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MPO POLICY COMMITTEE MEETING

www.laredompo.org

Meeting Date & Time: March 19, 2025 at 1:30 PM

Meeting Location: City of Laredo Council Chambers, 1110 Houston St., Laredo, Texas 78040

Meeting Link: <http://laredotx.swagit.com/live>

Laredo TV: Spectrum TV channel 1300

AGENDA:

- I. CHAIRPERSON TO CALL MEETING TO ORDER
- II. CHAIRPERSON TO CALL ROLL
- III. CITIZEN COMMENTS

Speakers are required to fill out witness cards, which must be submitted to MPO Staff no later than 1:45 p.m. the day of the meeting. Speakers shall identify themselves at the microphone. Comments are limited to three (3) minutes per speaker. No more than three (3) persons will be allowed to speak on any side of an issue. Should there be more than three (3) people who wish to speak on a specific issue, they should select not more than three (3) representatives to speak on their behalf. The presiding officer may further limit public on the interest of order or time. Speakers may not transfer their minutes to any other speaker. Comments should be relevant to MPO business and delivered in a professional manner. No derogatory remarks shall be permitted.

IV. ITEMS REQUIRING POLICY COMMITTEE ACTION:

- A. Approval of the minutes for the meeting held on February 19, 2025.
- B. Receive public testimony and initiate a (10) ten-day public review and comment period for the proposed amendment(s) to the 2025-2028 Transportation Improvement Program (TIP).
- C. Receive public testimony and initiate a 10-day public review and comment period for the proposed revisions to the 2025-2050 Metropolitan Transportation Plan (MTP).

MPO POLICY COMMITTEE MEETING AGENDA

- D. Discussion with possible action to approve Resolution No. MPO 2025-03, adopting and supporting the FY2025 Texas Department of Transportation Pavement and Bridge Performance Measures (PM2) and Targets.
- E. Discussion with possible action to authorize a 2025 Call for Projects for the Laredo Webb County Area MPO Transportation Alternatives (TA) Set-Aside Program and approve the Application Guidelines and funding levels.

V. REPORT(S) AND PRESENTATIONS (No action required).

- A. Status report by the Regional Mobility Authority (RMA).
- B. TxDOT Project Updates.
- C. Update by the City of Laredo Engineering staff on the FM 1472/Flecha Ln. Realignment (CSJ 0922-33-076) and Calton Road Grade Separation (CSJ 0922-33-093) projects.
- D. Presentation by Laredo Economic Coalition for Improved Highway Exchange on a potential road project connecting US 59 and SH 359.

VI. DIRECTOR'S COMMENTS

VII. COMMUNICATIONS

VIII. ADJOURNMENT

NOTICE INFORMATION:

Notice of this meeting was posted at the municipal government offices, 1110 Houston Street, Laredo, Texas, at a place convenient and readily accessible to the public at all times. Said notice was posted on Thursday, March 13, 2025 by 5:00 PM. The agenda and meeting information was also posted online at <https://www.laredompo.org/agendas-minutes/>.

All meetings of the MPO Committee are open to the public. Persons who plan to attend this meeting and who may need auxiliary aid or services such as: interpreters for persons who are deaf or hearing impaired, readers of large print or Braille, or a translator for the Spanish language are requested to contact MPO Staff at (956) 794-1605, or via email at aavigil@ci.laredo.tx.us at least two working days prior to the meeting so that appropriate arrangements can be made. Materials in Spanish may also be provided upon request.

Disability Access Statement: This meeting is wheelchair accessible. The accessible ramps are located at 1110 Victoria and 910 Flores. Accessible parking spaces are located at City Hall, 1110 Victoria.

INFORMACIÓN DE AVISO:

Un aviso de esta reunión ha sido publicado en las oficinas del gobierno municipal ubicadas en el 1110 de la calle Houston St., Laredo, Texas, en un lugar conveniente y accesible en todo momento para el público. Dicho aviso fue publicado el jueves, 13 de marzo del 2025 a las 5:00 PM. La agenda e información adicional sobre la reunión se han publicado también en línea en el siguiente enlace: <https://www.laredompo.org/agendas-minutes/>.

Todas las reuniones del Comité del MPO están abiertas al público. Personas que planean asistir a esta reunión y que pueden necesitar ayuda o servicios auxiliares como: interpretes para personas con discapacidad auditiva, lectores de letra grande o en Braille, o un traductor para el idioma español deben comunicarse con el personal del MPO al (956) 794-1605 o por correo electrónico aavigil@ci.laredo.tx.us por lo menos dos días laborales antes de la reunión para que se puedan hacer los arreglos apropiados. Material en español está disponible mediante una petición.

Declaración de Acceso a la Discapacidad: Esta reunión permite el acceso a personas en silla de ruedas. Las rampas de acceso se ubican en el 1110 de la calle Victoria y en el 910 de la avenida Flores. Los espacios de estacionamiento para discapacitados se encuentran en 1110 Victoria St.

Información en español: Si usted desea más información en español o si desea explicación sobre el contenido, favor de llamar al teléfono (956) 794-1605 o comunicarse con nosotros mediante correo electrónico a aavigil@ci.laredo.tx.us.

POLICY COMMITTEE MEMBERSHIP:

LWCAMPO Chairperson

Honorable Dr. Victor D. Treviño, City of Laredo Mayor

LWCAMPO Vice-Chairperson

Honorable Tano E. Tijerina, Webb County Judge

City of Laredo Representatives

Honorable Ruben Gutierrez, Jr., City Councilmember, District V

Honorable Ricardo Rangel Jr., City Councilmember, District II

County of Webb Representatives

Honorable Jesse Gonzalez, Webb County Commissioner, Pct. 1

Honorable John Galo, Webb County Commissioner, Pct. 3

Laredo Mass Transit Board Representative

Honorable Vanessa Perez, Mayor Pro-Tempore, District VII

State Representative

Mr. Epigmenio "Epi" Gonzalez, P.E., TxDOT District Engineer

MPO POLICY COMMITTEE MEETING AGENDA

Member at Large Representative

Jed A. Brown

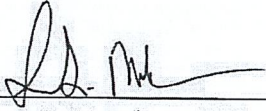
Ex-Officio Representatives

Honorable Judith Zaffirini, State Senator, District 21

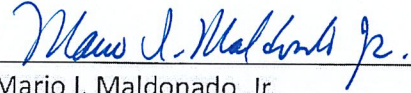
Honorable Richard Raymond, State Representative, District 42

Honorable Don McLaughlin, State Representative, District 80

AGENDA REVIEWED:



Juan S. Mendive, AICP
LWCAMPO Director



Mario I. Maldonado, Jr.
Laredo City Secretary



LAREDO & WEBB COUNTY

AREA METROPOLITAN PLANNING ORGANIZATION

Item IV.A.

- A. Approval of the minutes for the meeting held on February 19, 2025.**



LAREDO & WEBB COUNTY

AREA METROPOLITAN PLANNING ORGANIZATION

POLICY COMMITTEE

MEETING MINUTES

FEBRUARY 19, 2025

LIVE WEB LINK: <http://laredotx.swagit.com/live>
PUBLIC ACCESS CHANNEL: Spectrum TV channel 1300

I. CHAIRPERSON TO CALL MEETING TO ORDER

Judge Tijerina, Vice-Chairperson, called the meeting to order at 1:32 PM.

II. CHAIRPERSON TO CALL ROLL

Graciela S. Briones, MPO Planner III, called roll and verified a quorum existed.

Regular members present:

Honorable Tano E. Tijerina, Webb County Judge and LWCAMPO Vice-Chairperson
Honorable Vanessa Perez, Mayor Pro-Tempore, District VII arrived at 1:41 PM
Honorable Ricardo "Richie" Rangel Jr., City Councilmember, District II
Mr. Epigmenio "Epi" Gonzalez, P.E., TxDOT District Engineer
Mr. Jed A. Brown, Member-At-Large

Regular members not present:

Honorable Dr. Victor D. Treviño, Mayor and LWCAMPO Chairperson
Honorable Ruben Gutierrez Jr., Council Member, District V
Honorable Jesse Gonzalez, Webb County Commissioner, Pct. 1
Honorable John Galo, Webb County Commissioner, Pct. 3

Judge Tijerina, made a motion to excuse members not present.

Second: Mr. Brown
For: 4
Against: 0
Abstained: 0

Motion carried unanimously.

Ex-Officio members not present:

Honorable Judith Zaffirini, State Senator, District 21

Honorable Richard Raymond, State Representative, District 42
Honorable Don McLaughlin, State Representative, District 80

LWCAMPO Staff present:

Juan S. Mendive, LWCAMPO Director
Graciela S. Briones, LWCAMPO Planner III
Julio A. Niño, LWCAMPO Planner III
Eduardo Bernal, LWCAMPO Planner III
Adriana A. Vigil, LWCAMPO Administrative Assistant

Others:

Sara Garza, TxDOT
Roberto Rodriguez, TxDOT
Ana Duncan, TxDOT
Jose D. Vargas, TxDOT
Baltazar Avila, TxDOT
Luis Villarreal, TxDOT
Nguyen, Doanh “Zone” T., COL Attorney
Jaime Ortiz, COL Economic Development
Roberto J Garza, El Metro Transit
Anthony Garza, Webb County Consultant
Melissa Montemayor, WC-CL RMA/LJA Engineering
Blasita J. Lopez, WC-CL RMA/LJA Engineering
Gabriel Longoria, Halff Associates

III. CITIZEN COMMENTS

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IV. ITEMS REQUIRING POLICY COMMITTEE ACTION:

A. Approval of the minutes for the meeting held on January 15, 2024.

Judge Tijerina, made a motion to **approve** the minutes of January 15, 2024.

Second: CM. Rangel
For: 4
Against: 0
Abstained: 0

Motion carried unanimously.

B. Discussion with possible action to approve Resolution No. MPO 2025-02, adopting and supporting the 2025 Texas Department of Transportation's (TxDOT) Safety Performance Measures (PM1) and Targets.

