highway Freight Network, International Port of Entries (Border Crossings), or Intermodal Freight Facilities (including Rail Trailer on Flatcar [TOFC] and Container on Flat Car [COFC] facilities)?

Scoring Methodology:

- Connects to one economic vitality asset – 2 points
- Connects to two economic vitality assets – 4 points
- Connects to three or more economic vitality assets – 6 points

System Reliability – 10 Points

MTP Goal: Provide an efficient surface transportation system that maintains travel time reliability and reduces congestion.

Evaluation Criteria: Does the project address a currently congested facility? For new location roadways, does the project address a parallel facility that is currently congested? Is the project located on the CMP Network?

Scoring Methodology:

- LOS F -10 Points
- LOS E - 8 Points
- LOS D - 6 Points
- LOS C - 4 Points
- LOS B - 2 Points
- LOS A - 0 Points
- Gives relief to a parallel facility that is LOS F – 10 points
- All bicycle, pedestrian, and transit improvements receive 10 points

- Located on CMP Network, receives 10 points automatically
- Connects to one CMP corridor – 2 points
- Connects to two or more CMP corridors – 4 points

Innovation and Technology – 10 Points

MTP Goal: Leverage latest research and technologies to enhance the transportation system.

Evaluation Criteria: Does the project support alternative fuel stations and corridors? Does the project serve as a congestion management strategy from the Congestion Management Process (CMP)? Does the project deliver improvements through innovation and technology?

Scoring Methodology:

- Project is (or includes) CMP strategy - 10 points
- Project supports alternative fuel stations/corridors or delivers improvements through innovation and technology – 8 points
- No - 0 points

Connectivity – 10 Points

MTP Goal: Develop an integrated and connected transportation network.

Evaluation Criteria: Does the project bridge an existing gap/defined need within the roadway, bicycle, pedestrian, or transit network? Is the project identified in a previous plan or study?

Scoring Methodology:

- Connects spatial gap and/or identified in previous plan or study – 10 points
- Connects spatial gap in transportation network – 8 points
- No – 0 points

Equity – 10 Points

MTP Goal: Promote equitable access to safe and affordable mobility options, and avoid unequitable adverse impacts on communities.

Evaluation Criteria: Does the project serve transportation needs within a Justice40 Disadvantaged U.S. Census Tract?

Scoring Methodology:

- Project located within disadvantaged tract - 10 points
- Majority of project extents is located within disadvantaged tract – 5 points
- No - 0 points

Environmental Sustainability –10 Points

MTP Goal: Protect and enhance natural, historic, and cultural resources in the region.

Evaluation Criteria: Does the project support or enhance defined natural, historic, and cultural resources in the region?

Scoring Methodology:

- Completely Avoids – 10 points
- Somewhat Avoids – 5 points
- Completely Interferes – 0 points

Climate Resilience –10 Points

MTP Goal: Reduce greenhouse gas emissions and enhance resilience of the overall transportation system against extreme climate events.

Evaluation Criteria: Does the project support improvements or connect to the Statewide Connectivity Corridor? Does the project support bicycle, pedestrian, or transit improvements?

Scoring Methodology:

- Yes, improves Connectivity Corrido or supports bicycle, pedestrian, or transit improvements – 10 points
- Connects to Connectivity Corridor and is located within Climate Resilience Census Tract – 8 points
- No – 0 Points

Sustainable Financing – 10 Points

MTP Goal: Identify responsible financing options that are sustainable in the long run.

Evaluation Criteria: Does the project have reasonable cost estimates available with fiscal sponsors? Is the project ready for delivery and implementation?

Scoring Methodology:

- Yes, sponsor identified with cost estimates – 10 points
- Potential sponsor identified – 8 points
- Cost estimates available but no project sponsor – 5 points
- No information – 0 Points

10.4.2. Subjective Project Evaluation

Subjective Project Evaluation Criteria was designed to account for a project's ability to fill stakeholder and community needs, priorities, and vision for quality of life. Following the Objective Project Evaluation Criteria, the Subjective Project Evaluation was performed by the LWCAMPO Technical Committee representing stakeholder interests across the region. The subjective project evaluation was conducted in October 2024. During this exercise, the Technical Committee scored each project against the following criteria:

Subjective Criterion 1

- **Evaluation Criteria:** Score the project's ability to improve community vitality and the environment in a positive manner.
- **Scoring Methodology:** *On a scale of 1 (one) to 10 (ten), with 1 (one) being the least likely and 10 (ten) being the most likely…*

Subjective Criterion 2

- **Evaluation Criteria:** Score the project's ability to improve the sense of place and/or aesthetics of the community.
- **Scoring Methodology:** *On a scale of 1 (one) to 10 (ten), with 1 (one) being the least likely and 10 (ten) being the most likely.*

Subjective Criterion 3

- **Evaluation Criteria:** Score the project's level of stakeholder and community support.
- **Scoring Methodology:** *On a scale of 1 (one) to 10 (ten), with 1 (one) being the least likely and 10 (ten) being the most likely.*

Subjective Criterion 4

- **Evaluation Criteria:** Score the project's consistency with local and regional goals and objectives.
- **Scoring Methodology:** *On a scale of 1 (one) to 10 (ten), with 1 (one) being the least likely and 10 (ten) being the most likely.*

Subjective Criterion 5

- **Evaluation Criteria:** Score the project's readiness and deliverability.
- **Scoring Methodology:** *On a scale of 1 (one) to 10 (ten), with 1 (one) being the least likely and 10 (ten) being the most likely.*

10.5. Financially Constrained Plan

The projects selected in the LWCAMPO MTP-2050 must be financially constrained, meaning the project cost must fall within the expected revenue projections.

Table 10-5 demonstrates financial constraint for roadway projects for FY 2025-2050 by showing the comparison of revenue projection with the programmed amount.

Table 10-5: Roadway Projects FY 2025-2050 Financial Constraint

Category	Description	MTP Revenue Projection	MTP Programmed Amount
1	Preventative Maintenance and Rehabilitation	$369,982,375	$369,982,375
2	Urban Area (Non-TMA) Corridor Projects	$282,908,931	$282,908,931
3	Non-Traditionally Funded Transportation Projects	$25,530,000	$25,530,000
4	Urban and Regional Connectivity	$383,528,000	$383,528,000
5	Congestion Mitigation and Air Quality Improvement	$0	$0
6	Structures - Bridge	Not applicable*	Not applicable*
7	Metropolitan Mobility / Rehabilitation	$178,679,480	$178,679,480
8	Safety	Not applicable*	Not applicable*
9	TAP Set-Aside Program	$696,850	$696,850
10	Supplemental Transportation Projects	$18,040,154	$18,040,154
11	District Discretionary	$20,000,000	$20,000,000
12	Strategic Priority	$20,000,000	$20,000,000
Total		**$1,299,365,790**	**$1,299,365,790**

** These categories are programmed by TxDOT and typically do not require an individual listing, as such, a revenue projection and programmed amount is not reported.*

Operations and Maintenance of Roadways: For operations and maintenance, TxDOT programs projects through Category 1 funds. Category 1 addresses preventative maintenance and rehabilitation of the existing state highway system, including pavement, signs, traffic signals, and other infrastructure assets. Within the current 2025 UTP, TxDOT has $147,992,950 programmed for Category 1 projects relating to operations and maintenance. Through revenue projections, it is reasonably expected that about $369,982,375 is available for operations and maintenance projects for the years 2025-2050.

Table 10-6 demonstrates financial constraint for transit projects for FY 2025-2050 by showing the comparison of revenue projection with the programmed amount.

Table 10-6: Transit Projects FY 2025-2050 Financial Constraint

Category	Description	MTP Revenue Projection	MTP Programmed Amount
5307	Urbanized Area Formula Grant Program	$506,117,508	$506,117,508
5310	Transportation for Elderly Persons and Persons with Disabilities	$7,917,182	$7,917,182
5339	Buses and Bus Facilities	$12,334,036	$12,334,036

Chapter 11: Financially Constrained Project List

11.1. Introduction

The LWCAMPO MTP-2050 includes several recommendations. This chapter summarizes the financially constrained list of roadway and transit projects that will be funded for the next 25 years. The LWCAMPO is committed to investing in a variety of projects that preserve the existing system, expand the system's capacity, enhance its efficiency and safety, and improve its overall quality. Improvements in this LWCAMPO MTP-2050 focus on adding new capacity, improving traffic flow and system efficiency, increasing safety, enhancing regional gateways, and supporting economic development.

The projects that have been included within the MTP-2050 were carefully selected and prioritized. These projects represent the current priorities based upon anticipated needs over the coming years. However, planning for the future always includes revisiting priorities, evaluating new trends, and considering a wide variety of other factors. Therefore, this plan is to be considered a living document and will be revised as events warrant.

11.2. Roadway Projects

11.2.1. Financially Constrained Roadway Projects

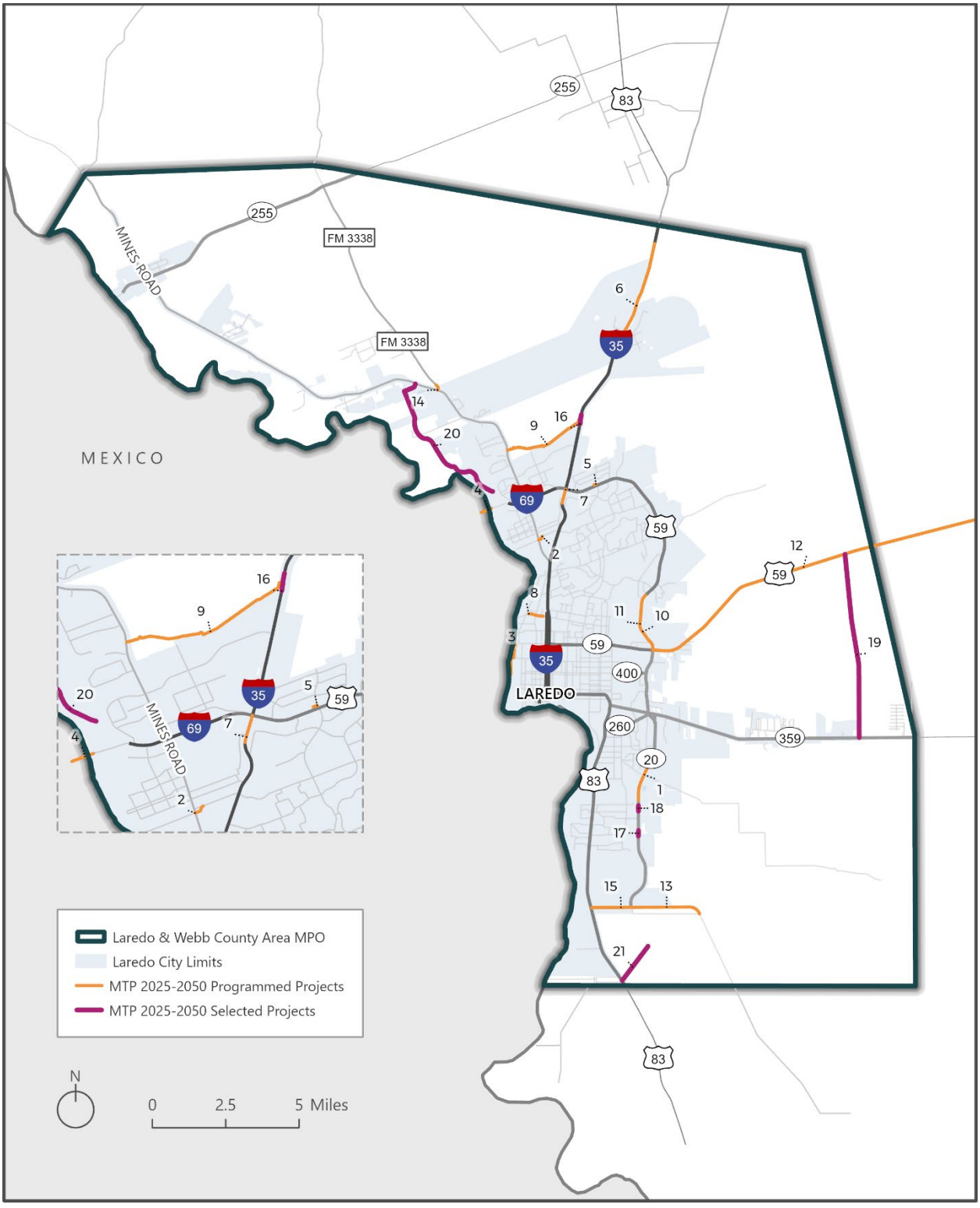
The projects that have been selected for inclusion within the LWCAMPO MTP-2050 were carefully selected and prioritized. The list of projects that are presented on the pages that follow was developed by including projects from the most recent LWCAMPO Transportation Improvement Program (TIP), TxDOT 2024-2033 UTP, and projects selected through this MTP 2025-2050 development process. All selected projects are located within tracts identified as disadvantaged by the Justice40 Initiative as part of the Climate and Economic Justice Screening Tool. The project details for the selected roadway projects for the LWCAMPO MTP-2050 are summarized in **Table 11-1**. The "Map #" column in the table indicates the project location as shown in **Figure 11-1**. Rows highlighted in green indicate newly selected and programmed projects through the Project Evaluation and Prioritization Process carried out for the MTP 2025-2050. For additional project details, refer to **Appendix A: Roadway Projects**.

Table 11-1: Programmed and Selected Roadway Projects for the Financially Constrained MTP-2050

Map #	ID	Project Name	Limits From	Limits To	Project Description	Expected Fiscal Year	Cost of Approved Phases
1	0086-16-008	SL 20 Interchange at Lomas Del Sur Blvd.	0.580 Miles South of Lomas Del Sur Blvd	0.721 Miles North of Lomas Del Sur Blvd	Construction Of Interchange Improvement at Lomas Del Sur Blvd	2025	$41,565,320.00
2	0922-33-076	FM1472 / Flecha Lane	Intersection Of FM 1472 And Flecha	0.174 Miles East of FM 1472	Realignment Of Flecha and Las Cruces	2025	$1,800,000.00
3	0922-33-177	River Vega Trail	Ana Park	LCC Campus	Construction Of River Vega Multiuse Alternative Transportation Trail	2025	$696,850.00
4	0922-33-213	World Trade Bridge Expansion	World Trade Bridge		Preliminary Engineering and Construction For The Expansion Of The World Trade Bridge Consisting Of 8 Lanes By Building A New 8 Lanes By Building A New 8-Lane Bridge Adjacent To The Existing Bridge For A Total Of 16 Lanes After Completing Of The Project.	2025	$12,000,000.00
5	5000-00-234	NEVI charging station	619 Crossroads Ave. Laredo, Texas		Install 8 Direct Current Fast Charge Ports Along the Electric Alternative Fuel Corridors (IH 35)	2025	$1,304,115.00
6	0018-05-089	Replace Bridge at Uniroyal Dr.	0.47 Mi S Of Uniroyal Interchange	3.22 Mi N Of Uniroyal Interchange	Ih-35 Reconstruction & Interchanges (Reconstructed/New) @Uniroyal Dr & SH84	2026	$254,133,312.00
7	0018-06-185	Direct Connector #3 and # 6	0.50 Mi East of IH35	0.50 Mi North of US59	New Direct Connector (#3, #4 And #6) Northbound And Southbound IH35 To US59 EB	2026	$113,505,334.00
8	0922-33-093	Calton and San Maria Interchange	0.25 M East of Calton/San Maria Int	0.25 M West of Calton/San Maria Int	Construction of a Grade Separation Interchange	2026	$16,240,154.00
9	0922-33-205	Vallecillo Road	FM 1472	IH 35	Construction of Vallecillo Road 4-Lane Off-System Hwy with Continuous Turn Lane	2027	$37,956,556.00
10	0086-14-077	US 59 (Loop 20) Interchange at Airport	0.500 Mi South of E Corridor Rd. (Airport)	0.50 Mi North of E Corridor Rd. (Airport)	Construction of Interchange at Airport	2028	$37,329,691.00
11	0086-14-086	US 59 (Loop 20) Reconstruction	Business 59	0.28 Miles South of Jacaman Rd	Converting a 6-Lane Non-Freeway Facility to a 6-Lane Freeway Facility with Auxiliary Lanes and Frontage Roads	2028	$79,634,871.00
12	0542-01-094	US 59 Widening (Future IH 69)	7.49 Miles West of FM 2895	The Intersection of US 59 and Loop 20	Widen Existing Roadway to 4-Lane Divided (Future I-69 Corridor)	2031	$346,528,000.00

Map #	ID	Project Name	Limits From	Limits To	Project Description	Expected Fiscal Year	Cost of Approved Phases
13	0922-33-231	Mangana-Hein Expansion Segment 1	2.43 Mi. East of SH20 (Cuatro Vientos Blvd.)	SH20 (Cuatro Vientos Blvd.)	Widen Mangana-Hein Roadway From 2 Lanes To 4 Lanes	2033	$13,662,500.00
14	3532-02-013	FM 3338/FM 1472 Realignment	FM 3338		Realignment Of Intersection FM 1472/FM 3338	2033	$5,000,000.00
15	0922-33-232	Mangana-Hein Expansion Segment 2	SH20 (Cuatro Vientos Blvd.)	US83	Widen Mangana-Hein Roadway From 2 Lanes To 4 Lanes	2034	$7,260,000.00
16	0018-06-218	Vallecillo Road Interchange at IH 35	0.50 Mi North of Vallecillo Road	0.50 Mi South of Vallecillo Road	New Interchange at Vallecillo Roadway	2030	$72,800,000.00
17	0086-16-009	SL 20 Interchange at Cielito Lindo Blvd.	0.1 Miles South of Cielito Lindo Blvd	0.1 Miles North of Cielito Lindo Blvd	Construction Of Interchange Improvement at Cielito Lindo Blvd	2030	$42,000,000.00
18	0086-16-010	SL 20 Interchange at Sierra Vista Blvd.	0.1 Miles South of Sierra Vista Blvd	0.1 Miles North of Sierra Vista Blvd	Construction Of Interchange Improvement at Sierra Vista Blvd	2030	$44,800,000.00
19	0922-33-039	Future Laredo Outer Loop, Segment 5	US 59	SH 359	Construction New 4-Lane Divided Highway - Future Laredo Outer Loop Segment 5	2034	$84,672,000.00
20	0922-33-203	Loop 20 Extension, Segment 3B	Rio Bravo City	SL 20 Southern Extension	Construction New 4-Lane Divided Highway Rio Bravo Extension Segment 3B	2034	$28,448,000.00
21	13	Future River Road	FM 1472	Bernadette Lane	New Location Roadway Serving as A Non-Commercial Parallel Alternate Route to FM 1472 That Will Also Have Connectivity To FM 1472 From Existing Developments Between The Two. This Is 4-Lane Divided with Shared Use Paths on Both Sides.	2040	$107,308,000.00

Figure 11-1. MTP 2025-2050 Programmed and Selected Projects



11.2.2. Illustrative Roadway Projects

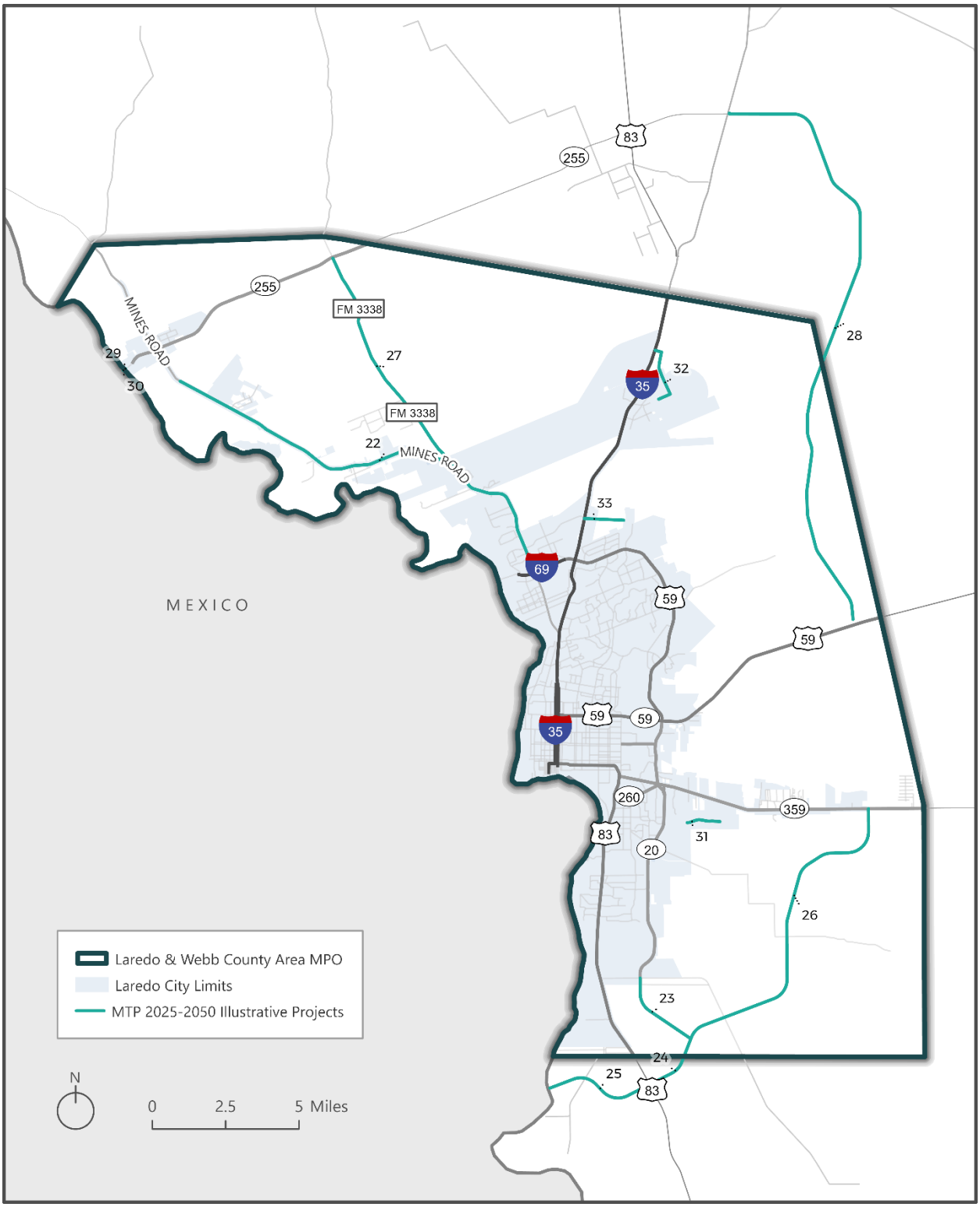
More transportation needs exist than the reasonably expected transportation funds available. A list of illustrative projects, or project needs, was developed. These projects were determined as needs for the Laredo region, however through the Project Evaluation and Prioritization Process, these projects were not determined the highest priorities. These projects are outside the financially constrained plan for this MTP 2025-2050. When future funding opportunities are available, these illustrative projects can be revaluated for programming. The Illustrative Roadways Project List is shown in **Table 11-2**. The "Map #" column in the table indicates the project location as shown in **Figure 11-2**.

Table 11-2: Illustrative Roadway Projects for the Financially Constrained MTP-2050

Map #	ID	Project Name	Limits From	Limits To	Project Description	Cost Estimate
22	2150-04-086	FM 1472	I-69 W	SH 255	Widen of existing roadway to add 4-lane divided	$253,762,770
23	0922-33-066	Loop 20 Extension, Segment 3A	Mangana-Hein Road	Laredo Outer Loop	Construction New 4-lane divided highway extension of State Loop 20 Segment 3A	$65,072,000
24	0922-33-215	Laredo Outer Loop, Segment 2	Cuatro Vientos Extension	US 83	Construction new 4-lane divided highway with one interchange Laredo Outer Loop Segment 2	$106,624,000
25	0922-33-216	Laredo Outer Loop, Segment 1	US 83	International Bridge 4/5	Construction new 4-lane divided highway with connection to International Bridge 4/5 - Laredo Outer Loop Segment 1	$122,752,000
26	0922-33-214	Laredo Outer Loop, Segment 4	SH 359	Cuatro Vientos Extension	construction new 4-lane divided highway with two overpasses - Laredo Outer Loop Segment 4	$274,400,000
27	3532-02-012	FM 3338 Widening	FM 1472 (Mines Road)	SH 255	Construction and widen highway	$56,000,000
28	0922-33-182	Laredo Outer Loop, Segment 6	US 59	SH 255	Construction new 4-lane divided highway - Laredo Outer Loop Segment 6	$258,608,000
29	MPO-15	Colombia Solidarity Bridge Enhancements	Colombia Solidarity Bridge Port of Entry	.	Additional roadway improvements to accommodate additional bridge capacity and processing through POE Including new FAST and Over Weight/Over Height Lanes, improved circulation, additional booths and other minor modifications to the internal infrastructure to support the expanded bridge.	TBD

Map #	ID	Project Name	Limits From	Limits To	Project Description	Cost Estimate
30	MPO-17	Colombia Solidarity Bridge Expansion	International Border	Port of Entry	Additional capacity at the International Bridge including two new bridge structures, each with 4 lanes and a shoulder, as well as reconfiguration of lanes on existing bridge for FAST and Over Weight/Over Height Lanes. Mexican government will be responsible for funding portion from International Border to Colombia POE.	TBD
31	MPO-18	Los Presidentes Blvd. Extension	Brownwood Street	EG Ranch Road	Completion of Los Presidentes Road that will serve to connect Highway 359 To Loop 20.	$7,302,776
32	MPO-19	Uniroyal Drive to Reuthinger Interchange Truck Relief Route	Uniroyal Drive Terminus	Hachar-Reuthinger and IH 35 interchange	Extension of Uniroyal Drive east and north to the Hachar-Reuthinger and IH 35 Interchange to serve as a truck relief route	$11,671,071
33	MPO-21	United Avenue Extension	United High School	IH-35	Extension of United Avenue approximately 1.5 miles west to connect to IH 35	$16,799,000
*Location Varies	MPO-14	UISD Bus Stops	Various	.	Bus stops for United Independent School District near colonias across the District where pick-ups/drop-offs are made. each includes an all-weather bus shelter with seating, and concrete pullouts for buses to safely have students board and alight, tied directly to planned/existing roadway infrastructure.	TBD
*Location Varies	MPO-16	Vision Zero Projects	Various	.	Implementation of proven safety countermeasures at strategic locations along the 10 highest risk corridors in the region. improvements included high-visibility pedestrian crossings, raised medians, and restricted turning movements among other improvements.	TBD

Figure 11-2: MTP 2025-2050 Illustrative Projects



11.3. Transit Projects

Selected transit projects within the LWCAMPO region are summarized by FTA funding category with details on total project cost and the programmed amount. **Table 11-3** shows FTA Category 5307 transit project, **Table 11-4** shows FTA Category 5310 transit projects, and **Table 11-5** shows FTA Category 5311 transit projects.

Table 11-3: FTA Category 5307 Transit Project

Year	Transit Program	Federal	State/Other	Total
2025	Sec. 5307 - Urbanized Formula >200K	$5,426,959	$14,039,099	$19,466,058
2026	Sec. 5307 - Urbanized Formula >200K	$5,426,959	$14,039,099	$19,466,058
2027	Sec. 5307 - Urbanized Formula >200K	$5,426,959	$14,039,099	$19,466,058
2028	Sec. 5307 - Urbanized Formula >200K	$5,426,959	$14,039,099	$19,466,058
2029	Sec. 5307 - Urbanized Formula >200K	$5,426,959	$14,039,099	$19,466,058
2030	Sec. 5307 - Urbanized Formula >200K	$5,426,959	$14,039,099	$19,466,058
2031	Sec. 5307 - Urbanized Formula >200K	$5,426,959	$14,039,099	$19,466,058
2032	Sec. 5307 - Urbanized Formula >200K	$5,426,959	$14,039,099	$19,466,058
2033	Sec. 5307 - Urbanized Formula >200K	$5,426,959	$14,039,099	$19,466,058
2034	Sec. 5307 - Urbanized Formula >200K	$5,426,959	$14,039,099	$19,466,058
2035	Sec. 5307 - Urbanized Formula >200K	$5,426,959	$14,039,099	$19,466,058
2036	Sec. 5307 - Urbanized Formula >200K	$5,426,959	$14,039,099	$19,466,058
2037	Sec. 5307 - Urbanized Formula >200K	$5,426,959	$14,039,099	$19,466,058
2038	Sec. 5307 - Urbanized Formula >200K	$5,426,959	$14,039,099	$19,466,058
2039	Sec. 5307 - Urbanized Formula >200K	$5,426,959	$14,039,099	$19,466,058
2040	Sec. 5307 - Urbanized Formula >200K	$5,426,959	$14,039,099	$19,466,058
2041	Sec. 5307 - Urbanized Formula >200K	$5,426,959	$14,039,099	$19,466,058
2042	Sec. 5307 - Urbanized Formula >200K	$5,426,959	$14,039,099	$19,466,058
2043	Sec. 5307 - Urbanized Formula >200K	$5,426,959	$14,039,099	$19,466,058
2044	Sec. 5307 - Urbanized Formula >200K	$5,426,959	$14,039,099	$19,466,058
2045	Sec. 5307 - Urbanized Formula >200K	$5,426,959	$14,039,099	$19,466,058
2046	Sec. 5307 - Urbanized Formula >200K	$5,426,959	$14,039,099	$19,466,058
2047	Sec. 5307 - Urbanized Formula >200K	$5,426,959	$14,039,099	$19,466,058
2048	Sec. 5307 - Urbanized Formula >200K	$5,426,959	$14,039,099	$19,466,058
2049	Sec. 5307 - Urbanized Formula >200K	$5,426,959	$14,039,099	$19,466,058
2050	Sec. 5307 - Urbanized Formula >200K	$5,426,959	$14,039,099	$19,466,058

Table 11-4: FTA Category 5310 Transit Project

Year	Project	Federal	State/Other	Total
2025	Sec. 5310 - Seniors & People w/Disabilities >200K	$258,831	$45,676	$304,507
2026	Sec. 5310 - Seniors & People w/Disabilities >200K	$258,831	$45,676	$304,507
2027	Sec. 5310 - Seniors & People w/Disabilities >200K	$258,831	$45,676	$304,507
2028	Sec. 5310 - Seniors & People w/Disabilities >200K	$258,831	$45,676	$304,507
2029	Sec. 5310 - Seniors & People w/Disabilities >200K	$258,831	$45,676	$304,507
2030	Sec. 5310 - Seniors & People w/Disabilities >200K	$258,831	$45,676	$304,507
2031	Sec. 5310 - Seniors & People w/Disabilities >200K	$258,831	$45,676	$304,507
2032	Sec. 5310 - Seniors & People w/Disabilities >200K	$258,831	$45,676	$304,507
2033	Sec. 5310 - Seniors & People w/Disabilities >200K	$258,831	$45,676	$304,507
2034	Sec. 5310 - Seniors & People w/Disabilities >200K	$258,831	$45,676	$304,507
2035	Sec. 5310 - Seniors & People w/Disabilities >200K	$258,831	$45,676	$304,507
2036	Sec. 5310 - Seniors & People w/Disabilities >200K	$258,831	$45,676	$304,507
2037	Sec. 5310 - Seniors & People w/Disabilities >200K	$258,831	$45,676	$304,507
2038	Sec. 5310 - Seniors & People w/Disabilities >200K	$258,831	$45,676	$304,507
2039	Sec. 5310 - Seniors & People w/Disabilities >200K	$258,831	$45,676	$304,507
2040	Sec. 5310 - Seniors & People w/Disabilities >200K	$258,831	$45,676	$304,507
2041	Sec. 5310 - Seniors & People w/Disabilities >200K	$258,831	$45,676	$304,507
2042	Sec. 5310 - Seniors & People w/Disabilities >200K	$258,831	$45,676	$304,507
2043	Sec. 5310 - Seniors & People w/Disabilities >200K	$258,831	$45,676	$304,507
2044	Sec. 5310 - Seniors & People w/Disabilities >200K	$258,831	$45,676	$304,507
2045	Sec. 5310 - Seniors & People w/Disabilities >200K	$258,831	$45,676	$304,507
2046	Sec. 5310 - Seniors & People w/Disabilities >200K	$258,831	$45,676	$304,507
2047	Sec. 5310 - Seniors & People w/Disabilities >200K	$258,831	$45,676	$304,507
2048	Sec. 5310 - Seniors & People w/Disabilities >200K	$258,831	$45,676	$304,507
2049	Sec. 5310 - Seniors & People w/Disabilities >200K	$258,831	$45,676	$304,507
2050	Sec. 5310 - Seniors & People w/Disabilities >200K	$258,831	$45,676	$304,507

Table 11-5: FTA Category 5339 Transit Project

Year	Project	Federal	State/Other	Total
2025	Sec. 5339 - Bus & Bus Facilities >200K	$403,228	$71,158	$474,386
2026	Sec. 5339 - Bus & Bus Facilities >200K	$403,228	$71,158	$474,386
2027	Sec. 5339 - Bus & Bus Facilities >200K	$403,228	$71,158	$474,386
2028	Sec. 5339 - Bus & Bus Facilities >200K	$403,228	$71,158	$474,386
2029	Sec. 5339 - Bus & Bus Facilities >200K	$403,228	$71,158	$474,386
2030	Sec. 5339 - Bus & Bus Facilities >200K	$403,228	$71,158	$474,386
2031	Sec. 5339 - Bus & Bus Facilities >200K	$403,228	$71,158	$474,386
2032	Sec. 5339 - Bus & Bus Facilities >200K	$403,228	$71,158	$474,386
2033	Sec. 5339 - Bus & Bus Facilities >200K	$403,228	$71,158	$474,386
2034	Sec. 5339 - Bus & Bus Facilities >200K	$403,228	$71,158	$474,386
2035	Sec. 5339 - Bus & Bus Facilities >200K	$403,228	$71,158	$474,386
2036	Sec. 5339 - Bus & Bus Facilities >200K	$403,228	$71,158	$474,386
2037	Sec. 5339 - Bus & Bus Facilities >200K	$403,228	$71,158	$474,386
2038	Sec. 5339 - Bus & Bus Facilities >200K	$403,228	$71,158	$474,386
2039	Sec. 5339 - Bus & Bus Facilities >200K	$403,228	$71,158	$474,386
2040	Sec. 5339 - Bus & Bus Facilities >200K	$403,228	$71,158	$474,386
2041	Sec. 5339 - Bus & Bus Facilities >200K	$403,228	$71,158	$474,386
2042	Sec. 5339 - Bus & Bus Facilities >200K	$403,228	$71,158	$474,386
2043	Sec. 5339 - Bus & Bus Facilities >200K	$403,228	$71,158	$474,386
2044	Sec. 5339 - Bus & Bus Facilities >200K	$403,228	$71,158	$474,386
2045	Sec. 5339 - Bus & Bus Facilities >200K	$403,228	$71,158	$474,386
2046	Sec. 5339 - Bus & Bus Facilities >200K	$403,228	$71,158	$474,386
2047	Sec. 5339 - Bus & Bus Facilities >200K	$403,228	$71,158	$474,386
2048	Sec. 5339 - Bus & Bus Facilities >200K	$403,228	$71,158	$474,386
2049	Sec. 5339 - Bus & Bus Facilities >200K	$403,228	$71,158	$474,386
2050	Sec. 5339 - Bus & Bus Facilities >200K	$403,228	$71,158	$474,386

Chapter 12:
Performance Management

12.1. Introduction

Transportation performance management is a strategic approach that uses system data to make investment and policy decisions to achieve national performance goals. Progress toward achieving these national performance goals is monitored by establishing performance targets for key performance measures. Decision-makers, using a performance-based approach, can apply key information and data to understand the consequences of investment decisions across transportation modes.