Eduardo Bernal, MPO Planner III, gave a brief presentation on the Safety Performance Measures (PM1) and Targets. Mr. Bernal, went over the different performance measures adopted by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). He explained that under FTA there is a Transit Management Plan (TAM) with 4 measures and that is adopted annually by transit providers. These measures were presented for adoption by El Metro last year.

Mr. Bernal, further explained the different Performances under FHWA:

- Five measures under Safety Performance (PM1) adopted annually by TxDOT and MPOs
- Six measures under Bridge and Pavement (PM2) adopted every two years by TxDOT and MPOs, and
- Three measures under System Performances (PM3) adopted every two years by TxDOT and MPOs.

Mr. Bernal, explained that each performance measure was composed of multiple individual components, he then presented the PM1, which include the following five measures:

1. Number of Traffic Fatalities
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-Motorized Fatalities and Non- Motorized Serious Injuries.

Mr. Bernal, further stated that on December 18, 2024, the Texas Department of Transportation TPP division instructed the MPO to adopt the 2025 Safety Targets to remain the same as the ones adopted in 2024. He also mentioned that the deadline for presenting and adopting the Safety Measures (PM1) was February 26th of this current year.

Judge Tijerina, made a motion to approve Resolution No. MPO 2025-02, adopting and supporting the 2025 Texas Department of Transportation's (TxDOT) Safety Performance Measures (PM1) and Targets as presented.

Second: CM. Rangel
For: 4
Against: 0
Abstained: 0

Motion carried unanimously.

C. Discussion with possible action to approve and authorize the execution of Contract Amendment #1 with WSP USA, Inc. for the 2025-2050 Metropolitan Transportation Plan Update to extend the contract completion date from March 4, 2025 to June 4, 2025. The contract amount will remain the same.

Juan Mendive, MPO Director, stated the item was asking for an extension of time to the Contract with WSP USA, Inc. He stated that the 2025-2050 Metropolitan Transportation Plan had already been adopted.

CM. Rangel, made a motion to approve and authorize the execution of Contract Amendment #1 with WSP USA, Inc., for the 2025-2050 Metropolitan Transportation Plan Update to extend the contract completion date from March 4, 2025 to June 4, 2025 with the contract amount remaining the same.

Judge Tijerina, seconded the motion for discussion. He asked what was the reason for the extension of time to the contract.

Mr. Mendive, stated that the time extension requested was from the MPO given that there were some documents in the process of being finalized and printed. He further stated that the Consultants were also working on creating some baseline data for the Congestion Management Process (CMP). He also stated that the 2025-2050 Metropolitan Transportation Plan (MTP) had already been accepted by the Federal Highway Administration (FHWA).

For: 4
Against: 0
Abstained: 0

Motion carried unanimously.

V. REPORT(S) AND PRESENTATIONS (No action required).

A. Status report by the Regional Mobility Authority (RMA).

Mr. Jed Brown, RMA Chairperson, provided some comments and a brief status on the different projects. The following report was also included as part of the packet:

(CM. Vanessa Perez arrived at 1:41 PM)

WC-CL RMA February 2025 Status Report to LWCAMPO

- 1. Vallecillo Overpass** – The WC-CL RMA will not be managing the development of the Overpass design. TxDOT Laredo District has recently informed us that they will be developing the design of this project. The WC-CL RMA stands ready to provide information from the Vallecillo Road Project to TxDOT so that the two projects' connections are well coordinated. The WC-CL RMA developed a construction cost estimate for the overpass in the amount of \$47,350,390, assuming the project lets in 2027. \$16 million has been provided by the MPO via Category 2 funds towards the cost of the overpass. These proposed funds have been submitted by the TxDOT LRD for inclusion in the UTP to be adopted in August 2025. The project still requires \$56.8M for 100% funding. On November 4, 2024, the WC-CL RMA, State Representative Richard Raymond Pena, Roland Ortiz (Killam Company) met with the TxDOT Laredo District (District Engineer Epi Gonzalez, TP&D Director Roberto Rodriguez, and PM Ana Duncan) convened to receive an update on the progress of the schematic design for the project. In late 2024, the TxDOT LRD informed the WC-CL RMA that they have revised the design of the overpass and would like the ROW at the interface of Vallecillo Road and IH 35 to increase. On 1/8/2025, the WC-CL RMA met with TxDOT LRD to obtain further information on the request. On 1/22/2025, the WC-CL RMA met with TxDOT LRD and the group clarified roles and responsibilities between the implementation of the new overpass and how it will interface with the road project. In that discussion, it was stated that the Killam Company will donate the new ROW for the overpass project along the West IH 35 ROW, the WC-CL RMA will include the new ROW as part of the ongoing road project environmental clearance and revise the parcel plats and ROW strip map for the roadway project to include the new ROW. The relocation of utilities along IH 35 will be conducted by the TxDOT LRD consultant.
- 2. Springfield Phase IV** – Similar to Springfield Phase III, the RMA has committed up to \$1 million to the City to assist with the funding of the construction of Phase IV of the project from Hospitality Drive to Bob Bullock Loop. The sponsorship and implementation are subject to the negotiation of an Inter Local Agreement (ILA) between the City and the RMA. The RMA submitted a draft ILA to the City on 4/9/2024. The RMA originally intended to utilize the Category 12 Strategic Partnership dollars for the funding of the project. The RMA has decided to proceed for the construction of this project utilizing the RMA Vehicle Registration Fees. The ILA between the City and the RMA was executed on 9/9/2024. The project has advertised for construction. The

Pre-Bid conference occurred on 1/7/2025. The bid opening occurred on 1/17/2025. The City consultant has evaluated the bids to recommend the award of the contract. They will be placing the bid recommendation before City Council for approval on 2/18/25.

3. **Concord Hills (Wormser Road/ Lomas Del Sur to Los Presidentes)** – The RMA has committed \$1 million to the development of a new location 1.3 mile, 2-lane minor arterial roadway extension from Los Presidentes to Wormser Road/ Lomas Del Sur within a nominal ROW width of 90’ in partnership with the City. The project will provide a parallel route to Cuatro Vientos and provide additional access to the new Laredo Sports Complex and the Municipal Water Park. The sponsorship and implementation are subject to the negotiation of an Inter Local Agreement (ILA) between the City and the RMA. The RMA is working with the City and the property owners for the donation of the ROW and the finalization of the construction cost estimate for the project. The RMA recommitted its support in funding on the project February 14, 2024, at the February Board Meeting. On November

4. **North Laredo and Cuatro Vientos Transportation Reinvestment Zones (TRZ)** - The RMA is awaiting execution of the ILA with the City to commence the North Laredo TRZ Study. The City notified the WC-CL RMA on 2/13/24 that the City will move forward with drafting and distributing the ILA to the WC-CL RMA and commence the project. Regarding the Cuatro Vientos TRZ, the City would like to commence the process of implementing the TRZ with support from the WC-CL RMA. The RMA and the City will commence negotiation of the ILA to codify the agency roles for the implementation. On November 6, 2024, the WC-CL RMA Board of Directors passed a resolution to sign the ILA for the creation of the Cuatro Vientos TRZ between the City and the WC-CL RMA. The RMA is awaiting execution of the ILA with the City.

5. **The Vallecillo Road Project** – See supplemental memorandum.

6. **Vision Zero Webb Laredo Safety Action Plan (Safe Streets for All)**- See supplemental memorandum.

7. **Other Items:**
 - The WC-CL RMA conducted a Board meeting on 1/27/2025.
 - The WC-CL RMA is anticipating a Board meeting in March.

There were no questions by the Committee members.

B. TxDOT Project Updates

Jose Vargas, TxDOT Laredo Area Engineer, gave a brief update on TxDOT ongoing Construction Projects. Mr. Vargas, stated there were currently \$837 million active contracts which 95% were in Webb County. There were 23 active projects that some were closed in the last months. He also stated they had several scopes of work, which consisted of full reconstruction and widening, also off system bridges, reconstruction to interstate standards and, safety projects in the City of Laredo. Mr. Vargas, provided status on projects within the Laredo Webb County MPO Area boundary as follows:

Project CSJ: 0086-14-075 - US59 Expansion currently under contract with James Construction Group with a total investment of \$344 million, and an expected completion date by the end of 2029. He stated the project limits were 0.12 Miles S. of E. Corridor Rd. (Airport) to International Blvd. He further stated they were at around 22% completed and the contractor continued working on the City of Laredo utilities relocations. He further stated that storm sewer had already completed as well as most of their work for the frontage roads, and in the following weeks they could expect to see some flexible base preparation for the pavement.

Judge Tijerina, asked which way the lanes were going to be.

Mr. Vargas, stated that once the Northbound Frontage Road was completed all the way to International Blvd. they would move the 3 lanes to the newly constructed lanes. He continued by stating that then the Southbound traffic would be moved over to the existing Northbound lanes. He stated then they would be able to reconstruct what will be the future Southbound Frontage Road. Mr. Vargas, stated there would be a total of 3 lanes on each side of the Frontage Roads and on the main lanes. He stated that the Northbound Frontage Road, the Southbound Frontage Rd, where at the time was still the Southbound main lanes were mainly the ones to be reconstructed. He also stated the main lanes will be moved to where the Northbound currently was and to a portion of the new acquired right-of-way. He stated that they were in other words shifting the footprint from International McPherson towards the South.

Mr. Gonzalez, TxDOT District Engineer, stated that ultimately, they were going to be 12 lanes in total, which would be 3 for the Northbound frontage road 3 for the Northbound main lanes, 3 for the Southbound main lanes and 3 for the Southbound Frontage Road all within the entire width.

Mr. Vargas, stated that there would be the main lanes and the frontage road would be to access businesses, the University and intersections.

Mr. Rangel, asked from what point on would those new lanes be.

Mr. Vargas, stated that the transitions would start around The Loop Subdivision just north of the City of Laredo Airport. He stated that the first overpass would be at Jacaman Rd.

He further stated that just south of Jacaman Rd. is where the transition to the frontage road will start and the main lanes would take you over Jacaman Rd. and continue all the way to the International Bridge.

Mr. Brown, asked what would happen to the business along the Loop 20 like the UISD kitchen and the National Guard.