The development and implementation of performance measures for MPOs serve to assess how the transportation system is functioning and operating. Performance measures can inform the decision-making process and improve accountability for the efficient and effective implementation of programs and projects. Performance measures serve the following functions for the LWCAMPO:

- During the Plan Development process, performance measures provide a framework to benchmark performance and the effects of alternatives. This performance data is used to define transportation projects and can help inform decision-making between trade-offs and help communicate the anticipated impacts of different investment strategies.
- Performance measures support Plan Implementation by emphasizing the LWCAMPO guiding principles and integrating them into budgeting, program structure, project selection, and implementation policies.
- System performance relative to the vision and guiding principles of the Laredo MTP can be tracked and reported to support accountability for plan implementation and results.

12.1.1. Federal Legislation

In 2012, Congress passed the Moving Ahead For Progress in the 21st Century (MAP-21), which introduced a set of performance measures to:

- Increase the accountability and transparency of federal highway and transit program; and,
- Improve project decision-making through performance-based planning and programming

After national performance measures are established through a rulemaking process, the state departments of transportation (DOTs) and transit providers must:

- Establish performance targets that reflect the national measures. National performance measures are shown in **Table 12-1**.

- Report on progress towards achieving those targets
- Develop performance-based plans for safety and asset management
- Implement a performance-based approach to planning and programming

Three years later, Congress passed the Fixing America's Surface Transportation (FAST) Act. The FAST Act continued the High Safety Improvement Program (HSIP) with only minor changes.

- The FAST Act confirmed that the overall purpose of this program is to significantly reduce traffic fatalities and serious injuries on all public roads by implementing infrastructure-related highway safety improvements.

The latest piece of consequential federal legislation is the Infrastructure Investment and Jobs Act (IIJA), sometimes called the Bipartisan Infrastructure Law (BIL). The President signed this law in November 2021 continuing the HSIP with several new requirements and increased funding levels.

- BIL emphasizes the importance of vulnerable road user safety as part of the HSIP by introducing a special rule for it and requiring all states to develop a Vulnerable Road User Safety Assessment.
- BIL allows states to use up to 10% of their HSIP funds on specified safety projects.

Purpose of the Highway Safety Improvement Program (HSIP)

The BIL continues the HSIP to achieve a significant reduction in traffic fatalities & serious injuries on all public roads, including non-state-owned public roads & roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads, focusing on performance.

Vulnerable Road User Safety Special Rule

The BIL establishes a new special rule, which-

- This applies to each state in which vulnerable road user fatalities account for not less than 15% of all annual crash fatalities and
- Requires a State subject to the special rule to obligate not less than 15% of its HSIP funds the following FY for highway safety improvement projects to address vulnerable road user safety

Table 12-1: National Performance Management Goals

Performance Measure	PM Targets
Safety (PM1)	▸ Number of Fatalities ▸ Rate of Fatalities ▸ Number of Serious Injuries ▸ Rate of Serious Injuries ▸ Number of Non-Motorized Fatalities & Serious Injuries
Pavement & Bridge Condition (PM2)	▸ IH Pavement *in Good Condition* ▸ IH Pavement *in Poor Condition* ▸ NHS Pavement *in Good Condition* ▸ NHS Pavement *in Poor Condition* ▸ Bridge Deck *in Good Condition* ▸ Bridge Deck *in Poor Condition*
Roadway System Performance (PM3)	▸ IH Travel Time Reliability ▸ NHS Travel Time Reliability ▸ Freight Travel Time Reliability
Transit Asset Management (TAM)	▸ Rolling Stock (*Revenue Vehicles*) ▸ Equipment (*Non-Revenue Vehicles*) ▸ Facilities (*Transit Economic Requirement Model (TERM) Rating*) ▸ Infrastructure (*Performance Restrictions*)
Public Transportation Agency Safety Plan (PTASP)	▸ Number of Fatalities ▸ Rate of Fatalities ▸ Number of Injuries ▸ Rate of Injuries ▸ Number of Safety Events ▸ Mean Distance Between Major Mechanical Failures

12.2. Transportation Performance Measurement

The Federal Highway Administration (FHWA) defines Transportation Performance Management (TPM) as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. State Departments of Transportation (State DOTs) and Metropolitan Planning Organizations (MPOs) are required to set Highway Safety Improvement Program (HSIP) targets to meet safety performance measures. Said safety measures area component of the Safety Performance Measures (Safety PM) that support HSIP and provide both State DOTs and MPOs with the framework to implement TPM requirements, i.e., provide directional goals for related plans and programs as well as the means to monitor the progress attaining federal goals. MPOs, within Texas may establish HSIP targets by either:

- Option 1: Agreeing to Adopt Targets Set By TxDOT
- Option 2: Set Their Own Specific HSIP Targets

Table 12-2: MPO Options

If an MPO agrees to support a State HSIP target, the MPO would…	If an MPO establishes its own HSIP target, the MPO would…
▸ Work with the State & safety stakeholders to address areas of concern for fatalities or serious injuries within the MPA ▸ Coordinate with the State & include the safety performance measures and the State's HSIP targets for those measures in the MTP ▸ Integrate into the metropolitan transportation planning process the safety goals, objectives, performance measures & targets described in other State safety transportation plans & processes, such as applicable portions of the HSIP, including the SHSP ▸ Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets	▸ Establish HSIP targets for all public roads in the MPA in coordination with the State ▸ Estimate vehicle miles traveled (VMT) for all public roads within the MPA for rate targets ▸ Coordinate with the State & include the safety performance measures & the MPO's safety targets for those measures in the MTP ▸ Integrate into the metropolitan transportation planning process the safety goals, objectives, performance measures & targets described in other State safety transportation plans & processes, such as applicable portions of the HSIP, including SHSP ▸ Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets

Source: FHWA MPO Safety PM Fact Sheet

The LWCAMPO opted to adopt the HSIP targets set by TxDOT and, thus, have incorporated said targets into the programming and planning process of the Metropolitan Transportation Plan (MTP) as well as the Transportation Improvement Program (TIP). This includes supporting the state's Road to Zero to further identify and fund safety projects and meet TxDOT's goal of reducing fatal crashes in half by 2035 and ending all fatalities on Texas roads by 2050.

If implementing performance measures requires additions or changes to the MTP and TIP, the documents will be amended in the future. The adopted targets include the following key areas:

- Safety (PM1)
- Pavement & Bridge Condition (PM2)
- Roadway System Performance (PM3)
- Transit Asset Management (TAM)
- Public Transportation Agency Safety Plan (PTASP)

LWCAMPO adopted TxDOT's 2023 targets for performance measures, PM2 Pavement and Bridge Conditions, and PM3 Roadway System Performance. The measures mentioned above are detailed in Resolution No. MPO 2023-03, Resolution No. MPO 2023-06, and Resolution No. MPO 2023-07, respectively. PM1 Safety Targets have also been updated to support the most current State Targets via Resolution No. MPO 2024-03 (February 21, 2024). The updated PM1 and adopted PM2 and PM3 Infrastructure Condition Targets for the Second Performance Period -- 2-Year and 4-Year Targets are as follows:

12.3. Safety Performance Measures

Safety performance management ensures that safety improvements guide funding priorities to advance the national goal for safe roadways. The FHWA established the safety performance measures (PM1) to carry out the Highway Safety Improvement Program (HSIP). The five safety performance measures to evaluate fatalities and serious injuries on all public roads are:

1. Number of Traffic-Related Fatalities.
2. Rate of Traffic-Related Fatalities Per 100 Million VMT.
3. Number of Traffic-Related Serious Injuries.
4. Rate of Traffic-Related Serious Injuries Per 100 Million VMT.
5. Number of Non-Motorized Fatalities & Serious Injuries.

The states provide safety performance targets annually to FHWA for each safety performance measure. Current statewide safety targets address the calendar year 2024 and are based on an anticipated five-year rolling average (2020-2024). Texas statewide safety performance targets for 2024 are included in **Table 12-3**.

Table 12-3: Safety (PM1) Performance Conditions and Adopted Performance Targets

2024 Safety Targets	Number of Traffic-Related Fatalities	Rate of Traffic-Related Fatalities Per 100 Million VMT	Number of Traffic-Related Serious Injuries	Rate of Traffic-Related Serious Injuries Per 100 Million VMT	Number of Non-Motorized Fatalities & Serious Injuries
2024	3,046	1.14	18,242	6.77	2,360
2024 (5-Year) Average Target	3,567	1.36	17,062	6.39	2,357

The values in **Table 12-4** display current safety performance within the LWCAMPO area for the year 2023 from the TxDOT CRIS database.

Table 12-4: Safety Performance 2019-2023

2023 Safety Performance	Number of Traffic-Related Fatalities	Rate of Traffic-Related Fatalities Per 100 Million VMT	Number of Traffic-Related Serious Injuries	Rate of Traffic-Related Serious Injuries Per 100 Million VMT	Number of Non-Motorized Fatalities & Serious Injuries
2019	14	0.834036222	79	4.706347255	12
2020	11	0.699711444	53	3.371336959	13
2021	19	1.139582619	98	5.877847195	19
2022	22	1.311987442	114	6.798480383	18
2023	25	1.439430529	86	4.951641021	18

Source: Texas Department of Transportation Crash Records Information System

12.4. Pavement and Bridge Condition Performance Management

The FHWA published the Pavement and Bridge Condition Performance Management Final Rule, which established performance measures to evaluate the condition of pavement and bridges on the National Highway System (NHS) and the Interstate System about the State of Good Repair (SGR), effective May 20, 2017. This second FHWA performance measure rule (PM2) established six performance measures:

1. Percent of Interstate pavements in good condition.
2. Percent of Interstate pavements in poor condition.
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition.
4. Percent of non-Interstate NHS pavements in poor condition.
5. Percent of NHS bridges by deck area classified as in good condition.
6. Percent of NHS bridges by deck area classified as in poor condition.

12.4.1. Pavement Condition Measures

The pavement condition measures represent the percentage of lane miles on the Interstate or non-Interstate NHS that are in good or poor condition. FHWA established five metrics to assess pavement condition: the International Roughness Index (IRI), cracking percent, rutting, faulting, and Present Serviceability Rating (PSR). A threshold is used for each metric to establish good, fair, or poor conditions.

Pavement condition is assessed using these metrics and thresholds. A pavement section is in good condition if three metric ratings are good and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor are considered fair.

The pavement condition measures are expressed as a percentage of all applicable roads in good or poor condition. Pavement in good condition suggests that no significant investment is needed. Pavement in poor condition suggests major reconstruction investment is required due to either ride quality or a structural deficiency.

12.4.2. Bridge Condition Measures

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. FHWA created a metric rating threshold for each component to establish good, fair, or poor conditions. Every bridge on the NHS is evaluated using these component ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. The structure is classified as poor if the lowest rating is less than or equal to four. If the lowest rating is five or six, it is classified as fair.

To determine the percent of bridges in good or poor condition, the sum of the total deck area of good or poor NHS bridges is divided by the total deck area of bridges on the NHS. The deck area is computed using structure length and either deck width or approach roadway width. Good condition suggests that no significant investment is needed. Bridges in poor condition

are safe to drive on; however, they are nearing a point where substantial reconstruction or replacement is necessary.

12.4.3. Pavement and Bridge Targets

Pavement and bridge condition performance is assessed and reported over a four-year performance period. The first period began on January 1, 2018, and runs through December 31, 2021. The second four-year period will cover January 1, 2022, to December 31, 2025, with additional periods following every four years.

The PM2 rule requires states and MPOs to establish two-year and four-year performance targets for each PM2 measure. The current two-year targets represent the expected pavement and bridge condition at the end of calendar year 2024, while the current four-year targets represent the expected condition at the end of calendar year 2026.

States establish targets as follows:

- Percent of Interstate pavements in good and poor condition – four-year targets.
- Percent of non-Interstate NHS pavements in good and poor condition – two-year and four-year targets.
- Percent of NHS bridges by deck area in good and poor condition – two-year and four-year targets.

MPOs establish four-year targets for each measure by either agreeing to program projects supporting the statewide targets or setting quantifiable targets for the MPO's planning area that differ from the state targets, see **Table 12-5**.

Table 12-5: Pavement and Bridge Condition Performance Targets

Performance Measure	Baseline 2022	2-Year Target 2024	4-Year Target 2026
Pavement on Interstate Highway (IH)			
% in "good" condition	64.50%	63.90%	63.60%
% in "poor" condition	0.10%	0.20%	0.20%
Pavement on Non-Interstate Highway (NHS)			
% in "good" condition	51.70%	45.50%	46%
% in "poor" condition	1.30%	1.50%	1.50%
NHS Bridge Deck Condition			
% in "good" condition	49.20%	48.50%	47.60%
% in "poor" condition	1.10%	1.50%	1.60%

The values in **Table 12-6** display bridge performance for the year 2023 within Webb County and the full State of Texas from the Bridge Division of TxDOT.

Table 12-6: Bridge Performance

Jurisdiction	% in "Good" Condition	% in "Poor" Condition
Webb County On-System	33.67%	0%
State of Texas On-System	45.09%	0.17%
Webb County Off-System	20.21%	0.53%
State of Texas Off-System	36.31%	0.21%

Source: TxDOT Bridges Dataset, Texas Department of Transportation, Bridge Division

12.5. Roadway System Performance Management

The FHWA published the Travel Time Reliability Final Rule (PM3), which established performance measures to evaluate the performance of the NHS and freight movement on the Interstate System, effective May 20, 2017. This performance measure rule established three roadway system performance measures applicable to the LWCAMPO:

National Highway System Performance:

1. Percent of person-miles on the Interstate system that are reliable.
2. Percent of person-miles on the non-Interstate NHS that are reliable.

Freight Movement on the Interstate:

3. Truck Travel Time Reliability Index (TTTR).

12.5.1. National Highway System Performance Measures

The two system performance measures assess the reliability of travel times on the Interstate or non-Interstate NHS system. The performance metric used to calculate reliability is the Level of Travel Time Reliability (LOTTR). LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over all applicable roads during four time periods (AM peak, Mid-day, PM peak, and weekends) over the hours of 6 AM to 8 PM.

The LOTTR ratio is calculated for each segment of the applicable roadway, essentially comparing it with itself for the four time periods. A segment is deemed reliable if its LOTTR is less than 1.5 during all four periods. That segment is unreliable if one or more periods have a LOTTR of 1.5 or above.

The measures are expressed as the percent of person-miles traveled on the Interstate or non-Interstate NHS system, which is reliable and requires several data calculations to convert from LOTTR to person-miles. Person-miles consider the number of people traveling in buses, cars, and trucks over these roadway segments. To determine the total person miles traveled, each segment's vehicle miles traveled (VMT) is multiplied by average vehicle occupancy. To calculate the percent of person miles traveled that are reliable, the sum of the number of reliable person miles traveled is divided by the sum of total person miles traveled.

12.5.2. Freight Movement Performance Measures

The Freight Movement performance measure assesses the reliability of trucks traveling on the Interstate system. A TTTR ratio is generated by dividing the 95th percentile truck travel time by an average travel time (50th percentile) for each segment of the Interstate system over five time periods throughout weekdays and weekends (AM peak, Mid-day, PM peak, weekend, and overnight) that cover all hours of the day. For each segment, the highest TTTR value among the five time periods is multiplied by the length of the segment. The sum of all length-weighted segments is then divided by the total length of the Interstate to generate the TTTR Index.

The difference in the travel time measured and the periods between the LOTTR and the TTTR reflect the differences between passenger vehicle and truck travel.

12.5.3. Performance Targets

Performance for the PM3 measures is assessed and reported over a four-year performance period. For the PM3 measures, the first performance period began on January 1, 2018, and will end on December 31, 2021. TxDOT reported baseline PM3 performance and targets to FHWA and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period will cover January 1, 2022, to December 31, 2025, with additional performance periods following every four years. These 2-year and 4-year freight periods differ from those specified for pavement and bridge conditions (**Table 12-5**) because of the dates the two performance targets were established.

The PM3 rule requires state DOTs and MPOs to establish two-year and four-year performance targets for each PM3 measure. The current two-year and four-year targets represent expected performance at the end of calendar years 2024 and 2026, respectively.

States establish targets as follows:

- Percent of person-miles on the Interstate system that are reliable – two-year and four-year targets.
- Percent of person-miles on the non-Interstate NHS that are reliable – four-year targets.
- Truck Travel Time Reliability – two-year and four-year targets.

MPOs establish four-year targets for the System Performance and Freight Movement by either agreeing to programs and projects that will support the statewide targets or setting quantifiable targets for the MPO's planning area that differ from the state targets.

TxDOT enlisted the Texas Transportation Institute (TTI) to establish a statewide methodology and recommend future year travel time reliability performance targets for all MPOs within Texas. The LWCAMPO adopted the TxDOT statewide PM3 targets on January 21, 2023 (**Table 12-7**).

Table 12-7: Travel Time Reliability Performance Targets

Performance Measure	Baseline (2022)	2-Year Target (2024)	4-Year Target (2026)
Percentage of Person-Miles Traveled That Are Reliable	84.60%	70%	70%
Percentage of Person-Miles On the Non-Interstate NHS That Are Reliable	90.30%	70%	70%
Truck Travel Time Reliability (TTTR) Index	1.39	1.55	1.55

12.6. Transit Asset Management

El Metro's Transit Asset Management Plan (TAMP) specifies activities (maintenance, replacement, etc.), resources, and timescales required for a group of assets to achieve the agency's service and asset management objectives. The Laredo Transit Management Inc. (LTMI) is the only designated recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307 in the LWCAMPO Urbanized Planning Area. El Metro is the primary transit provider in the Laredo region including two distinct transit services: El Metro and El Lift.

- El Matro operates 49 buses for its 21 fixed bus routes
- El Lift operates 16 vans for its ADA paratransit service

On January 1, 2022, a new management company, Hendrickson Transportation Group (HTG) out of Waco, Texas, now administers the operational duties of El Metro and the Transit Center. El Metro employs about 187 people, has an operating budget of $20.6 million, and an annual ridership of approximately 1.6 million passengers.

The LTMI has revised, identified, reviewed, and calculated their most current TAM Plan performance measures and targets, approved on April 2, 2024, by the Laredo Mass Transit Board and by the LWCAMPO Policy Committee on May 15, 2024 (Resolution No. MPO 2024-06), that includes rolling stock, equipment and facilities (

Table 12-8). All three asset classes are well above the set performance measure target. It is important to note that there is no risk to federal funding within the metropolitan planning area if these performance targets are unmet. However, the MPO will coordinate with El Metro to ensure that plans and programs as part of the metropolitan planning process support achieving these targets.

Table 12-8: Transit Asset Management Performance Targets

Asset Category	FTA Established Performance Measure	Performance Target	El Metro Status
Rolling Stock	% of revenue vehicles exceeding useable life benchmark (ULB)	69% of vehicles should be within their useable life benchmark (ULB)	69 % of Vehicles are within ULB
Equipment	% of non-revenue service vehicles exceeding ULB	100% of Equipment should be within their ULB	100% of Equipment is within ULB
Facilities	% of facilities rated under 3.0 on the Transit Economic Requirements Model (TERM) scale	100% of facilities rated on an FTA TERM scale of 3.0 or above.	100% of Facilities are within FTA TERM Scale
Infrastructure	% of track segments under performance restriction	N/A	N/A

12.7. PTASP Safety Performance for El Metro by Mode of Service

The PTASP Final Rule, 49 CFR Part 673.11(a)(3), requires that all public transportation providers must develop an Agency Safety Plan to include safety performance targets (SPTs) based on the safety performance measures established under the National Public Transportation Safety Plan (NSP). The safety performance measures outlined in the NSP were developed to ensure that the measures can be applied to all modes of public transportation and are based on data currently being submitted to the National Transit Database. The safety performance measures included in the NSP are fatalities, injuries, safety events, and system reliability (State of Good Repair as developed and tracked in the Transit Asset Management (TAM) Plan).

The LWCAMPO Policy Committee adopted the fifth version of the Laredo Transit Management Inc. (LTMI) PTASO for calendar year 2024 on May 15, 2024 (Resolution NO. MPO 2024-07) as shown in

Table 12-9 and **Table 12-10**. As per the current PTASP, El Metro has met the following STPs in the 2023 Calendar Year (It is important to note that there is no risk to federal funding within the metropolitan planning area if these performance targets are unmet. However, the MPO will coordinate with El Metro to ensure that plans and programs as part of the metropolitan planning process support achieving these targets):

Table 12-9: PTASP- Fixed Bus Route

Performance Measure	Baseline	Target
Fatalities	0	0
Rate of Fatalities per 100,000 VRM	0.00%	0.00%
Injuries	1.4	1.4
Rate of Injuries per 100,000 VRM	0.19%	0.19%
Safety Events	2.2	2.2
Rate of Safety Events per 100,000 VRM	0.13%	0.13%
Mean Distance Between Major Mechanical Failure	158,280.50	158,280.50

Table 12-10: PTASP- Demand Response

Performance Measure	Baseline	Target
Fatalities	0	0
Rate of Fatalities per 100,000 VRM	0.00%	0.00%
Injuries	0.2	0.2
Rate of Injuries per 100,000 VRM	0.11%	0.11%
Safety Events	0.4	0.4
Rate of Safety Events per 100,000 VRM	0.23%	0.23%
Mean Distance Between Major Mechanical Failure	45,099	45,099

12.8. Project Contribution to Performance Targets

The LWCAMPO has developed an MTP that reflects investment priorities designed to achieve the established performance targets. The following **Table 12-11** provides a summary of the programmed projects in this MTP 2025-2050 and their respective contributions to meeting the adopted performance measures.

Table 12-11: Project Contribution to Performance Targets

FY 2025										
	CSJ	PROJECT	LIMITS FROM	TO	PM1	PM2	PM3	TAM	PTASP	COMMENTS
2	0086-16-008	SL 20 Interchange at Lomas Del Sur Blvd.	0.580 Miles South of Lomas Del Sur Blvd.	0.721 Miles North of Lomas Del Sur Blvd.	✓		✓			**Primary Goal Addressed**: Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements / **Secondary Goal Addressed:** Promote Safety (reduce crashes & fatalities through targeted infrastructure improvements)
3	0922-33-076	FM1472 / Flecha Lane	Intersection of FM 1472 and Flecha Ln.	0.174 Miles East of FM 1472	✓		✓			**Primary Goal Addressed:** Promote Safety (reduce crashes & fatalities through targeted infrastructure improvements) & Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements)

5	0922-33-177	River Vega Trail	Ana Park	LCC Campus	✓					**Primary Goal Addressed:** Promote Safety (reduce crashes & fatalities through targeted infrastructure improvements) **Secondary Goal Addressed:** Optimize System Performance for TAP-Trails Network (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements)
6	5000-00-234	NEVI Charging station	619 Crossroads Ave, Laredo, TX		✓		✓			**Primary Goal Addressed:** Promote Safety (reduce crashes & fatalities through targeted infrastructure improvements) & Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements)
FY 2026										
	CSJ	PROJECT	LIMITS FROM	TO	PM1	PM2	PM3	TAM	PTASP	COMMENTS
1	0018-06-185	Direct Connector #3 and #6	0.50 MI East of IH 35	0.50 MI North of US 59	✓		✓			**Primary Goal Addressed:** Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements) / **Secondary Goal Addressed:** Promote Safety (reduce crashes & fatalities through targeted infrastructure improvements)

2	0018-05-089	Replace Bridge at Uniroyal Dr.	0.47 MI S of Uniroyal Interchange	3.22 MI N of Uniroyal Interchange	✓	✓	✓			**Primary Goal Addressed**: Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements) / **Secondary Goals Addressed**: Promote Safety (reduce crashes & fatalities through targeted infrastructure improvements) & Preserve Our Assets (maintain and preserve system / asset conditions through targeted infrastructure rehabilitation, restoration, & replacement)
3	0922-33-093	Calton and San Maria Interchange	0.25 Mi East of Calton/Santa Maria Intersection	0.25 MI West of Calton/Santa Maria Intersection	✓		✓			**Primary Goal Addressed:** Promote Safety (reduce crashes & fatalities through targeted infrastructure improvements) & Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements)

FY 2027										
	CSJ	PROJECT	LIMITS FROM	TO	PM1	PM2	PM3	TAM	PTASP	COMMENTS
1	0922-33-205	Vallecillo Road	FM 1472	IH 35	✓		✓			**Primary Goal Addressed:** Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements) / **Secondary Goal Addressed:** Promote Safety (reduce crashes & fatalities through targeted infrastructure improvements)
FY 2028										
	CSJ	PROJECT	LIMITS FROM	TO	PM1	PM2	PM3	TAM	PTASP	COMMENTS
1	0086-14-077	US 59 (Loop 20) Interchange at Airport	0.50 Mi South of E. Corridor Rd. (Airport)	0.50 Mi North of E. Corridor Rd. (Airport)	✓		✓			**Primary Goal Addressed:** Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements) / **Secondary Goal Addressed:** Promote Safety (reduce crashes & fatalities through targeted infrastructure improvements) & Preserve Our Assets (maintain and preserve system / asset conditions through targeted infrastructure rehabilitation, restoration, & replacement)

2	0086-14-086	US 59 (Loop 20) Reconstruction	Business 59	0.28 Miles South of Jacaman Rd.	✓	✓	✓			**Primary Goal Addressed:** Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements) / **Secondary Goal Addressed:** Promote Safety (reduce crashes & fatalities through targeted infrastructure improvements) & Preserve Our Assets (maintain and preserve system / asset conditions through targeted infrastructure rehabilitation, restoration, & replacement)
3	0922-33-213	World Trade Bridge Expansion	World Trade Bridge		✓	✓	✓			**Primary Goal Addressed:** Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements) / **Secondary Goal Addressed:** Promote Safety (reduce crashes & fatalities through targeted infrastructure improvements) & Preserve Our Assets (maintain and preserve system / asset conditions through targeted infrastructure rehabilitation, restoration, & replacement) **Note:** this project will also address improving/investing in Border Transportation

									Infrastructure (i.e. fomenting Economic Opportunities as well as Border & Port Connectivity)
FY 2030									
	CSJ	PROJECT	LIMITS FROM	TO	PM1	PM2	PM3	TAM	PTASP	COMMENTS
1	0018-06-218	Vallecillo Road Interchange at IH 35	0.50 Mi North of Vallecillo Road	0.50 Mi South of Vallecillo Road	✓		✓			**Primary Goal Addressed:** Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements) / **Secondary Goal Addressed:** Promote Safety (reduce crashes & fatalities through targeted infrastructure improvements) & Preserve Our Assets (maintain and preserve system / asset conditions through targeted infrastructure rehabilitation, restoration, & replacement)
2	0086-16-009	SL 20 Interchange at Cielito Lindo Blvd.	0.1 Miles South of Cielito Lindo Blvd	0.1 Miles North of Cielito Lindo Blvd	✓		✓			**Primary Goal Addressed:** Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements) / **Secondary Goal Addressed:** Promote Safety (reduce crashes & fatalities through targeted infrastructure improvements) & Preserve Our Assets (maintain and

										preserve system / asset conditions through targeted infrastructure rehabilitation, restoration, & replacement)
3	0086-16-010	SL 20 Interchange at Sierra Vista Blvd.	0.1 Miles South of Sierra Vista Blvd	0.1 Miles North of Sierra Vista Blvd	✓		✓			**Primary Goal Addressed:** Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements) / **Secondary Goal Addressed:** Promote Safety (reduce crashes & fatalities through targeted infrastructure improvements) & Preserve Our Assets (maintain and preserve system / asset conditions through targeted infrastructure rehabilitation, restoration, & replacement)
FY 2031										
1	0542-01-094	US 59 Widening (Future IH 69)	7.49 MILES WEST OF FM 2895	THE INTERSECTION OF US 59 AND LOOP 20	✓	✓	✓			**Primary Goal Addressed:** Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements) / **Secondary Goal Addressed:** Preserve Our Assets (maintain and preserve system / asset conditions through targeted infrastructure rehabilitation, restoration, & replacement)

FY 2033										
	CSJ	PROJECT	LIMITS FROM	TO	PM1	PM2	PM3	TAM	PTASP	COMMENTS
1	0922-33-231	Mangana-Hein Expansion Segment 1	2.43 MI. EAST OF SH20 (CUATRO VIENTOS BLVD.)	SH20 (CUATRO VIENTOS BLVD.)	✓	✓	✓			**Primary Goal Addressed:** Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements) / **Secondary Goal Addressed:** Preserve Our Assets (maintain and preserve system / asset conditions through targeted infrastructure rehabilitation, restoration, & replacement)

2	3532-02-013	FM 3338/FM 1472 Realignment	FM 3338	.	✓	✓	✓			**Primary Goal Addressed:** Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements) / **Secondary Goal Addressed:** Preserve Our Assets (maintain and preserve system / asset conditions through targeted infrastructure rehabilitation, restoration, & replacement)
FY 2034										
	CSJ	PROJECT	LIMITS FROM	TO	PM1	PM2	PM3	TAM	PTASP	COMMENTS
1	0922-33-232	Mangana-Hein Expansion Segment 2	SH20 (CUATRO VIENTOS BLVD.)	US83	✓	✓	✓			**Primary Goal Addressed:** Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements) / **Secondary Goal Addressed:** Preserve Our Assets (maintain and preserve system / asset conditions through targeted infrastructure

										rehabilitation, restoration, & replacement)
2	0922-33-039	Future Laredo Outer Loop, Segment 5	US 59	SH 359	✓		✓			**Primary Goal Addressed:** Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements) / **Secondary Goal Addressed:** Preserve Our Assets (maintain and preserve system / asset conditions through targeted infrastructure rehabilitation, restoration, & replacement)
3	0922-33-203	Loop 20 Extension, Segment 3B	Rio Bravo City	SL 20 Southern Extension	✓		✓			**Primary Goal Addressed:** Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements) / **Secondary Goal Addressed:** Preserve Our Assets (maintain and preserve system / asset conditions through targeted infrastructure rehabilitation, restoration, & replacement)

Chapter 13: Public Involvement

13.1. Introduction

The LWCAMPO MTP 2025-205 was developed through the continuous, comprehensive, and cooperative transportation planning process. The FAST Act requires MPOs to engage the public, agencies, and stakeholders representing cities, counties, the state, federal agencies, the business community, community advocates, other intertest stakeholders, and the general public at-large. This chapter summarizes the effort of the MPO to solicit input into the development of the MTP 2025-2050.

13.2. Public Participation Plan

LWCAMPO believes that when the public is engaged in the planning process, the needs of the community are better addressed and met. The Public Participation Plan (PPP) serves as a tool to provide MPO staff with the framework to facilitate communication and consultation between agencies making decisions and the communities affected by them. The result of effective and inclusive public engagement in the transportation planning process offers opportunities for the cooperative development of transportation projects and plans that reflect the needs of the community.

13.3. Public Involvement Plan

A specific Public Involvement Plan (PIP) for the development of the MTP 2025-2050 was developed and followed. The PIP provided a framework for all public involvement and engagement activist to successfully prepare the MTP. The PIP identified involvement goals and methods, milestones for engagement, and a schedule. The PIP was followed to engage the public and stakeholders throughout the development of the MTP 2025-2050.

13.4. Public Meetings

For the development of the MTP 2025-2050, two public meetings were held to educate, engage, and receive input from the community.

13.4.1. First Public Meeting

On May 23, 2024, LWCAMPO held the first public meeting as part of the development of the MTP 2025-2050. The public meeting was an open house format, and residents were provided the opportunity to participate in three different public engagement activities. One was a

Strengths, Weaknesses, Opportunities, and Threats (SWOT) activity. Residents would write their thoughts on sticky notes and place them on a poster labeled with four letters. Another activity had residents envision what they would like to occur in their community. Finally, residents were asked to place stickers under ten goals and objectives they would like to see accomplished for their community. Residents were free to write further comments on sticky notes under them. Findings from these activities are listed at the conclusion of this summary. A community survey was launched at the public meeting and was summarized previously in this chapter.