Mr. Gonzalez, stated that part would be included in the next phase.

Mr. Vargas, stated that was in the next project that included the overpass at the City of Laredo Airport.

CM. Rangel, asked if the Casa Blanca Lake entrance would also be included.

Mr. Gonzalez, stated that would be on the next project, he stated they were still working with the Webb County and Texas Parks and Wildlife.

Judge Tijerina, stated that was almost finalized they were just looking into at a small slider piece of road.

Project CSJ: 3483-02-002 – SH84 Hachar/Reuthinger Rd. contractor working on the project was Webber. Mr. Vargas stated the project cost was \$122 million and was about 15% completed of a total of 8.4 Miles. He stated they were about a quarter away from finalizing the grading all the way to I-35. He stated that the expected completion date was Fall of 2027.

Project CSJ: 0086-01-073 – SH359 Widening, with a total investment of \$50 million and about 50% completed. He stated that the Eastbound had already been completed, the contractor was working on drainage structure and removal of existing road way on the westbound lane. The other side of the roadway has to be reconstructed.

Project CSJ: 0086-16-008 – Lomas Del Sur Overpass, Mr. Vargas shared an update from the last meeting stating that the start date was going to be April 1st, 2025 with a project cost of \$50 million investment. He stated the expected completion date was the end of 2027. He further stated it would be the completion of the overpass and the concrete barrier from Lomas Del Sur tying into the 359 overpass.

CM. Rangel, asked if there would be a ground-breaking ceremony on April 1st for that project.

Mr. Vargas, stated that the TxDOT's PIO was currently working on coordinating the event with all the different dignitaries on scheduling that for mid-March 2025.

Project CSJ: 3596-02-006 – SH255 Rehabilitation. Mr. Vargas stated the project was 8 miles starting at IH-35 towards the West. He stated the precious status was that the project was still on time suspension but the contractor Anderson Colombia had already started working on widening the structures and reconstructing some of the drainage systems in the roadway. He stated the project was about 3.5% completed and the project investment cost was \$25 million, with an expected completion by Summer 2027.

Mr. Gonzalez, stated that TxDOT had been very busy, he stated there was a lot of projects in the Webb County and all across City of Laredo districts.

CM. Rangel, commented that 2027 will be a great year since it will be opening a lot of new roads and connectivity within the City of Laredo and the Webb County. CM. Rangel, congratulated TxDOT and the MPO for all the great work and all the upcoming projects.

Mr. Vargas, thanked CM. Rangel, and he stated that they were closing some projects and opening new ones.

VI. DIRECTOR'S COMMENTS

Director's Report February 19, 2025

Mr. Mendive, MPO Director presented the following Director's Report as part of the package.

- **Texas Association of MPOs (TEMPO) Meeting Attendance**
 - The MPO Directors' meeting will be held on March 13th & 14th in Austin, TX.
- **Microtransit Feasibility Study Update:**
 - MPO staff continues to work with El Metro staff and the consulting team on the Microtransit Feasibility Study.
 - A public meeting was scheduled for February 28th at El Metro Transit Center from 8:00 A.M. to 10:30 A.M.
- **Texas Transportation Commission Meetings:**
 - February 27, 2025
 - March 27, 2025
 - April 24, 2025

Upcoming Texas Transportation Commission meetings and agendas can be found on the following link:

<https://www.txdot.gov/about/leadership/texas-transportation-commission/meeting-dates-agendas.html>

- **Upcoming regularly scheduled MPO meetings:**
 - Active Transportation Committee – February 26, 2025
 - Technical Committee – March 11, 2025
 - Policy Committee – March 19, 2025

Judge Tijerina, commented that it was important for someone from the MPO Staff to attend the Texas Transportation Commission meetings each month. He stated the importance of having representation from both the City of Laredo and Webb County at the meetings.

Mr. Mendive, stated that he and members of the Policy Committee had previously attended Texas Transportation Commission meetings.

CM. Perez, commented that she would like for the MPO staff to inform the Policy members in advance about who would be attending the meetings, allowing everyone the opportunity to make efforts to attend.

Mr. Mendive, stated that the purpose of including the dates of the Texas Transportation Commission meeting in the Director's report was to enable members to attend some of the meetings.

CM. Perez, requested to receive calendar invitations for the Texas Transportation Commission meetings, ensuring that all members were consistently aware of the date and time of the meeting.

CM. Rangel, commented he thought that would be the best option, allowing the Policy Committee to make the necessary arrangements to attend the meetings.

Mr. Mendive, stated that the MPO Staff would send out calendar invites for the confirmed meeting dates and would also keep the members informed of any changes to the dates and times.

Mr. Brown, asked what time were the Texas Commission meetings usually held at.

Mr. Mendive, stated that the meetings were usually held in the mornings.

CM. Rangel, shared that he had been learning a great deal and had gained a better understanding of the processes involved.

Mr. Gonzalez, made an announcement inviting everyone to the FM 1472 Stakeholder meeting, which would be held on Tuesday, February 25, 2025, at the Fasken Recreational center at 9:30 AM. He added that they had been working with two consultants and exploring several options, he also stated they would appreciate input from the Policy Committee and the public.

CM. Perez, asked if the information about the Stakeholder meeting could be extended to Commissioner Ricardo A. Jaime so that he could assist in encouraging the public to attend.

VII. COMMUNICATIONS

No communications were provided.

VIII. ADJOURNMENT

Judge Tijerina, made a motion to adjourn the meeting at 2:00 PM.

Second: CM. Rangel

For: 5

Against: 0

Abstained: 0

Motion carried unanimously.

Juan S. Mendive, AICP
LWCAMPO Director

Mayor Dr. Victor D. Treviño
LWCAMPO Chairperson



LAREDO & WEBB COUNTY

AREA METROPOLITAN PLANNING ORGANIZATION

Item IV.B.

- B. Receive public testimony and initiate a (10) ten-day public review and comment period for the proposed amendment(s) to the 2025-2028 Transportation Improvement Program (TIP).**

**LAREDO & WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE – ACTION ITEM**

DATE: 03-19-25	ITEM: IV.B
<p>SUBJECT: MOTION Receive public testimony and initiate a (10) ten-day public review and comment period for the proposed amendment(s) to the 2025-2028 Transportation Improvement Program (TIP).</p>	
<p>INITIATED BY: Staff</p>	<p>STAFF SOURCE: Juan S. Mendive, MPO Director</p>
<p>PREVIOUS ACTION: Resolution No. MPO 2024-08 adopting the 2025-2028 Transportation Improvement Program (TIP) was approved by Policy Committee on June 20th, 2024.</p>	
<p>BACKGROUND: The Transportation Improvement Program (TIP) is a federally required document which MPOs develop in cooperation with all their planning partners to program mobility and transit projects for a four-year period.</p> <p>On June 20th, 2024, the MPO Policy Committee approved the Laredo MPO 2025-2028 TIP.</p> <p>All MPOs TIP documents are subsequently combined to form the Statewide Transportation Improvement Program (STIP).</p> <p>Revisions to the TIP involving major changes require a public review and comment period and formal action by the MPO Policy Committee.</p> <p>The following amendments are proposed:</p> <ol style="list-style-type: none"> 1. Revision of project <u>CSJ 0018-06-185</u> New direct connector (#3, #4 and #6) northbound and southbound IH35 to US59EB. Purpose of amendment is to change the current project limits. Currently as: From 0.50 miles east of IH35, To 0.50 miles north of US59; To read: From 0.187 mi south of IH35/US59 int., To 0.205 mi north of IH35/US59 int. 2. Revision of Brief Project Description of Transit Federal Funding Category 5339 for FY2025, FY2026, FY2027 & FY2028. Purpose of the amendment is to add “support vehicles” to the existing project description. To read: Funds will be used for replacing heavy-duty buses, paratransit vans, support vehicles, and bus facility improvements. 	
<p>STAFF RECOMMENDATION: Staff recommends approval.</p>	<p>COMMITTEE RECOMMENDATION: The Technical Committee recommends approval.</p>



Policy Committee Meeting
March 19, 2025

Item IV.B

Receive public testimony and initiate a (10) ten-day public review and comment period for the proposed amendment(s) to the 2025-2028 Transportation Improvement Program (TIP).



LAREDO & WEBB COUNTY

AREA METROPOLITAN PLANNING ORGANIZATION

2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

- The Transportation Improvement Program (TIP) is a federally required document which MPO's develop in cooperation with all their planning partners to program mobility and transit projects for a four-year period.
- All MPO TIP documents are subsequently combined to form the Statewide Transportation Improvement Program (STIP). TxDOT amends the STIP on a quarterly basis.
- Revisions to the TIP involving major changes require a public review and comment period and formal action by the MPO Policy Committee prior to being added to the STIP.
- Our MPO Public Participation Plan requires a 10-day public review and comment period for amendments to the TIP.



LAREDO & WEBB COUNTY

AREA METROPOLITAN PLANNING ORGANIZATION

In coordination with TxDOT, the following amendments are proposed:

1. Revision of project CSJ 0018-06-185 - New direct connector (#3, #4 and #6) northbound and southbound IH 35 to US 59EB

The purpose of the amendment is to revise the project limits as follows:

CURRENT	PROPOSED
LIMITS: From 0.50 miles east of IH35 To 0.50 miles north of US59	LIMITS: From 0.187 mi south of IH/US59 int To 0.205 mi north of IH35/US59 int.



LAREDO & WEBB COUNTY
AREA METROPOLITAN PLANNING ORGANIZATION

In coordination with El Metro, the following amendments are proposed:

2. **Revision** of Brief **Project Description** of Transit Federal Funding **Category 5339** for FY2025, FY2026, FY2027 & FY2028.

The purpose of the amendment is to add “support vehicles” to the existing project description, to read:

CURRENT	PROPOSED
DESCRIPTION: Funds will be used for replacing heavy-duty buses and paratransit vans, and bus facility improvements.	DESCRIPTION: Funds will be used for replacing heavy-duty buses, paratransit vans, support vehicles, and bus facility improvements.

CSJ 0018-06-185

District Laredo	MPO Laredo	County Webb	CSJ 0018-06-185	TIP FY 2026	HWY IH 35	Phase C	City Laredo	YOE Cost \$ 113,505,334.00
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Limits From: 0.187 MI SOUTH OF IH 35 / US 59 INT.

Limits To: 0.205 MI NORTH OF IH 35 / US 59 INT.

Project DESCR: NEW DIRECT CONNECTOR (#3 AND #6) NORTHBOUND AND SOUTHBOUND IH35 TO US59 EB

Remarks P7:

Project Sponsor
Revision Date
MPO Proj Num
Funding Cat(S) 12,11
Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
12	\$ 74,804,267.20	\$ 18,701,066.80	\$ -	\$ -	\$ -	\$ 93,505,334.00
11	\$ 16,000,000.00	\$ 4,000,000.00	\$ -	\$ -	\$ -	\$ 20,000,000.00
Total	\$ 90,804,267.20	\$ 22,701,066.80	\$ -	\$ -	\$ -	\$ 113,505,334.00

Total Project Cost Information

Prelim Eng	\$ -
ROW Purch	\$ 787,500.00
Const Cost	\$ 113,505,334.00
Const Eng	\$ -
Conting	\$ -
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ -
Total Cost	\$ 114,292,834.00

**FY 2025 TRANSIT PROJECT DESCRIPTIONS
LAREDO TRANSPORTATION IMPROVEMENT PROGRAM**

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information 2025</u>	
Project Sponsor	CITY OF LAREDO	Federal Funding Category	5307
MPO Project Information (reference number, etc.)		Federal (FTA) Funds	\$4,789,395
		State Funds from TxDOT	637,564
		Other Funds	14,039,099
Apportionment Year	2025	Fiscal Year Cost	\$19,466,058
Project Phase			
Brief Project Description	Funds will be used for assistance for El Metro Transit bus operations and maintenance.	Total Project Cost	\$0
Sec 5307 ID Number		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information 2025</u>	
Project Sponsor	CITY OF LAREDO	Federal Funding Category	5339
MPO Project Information (reference number, etc.)		Federal (FTA) Funds	\$403,228
		State Funds from TxDOT	0
		Other Funds	71,158
Apportionment Year	2025	Fiscal Year Cost	\$474,386
Project Phase			
Brief Project Description	Funds will be used for replacing heavy-duty buses and paratransit vans, support vehicles, and bus facility improvements.	Total Project Cost	\$0
Sec 5339 ID Number		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information 2025</u>	
Project Sponsor	CITY OF LAREDO	Federal Funding Category	5310
MPO Project Information (reference number, etc.)		Federal (FTA) Funds	\$258,831
		State Funds from TxDOT	0
		Other Funds	45,676
Apportionment Year	2025	Fiscal Year Cost	\$304,507
Project Phase			
Brief Project Description	Funds will be use for improving mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Projects includes purchase of paratransit vans, software purchase, equipment purchase, and Operating assistance.	Total Project Cost	\$0
Sec 5310 ID Number		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

**FY 2026 TRANSIT PROJECT DESCRIPTIONS
LAREDO TRANSPORTATION IMPROVEMENT PROGRAM**

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information 2026</u>	
Project Sponsor	CITY OF LAREDO	Federal Funding Category	5307
MPO Project Information (reference number, etc.)		Federal (FTA) Funds	\$4,789,395
		State Funds from TxDOT	637,564
		Other Funds	14,039,099
Apportionment Year	2026	Fiscal Year Cost	\$19,466,058
Project Phase		Total Project Cost	\$0
Brief Project Description	Funds will be used for assistance for El Metro Transit bus operations and maintenance.	Trans. Dev. Credits Requested	\$0
Sec 5307 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information 2026</u>	
Project Sponsor	CITY OF LAREDO	Federal Funding Category	5339
MPO Project Information (reference number, etc.)		Federal (FTA) Funds	\$403,228
		State Funds from TxDOT	0
		Other Funds	71,158
Apportionment Year	2026	Fiscal Year Cost	\$474,386
Project Phase		Total Project Cost	\$0
Brief Project Description	Funds will be used for replacing heavy-duty buses and paratransit vans, support vehicles, and bus facility improvements.	Trans. Dev. Credits Requested	\$0
Sec 5339 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information 2026</u>	
Project Sponsor	CITY OF LAREDO	Federal Funding Category	5310
MPO Project Information (reference number, etc.)		Federal (FTA) Funds	\$258,831
		State Funds from TxDOT	0
		Other Funds	45,676
Apportionment Year	2026	Fiscal Year Cost	\$304,507
Project Phase		Total Project Cost	\$0
Brief Project Description	Funds will be use for improving mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Projects includes purchase of paratransit vans, software purchase, equipment purchase, and Operating assistance.	Trans. Dev. Credits Requested	\$0
Sec 5310 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

**FY 2027 TRANSIT PROJECT DESCRIPTIONS
LAREDO TRANSPORTATION IMPROVEMENT PROGRAM**

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information 2027</u>	
Project Sponsor	CITY OF LAREDO	Federal Funding Category	5307
MPO Project Information (reference number, etc.)		Federal (FTA) Funds	\$4,789,395
		State Funds from TxDOT	637,564
		Other Funds	14,039,099
Apportionment Year	2027	Fiscal Year Cost	\$19,466,058
Project Phase			
Brief Project Description	Funds will be used for assistance for El Metro Transit bus operations and maintenance.	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5307 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information 2027</u>	
Project Sponsor	CITY OF LAREDO	Federal Funding Category	5339
MPO Project Information (reference number, etc.)		Federal (FTA) Funds	\$403,228
		State Funds from TxDOT	0
		Other Funds	71,158
Apportionment Year	2027	Fiscal Year Cost	\$474,386
Project Phase			
Brief Project Description	Funds will be used for replacing heavy-duty buses and paratransit vans, support vehicles, and bus facility improvements.	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5339 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information 2027</u>	
Project Sponsor	CITY OF LAREDO	Federal Funding Category	5310
MPO Project Information (reference number, etc.)		Federal (FTA) Funds	\$258,831
		State Funds from TxDOT	0
		Other Funds	45,676
Apportionment Year	2027	Fiscal Year Cost	\$304,507
Project Phase			
Brief Project Description	Funds will be use for improving mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Projects includes purchase of paratransit vans, software purchase, equipment purchase, and Operating assistance.	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5310 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

**FY 2028 TRANSIT PROJECT DESCRIPTIONS
LAREDO TRANSPORTATION IMPROVEMENT PROGRAM**

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information 2028</u>	
Project Sponsor	CITY OF LAREDO	Federal Funding Category	5307
MPO Project Information (reference number, etc.)		Federal (FTA) Funds	\$4,789,395
		State Funds from TxDOT	637,564
		Other Funds	14,039,099
Apportionment Year	2028	Fiscal Year Cost	\$19,466,058
Project Phase		Total Project Cost	\$0
Brief Project Description	Funds will be used for assistance for El Metro Transit bus operations and maintenance.	Trans. Dev. Credits Requested	\$0
Sec 5307 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information 2028</u>	
Project Sponsor	CITY OF LAREDO	Federal Funding Category	5339
MPO Project Information (reference number, etc.)		Federal (FTA) Funds	\$403,228
		State Funds from TxDOT	0
		Other Funds	71,158
Apportionment Year	2028	Fiscal Year Cost	\$474,386
Project Phase		Total Project Cost	\$0
Brief Project Description	Funds will be used for replacing heavy-duty buses and paratransit vans, support vehicles, and bus facility improvements.	Trans. Dev. Credits Requested	\$0
Sec 5339 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information 2028</u>	
Project Sponsor	CITY OF LAREDO	Federal Funding Category	5310
MPO Project Information (reference number, etc.)		Federal (FTA) Funds	\$258,831
		State Funds from TxDOT	0
		Other Funds	45,676
Apportionment Year	2028	Fiscal Year Cost	\$304,507
Project Phase		Total Project Cost	\$0
Brief Project Description	Funds will be use for improving mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Projects includes purchase of paratransit vans, software purchase, equipment purchase, and Operating assistance.	Trans. Dev. Credits Requested	\$0
Sec 5310 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

Transit Financial Summary

Laredo Metropolitan Planning Organization

FY 2025- 2028 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Current as of 06/05/2024

Transit Program		FY 2025			FY 2026			FY 2027		
		Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$5,426,959	\$14,039,099	\$19,466,058	\$5,426,959	\$14,039,099	\$19,466,058	\$5,426,959	\$14,039,099	\$19,466,058
2	Sec. 5307 - Urbanized Formula <200K			\$0			\$0			\$0
3	Sec. 5339 - Bus & Bus Facilities >200k	\$403,228	\$71,158	\$474,386	\$403,228	\$71,158	\$474,386	\$403,228	\$71,158	\$474,386
4	Sec. 5310-Seniors&People w/Disabilities >200k	\$258,831	\$45,676	\$304,507	\$258,831	\$45,676	\$304,507	\$258,831	\$45,676	\$304,507
5	Sec. 5311 - Nonurbanized Formula			\$0			\$0			\$0
6	Sec. 5316 - JARC >200K			\$0			\$0			\$0
7	Sec. 5316 - JARC <200K			\$0			\$0			\$0
8	Sec. 5316 - JARC Nonurbanized			\$0			\$0			\$0
9	Sec. 5317 - New Freedom >200K			\$0			\$0			\$0
10	Sec. 5317 - New Freedom <200K			\$0			\$0			\$0
11	Sec. 5317 - New Freedom Nonurbanized			\$0			\$0			\$0
12	Other FTA			\$0			\$0			\$0
13	Regionally Significant or Other			\$0			\$0			\$0
Total Funds		\$6,089,018	\$14,155,933	\$20,244,951	\$6,089,018	\$14,155,933	\$20,244,951	\$6,089,018	\$14,155,933	\$20,244,951
Transportation Development Credits										
	Requested			\$0			\$0			\$0
	Awarded			\$0			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