13.4.2. Second Public Meeting

On November 21, 2024, LWCAMPO held the second public meeting as part of the development of the MTP 2025-2050. The public meeting was an open house format, with a presentation sharing an overview of the entire MTP development process and a review of the selected projects for inclusion in the financially constrained project list. During the presentation, attendees had the opportunity to ask questions and receive responses from MPO staff. Residents were invited to view information about the MTP project list and view the draft document, as well as leave public comment to be incorporated into the final MTP. The Draft MTP was available for public review and comment from November 20 to December 9, 2024. The Draft MTP was available online for public review. Any persons requiring assistance in accessing the draft document were encouraged to contact the LWCAMPO for accommodation assistance. During the public review period, thirteen (13) comments were received from the public. Refer to **Appendix C: Public Comments on Draft MTP** for the comment-response matrix.

13.5. Community Survey Results

As part of the development of the MTP 2025-2050, a community survey was conducted to identify how the transportation system is being used, how the system is functioning, and how improvement could be made to the system to improve the overall user experience. The survey collected responses during June and July 2024 and received 65 responses. Overall, the survey found that most users of the transportation system commute daily using a personal vehicle, experience some level of traffic and congestion, and feel safe driving. However, many improvements were identified that could improve the experience of those in a personal vehicle, as well as other user types such as bikers, walkers, and public transportation users.

Key Takeaways:

Mode:

- Over 75 percent of respondents use a personal vehicle, either as driver or passenger, for their daily commute.
- Low levels of respondents use other modes, like walking, Rideshare, Bike, Scooter, Transit, etc.

Commute Time:

- The most common response to commute duration was 15-29 minutes with 34 percent.
- The next most common was 30-35 minutes with 26 percent.

Commute Distance:

- Commutes are typically not far, with the majority of respondents traveling 10 miles or less

Traffic Congestion:

- Traffic congestion during daily commutes is common, with 46 percent of responses experiencing high traffic and congestion.

Transportation Conditions:

- Driving conditions were seen by respondents to be fair, good, or excellent by the majority of respondents.
- Over half of respondents scored walking and biking infrastructure as very poor or poor, with only three percent of respondents describing walking and biking infrastructure as good.

Safety Conditions:

- Safety is a major concern when traveling.
- Driving was observed as the safest method of travel (37 percent), with public transportation slightly behind (34 percent)
- Biking and walking were both identified as being unsafe by the majority of respondents.

Improvements

- For public transportation, the highest-ranking need was better bus stop facilities
- For biking, more trails or paths ranked as the highest need for about a quarter of respondents
- For walking, the highest-rated need was more sidewalks, paths, and trails
- For driving, the highest-rated need was signal optimization

13.6. Stakeholder Coordination

In addition to engagement with the public at-large, meetings were held with groups of key stakeholders from Texas Department of Transportation's (TxDOT) Laredo District, El Metro transit provider, and the Regional Mobility Authority (RMA). The LWCAMPO's Technical Advisory Committee (TAC) was also engaged throughout the process. Further, themed stakeholder meetings were conducted with the housing authority and local leaders in economic development and goods movement.

13.6.1. Technical Advisory Committee Meetings

On April 4th, 2024, the Laredo and Webb County Area Metropolitan Planning Organization's (LWCAMPO) Technical Advisory Committee (TAC) met to discuss the Metropolitan Transportation Plan 2025-2050 (MTP). The TAC and MPO staff discussed the following items: MTP background and overview, MTP scope, MTP goals and objectives, and MTP needs. In addition, the TAC discussed the Congestion Management Process (CMP) Network updates and the possibility of expanding the MPO's Planning Area (MPA) boundary. During the discussion of MTP needs, the TAC participated in a Strengths, Weaknesses, Opportunities, and Threats (SWOT) activity.

On August 27th, 2024, the TAC was engaged to discuss the scoring methodology for projects submitted for inclusion in the MTP 2025-2050. The main takeaways from the discussion were to allow for varied points on 0-to-10-point scale during the scoring exercise, and to create a third tie breaking option either using fatal flaw analysis or reasonableness analysis.

13.6.2. Texas Department of Transportation's (TxDOT) Laredo District

On July 10, 2024, the MTP project team met to discuss the MTP 2025-2050 with stakeholders from the TxDOT Laredo District. The group discussed an overview of the MTP process and then focused the discussion on project identification, submission, and selection processes.

13.6.3. El Metro Transit Provider

On July 9, 2024, the MTP project team met to discuss the MTP 2025-2050 with stakeholders from the El Metro. The group discussed an overview of the MTP process and then focused the discussion on project identification, submission, and selection processes.

13.6.4. Regional Mobility Authority (RMA)

On July 8, 2024, the LWCAMPO MTP project team met to discuss the MTP 2025-2050 with stakeholders from the Regional Mobility Authority (RMA). The group discussed an overview of the MTP process and then focused the discussion on project identification, submission, and selection processes.

13.6.5. Housing

On October 23rd, 2024, the Laredo and Webb County Area Metropolitan Planning Organization's (LWCAMPO) MTP project team met to discuss the Metropolitan Transportation Plan 2025-2050 (MTP) with housing stakeholders from the City of Laredo, the Laredo Housing Authority, and Neighbor Works. The group discussed an overview of the MTP process and then focused the discussion on regional transportation needs as seen through the lens of housing.

13.6.6. Economic Development and Goods Movement

On September 11th, 2024, the LWCAMPO MTP project team meet with regional leaders in economic development and goods movement to discuss the MTP 2025-2050 development. The group discussed an overview of the MTP process and then focused on regional trends in trade and development.

13.7. MTP Adoption Process

The process of formally adopting the LWCAMPO MTP 2025-2050 begins with the completion of the draft MTP and commencement of the public comment period. The comment period is initiated by posting of the availability of the MTP draft document on the LWCAMPO website, along with simultaneous email notification to the TAC about the opening of the comment period. The comment period shall stay open for no less than 20 days. Upon closing of the comment period, the final document will be prepared and adopted.

13.8. Plan Amendment Process

As the MPO carried out their continuing, cooperative, and comprehensive planning process, amendments to the MTP 2025-2050 are expected. These may occur due to changes in project priorities, funding availability, or state and/or federal guidance. Depending on the nature of the revision, per federal guidelines, revisions are categorized as either "Amendments" or "Administrative Modification." Plan amendments must comply with the LWCAMPO currently adopted Public Participation Plan.

13.8.1. Amendments

The MTP 2025-2050 can be amended at any time between formal updates. The following are examples of significant changes requiring an amendment.

- Adding, deleting, or substituting a project
  - Major change in project cost, overall project/project phase initiation dates
  - Changing project termini
- Re-determining air quality/transportation conformity due to change in the State Implementation Plan. LWCAMPO is designated as an Attainment Area and, is not required to determine air quality/transportation conformity currently.
- Changing the estimated cost of a project that results in a 50% increase in cost, and/or a cost that exceeds $1,500,000
- Changing the design concept or scope of a project
- Changing the funding sources for a project from non-federal to federal sources

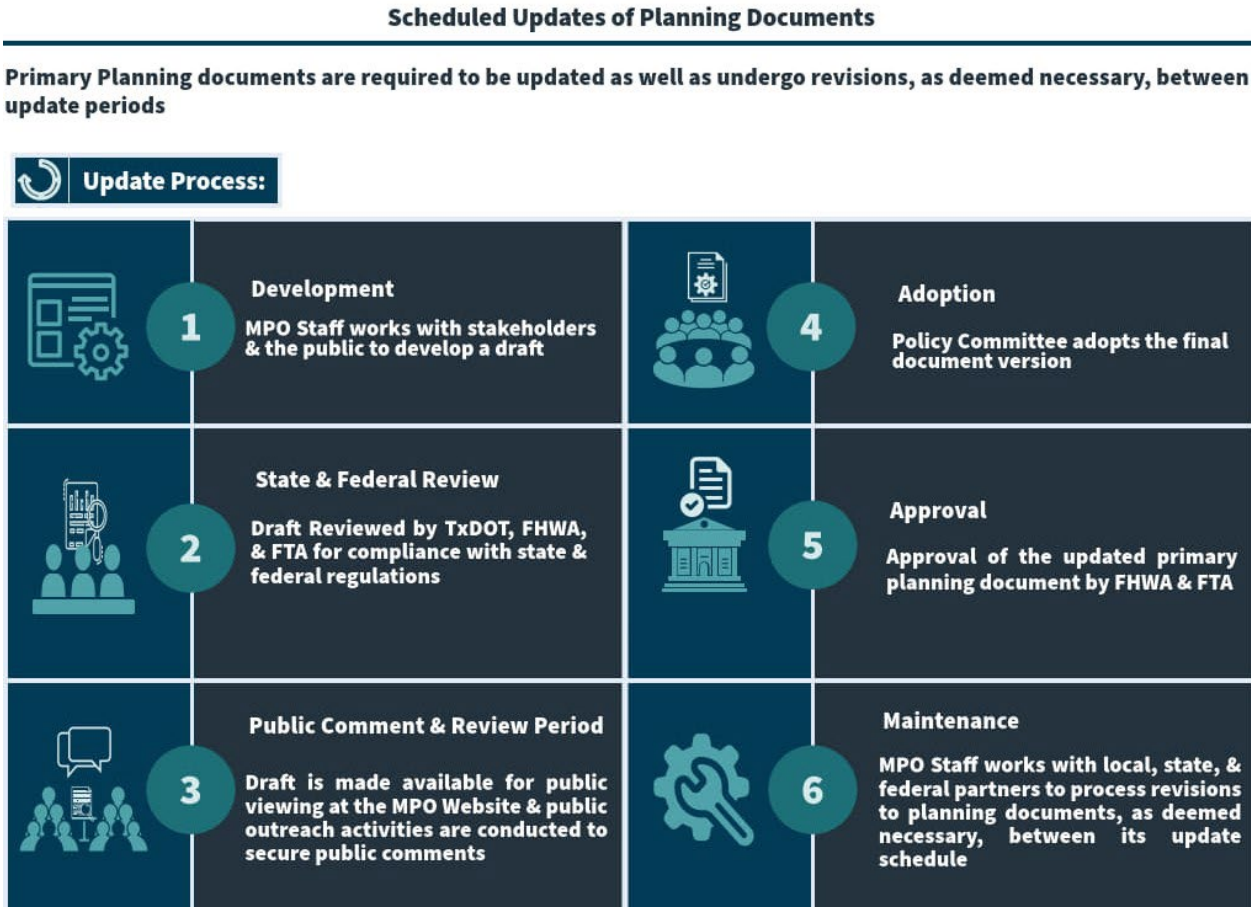
Steps in the Formal Amendment Process

- LWCAMPO will notify the TAC during their regular meetings of a necessary amendment
- The TAC will initial the formal amendment as required by the FAST Act; elements of the amendment will meet current FHWA, FTA, EPA, and TxDOT requirements
- MPO staff will oversee the implementation of the notice requirements in the form and manner prescribed by the Texas Open Meetings Act §551.041 as well as in compliance with Title VI of the Civil Rights Act of 1964, e.g. Limited English Proficiency Plan (LEPP).
    - Other involvement techniques may be used, as outlined in the PPP. Please refer to pages 22-24 in the Public Participation Plan (PPP). See **Figure 13-1** and **Figure 13-2** below.
- The public review and comment period is for no less than 20 days for the MTP 2025-2050 and begins on the day of availability of the notification on the website; email notifications of the commencement of the public comment period will be sent to the TAC
- MPO staff shall present a summary of oral or written public comments received, as well as the responses to said comments, to the Policy Committee prior to final action on the respective plan, program, policy, or procedure, i.e. PPP, MTP, TIP, CMP. In addition, the final version of the MTP and TIP will include a summary of significant comments, and their respective responses, in the document upon which the comments were made.
- Significant comments received during the public participation process of the MTP or TIP will be summarized, analyzed, and included within the applicable document, and presented for final approval by the Policy Committee.
- The TAC will consider the public input prior to their final approval of the amendment and the MPO will document all public input and comments received in the adopted document of the amendment. See **Figure 13-3** below.
- The MPO will submit the adopted amendment to the required parties (TxDOT, FHWA, FTA, etc.) for approval.

Figure 13-1: Public Meeting Notice

Figure 13-2: Additional Opportunity for Public Review & Comment Period

Figure 13-3: Scheduled Updates of Planning Documents



13.8.2. Administrative Modification

Administrative modifications to the MTP 2025-2050 are documented by MPO staff, discussed at regular TAC meetings, and formalized in subsequent formal updates to the necessary documents. A formal public review and comment period is not required for administrative modifications to the MTP. Examples of changes require administrative modifications include:

- Changes in the estimated cost of a project that does not exceed 50% of the project cost, or result in a cost change exceeding $1,500,000
- Moving a project from one fiscal year to another fiscal year, without affecting fiscal constraint
- Moving a project from one federal funding category to another
- Changing a project's funding source from federal to state funding
- Splitting or combining projects without modification to the original project design concept and scope
- Changes to projects within the "grouped" category

- Changes to project identification numbers (Control-Section-Jobs (CSJ) numbers)
- Minor corrections to the format, language, grammar, or other changes that would not alter the context, procedures, or intent of the approved version of the MTP or TIP
- Minor changes to overall project/project phase costs MTP & TIP: Change in the estimated cost is not greater than 50% of approved cost and revised cost is less than $1,500,000
- Change in the cost estimate is not caused by a change in project work scope or limits
- Minor changes to funding sources or previously included projects
- Minor changes to overall project/project phase initiation dates

Appendix A:
Programmed Roadway Projects

LAREDO AND WEBB COUNTY MPO MTP
LAREDO AND WEBB COUNTY MPO
FEDERALLY FUNDED HIGHWAY PROJECTS

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	CITY	YOE COSTS
Laredo	Laredo	Webb	0086-16-008	2025	SL 20	C	Laredo	$41,565,320.00

LIMITS FROM	0.580 Miles South Of Lomas Del Sur Blvd
LIMITS TO	0.721 Miles North Of Lomas Del Sur Blvd
PROJECT DESCRIPTION	Construction Of Interchange Improvement At Lomas Del Sur Blvd

REVISION DATE	
FUNDING CAT(S)	2, 7
PROJECT SPONSOR	TxDOT
MPO PROJ ID	

TOTAL PROJECT COST INFORMATION

PREL ENG	$2,220,993.60
ROW PURC	$0.00
CONSTR	$41,565,320.00
CONSTR EN	$2,637,996.48
CONTING	$0.00
INDIRECT	$1,314,465.60
PT CHG ORD	$0.00
TOTAL COST	$47,738,775.68

COST OF APPROVED PHASES
$41,565,320.00

AUTHORIZED FUNDING BY CATEGORY/SHARE

CAT	FEDERAL	STATE	LOCAL	LC	TOTAL
2	$27,628,026.40	$6,907,006.60	$0.00	$0.00	$34,535,033.00
7	$5,624,229.60	$1,406,057.40	$0.00	$0.00	$7,030,287.00

PROJECT NAME SL 20 Interchange atLomas Del Sur Blvd.

GROUPED CSJ

COMMENT(S)

LAREDO AND WEBB COUNTY MPO MTP
LAREDO AND WEBB COUNTY MPO
FEDERALLY FUNDED HIGHWAY PROJECTS

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	CITY	YOE COSTS
Laredo	Laredo	Webb	0922-33-076	2025	CS	C	Laredo	$1,800,000.00

LIMITS FROM	Intersection Of FM 1472 And Flecha
LIMITS TO	0.174 Miles East Of FM 1472
PROJECT DESCRIPTION	Realignment Of Flecha And Las Cruces

REVISION DATE	
FUNDING CAT(S)	10
PROJECT SPONSOR	TxDOT
MPO PROJ ID	

TOTAL PROJECT COST INFORMATION

PREL ENG	$0.00
ROW PURC	$1,250,000.00
CONSTR	$1,800,000.00
CONSTR EN	$0.00
CONTING	$0.00
INDIRECT	$0.00
PT CHG ORD	$0.00
TOTAL COST	$3,050,000.00

COST OF APPROVED PHASES

$1,800,000.00

AUTHORIZED FUNDING BY CATEGORY/SHARE

CAT	FEDERAL	STATE	LOCAL	LC	TOTAL
10	$1,440,000.00	$0.00	$360,000.00	$0.00	$1,800,000.00

PROJECT NAME FM1472 / Flecha Lane

GROUPED CSJ

COMMENT(S)

LAREDO AND WEBB COUNTY MPO MTP
LAREDO AND WEBB COUNTY MPO
FEDERALLY FUNDED HIGHWAY PROJECTS

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	CITY	YOE COSTS
Laredo	Laredo	Webb	0922-33-177	2025	CS	C	Laredo	$696,850.00

LIMITS FROM	Ana Park
LIMITS TO	LCC Campus
PROJECT DESCRIPTION	Construction Of River Vega Multiuse Alternative Transportation Trail

REVISION DATE	
FUNDING CAT(S)	9TAP
PROJECT SPONSOR	TxDOT, City of Laredo
MPO PROJ ID	

TOTAL PROJECT COST INFORMATION

PREL ENG	34,146.00
ROW PURC	$0.00
CONSTR	$696,850.00
CONSTR EN	$27,944.00
CONTING	$9,896.00
INDIRECT	$0.00
PT CHG ORD	$0.00
TOTAL COST	$768,836.00

COST OF APPROVED PHASES

$696,850.00

AUTHORIZED FUNDING BY CATEGORY/SHARE

CAT	FEDERAL	STATE	LOCAL	LC	TOTAL
9TAP	$557,480.00	$0.00	$139,370.00	$0.00	$696,850.00

PROJECT NAME River Vega Trail

GROUPED CSJ

COMMENT(S)

LAREDO AND WEBB COUNTY MPO MTP
LAREDO AND WEBB COUNTY MPO
FEDERALLY FUNDED HIGHWAY PROJECTS

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	CITY	YOE COSTS
Laredo	Laredo	Webb	0922-33-213	2025	CS	C	Laredo	$12,000,000.00

LIMITS FROM	World Trade Bridge
LIMITS TO	World Trade Bridge
PROJECT DESCRIPTION	Preliminary Engineering And Construction For The Expansion Of The World Trade Bridge Consisting Of 8 Lanes By Building A New 8 Lanes By Building A New 8-Lane Bridge Adjacent To The Existing Bridge For A Total Of 16 Lanes After Completing Of The Project.