Transit Programs		FY 2028			FY 2025-2028 Total		
		Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$5,426,959	\$14,039,099	\$19,466,058	\$21,707,836	\$56,156,396	\$77,864,232
2	Sec. 5307 - Urbanized Formula <200K			\$0	\$0	\$0	\$0
3	Sec. 5339 - Bus & Bus Facilities >200k	\$403,228	\$71,158	\$474,386	\$1,612,912	\$284,632	\$1,897,544
4	Sec. 5310-Seniors&People w/Disabilities >200k	\$258,831	\$45,676	\$304,507	\$1,035,324	\$182,704	\$1,218,028
5	Sec. 5311 - Nonurbanized Formula			\$0	\$0	\$0	\$0
6	Sec. 5316 - JARC >200K			\$0	\$0	\$0	\$0
7	Sec. 5316 - JARC <200K			\$0	\$0	\$0	\$0
8	Sec. 5316 - JARC Nonurbanized			\$0	\$0	\$0	\$0
9	Sec. 5317 - New Freedom >200K			\$0	\$0	\$0	\$0
10	Sec. 5317 - New Freedom <200K			\$0	\$0	\$0	\$0
11	Sec. 5317 - New Freedom Nonurbanized			\$0	\$0	\$0	\$0
12	Other FTA			\$0	\$0	\$0	\$0
13	Regionally Significant or Other			\$0	\$0	\$0	\$0
Total Funds		\$6,089,018	\$14,155,933	\$20,244,951	\$24,356,072	\$56,623,732	\$80,979,804
Transportation Development Credits							
	Requested			\$0			\$0
	Awarded			\$0			\$0



LAREDO & WEBB COUNTY

AREA METROPOLITAN PLANNING ORGANIZATION

Item IV.C.

- C. Receive public testimony and initiate a 10-day public review and comment period for the proposed revisions to the 2025-2050 Metropolitan Transportation Plan (MTP).**

**LAREDO WEBB COUNTY METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE – ACTION ITEM**

DATE: 03-19-25	ITEM: IV.C
<p>SUBJECT: MOTION Receive public testimony and initiate a 10-day public review and comment period for the proposed revisions to the 2025-2050 Metropolitan Transportation Plan (MTP).</p>	
INITIATED BY: MPO Staff/TxDOT/El Metro	STAFF SOURCE Juan S. Mendive, MPO Director
<p>PREVIOUS ACTION: On January 15, 2025, the Policy Committee adopted the 2025-2050 Metropolitan Transportation Plan (MTP).</p>	
<p>BACKGROUND: Metropolitan Planning Organizations are required to develop and update the Metropolitan Transportation Plan (MTP) for their respective metropolitan area covering a planning horizon of at least 20 years. The Laredo Metropolitan Transportation Plan is an official, comprehensive, intermodal transportation plan developed and adopted for the metropolitan planning area.</p> <p>The 2025-2050 MTP identifies the existing and future transportation needs and develops coordinated strategies to provide the necessary transportation facilities essential for the continued mobility and economic vitality of the region.</p> <p>Projects included in the MPO’s Transportation Improvement Program (TIP) shall be consistent with the approved Metropolitan Transportation Plan.</p> <p>The proposed revisions are intended to make the necessary changes to the current 2025-2050 MTP, specifically <i>Table 11-1 Programmed and Selected Roadway Projects for the Financially Constrained MTP-2050</i> under Chapter 11: Financially Constrained Project List to incorporate and reflect the proposed amendments to the 2025-2028 TIP.</p> <p>The projects with proposed amendments to the TIP are currently listed in the MTP, but the project information needs to be updated to reflect the proposed revisions and added to above referred table of the 2025-2050 MTP.</p>	
<p>STAFF RECOMMENDATION: Approval</p>	<p>TECHNICAL COMMITTEE RECOMMENDATION: Approval</p>



Policy Committee Meeting
March 19, 2025

Item IV.C

Receive public testimony and initiate a 10-day public review and comment period for the proposed revisions to the 2025-2050 Metropolitan Transportation Plan (MTP).

Chapter 11: Financially Constrained Project List

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	2027	\$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.	2028	\$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	2027	\$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

Chapter 11: Financially Constrained Project List



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	2027	\$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.	2028	\$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	322 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	0.187 mi south of IH35/US59 Int.	0.205 mi north of IH35/US59 Int.	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	2027	\$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

**LAREDO AND WEBB COUNTY MPO MTP
LAREDO AND WEBB COUNTY MPO
FEDERALLY FUNDED HIGHWAY PROJECTS**

PROPOSED

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	0.187 Mi south of IH35/US59 int.					REVISION DATE		
LIMITS TO	0.205 Mi north of IH35/US59 int.					FUNDING CAT(S)		12, 11
PROJECT DESCRIPTION	New Direct Connector (#3, #4 And #6) Northbound And Southbound IH35 To US59 EB					PROJECT SPONSOR		TxDOT
						MPO PROJ ID		

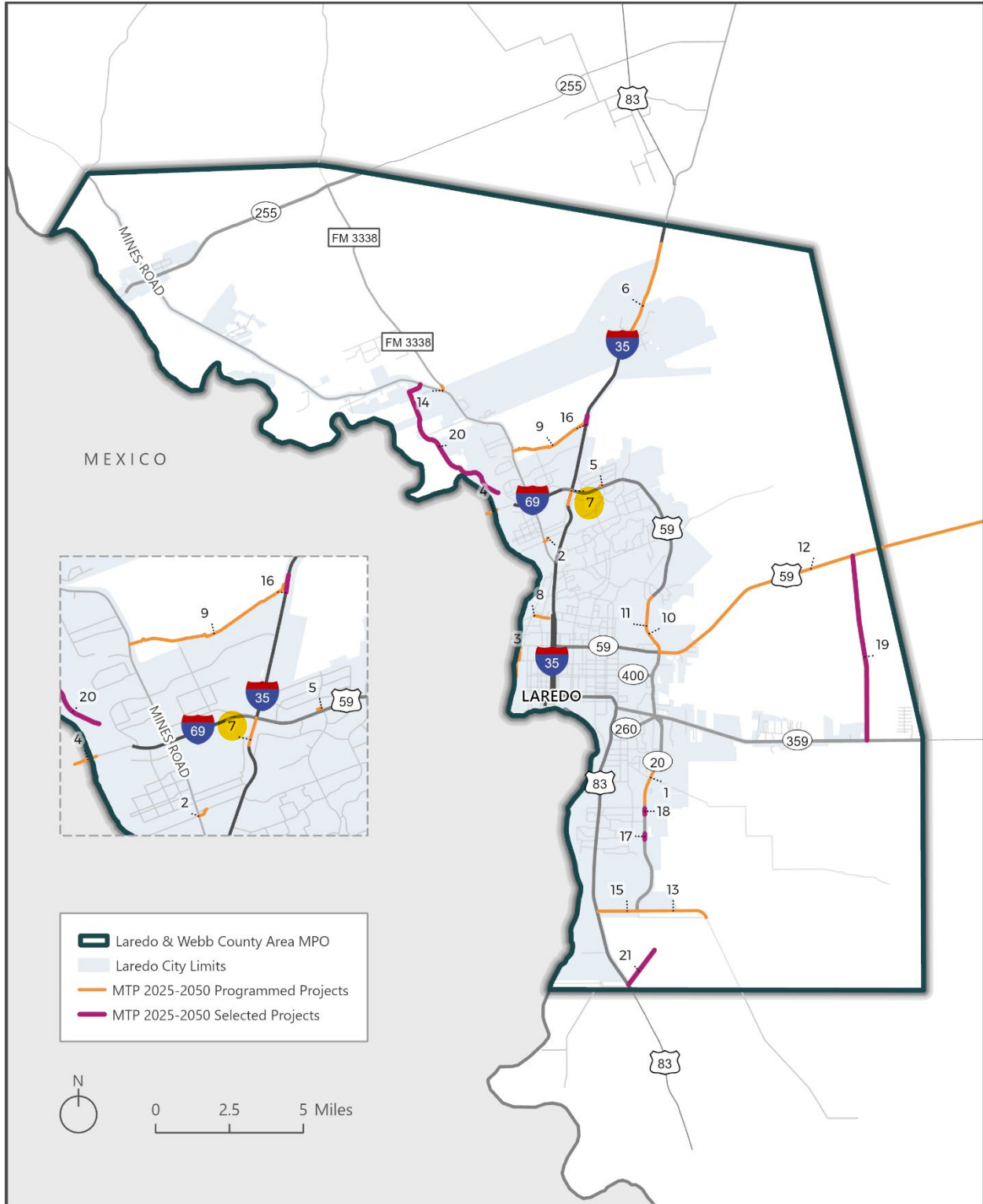
TOTAL PROJECT COST INFORMATION

AUTHORIZED FUNDING BY CATEGORY/SHARE

PREL ENG	\$5,561,762.00	COST OF APPROVED PHASES	CAT	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURC	\$0.00								
CONSTR	\$113,505,334.00			12	\$74,804,267.20	\$18,701,066.80	\$0.00	\$0.00	\$93,505,334.00
CONSTR EN	\$5,641,216.00			11	16,000,000.00	\$4,000,000.00	\$0.00	\$0.00	\$20,000,000.00
CONTING	\$2,837,634.00		\$113,505,334.00						
INDIRECT	\$0.00								
PT CHG ORD	\$3,768,378.00								
TOTAL COST	\$131,314,324.00								

PROJECT NAME Direct Connector #3 and # 6

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





LAREDO & WEBB COUNTY

AREA METROPOLITAN PLANNING ORGANIZATION

Item IV.D.

- D. Discussion with possible action to approve Resolution No. MPO 2025-03, adopting and supporting the FY2025 Texas Department of Transportation Pavement and Bridge Performance Measures (PM2) and Targets.**

**LAREDO & WEBB COUNTY METROPOLITAN PLANNING ORGANIZATION (LWCAMPO)
ACTION ITEM**

DATE: 03-19-2025	ITEM: D.
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SUBJECT: RESOLUTION
Discussion with possible action to approve Resolution No. **MPO 2025-03**, adopting and supporting the FY2025 Texas Department of Transportation Pavement and Bridge Performance Measures (PM2) and Targets.

INITIATED BY: Staff	STAFF SOURCE: Juan S. Mendive, MPO Director
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PREVIOUS ACTION:
On June 21, 2023, the Laredo and Webb County MPO approved resolution MPO 2023-06 adopting the Pavement and Bridge Performance Measures (PM2) and Targets, established by the Texas Department of Transportation (TxDOT), as required by Fixing America’s Surface Transportation of 2015 (FAST) Act) and by the Moving Ahead for Progress in the 21st Century (MAP-21) transportation bills.

BACKGROUND:
Moving Ahead for Progress in the 21st Century (MAP-21), surface transportation legislation required that metropolitan and statewide transportation planning processes incorporate performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection. The Infrastructure Investment and Jobs Act (IIJA) of 2021 and the FAST Act of 2015 continued the requirements established by MAP-21, and stipulated that States and MPOs must:

- Use a set of federally established performance measures; and,
- Set targets and monitor progress for each of the performance measures.

On December 18, 2024, TxDOT Transportation Planning and Programming advised the MPO’s of the performance measure guidance for PM-1, PM-2, and PM-3 which the Federal Highway Administration (FHWA) approved TxDOT’s Mid Performance Period (MPP) Progress Report (2024). Recently, the LWCAMPO Policy Committee approved the FY2025 Safety Targets (PM1). The Pavement and Bridge Performance Measures (PM2) include the following targets as extracted from TxDOT’s MPP Progress Report. TxDOT made one change to PM2 targets, increasing the Percentage of Pavements of the Non-Interstate NHS in Poor Condition 4-year target from 1.5% to 2.5%. The MPO staff recommends to the MPO Policy to adopt and support the FY2025 six (6) targets for the Pavement and Bridge Performance Measures (PM2) as indicated below:

Federal Performance Measure	Baseline	2-Year Target	4-Year Target	4-Year Adjustment
1. Percentage of Pavements of the Interstate System In Good Condition	64.5%	63.9%	63.6%	--
2. Percentage of Pavements of the Interstate System In Poor Condition	0.1%	0.2%	0.2%	--
3. Percentage of Pavements of the Non-Interstate NHS In Good Condition	51.7%	45.5%	46.0%	--
4. Percentage of Pavements of the Non-Interstate NHS In Poor Condition	1.3%	1.5%	1.5%	2.5%
5. Percentage of NHS Bridges Classified in Good Condition	49.2%	48.5%	47.6%	--
6. Percentage of NHS Bridges Classified in poor condition	1.1%	1.5%	1.6%	--

COMMITTEE RECOMMENDATION: The LWCAMPO Technical Committee recommended approval of Resolution on March 11, 2025.	STAFF RECOMMENDATION: MPO staff recommends approval of resolution.
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LAREDO & WEBB COUNTY

AREA METROPOLITAN PLANNING ORGANIZATION

RESOLUTION NO. MPO 2025-03

BY THE LAREDO AND WEBB COUNTY AREA
METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE

ADOPTING AND SUPPORTING THE FY2025 TEXAS DEPARTMENT OF TRANSPORTATION PAVEMENT AND BRIDGE PERFORMANCE MEASURES (PM2) AND TARGETS

WHEREAS, the Laredo and Webb County Area Metropolitan Planning Organization (LWCAMPO), is the designated Metropolitan Planning Organization, for the Laredo Urbanized Area; and,

WHEREAS, Moving Ahead for Progress in the 21st Century Act (MAP-21), required metropolitan and statewide transportation planning processes include the incorporation of performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection; and,

WHEREAS, Fixing America's Surface Transportation Act of 2015 (FAST Act), continued the requirements established by MAP-21, and stipulated that States and MPOs must: use a set of federally established performance measures, set targets and monitor progress for each of the performance measures; and,

WHEREAS, the Texas Department of Transportation (TxDOT) adopted six (6) targets for (PM2) Pavement and Bridge Condition Measures as indicated below:

1. Percentage on Interstate System pavement in good or better condition.
2. Percentage on Interstate System pavement in poor condition.
3. Percentage of Non-Interstate National Highway System pavement in good condition.
4. Percentage of Non-Interstate National Highway System pavement in poor condition.
5. Percentage of Bridge Classified on the National Highway System in good condition.
6. Percentage of Bridge Classified on the National Highway System in poor condition; and,

WHEREAS, On December 18, 2024, TxDOT Transportation Planning and Programming advised the MPO's of the performance measure guidance for PM-1, PM-2, and PM-3 which the Federal Highway Administration (FHWA) approved TxDOT's Mid Performance Period (MPP) Progress Report (2024); and,

WHEREAS, Metropolitan Planning Organizations (MPOs) are required to either reaffirm support for the adjusted statewide targets or establish new targets for their Metropolitan Planning Area;

NOW THEREFORE BE IT RESOLVED, by the Laredo and Webb County Area Metropolitan Planning Organization (LWCAMPO), that:

Section 1: Hereby agrees to adopt and support the TxDOT FY2025 six (6) Pavement and Bridge Performance Measures (PM2) and Targets as shown on Exhibit No. 1.

Section 2: That, the Laredo and Webb County Area MPO Policy Committee hereby agrees that it will plan and program projects that contribute to the accomplishment of said targets.

We certify that the above resolution was passed and adopted on this 19th day of March 2025, at a public meeting of the Policy Committee of the Laredo and Webb County Area Metropolitan Planning Organization (LWCAMPO).

Honorable Dr. Victor D. Treviño
Mayor of Laredo and Chairperson of the
LWCAMPO Policy Committee

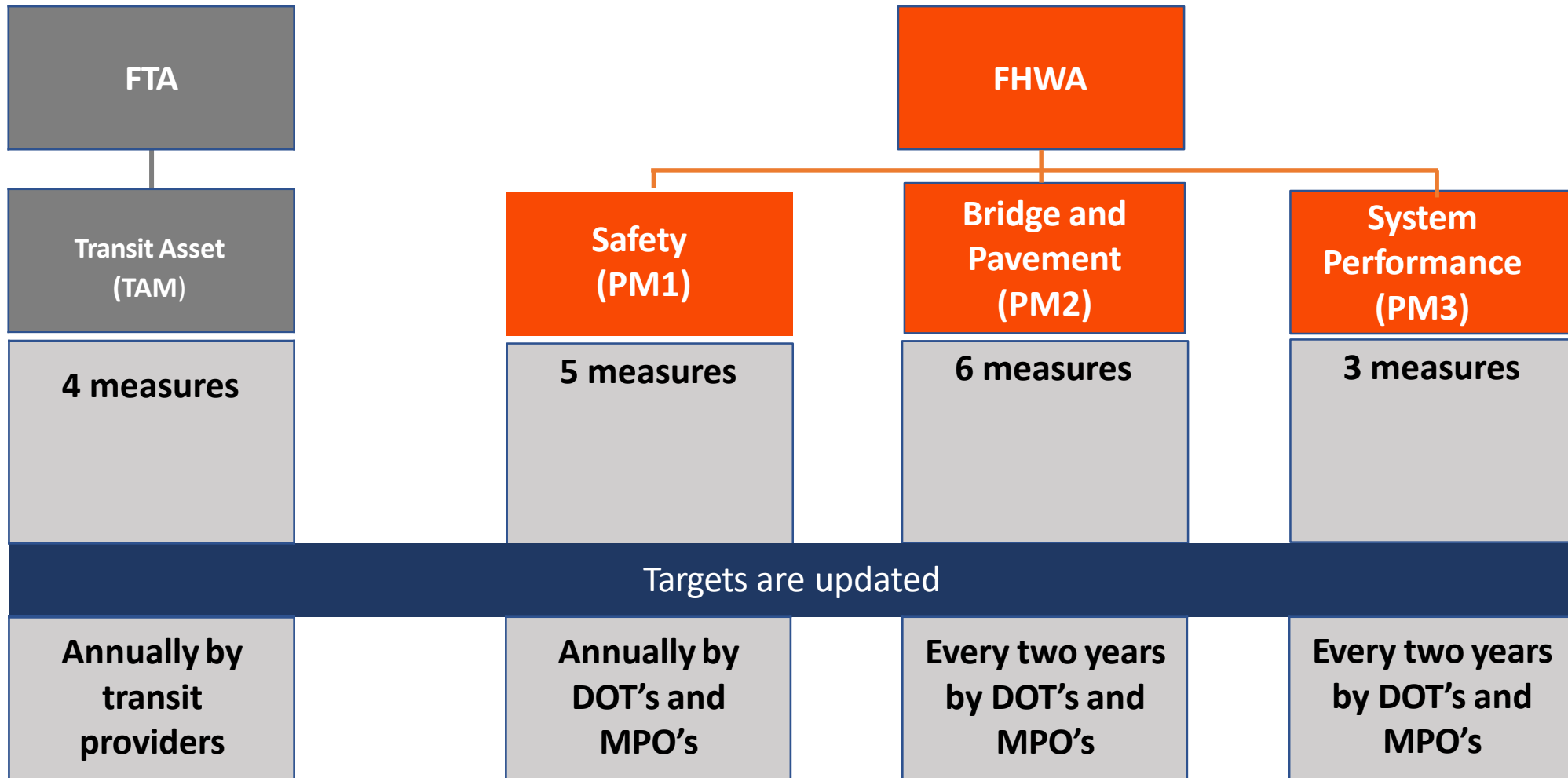
Juan S. Mendive, AICP
MPO Director

Epigmenio "Epi" Gonzalez, P.E.
Laredo District Engineer

**Texas Department of Transportation
 Updated FY2025 Pavement and Bridge Performance Measures (PM2) and Targets**

Federal Performance Measure	Baseline	2-Year Target	4-Year Target	4-Year Adjustment
1. Percentage of Pavements of the Interstate System In Good Condition	64.5%	63.9%	63.6%	--
2. Percentage of Pavements of the Interstate System In Poor Condition	0.1%	0.2%	0.2%	--
3. Percentage of Pavements of the Non-Interstate NHS In Good Condition	51.7%	45.5%	46.0%	--
4. Percentage of Pavements of the Non-Interstate NHS In Poor Condition	1.3%	1.5%	1.5%	2.5%
5. Percentage of NHS Bridges Classified in Good Condition	49.2%	48.5%	47.6%	--
6. Percentage of NHS Bridges Classified in poor condition	1.1%	1.5%	1.6%	--

Federal Performance Measure Target Dates





LAREDO & WEBB COUNTY

AREA METROPOLITAN PLANNING ORGANIZATION

Item IV.E.