REVISION DATE	
FUNDING CAT(S)	3,7
PROJECT SPONSOR	CITY OF LAREDO
MPO PROJ ID	

TOTAL PROJECT COST INFORMATION

PREL ENG	$0.00
ROW PURC	$0.00
CONSTR	$12,000,000.00
CONSTR EN	$0.00
CONTING	$0.00
INDIRECT	$0.00
PT CHG ORD	$0.00
TOTAL COST	$12,000,000.00

COST OF APPROVED PHASES

$12,000,000.00

AUTHORIZED FUNDING BY CATEGORY/SHARE

CAT	FEDERAL	STATE	LOCAL	LC	TOTAL
3	$0.00	$0.00	$0.00	$10,750,000.00	$10,750,000.00
7	$1,000,000.00	$0.00	$250,000.00	$0.00	$1,250,000.00

PROJECT NAME World Trade Bridge Expansion

GROUPED CSJ

COMMENT(S)

LAREDO AND WEBB COUNTY MPO MTP
LAREDO AND WEBB COUNTY MPO
FEDERALLY FUNDED HIGHWAY PROJECTS

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	CITY	YOE COSTS
Laredo	Laredo	Webb	5000-00-234	2025		C	Laredo	1,304,115.00

LIMITS FROM	619 Crossroads Ave. Laredo, Texas
LIMITS TO	619 Crossroads Ave. Laredo, Texas
PROJECT DESCRIPTION	Install 8 Direct Current Fast Charge Ports Along The Electric Alternative Fuel Corridors (IH 35)

REVISION DATE	
FUNDING CAT(S)	10NEVI
PROJECT SPONSOR	Circle K Stores, Inc.
MPO PROJ ID	

TOTAL PROJECT COST INFORMATION

PREL ENG	$0.00
ROW PURC	$0.00
CONSTR	$1,304,115.00
CONSTR EN	$0.00
CONTING	$0.00
INDIRECT	$0.00
PT CHG ORD	$0.00
TOTAL COST	$1,304,115.00

COST OF APPROVED PHASES

1,304,115.00

AUTHORIZED FUNDING BY CATEGORY/SHARE

CAT	FEDERAL	STATE	LOCAL	LC	TOTAL
10NEVI	$877,428.00	$426,687.00	$0.00	$0.00	1,304,115.00

PROJECT NAME NEVI charging station

GROUPED CSJ

COMMENT(S)

LAREDO AND WEBB COUNTY MPO MTP
LAREDO AND WEBB COUNTY MPO
FEDERALLY FUNDED HIGHWAY PROJECTS

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	CITY	YOE COSTS
Laredo	Laredo	Webb	0018-05-089	2026	IH 35	C	Laredo	$254,133,312.00

LIMITS FROM	0.47 Mi S Of Uniroyal Interchange
LIMITS TO	3.22 Mi N Of Uniroyal Interchange
PROJECT DESCRIPTION	Ih-35 Reconstruction & Interchanges (Reconstructed/New)@Uniroyal Dr & SH84

REVISION DATE	
FUNDING CAT(S)	12, 4
PROJECT SPONSOR	TxDOT
MPO PROJ ID	

TOTAL PROJECT COST INFORMATION

PREL ENG	$8,436,608.63
ROW PURC	$2,510,384.71
CONSTR	$254,133,312.00
CONSTR EN	$14,790,559.00
CONTING	$0.00
INDIRECT	$7,369,867.00
PT CHG ORD	$0.00
TOTAL COST	$287,240,731.34

COST OF APPROVED PHASES
$254,133,312.00

AUTHORIZED FUNDING BY CATEGORY/SHARE

CAT	FEDERAL	STATE	LOCAL	LC	TOTAL
12	$173,706,649.60	$43,426,662.40	$0.00	$0.00	$217,133,312.00
4	$29,600,000.00	$7,400,000.00	$0.00	$0.00	$37,000,000.00

PROJECT NAME Replace Bridge at Uniroyal Dr.

GROUPED CSJ

COMMENT(S)

LAREDO AND WEBB COUNTY MPO MTP
LAREDO AND WEBB COUNTY MPO
FEDERALLY FUNDED HIGHWAY PROJECTS

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	CITY	YOE COSTS
Laredo	Laredo	Webb	0018-06-185	2026	IH 35	C	Laredo	$113,505,334.00

LIMITS FROM	0.50 Mi East Of IH35
LIMITS TO	0.50 Mi North Of US59
PROJECT DESCRIPTION	New Direct Connector (#3, #4 And #6) Northbound And Southbound IH35 To US59 EB

REVISION DATE	
FUNDING CAT(S)	12, 11
PROJECT SPONSOR	TxDOT
MPO PROJ ID	

TOTAL PROJECT COST INFORMATION

PREL ENG	$5,561,762.00
ROW PURC	$0.00
CONSTR	$113,505,334.00
CONSTR EN	$5,641,216.00
CONTING	$2,837,634.00
INDIRECT	$0.00
PT CHG ORD	$3,768,378.00
TOTAL COST	$131,314,324.00

COST OF APPROVED PHASES
$113,505,334.00

AUTHORIZED FUNDING BY CATEGORY/SHARE

CAT	FEDERAL	STATE	LOCAL	LC	TOTAL
12	$74,804,267.20	$18,701,066.80	$0.00	$0.00	$93,505,334.00
11	16,000,000.00	$4,000,000.00	$0.00	$0.00	$20,000,000.00

PROJECT NAME Direct Connector #3 and # 6

GROUPED CSJ

COMMENT(S)

LAREDO AND WEBB COUNTY MPO MTP
LAREDO AND WEBB COUNTY MPO
FEDERALLY FUNDED HIGHWAY PROJECTS

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	CITY	YOE COSTS
Laredo	Laredo	Webb	0922-33-093	2026	CS	C	Laredo	$16,240,154.00

LIMITS FROM	0.25 M East Of Calton/San Maria Int
LIMITS TO	0.25 M West Of Calton/San Maria Int
PROJECT DESCRIPTION	Construction Of A Grade Seperation Interchange

REVISION DATE	
FUNDING CAT(S)	10
PROJECT SPONSOR	TxDOT
MPO PROJ ID	

TOTAL PROJECT COST INFORMATION

PREL ENG	$0.00
ROW PURC	$3,450,000.00
CONSTR	$16,240,154.00
CONSTR EN	$0.00
CONTING	$0.00
INDIRECT	$0.00
PT CHG ORD	$0.00
TOTAL COST	$19,690,154.00

COST OF APPROVED PHASES
$16,240,154.00

AUTHORIZED FUNDING BY CATEGORY/SHARE

CAT	FEDERAL	STATE	LOCAL	LC	TOTAL
10	$9,047,740.00	$0.00	$2,261,935.00	$0.00	$11,309,675.00
10	$4,930,479.00	$0.00	$0.00	$0.00	$4,930,479.00

PROJECT NAME Calton and San Maria Interchange

GROUPED CSJ

COMMENT(S)

LAREDO AND WEBB COUNTY MPO MTP
LAREDO AND WEBB COUNTY MPO
FEDERALLY FUNDED HIGHWAY PROJECTS

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	CITY	YOE COSTS
Laredo	Laredo	Webb	0922-33-205	2027	Various	C	Laredo	$37,956,556.00

LIMITS FROM	FM 1472
LIMITS TO	IH 35
PROJECT DESCRIPTION	Construction Of Vallecillo Road 4-Lane Off-System Hwy With Continuous Turn Lane

REVISION DATE	
FUNDING CAT(S)	12, 7, 3LC
PROJECT SPONSOR	TxDOT
MPO PROJ ID	

TOTAL PROJECT COST INFORMATION

PREL ENG	$0.00
ROW PURC	$0.00
CONSTR	$37,956,556.00
CONSTR EN	$0.00
CONTING	$0.00
INDIRECT	$0.00
PT CHG ORD	$0.00
TOTAL COST	$37,956,556.00

COST OF APPROVED PHASES

$37,956,556.00

AUTHORIZED FUNDING BY CATEGORY/SHARE

CAT	FEDERAL	STATE	LOCAL	LC	TOTAL
12	$4,291,171.20	$1,072,792.80	$0.00	$0.00	$5,363,964.00
7	$14,250,073.60	$0.00	$3,562,518.40	$0.00	$17,812,592.00
3LC	$0.00	$0.00	$0.00	$14,780,000.00	$14,780,000.00

PROJECT NAME Vallecillo Road

GROUPED CSJ

COMMENT(S)

LAREDO AND WEBB COUNTY MPO MTP
LAREDO AND WEBB COUNTY MPO
FEDERALLY FUNDED HIGHWAY PROJECTS

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	CITY	YOE COSTS
Laredo	Laredo	Webb	0086-14-077	2028	US 59	C	Laredo	$37,329,691.00

LIMITS FROM	0.500 Mi South Of E Corridor Rd (Airport)
LIMITS TO	0.50 Mi North Of E Corridor Rd (Airport)
PROJECT DESCRIPTION	Construction Of Interchange At Airport

REVISION DATE	
FUNDING CAT(S)	2M, 12
PROJECT SPONSOR	TxDOT
MPO PROJ ID	

TOTAL PROJECT COST INFORMATION

PREL ENG	$1,829,155.00
ROW PURC	$0.00
CONSTR	$37,329,691.00
CONSTR EN	$1,855,286.00
CONTING	$933,243.00
INDIRECT	$0.00
PT CHG ORD	$1,239,346.00
TOTAL COST	$43,186,721.00

COST OF APPROVED PHASES

$37,329,691.00

AUTHORIZED FUNDING BY CATEGORY/SHARE

CAT	FEDERAL	STATE	LOCAL	LC	TOTAL
2M	$7,999.20	$1,999.80	$0.00	$0.00	$9,999.00
12	$29,855,753.60	$7,463,938.40	$0.00	$0.00	$37,319,692.00

PROJECT NAME US 59 (Loop 20)Interchange at Airport

GROUPED CSJ

COMMENT(S)

LAREDO AND WEBB COUNTY MPO MTP
LAREDO AND WEBB COUNTY MPO
FEDERALLY FUNDED HIGHWAY PROJECTS

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	CITY	YOE COSTS
Laredo	Laredo	Webb	0086-14-086	2028	US 59	C	Laredo	$79,634,871.00

LIMITS FROM	Business 59
LIMITS TO	0.28 Miles South Of Jacaman Rd
PROJECT DESCRIPTION	Converting A 6-Lane Non-Freeway Facility To A 6-Lane Freeway Facility With Auxiliary Lanes And Frontage Roads

REVISION DATE	
FUNDING CAT(S)	12
PROJECT SPONSOR	TxDOT
MPO PROJ ID	

TOTAL PROJECT COST INFORMATION

PREL ENG	$3,902,109.00
ROW PURC	$48,377,844.00
CONSTR	$79,634,871.00
CONSTR EN	$2,771,294.00
CONTING	$95,562.00
INDIRECT	$0.00
PT CHG ORD	$5,757,602.00
TOTAL COST	$140,539,282.00

COST OF APPROVED PHASES
$79,634,871.00

AUTHORIZED FUNDING BY CATEGORY/SHARE

CAT	FEDERAL	STATE	LOCAL	LC	TOTAL
12	$63,707,896.80	$15,926,974.20	$0.00	$0.00	$79,634,871.00

PROJECT NAME US 59 (Loop 20)Reconstruction

GROUPED CSJ

COMMENT(S)

LAREDO AND WEBB COUNTY MPO MTP
LAREDO AND WEBB COUNTY MPO
FEDERALLY FUNDED HIGHWAY PROJECTS

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	CITY	YOE COSTS
Laredo	Laredo	Webb	0542-01-094	2031	US 59			$346,528,000.00

LIMITS FROM	7.49 Miles West Of FM 2895
LIMITS TO	The Intersection Of US 59 And Loop 20
PROJECT DESCRIPTION	Widen Existing Roadway To 4-Lane Divided (Future I-69 Corridor)

REVISION DATE	
FUNDING CAT(S)	4
PROJECT SPONSOR	TxDOT
MPO PROJ ID	

TOTAL PROJECT COST INFORMATION

PREL ENG		**COST OF APPROVED PHASES**
ROW PURC		
CONSTR		
CONSTR EN		$346,528,000.00
CONTING		
INDIRECT		
PT CHG ORD		
TOTAL COST		

AUTHORIZED FUNDING BY CATEGORY/SHARE

CAT	FEDERAL	STATE	LOCAL	LC	TOTAL
4	$277,222,400.00	$69,305,600.00	$0.00	$0.00	$346,528,000.00

PROJECT NAME US 59 Widening (Future IH 69)

GROUPED CSJ

COMMENT(S)

LAREDO AND WEBB COUNTY MPO MTP
LAREDO AND WEBB COUNTY MPO
FEDERALLY FUNDED HIGHWAY PROJECTS

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	CITY	YOE COSTS
Laredo	Laredo	Webb	0922-33-231	2033				$13,662,500.00

LIMITS FROM	2.43 Mi. East Of SH20 (Cuatro Vientos Blvd.)
LIMITS TO	SH20 (Cuatro Vientos Blvd.)
PROJECT DESCRIPTION	Widen Mangana-Hein Roadway From 2 Lanes To 4 Lanes

REVISION DATE	
FUNDING CAT(S)	7
PROJECT SPONSOR	TxDOT
MPO PROJ ID	

TOTAL PROJECT COST INFORMATION

PREL ENG		**COST OF APPROVED PHASES**
ROW PURC		
CONSTR		
CONSTR EN		
CONTING		$13,662,500.00
INDIRECT		
PT CHG ORD		
TOTAL COST		

AUTHORIZED FUNDING BY CATEGORY/SHARE

CAT	FEDERAL	STATE	LOCAL	LC	TOTAL
7	$10,930,000.00	$2,732,500.00	$0.00	$0.00	$13,662,500.00

PROJECT NAME Mangana-Hein Expansion Segment 1

GROUPED CSJ

COMMENT(S)

LAREDO AND WEBB COUNTY MPO MTP
LAREDO AND WEBB COUNTY MPO
FEDERALLY FUNDED HIGHWAY PROJECTS

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	CITY	YOE COSTS
Laredo	Laredo	Webb	3532-02-013	2033	FM 3338			$5,000,000.00

LIMITS FROM	FM 3338
LIMITS TO	.
PROJECT DESCRIPTION	Realignment Of Intersection FM 1472/FM 3338

REVISION DATE	
FUNDING CAT(S)	1
PROJECT SPONSOR	TxDOT
MPO PROJ ID	

TOTAL PROJECT COST INFORMATION

PREL ENG	$0.00
ROW PURC	$0.00
CONSTR	$0.00
CONSTR EN	$0.00
CONTING	$0.00
INDIRECT	$0.00
PT CHG ORD	
TOTAL COST	$0.00

COST OF APPROVED PHASES
$5,000,000.00

AUTHORIZED FUNDING BY CATEGORY/SHARE

CAT	FEDERAL	STATE	LOCAL	LC	TOTAL
1	$4,000,000.00	$1,000,000.00	$0.00	$0.00	$5,000,000.00

PROJECT NAME FM 3338/FM 1472 Realignment

GROUPED CSJ

COMMENT(S)

LAREDO AND WEBB COUNTY MPO MTP
LAREDO AND WEBB COUNTY MPO
FEDERALLY FUNDED HIGHWAY PROJECTS

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	CITY	YOE COSTS
Laredo	Laredo	Webb	0922-33-232	2034				$7,260,000.00

LIMITS FROM	SH20 (Cuatro Vientos Blvd.)	**REVISION DATE**	
LIMITS TO	US83	**FUNDING CAT(S)**	7
		PROJECT SPONSOR	TxDOT
PROJECT DESCRIPTION	Widen Mangana-Hein Roadway From 2 Lanes To 4 Lanes	**MPO PROJ ID**	

TOTAL PROJECT COST INFORMATION

PREL ENG		**COST OF APPROVED PHASES**
ROW PURC		
CONSTR		
CONSTR EN		$7,260,000.00
CONTING		
INDIRECT		
PT CHG ORD		
TOTAL COST		

AUTHORIZED FUNDING BY CATEGORY/SHARE

CAT	FEDERAL	STATE	LOCAL	LC	TOTAL
7	$5,808,000.00	$1,452,000.00	$0.00	$0.00	$7,260,000.00

PROJECT NAME Mangana-Hein Expansion Segment 2

GROUPED CSJ

COMMENT(S)

LAREDO AND WEBB COUNTY MPO MTP
LAREDO AND WEBB COUNTY MPO
FEDERALLY FUNDED HIGHWAY PROJECTS

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	CITY	YOE COSTS
Laredo	Laredo	Webb	0018-06-218	2030	IH 35			$72,800,000.00

LIMITS FROM	0.50 Mi North Of Vallecillo Road
LIMITS TO	0.50 Mi South Of Vallecillo Road
PROJECT DESCRIPTION	New Interchage At Vallecillo Roadway

REVISION DATE	
FUNDING CAT(S)	2
PROJECT SPONSOR	Citizen
MPO PROJ ID	

TOTAL PROJECT COST INFORMATION

PREL ENG		**COST OF APPROVED PHASES**
ROW PURC		
CONSTR		
CONSTR EN		
CONTING		$72,800,000.00
INDIRECT		
PT CHG ORD		
TOTAL COST		

REASONABLY EXPECTED FUNDING BY CATEGORY/SHARE

CAT	FEDERAL	STATE	LOCAL	LC	TOTAL
2	$58,240,000.00	$14,560,000.00	$0.00	$0.00	$72,800,000.00

PROJECT NAME Vallecillo Road Interchange at IH 35

GROUPED CSJ

COMMENT(S)

LAREDO AND WEBB COUNTY MPO MTP
LAREDO AND WEBB COUNTY MPO
FEDERALLY FUNDED HIGHWAY PROJECTS

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	CITY	YOE COSTS
Laredo	Laredo	Webb	0086-16-009	2030	SL 20			$42,000,000.00

LIMITS FROM	0.1 Miles South Of Cielito Lindo Blvd	**REVISION DATE**	
LIMITS TO	0.1 Miles North Of Cielito Lindo Blvd	**FUNDING CAT(S)**	2,7
		PROJECT SPONSOR	TxDOT, RMA
PROJECT DESCRIPTION	Construction Of Interchange Improvement At Cielito Lindo Blvd	**MPO PROJ ID**	

TOTAL PROJECT COST INFORMATION

PREL ENG		**COST OF APPROVED PHASES**
ROW PURC		
CONSTR		
CONSTR EN		
CONTING		$42,000,000.00
INDIRECT		
PT CHG ORD		
TOTAL COST		

REASONABLY EXPECTED FUNDING BY CATEGORY/SHARE

CAT	FEDERAL	STATE	LOCAL	LC	TOTAL
2	$27,888,000.00	$6,972,000.00	$0.00	$0.00	$34,860,000.00
7	$5,712,000.00	$1,428,000.00	$0.00	$0.00	$7,140,000.00

PROJECT NAME SL 20 Interchange at Cielito Lindo Blvd.

GROUPED CSJ

COMMENT(S)

LAREDO AND WEBB COUNTY MPO MTP
LAREDO AND WEBB COUNTY MPO
FEDERALLY FUNDED HIGHWAY PROJECTS

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	CITY	YOE COSTS
Laredo	Laredo	Webb	0086-16-010	2030	SL 20			$44,800,000.00

LIMITS FROM	0.1 Miles South Of Sierra Vista Blvd
LIMITS TO	0.1 Miles North Of Sierra Vista Blvd
PROJECT DESCRIPTION	Construction Of Interchange Improvement At Sierra Vista Blvd

REVISION DATE	
FUNDING CAT(S)	2,7
PROJECT SPONSOR	TxDOT
MPO PROJ ID	

TOTAL PROJECT COST INFORMATION

PREL ENG		**COST OF APPROVED PHASES**
ROW PURC		
CONSTR		
CONSTR EN		
CONTING		$44,800,000.00
INDIRECT		
PT CHG ORD		
TOTAL COST		

REASONABLY EXPECTED FUNDING BY CATEGORY/SHARE

CAT	FEDERAL	STATE	LOCAL	LC	TOTAL
2	$29,747,200.00	$7,436,800.00	$0.00	$0.00	$37,184,000.00
7	$6,092,800.00	$1,523,200.00	$0.00	$0.00	$7,616,000.00

PROJECT NAME SL 20 Interchange at Sierra Vista Blvd.

GROUPED CSJ

COMMENT(S)

LAREDO AND WEBB COUNTY MPO MTP
LAREDO AND WEBB COUNTY MPO
FEDERALLY FUNDED HIGHWAY PROJECTS

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	CITY	YOE COSTS
Laredo	Laredo	Webb	0922-33-039	2034	Various			$84,672,000.00

LIMITS FROM	US 59	**REVISION DATE**	
LIMITS TO	SH 359	**FUNDING CAT(S)**	2
		PROJECT SPONSOR	TxDOT
		MPO PROJ ID	
PROJECT DESCRIPTION	Construction New 4-Lane Divided Highway - Future Laredo Outer Loop Segment 5		

TOTAL PROJECT COST INFORMATION

PREL ENG		**COST OF APPROVED PHASES**
ROW PURC		
CONSTR		
CONSTR EN		$84,672,000.00
CONTING		
INDIRECT		
PT CHG ORD		
TOTAL COST		

REASONABLY EXPECTED FUNDING BY CATEGORY/SHARE

CAT	FEDERAL	STATE	LOCAL	LC	TOTAL
2	$67,737,600.00	$16,934,400.00	$0.00	$0.00	$84,672,000.00

PROJECT NAME Future Laredo Outer Loop, Segment 5

GROUPED CSJ

COMMENT(S)

LAREDO AND WEBB COUNTY MPO MTP
LAREDO AND WEBB COUNTY MPO
FEDERALLY FUNDED HIGHWAY PROJECTS

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	CITY	YOE COSTS
Laredo	Laredo	Webb	0922-33-203	2034	Various			$28,448,000.00

LIMITS FROM	Rio Bravo City
LIMITS TO	SL 20 Southern Extension
PROJECT DESCRIPTION	Construction New 4-Lane Divided Highway Rio Bravo Extension Segment 3B

REVISION DATE	
FUNDING CAT(S)	
PROJECT SPONSOR	
MPO PROJ ID	

TOTAL PROJECT COST INFORMATION

PREL ENG	
ROW PURC	
CONSTR	
CONSTR EN	
CONTING	
INDIRECT	
PT CHG ORD	
TOTAL COST	

COST OF APPROVED PHASES

REASONABLY EXPECTED FUNDING BY CATEGORY/SHARE

CAT	FEDERAL	STATE	LOCAL	LC	TOTAL
2	$15,078,319.20	$3,769,579.80	$0.00	$0.00	$18,847,899.00
7	$7,680,080.80	$1,920,020.20	$0.00	$0.00	$9,600,101.00

PROJECT NAME Loop 20 Extension, Segment 3B

GROUPED CSJ

COMMENT(S)

LAREDO AND WEBB COUNTY MPO MTP
LAREDO AND WEBB COUNTY MPO
FEDERALLY FUNDED HIGHWAY PROJECTS

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	CITY	YOE COSTS
Laredo	Laredo	Webb	13	2040	River Road			$107,308,000.00

LIMITS FROM	FM 1472
LIMITS TO	Bernadette Lane
PROJECT DESCRIPTION	New Location Roadway Serving As A Non-Commerical Parallel Alternate Route To FM 1472 That Will Also Have Connectivity To FM 1472 From Existing Developments Between The Two. This Is 4-Lane Divided With Shared Use Paths On Both Sides.

REVISION DATE	
FUNDING CAT(S)	7
PROJECT SPONSOR	TxDOT
MPO PROJ ID	

TOTAL PROJECT COST INFORMATION

PREL ENG		**COST OF APPROVED PHASES**
ROW PURC		
CONSTR		
CONSTR EN		
CONTING		$107,308,000.00
INDIRECT		
PT CHG ORD		
TOTAL COST		

REASONABLY EXPECTED FUNDING BY CATEGORY/SHARE

CAT	FEDERAL	STATE	LOCAL	LC	TOTAL
7	$85,846,400.00	$21,461,600.00	$0.00	$0.00	$107,308,000.00

PROJECT NAME Future River Road

GROUPED CSJ

COMMENT(S)

Appendix B:
Illustrative Roadway Projects

LAREDO AND WEBB COUNTY MPO MTP
LAREDO AND WEBB COUNTY MPO
ILLUSTRATIVE HIGHWAY PROJECTS

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	CITY	YOE COSTS
Laredo	Laredo	Webb	2150-04-086	2034	FM 1472			$253,762,770.99

LIMITS FROM	I-69W
LIMITS TO	SH 255
PROJECT DESCRIPTION	Widen Of Existing Roadway To Add 4-Lane Divided

REVISION DATE	
FUNDING CAT(S)	
PROJECT SPONSOR	
MPO PROJ ID	

TOTAL PROJECT COST INFORMATION

PREL ENG	
ROW PURC	
CONSTR	
CONSTR EN	
CONTING	
INDIRECT	
PT CHG ORD	
TOTAL COST	

COST OF APPROVED PHASES

AUTHORIZED FUNDING BY CATEGORY/SHARE

CAT	FEDERAL	STATE	LOCAL	LC	TOTAL

PROJECT NAME	FM 1472
GROUPED CSJ	
COMMENT(S)	

LAREDO AND WEBB COUNTY MPO MTP
LAREDO AND WEBB COUNTY MPO
ILLUSTRATIVE HIGHWAY PROJECTS

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	CITY	YOE COSTS
Laredo	Laredo	Webb	0922-33-066	2034	SL 20			$65,072,000.00

LIMITS FROM	Mangana-Hein Road
LIMITS TO	Laredo Outer Loop
PROJECT DESCRIPTION	Construction New 4-Lane Divided Highway Extension Of State Loop 20 Segment 3A

REVISION DATE	
FUNDING CAT(S)	
PROJECT SPONSOR	
MPO PROJ ID	

TOTAL PROJECT COST INFORMATION

PREL ENG		**COST OF APPROVED PHASES**
ROW PURC		
CONSTR		
CONSTR EN		
CONTING		
INDIRECT		
PT CHG ORD		
TOTAL COST		

AUTHORIZED FUNDING BY CATEGORY/SHARE

CAT	FEDERAL	STATE	LOCAL	LC	TOTAL

PROJECT NAME	Loop 20 Extension, Segment 3A
GROUPED CSJ	
COMMENT(S)	

LAREDO AND WEBB COUNTY MPO MTP
LAREDO AND WEBB COUNTY MPO
ILLUSTRATIVE HIGHWAY PROJECTS

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	CITY	YOE COSTS
Laredo	Laredo	Webb	0922-33-215	2034	Various			$106,624,000.00

LIMITS FROM	Cuatro Vientos Extension
LIMITS TO	US 83
PROJECT DESCRIPTION	Construction New 4-Lane Divided Highway With One Interchange Future Laredo Outer Loop Segment 2

REVISION DATE	
FUNDING CAT(S)	
PROJECT SPONSOR	
MPO PROJ ID	

TOTAL PROJECT COST INFORMATION

PREL ENG	
ROW PURC	
CONSTR	
CONSTR EN	
CONTING	
INDIRECT	
PT CHG ORD	
TOTAL COST	

COST OF APPROVED PHASES

AUTHORIZED FUNDING BY CATEGORY/SHARE

CAT	FEDERAL	STATE	LOCAL	LC	TOTAL

PROJECT NAME Future Laredo Outer Loop, Segment 2

GROUPED CSJ

COMMENT(S)

LAREDO AND WEBB COUNTY MPO MTP
LAREDO AND WEBB COUNTY MPO
ILLUSTRATIVE HIGHWAY PROJECTS

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	CITY	YOE COSTS
Laredo	Laredo	Webb	0922-33-216	2035	Various			$122,752,000.00

LIMITS FROM	US 83
LIMITS TO	International Bridge 4/5
PROJECT DESCRIPTION	Construction New 4-Lane Divided Highway With Connection To International Bridge 4/5 - Future Laredo Outer Loop Segment 1

REVISION DATE	
FUNDING CAT(S)	
PROJECT SPONSOR	
MPO PROJ ID	

TOTAL PROJECT COST INFORMATION

PREL ENG	
ROW PURC	
CONSTR	
CONSTR EN	
CONTING	
INDIRECT	
PT CHG ORD	
TOTAL COST	

COST OF APPROVED PHASES

AUTHORIZED FUNDING BY CATEGORY/SHARE

CAT	FEDERAL	STATE	LOCAL	LC	TOTAL

PROJECT NAME	Future Laredo Outer Loop, Segment 1
GROUPED CSJ	
COMMENT(S)	

LAREDO AND WEBB COUNTY MPO MTP
LAREDO AND WEBB COUNTY MPO
ILLUSTRATIVE HIGHWAY PROJECTS

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	CITY	YOE COSTS
Laredo	Laredo	Webb	0922-33-214	2036	Various			$274,400,000.00

LIMITS FROM	SH 359
LIMITS TO	Cuatro Vientos Extension
PROJECT DESCRIPTION	Construction New 4-Lane Divided Highway With Two Overpasses - Future Laredo Outer Loop Segment 4

REVISION DATE	
FUNDING CAT(S)	
PROJECT SPONSOR	
MPO PROJ ID	

TOTAL PROJECT COST INFORMATION

PREL ENG	
ROW PURC	
CONSTR	
CONSTR EN	
CONTING	
INDIRECT	
PT CHG ORD	
TOTAL COST	

COST OF APPROVED PHASES

AUTHORIZED FUNDING BY CATEGORY/SHARE

CAT	FEDERAL	STATE	LOCAL	LC	TOTAL

PROJECT NAME	Future Laredo Outer Loop, Segment 4
GROUPED CSJ	
COMMENT(S)	

LAREDO AND WEBB COUNTY MPO MTP
LAREDO AND WEBB COUNTY MPO
ILLUSTRATIVE HIGHWAY PROJECTS

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	CITY	YOE COSTS
Laredo	Laredo	Webb	3532-02-012	2036	FM 3338			$56,000,000.00

LIMITS FROM	FM 1472 (Mines Road)
LIMITS TO	SH 255
PROJECT DESCRIPTION	Construction and widen highway

REVISION DATE	
FUNDING CAT(S)	
PROJECT SPONSOR	
MPO PROJ ID	

TOTAL PROJECT COST INFORMATION

PREL ENG	
ROW PURC	
CONSTR	
CONSTR EN	
CONTING	
INDIRECT	
PT CHG ORD	
TOTAL COST	

COST OF APPROVED PHASES

AUTHORIZED FUNDING BY CATEGORY/SHARE

CAT	FEDERAL	STATE	LOCAL	LC	TOTAL

PROJECT NAME	FM 3338 Widening
GROUPED CSJ	
COMMENT(S)	

LAREDO AND WEBB COUNTY MPO MTP
LAREDO AND WEBB COUNTY MPO
ILLUSTRATIVE HIGHWAY PROJECTS

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	CITY	YOE COSTS
Laredo	Laredo	Webb	0922-33-182	2039	Various			$258,608,000.00

LIMITS FROM US 59
LIMITS TO SH 255

PROJECT DESCRIPTION Construction New 4-Lane Divided Highway - Future Laredo Outer Loop Segment 6

REVISION DATE
FUNDING CAT(S)
PROJECT SPONSOR
MPO PROJ ID

TOTAL PROJECT COST INFORMATION

PREL ENG	
ROW PURC	
CONSTR	
CONSTR EN	
CONTING	
INDIRECT	
PT CHG ORD	
TOTAL COST	

COST OF APPROVED PHASES

AUTHORIZED FUNDING BY CATEGORY/SHARE

CAT	FEDERAL	STATE	LOCAL	LC	TOTAL

PROJECT NAME Future Laredo Outer Loop, Segment 6

GROUPED CSJ

COMMENT(S)

LAREDO AND WEBB COUNTY MPO MTP
LAREDO AND WEBB COUNTY MPO
ILLUSTRATIVE HIGHWAY PROJECTS

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	CITY	YOE COSTS
Laredo	Laredo	Webb	15	2035-2050	Colombia Solidarity Bridge			$0.00

LIMITS FROM	Colombia Solidarity Bridge Port of Entry	**REVISION DATE**	
LIMITS TO	.	**FUNDING CAT(S)**	
PROJECT DESCRIPTION	Additional Roadway Improvements To Accommodate Additional Bridge Capacity And Processing Through Poe Including New Fast And Over Weight/Over Height Lanes, Improved Circulation, Additional Booths And Other Minor Modifications To The The Internal Infrastructure To Support The Expanded Bridge.	**PROJECT SPONSOR**	
		MPO PROJ ID	

TOTAL PROJECT COST INFORMATION

PREL ENG	
ROW PURC	
CONSTR	
CONSTR EN	
CONTING	
INDIRECT	
PT CHG ORD	
TOTAL COST	

COST OF APPROVED PHASES

AUTHORIZED FUNDING BY CATEGORY/SHARE

CAT	FEDERAL	STATE	LOCAL	LC	TOTAL

PROJECT NAME Colombia Solidarity Bridge Enhancements

GROUPED CSJ

COMMENT(S)

LAREDO AND WEBB COUNTY MPO MTP
LAREDO AND WEBB COUNTY MPO
ILLUSTRATIVE HIGHWAY PROJECTS

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	CITY	YOE COSTS
Laredo	Laredo	Webb	17	2035-2050	Colombia Solidarity Bridge			$0.00

LIMITS FROM	International Border	**REVISION DATE**	
LIMITS TO	Port of Entry	**FUNDING CAT(S)**	
PROJECT DESCRIPTION	Additional Capacity At The International Bridge Including Two New Bridge Structures, Each With 4 Lanes And A Shoulder, As Well As Reconfiguration Of Lanes On Existing Bridge For Fast And Over Weight/Over Height Lanes. Mexican Government Will Be Responsible For Funding Portion From International Border To Colombia Poe.	**PROJECT SPONSOR**	
		MPO PROJ ID	

TOTAL PROJECT COST INFORMATION

PREL ENG	
ROW PURC	
CONSTR	
CONSTR EN	
CONTING	
INDIRECT	
PT CHG ORD	
TOTAL COST	

COST OF APPROVED PHASES

AUTHORIZED FUNDING BY CATEGORY/SHARE

CAT	FEDERAL	STATE	LOCAL	LC	TOTAL

PROJECT NAME Colombia Solidarity Bridge Expansion

GROUPED CSJ

COMMENT(S)

LAREDO AND WEBB COUNTY MPO MTP
LAREDO AND WEBB COUNTY MPO
ILLUSTRATIVE HIGHWAY PROJECTS

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	CITY	YOE COSTS
Laredo	Laredo	Webb	18	2035-2050	Los Presidentes			$7,302,776.47

LIMITS FROM	Brownwood Street
LIMITS TO	EG Ranch Road
PROJECT DESCRIPTION	Completion Of Los Presidentes Road That Will Serve To Connect Highway 359 To Loop 20.