- E. Discussion with possible action to authorize a 2025 Call for Projects for the Laredo Webb County Area MPO Transportation Alternatives (TA) Set-Aside Program and approve the Application Guidelines and funding levels.**

**LAREDO WEBB COUNTY METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE – ACTION ITEM**

DATE: 03-19-2025	ITEM: IV.E								
SUBJECT: MOTION A motion to authorize a 2025 Call for Projects for the Laredo Webb County Area MPO Transportation Alternatives (TA) Set-Aside Program and approve the Application Guidelines and funding levels.									
INITIATED BY: Staff	STAFF SOURCE: Juan S. Mendive, MPO Director								
PREVIOUS ACTION: None									
<p>BACKGROUND: Under the Bipartisan Infrastructure Law (BIL), the TA Set-Aside (TASA) Program from the Surface Transportation Block Grant (STBG) provides funding for a variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments.</p> <p>In urbanized area with populations over 200,000, TA Set-Aside funds are distributed to Metropolitan Planning Organizations (MPOs) which are required to develop a competitive process for selecting projects.</p> <p>A total amount of approximately \$2.3 million is anticipated to be available to fund projects under the TA Set-Aside Program in the Laredo & Webb County Metropolitan Planning Area for FY2026, FY2027, and FY2028. There is a minimum local match requirement of 20% with projects eligible for reimbursement through TA Set-Aside federal funding of up to 80% of allowable costs.</p> <p>The draft 2025 TA Set-Aside Program Guidelines recommend the following maximum target amounts per project for the categories listed in the following table:</p> <table border="1" style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Project Categories</th> <th style="text-align: right;">Target amount</th> </tr> </thead> <tbody> <tr> <td>Planning & Development Studies</td> <td style="text-align: right;">\$ 150,000</td> </tr> <tr> <td>Design & Construction</td> <td style="text-align: right;">\$ 1,250,000</td> </tr> <tr> <td>Construction Only</td> <td style="text-align: right;">\$ 1,000,000</td> </tr> </tbody> </table> <p>A committee of MPO Active Transportation, Technical and Staff members will evaluate eligible projects that are submitted by eligible entities through a competitive process. Recommended projects and specific funding allocations under the competitive process will be provided to the MPO Technical and Policy Committee. MPO & TxDOT staff will help assess the project readiness of submitted projects.</p> <p>The MPO Technical Committee will provide recommendations for the selection of projects and funding allocations to the MPO Policy Committee.</p> <p>The MPO Policy Committee will make final selection of projects and funding allocations.</p>		Project Categories	Target amount	Planning & Development Studies	\$ 150,000	Design & Construction	\$ 1,250,000	Construction Only	\$ 1,000,000
Project Categories	Target amount								
Planning & Development Studies	\$ 150,000								
Design & Construction	\$ 1,250,000								
Construction Only	\$ 1,000,000								
STAFF RECOMMENDATION: Approval	TECHNICAL COMMITTEE RECOMMENDATION: Approval								



LAREDO & WEBB COUNTY
AREA METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION ALTERNATIVES (TA)

SET-ASIDE PROGRAM

2025 CALL FOR PROJECTS

TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE PROGRAM

OVERVIEW

- In urbanized areas with populations over 200,000, under the Bipartisan Infrastructure Law (BIL), the Transportation Alternatives (TA) Set-Aside (also known as TASA) Program from the Surface Transportation Block Grant (STBG) provides funds that are distributed to MPOs.
- The TA Set-Aside Program, as administered by LWCAMPO, provides funding to plan for, and to construct a variety of alternative transportation projects that improve safety and mobility for non-motorized travelers and mitigate congestion by providing safe alternatives to motor vehicle transport.
- MPOs are required to develop a competitive process for selecting projects. (Call for Projects)



TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE PROGRAM

FUNDING AND MATCH REQUIREMENTS

- TA Set-Aside is not a grant. No money is provided upfront.
- TA Set-Aside Federal Funds are provided on a cost reimbursement basis.
- TA Set-Aside funding provides 80% federal funds with a 20% minimum local match required.
- TA Set-Aside Federal funds are available for obligation for 3 years.

**TRANSPORTATION
ALTERNATIVES
(TA)
SET-ASIDE
PROGRAM**

Potential Federal Funds Available:

FY 2026	\$ 787,018
FY 2027	\$ 752,938
FY 2028	\$ 752,938
TOTAL	\$2,292,894

MAXIMUM FEDERAL FUNDING TARGETS PER CATEGORY

Proposed Project Categories	Max Amount
Planning & Development Studies	\$ 150,000
Design & Construction	\$ 1,250,000
Construction Only	\$ 1,000,000

CALL FOR PROJECTS IMPORTANT DATES

EVENTS	TARGET DATES
Present final draft guidelines to Active Transportation Committee	February 26, 2025
Present final draft guidelines to Technical Committee	March 11, 2025
Present final draft guidelines to Policy Committee/Authorize Call for Projects	March 19, 2025
In-Person & Virtual Workshops	April 4 & 9, 2025
LWCAMPO's TA Set-Aside 2025 Call for Projects opens	April 11, 2025
Application Deadline	May 30, 2025
Review & Scoring of Applications	June 2025
Recommendation by Technical Committee and Final selection by Policy Committee (Award of funding)	July/August 2025



**TRANSPORTATION
ALTERNATIVES
(TA)
SET-ASIDE
PROGRAM**

PROPOSED SCORING CRITERIA

CATEGORY	DESCRIPTION	POINTS
Improving Safety	Provides safer and less intimidating facilities for pedestrians, bicyclists, and other non-drivers.	25
Reducing Barriers & Enhancing Network Connectivity	Improves access and/or provides safe crossings for pedestrians, bicyclists, and other nondrivers at an existing obstacle to travel. Improves connections between neighborhoods, and community facilities.	15
Serving Disadvantaged Areas	Provides access in underserved communities.	15
Creating Economic Development Opportunities	Provides access to major destinations, job centers, and large number of residents or employees.	10



TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE PROGRAM

PROPOSED SCORING CRITERIA

CATEGORY	DESCRIPTION	POINTS
Promoting Health & Environmental Benefits	Improves access to physical fitness/wellness facilities, (e.g. bike/hike trails, medical plaza(s)/hospitals and/or clinics)	10
	Improves knowledge of facility locations, (e.g. way signs)	
	Helps reduce congestion and improves air quality.	
Implementing an Existing Plan	Improves ability to use walking and bicycling facilities for everyday activities including travel to work, school, and shopping. Proposed project or facility list is recommended in the LWCAMPO Active Transportation Plan or Metropolitan Transportation Plan	10
Project Readiness*	Project readiness/ability to initiate construction	15
	TOTAL	100

* This category will be reviewed and scored by TxDOT and MPO staff only

**TRANSPORTATION
ALTERNATIVES
(TA)
SET-ASIDE
PROGRAM**

QUESTIONS



LWCAMPO Transportation Alternatives (TA) Set-Aside Program

2025 Call for Projects Guidelines

**APPLICATIONS DUE BY:
11:59 PM, Friday, May 30th, 2025**

IMPORTANT: Federal Transportation Alternatives Set-Aside funds have very specific requirements for program management along with detailed reporting. If you are unfamiliar with Federal regulations and program requirements, or have not received federal funds administered by TxDOT in the past, please review the documents associated with this Call for Projects to determine if your agency is willing, and has the institutional capacity, to comply with the required terms and conditions.

**Laredo & Webb County Area MPO
Transportation Alternatives (TA) Set-Aside Program
2025 Call for Projects**

- Application must be submitted electronically by 11:59 PM, on Friday, May 30th, 2025
- A Project application must be submitted through the online format provided by LWCAMPO. The application link will be available on the MPO website. <https://www.laredompo.org/>
- Any incomplete application or submitted after the deadline will not be accepted.
- Supplemental information, other than administrative clarifications, will not be accepted after the application deadline, unless requested by LWCAMPO.
- Project sponsors are encouraged to submit their applications far enough in advance of the submission deadline to be reviewed by LWCAMPO staff for completeness.
- Right-Of-Way (ROW) acquisition is not eligible for TA Set-Aside Program funding reimbursement. Therefore, ROW acquisition information is for project readiness review purposes only.
- All information submitted in the application is public record. Therefore, applicants should not include information regarded as confidential.
- For questions regarding the application process or requirements, scoring criteria, or Call for Projects timeline, please contact the LWCAMPO TA Set-Aside Program Coordinator:

Graciela S. Briones, MPO Planner
at gbriones@ci.laredo.tx.us
(956) 794-1614

Transportation Alternatives Set-Aside Program Guidelines

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A. OVERVIEW

The Transportation Alternatives (TA) Set-Aside Program funding is authorized by the Federal Highway Administration (FHWA) under the Infrastructure Investment and Jobs Act (IIJA), Pub. L. 117-58 (Nov. 15, 2021), also known as the “Bipartisan Infrastructure Law (BIL)”

On February 24, 2023, U.S. Department of Transportation issued a Memorandum as UPDATE to the Policy of Using Bipartisan Infrastructure Law Resources to Build a Better America (https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/using_bil_resources_build_better_america.cfm) The memorandum supersedes the one issued on December 16, 2021 and it describes an overarching framework of Administration priorities—based on existing law—to guide FHWA staff concerning the use of the BIL resources when working with State departments of transportation. FHWA remains committed to ensuring progress in safety, resilience, and equity in the delivery of the Federal-aid Highway Program.