REVISION DATE	
FUNDING CAT(S)	
PROJECT SPONSOR	
MPO PROJ ID	

TOTAL PROJECT COST INFORMATION

PREL ENG	
ROW PURC	
CONSTR	
CONSTR EN	
CONTING	
INDIRECT	
PT CHG ORD	
TOTAL COST	

COST OF APPROVED PHASES

AUTHORIZED FUNDING BY CATEGORY/SHARE

CAT	FEDERAL	STATE	LOCAL	LC	TOTAL

PROJECT NAME	Los Presidentes Blvd. Extension
GROUPED CSJ	
COMMENT(S)	

LAREDO AND WEBB COUNTY MPO MTP
LAREDO AND WEBB COUNTY MPO
ILLUSTRATIVE HIGHWAY PROJECTS

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	CITY	YOE COSTS
Laredo	Laredo	Webb	19	2035-2050	Uniroyal Drive			$11,671,071.50

LIMITS FROM	Uniroyal Drive Terminus
LIMITS TO	Hachar-Reuthinger and IH 35 interchange
PROJECT DESCRIPTION	Extension Of Uniroyal Drive East And North To The Hachar-Reuthinger And Ih-35 Interchange To Serve As A Truck Relief Route

REVISION DATE	
FUNDING CAT(S)	
PROJECT SPONSOR	
MPO PROJ ID	

TOTAL PROJECT COST INFORMATION

PREL ENG	
ROW PURC	
CONSTR	
CONSTR EN	
CONTING	
INDIRECT	
PT CHG ORD	
TOTAL COST	

COST OF APPROVED PHASES

AUTHORIZED FUNDING BY CATEGORY/SHARE

CAT	FEDERAL	STATE	LOCAL	LC	TOTAL

PROJECT NAME Uniroyal Drive to Reuthinger Interchange Truck Relief Route

GROUPED CSJ

COMMENT(S)

LAREDO AND WEBB COUNTY MPO MTP
LAREDO AND WEBB COUNTY MPO
ILLUSTRATIVE HIGHWAY PROJECTS

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	CITY	YOE COSTS
Laredo	Laredo	Webb	21	2035-2050	United Avenue			$16,799,000.00

LIMITS FROM	United High School
LIMITS TO	IH-35
PROJECT DESCRIPTION	Extension of United Avenue approximately 1.5 miles west to connect to IH-35

REVISION DATE	
FUNDING CAT(S)	
PROJECT SPONSOR	
MPO PROJ ID	

TOTAL PROJECT COST INFORMATION

PREL ENG	
ROW PURC	
CONSTR	
CONSTR EN	
CONTING	
INDIRECT	
PT CHG ORD	
TOTAL COST	

COST OF APPROVED PHASES

AUTHORIZED FUNDING BY CATEGORY/SHARE

CAT	FEDERAL	STATE	LOCAL	LC	TOTAL

PROJECT NAME United Avenue Extension

GROUPED CSJ

COMMENT(S)

LAREDO AND WEBB COUNTY MPO MTP
LAREDO AND WEBB COUNTY MPO
ILLUSTRATIVE HIGHWAY PROJECTS

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	CITY	YOE COSTS
Laredo	Laredo	Webb	14	2035-2050	UISD Bus Stops			$0.00

LIMITS FROM	Various
LIMITS TO	.
PROJECT DESCRIPTION	Bus Stops For United Independent School Districts Near Colonias Across The District Where Pick-Ups/Drop-Offs Are Made. Each Includes An All-Weather Bus Shelter With Seating, And Concrete Pullouts For Buses To Safely Have Students Board And Alight, Tied Directly To Planned/Existing Roadway Infrastructure.
REVISION DATE	
FUNDING CAT(S)	
PROJECT SPONSOR	
MPO PROJ ID	

TOTAL PROJECT COST INFORMATION

PREL ENG	
ROW PURC	
CONSTR	
CONSTR EN	
CONTING	
INDIRECT	
PT CHG ORD	
TOTAL COST	

COST OF APPROVED PHASES

AUTHORIZED FUNDING BY CATEGORY/SHARE

CAT	FEDERAL	STATE	LOCAL	LC	TOTAL

PROJECT NAME	UISD Bus Stops
GROUPED CSJ	
COMMENT(S)	

LAREDO AND WEBB COUNTY MPO MTP
LAREDO AND WEBB COUNTY MPO
ILLUSTRATIVE HIGHWAY PROJECTS

DISTRICT	MPO	COUNTY	CSJ	LET FY	HWY	PHASE	CITY	YOE COSTS
Laredo	Laredo	Webb	16	2035-2050	Vision Zero Projects			$0.00

LIMITS FROM	Various	**REVISION DATE**	
LIMITS TO	.	**FUNDING CAT(S)**	
PROJECT DESCRIPTION	Implementation Of Proven Safety Countermeasures At Strategic Locations Along The 10 Highest Risk Corridors In The Region. Improvements Included High-Visibility Pedestrian Crossings, Raised Medians, And Restricted Turning Movements Among Other Improvements.	**PROJECT SPONSOR**	
		MPO PROJ ID	

TOTAL PROJECT COST INFORMATION

PREL ENG	
ROW PURC	
CONSTR	
CONSTR EN	
CONTING	
INDIRECT	
PT CHG ORD	
TOTAL COST	

COST OF APPROVED PHASES

AUTHORIZED FUNDING BY CATEGORY/SHARE

CAT	FEDERAL	STATE	LOCAL	LC	TOTAL

PROJECT NAME	Vision Zero Projects
GROUPED CSJ	
COMMENT(S)	

Appendix C:
Public Comments on Draft MTP

The Draft MTP was available for public review and comment from November 20 to December 9, 2024. The Draft MTP was available online for public review. Any persons requiring assistance in accessing the draft document were encouraged to contact the LWCAMPO for accommodation assistance. The following table shows the comments received and with associated responses provided by the LWCAMPO:

#	Comment Received	Response to Comment
1	With the proposed development of an outer loop for 2034, I would like the MPO to consider inclusion of a "cross town expressway" development to allow efficient traffic flow from west Laredo to East Laredo. Both Saunders/Loyd Bentsen Hwy and Clark are already heavily congested, and the addition of more traffic lights for needed safety adds to the congestion. Future outer loop will bring additional development eastward and a cross town expressway will bring additional traffic handling capacity.	This comment is acknowledged. The LWCAMPO will coordinate with the Texas Department of Transportation on the Laredo Outer Loop project and make amendments to the MTP as necessary.
2	Need to include all transportation corridors that move vehicle traffic to the county boundary in the study area. These corridors are crucial and need to be at a level of service that relieves the congestion of traffic within Laredo. Need to establish alternative routes within Laredo so to keep traffic flowing during periods of construction of the major roadways. Need to keep good data on the flow of traffic on all corridors serving Laredo and Webb County.	This comment is acknowledged.
3	Relief routes will be critical in the future and need to plan for intelligent routes that report conditions of the conditions to the traveling and working commuter. Real-time reporting.	This comment is acknowledged.
4	Transportation service should be free and accessible to the locals.	This comment is acknowledged.

#	Comment Received	Response to Comment
5	"On behalf of the SE Legacy Development LLC (SELD), the following comments on the Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO) 2025 – 2050 Metropolitan Transportation Plan (MTP) are provided: • SELD is the private development organization that is creating a 13,000-acre community located approximately ~18 miles north of downtown Laredo and is surrounded by I-35, SH 255 and US 83 (Future I-27 Ports-to-Plains). Currently, the 13,000 acres of land and the surrounding highway segments are not located within the jurisdictional limits of LWCAMPO. SELD led the creation in the Texas Legislature of the Legacy Municipal Management District (LMMD) and the Legacy Water Supply Corporation (LWSC). • Chapter 11.2.2 of the Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO) 2025 – 2050 Metropolitan Transportation Plan (MTP) details "illustrative roadway projects" for projects that address future transportation needs that do not currently have construction funds. Project ID # 28 (CSJ 0922-33-182) illustrates a future Outer Loop segment from US 59 to SH 255. The TxDOT Laredo District Long Range Plan presentation in October 2024 illustrated a spur segment from the Outer Loop northwest to the I-35 & US 83 interchange. The draft LWCAMPO MTP does not reflect the additional Outer Loop spur. SELD supports this spur and continued coordination on right-of-way and transportation planning of the Outer Loop with LWCAMPO, TxDOT, Webb County, Laredo RMA, and the City of Laredo. • Chapter 11.2.2 of the Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO) 2025 – 2050 Metropolitan Transportation Plan (MTP) details the "illustrative roadway projects" and includes the future Outer Loop segment from US 59 to SH 255. There currently isn't an anticipated fiscal year let date as the project is not funded in the 2025 TxDOT 10-year Unified Transportation Program (UTP). SELD supports the LWCAMPO and TxDOT vision of the Outer Loop and the ability to expediate programming as new funding opportunities become available within the TxDOT UTP. • Acknowledging portions of TX 255 are within the boundaries of the MPO, and that this freight corridor is anticipated to realize significant commercial traffic volume increases with the expansion of the Colombia Solidarity bridge and connected Mexican highway system in the state of Nuevo Leon, SELD supports the ability to expediate programming for an expansion of TX 255 to a four-lane highway as new funding opportunities become available within the TxDOT UTP.	These comments are acknowledged. Regarding the specific comment that the "The draft LWCAMPO MTP does not reflect the additional Outer Loop spur", this spur in reference is outside the metropolitan planning area for the LWCAMPO. The LWCAMPO can only plan and program projects within the metropolitan planning area. The LWCAMPO will coordinate with the Texas Department of Transportation on the Laredo Outer Loop project and make amendments to the MTP as necessary.

#	Comment Received	Response to Comment
6	The Legacy Municipal Management District (LMMD) is a public "special district" established in Texas House Bill No. 5405. The LMMD encompasses 13,000 acres of future master planned development, infrastructure, utilities and water supply. LMMD proposes to provide public water supply to three colonias and to the greater Laredo region. The LMMD is located approximately ~18 miles north of downtown Laredo and is surrounded by I-35, SH 255 and US 83 (Future I-27 Ports-to-Plains). Currently, the 13,000 acres of land and the surrounding highway segments are not located within the jurisdictional limits of LWCAMPO. As the LMMD is a critical part of future infrastructure in the Laredo and Webb County region, LMMD would like to be an active participant and partner with LWCAMPO.	This comment is acknowledged.
7	Chapter 11.2.2 of the Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO) 2025 – 2050 Metropolitan Transportation Plan (MTP) details "illustrative roadway projects" for projects that address future transportation needs that do not currently have construction funds. Project ID # 28 (CSJ 0922-33-182) illustrates a future Outer Loop segment from US 59 to SH 255. The TxDOT Laredo District Long Range Plan presentation in October 2024 illustrated a spur segment from the Outer Loop northwest to the I-35 & US 83 interchange. The draft LWCAMPO MTP does not reflect the additional Outer Loop spur. The LMMD supports this spur and continued coordination on right-of-way and transportation planning of the Outer Loop with LWCAMPO, TxDOT, Webb County, Laredo RMA, and the City of Laredo.	This comment is acknowledged. The spur in reference is outside the metropolitan planning area for the LWCAMPO. The LWCAMPO can only plan and program projects within the metropolitan planning area. The LWCAMPO will coordinate with the Texas Department of Transportation on the Laredo Outer Loop project and make amendments to the MTP as necessary.
8	Chapter 11.2.2 of the Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO) 2025 – 2050 Metropolitan Transportation Plan (MTP) details the "illustrative roadway projects" and includes the future Outer Loop segment from US 59 to SH 255. There currently isn't an anticipated fiscal year let date as the project is not funded in the 2025 TxDOT 10-year Unified Transportation Program (UTP). LMMD supports the LWCAMPO and TxDOT vision of the Outer Loop and the ability to expediate programming as new funding opportunities become available within the TxDOT UTP.	This comment is acknowledged. The LWCAMPO will coordinate with the Texas Department of Transportation on the Laredo Outer Loop project and make amendments to the MTP as necessary.
9	Chapter 11.2.2 of the Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO) 2025 – 2050 Metropolitan Transportation Plan (MTP) details "illustrative roadway projects" for projects that address future transportation needs that do not currently have construction funds. Project ID # 28 (CSJ 0922-33-182) illustrates a future Outer Loop segment from US 59 to SH 255. The TxDOT Laredo District Long Range Plan presentation in October 2024 illustrated a spur segment from the Outer Loop northwest to the I-35 & US 83 interchange. The draft LWCAMPO MTP does not reflect the additional Outer Loop spur. The LWSC supports this spur and continued coordination on right-of-way, utility, and transportation planning of the Outer Loop with LWCAMPO, TxDOT, Webb County, Laredo RMA, and the City of Laredo.	This comment is acknowledged. The LWCAMPO will coordinate with the Texas Department of Transportation on the Laredo Outer Loop project and make amendments to the MTP as necessary.

#	Comment Received	Response to Comment
10	Chapter 11.2.2 of the Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO) 2025 – 2050 Metropolitan Transportation Plan (MTP) details "illustrative roadway projects" for projects that address future transportation needs that do not currently have construction funds. Project ID # 28 (CSJ 0922-33-182) illustrates a future Outer Loop segment from US 59 to SH 255. The TxDOT Laredo District Long Range Plan presentation in October 2024 illustrated a spur segment from the Outer Loop northwest to the I-35 & US 83 interchange. The draft LWCAMPO MTP does not reflect the additional Outer Loop spur. The LWSC supports this spur and continued coordination on right-of-way, utility, and transportation planning of the Outer Loop with LWCAMPO, TxDOT, Webb County, Laredo RMA, and the City of Laredo.	This comment is acknowledged. The spur in reference is outside the metropolitan planning area for the LWCAMPO. The LWCAMPO can only plan and program projects within the metropolitan planning area. The LWCAMPO will coordinate with the Texas Department of Transportation on the Laredo Outer Loop project and make amendments to the MTP as necessary.
11	Chapter 11.2.2 of the Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO) 2025 – 2050 Metropolitan Transportation Plan (MTP) details the "illustrative roadway projects" and includes the future Outer Loop segment from US 59 to SH 255. There currently isn't an anticipated fiscal year let date as the project is not funded in the 2025 TxDOT 10-year Unified Transportation Program (UTP). LWSC supports the LWCAMPO and TxDOT vision of the Outer Loop and the ability to expediate programming as new funding opportunities become available within the TxDOT UTP.	This comment is acknowledged. The LWCAMPO will coordinate with the Texas Department of Transportation on the Laredo Outer Loop project and make amendments to the MTP as necessary.
12	Acknowledging portions of TX 255 are within the boundaries of the MPO, and that this freight corridor is anticipated to realize significant commercial traffic volume increases with the expansion of the Colombia Solidarity bridge and connected Mexican highway system in the state of Nuevo Leon, LMMD supports the ability to expediate programming for an expansion of TX 255 to a four-lane highway as new funding opportunities become available within the TxDOT UTP.	This comment is acknowledged.
13	Acknowledging portions of TX 255 are within the boundaries of the MPO, and that this freight corridor is anticipated to realize significant commercial traffic volume increases with the expansion of the Colombia Solidarity bridge and connected Mexican highway system in the state of Nuevo Leon, LWSC supports the ability to expediate programming for an expansion of TX 255 to a four-lane highway as new funding opportunities become available within the TxDOT UTP.	This comment is acknowledged.