The BIL provides considerable resources to help States and other funding recipients advance projects that consider the unique circumstances affecting community members’ mobility needs and allocate resources consistently with those needs, enabling the transportation network to effectively serve all community members. The FHWA will work with States and communities to ensure consideration of using TA Set-Aside funds for projects and inclusion of project elements that proactively address racial equity, workforce development, economic development, and removing barriers to opportunity, including automobile dependence in both rural and urban communities as a barrier to opportunity, or to redress prior inequities and barriers to opportunity.

The FHWA encourages State and local agencies, and other project applicants/sponsors to consider the use of TA Set-Aside federal funds to identify opportunities to use BIL resources for the repair, rehabilitation, reconstruction, replacement, and/or maintenance of existing transportation infrastructure, especially the incorporation of safety, accessibility, multimodal, and resilience features. This includes projects that maximize the existing right-of-way for non-motorized modes and transit options, and to increase safety, accessibility, and/or connectivity.

Each State Department of Transportation reviews the FHWA guidance and develops rules to administer their TA Set-Aside Program according to that State’s priorities.

The Texas Department of Transportation (TxDOT) administers TA Set-Aside funds for locally sponsored bicycle and pedestrian infrastructure projects in communities across the state.

In large urbanized areas with populations over 200,000, TA Set-Aside funds are also distributed directly to Metropolitan Planning Organizations (MPOs) to administer according to their needs.

MPOs and TxDOT are responsible for selecting projects independently of one another.

The TA Set-Aside funds provide resources for a variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments.

B. TA SET-ASIDE PROGRAM PURPOSE

The TA Set-Aside Program is codified in 23 U.S.C. §133(h) and provides federal funding for transportation alternatives activities as a set-aside of funds from the [Surface Transportation Block Grant](#) (STBG) Program.

As a federal funding resource, the TA Set-Aside Program can help achieve FHWA's policy goals to address the safety of all users including those who walk, bike, drive, ride transit, and travel by other modes; and implement a [Safe System approach](#) wherever possible.

The [National Roadway Safety Strategy](#) (issued January 27, 2022) commits the U.S. Department of Transportation (DOT) and FHWA to respond to the current crisis in traffic fatalities by "taking substantial, comprehensive action to significantly reduce serious and fatal injuries on the Nation's roadways," in pursuit of the goal of achieving zero highway deaths. The FHWA recognizes that zero is the only acceptable number of deaths on our surface transportation system and achieving that is our safety goal. The FHWA therefore encourages States and other funding recipients to prioritize safety in all Federal highway investments and in all appropriate projects, using relevant Federal-aid funding, including funds from the TA Set-Aside.

As one approach to ensuring the safety of all roadway users, FHWA also encourages States and communities to adopt and implement [Complete Streets](#) policies that prioritize the safety of all users in transportation network planning, design, construction, and operations.

Section 11206(a) of the BIL defines Complete Streets standards or policies as those which "ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles." A complete street includes but is not limited to, sidewalks, bike lanes (or wide paved shoulders), special bus lanes, accessible public transportation stops, safe and accommodating crossing options, median islands, pedestrian signals, curb extensions, narrower travel lanes, and roundabouts. A Complete Street is safe, and feels safe, for everyone using the street. The TA Set-Aside is a key program that can help communities build complete streets that are safe for all users and achieve safe, connected, and equitable on- and off-road networks.

The TA Set-Aside Program also provides opportunities to expand transportation choices and enhance bicycle and pedestrian infrastructure and planning.

C. SUMMARY OF FUNDING OPPORTUNITY

The TA Set-Aside Program provides funding for a variety of alternative transportation projects, including Safe Routes to School (SRTS)-type infrastructure projects. It also allows to fund activities related to improving transportation assets through the design or construction of projects such as bicycle and pedestrian facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments. Improvements to safety features, including traffic signs, pavement markings, etc.

The TA Set-Aside Program provides significant resources to local governments, both through its sub-allocation provisions (including allowing States to develop a process to sub-allocate up to 100% of funds) and a requirement for holding a competitive grant process for local governments and other eligible entities before transferring TA Set-Aside funds to other Federal-aid programs. Finally, under some circumstances, there are flexible funding provisions for TA Set-Aside funds.

In Texas, sixty percent (60%) of TA Set-Aside funding is sub-allocated by population. A portion of sub-allocated funds is administered to MPOs in urbanized areas (200,000 or more in population), that are considered Transportation Management Areas (TMAs) such as the Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO).

TA Set-Aside is not a grant program for which no money is provided upfront. TA Set-Aside is a reimbursement program. Approved costs are reimbursed only after a local agreement [Advanced Funding Agreement (AFA)] between TxDOT and the project sponsor is signed and a Resolution is authorized for the project.

In order to get an approved Resolution, the project must obtain the following clearances:

- Right-of-Way clearance,
- Utility clearance,
- Railroad clearance,
- Environmental (NEPA) clearance;

And, to have an approved Plan, Specification and Estimate (PS&E) package.

No activities performed prior to obtaining the Resolution are reimbursable through the awarded funding. After a project is authorized to proceed, allowable expenses are incurred by the project sponsor and reimbursement must be requested from TxDOT. If a project is selected, the project sponsor must provide the local funding match prior to the commencement of project activities for each phase of work as outlined in the AFA (local agreement).

TA Set-Aside funds are contract authority with obligations reimbursed from the Highway Account of the Highway Trust Fund and are subject to the annual obligation limitation imposed on the Federal-aid Highway Program.

In consultation with TxDOT, the LWCAMPO is responsible for selecting projects, for TA Set-Aside funding, through a competitive process (23 U.S.C. 133(h)(4)(C)).

On March 21, 2025; the Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO) announced the 2025 Call for Projects for the Transportation Alternative (TA) Set-Aside program (including available and anticipated future funds) for bicyclist and pedestrian infrastructure and planning.

The TA Set-Aside funds for this Call for Projects are available as soon as FY2025 and for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized. Funds must be obligated by FY2029. Failure to obligate the funds results in the loss of the funding. The funds will revert back to the MPO for re-allocation at the regional level.

The LWCAMPO’s guidelines provide information about the TA Set-Aside Program as well as, the provisions and requirements for the use of Federal-aid highway funds, project evaluation and selection process, eligible entities and eligible activities for the 2025 Call for Projects.

1. LWCAMPO’s 2025 Call for Projects Important Dates

In-person workshop	April 4, 2025
Virtual workshop	April 9, 2025
LWCAMPO's TA Set-Aside 2025 Call for Projects opens	April 11, 2025
Application Deadline	May 30th, 2025 (11:59 P.M.)

2. LWCAMPO Focus Areas

For this 2025 Call for Projects, the MPO is mainly interested in projects that reflect a high degree of collaboration and community consensus while directly contributing to the LWCAMPOs Active Transportation Plan (ATP) mobility enhancement, connectivity, accessibility and community safety goals.

Project sponsors are strongly encouraged to submit projects that:

- Connect transit with active transportation; connecting the first and last mile of public transit trips to create a realistic and comprehensive network.
- Integrate and improve access to public transportation; investing in bicycling, wheelchair, and walking access. Specifically, projects that integrate multiple modes of transportation such as transit stops, carsharing, bikesharing, micromobility, or other shared-mobility services.
- Establish a regional hike and bike network; linking existing routes, increasing connectivity, and increasing user comfort via a system of safe facilities.
- Ensure equity; enhancing travel choices for underserved people while increasing access to basic needs, services, and employment.
- Promote active transportation modes for public health; integrating physical activity to lower the effects of obesity, heart disease, mental health issues, and other chronic conditions.
- Improve system safety; enhancing crosswalks and minimizing conflicts with motorized vehicles that increase safety for all vulnerable road users.
- Develop connections to key destinations and improve safety, access, or mobility; promoting more frequent participation in active transportation and allowing users of all ages and abilities engaged in active transportation, especially improvements in support of TxDOT’s Americans with Disabilities Act (ADA) Transition Plan, TxDOT’s Pedestrian Safety Action Plan, LWCAMPO Active Transportation Plan (ATP) and other bicycle or pedestrian safety initiatives.
- Support local economies through active tourism; building a world class, regional network would support job creation and local spending.

- Enhance bicycle and pedestrian access and safety to school-related destinations; enabling and encouraging children, including those with disabilities, to use bicycle and pedestrian facilities to travel to school activities.
- Construct segments identified as part of a trail network master plan or implement a locally-preferred alternate route.
- Proposed projects may be located along public-accessible on- or off-street property owned or authorized for use by the project sponsor (off system) or on state-maintained roadway right-of-way (on-system).

D. ELIGIBLE ENTITIES AND SPONSORS

Eligible entities to receive TA Set-Aside Program funds include:

1. A local government
2. A regional transportation authority
3. A transit agency
4. A natural resource or public land agency
5. A school district, a local education agency, or a school *(Public and Private Universities are also eligible).*
6. A tribal government
7. A non-profit agency
8. Any other local or regional governmental entity with responsibility for, or oversight of, transportation or recreational trails (other than an MPO that serves population greater than 200,000 or a State agency)

Refer to 23 U.S.C.§133(h)(4) for further details/descriptions of the above listed entities. A project sponsor may need to provide LWCAMPO a reference to its enabling legislation or if a project sponsor is a non-profit, documentation of non-profit status, for review to determine eligibility.

Entities with limited experience performing construction and associated engineering with federal funds and, entities without ROW ownership are strongly encouraged to partner with local governments (city, county, etc.) on construction-related projects.

The project sponsor is 100% responsible for the local match and project development. TxDOT and LWCAMPO may assist with applications or carry out a TA Set-Aside project once funds are awarded even if they were not involved in the application for the proposed project [23 U.S.C.§133(h)(4)(B)].

Typically, a local government serves as the project sponsor because the majority of the improvements are located on property maintained by the local government. When a third party, such as a school district or non-profit entity, partners on a project or agrees to provide a portion of the local funding match, it would be the project sponsor's responsibility to execute an agreement with the third party for any funding commitments and secure any right-of-entry for project construction while remaining the sole project sponsor.

Additionally, project sponsors may partner with transit agencies on projects that support safe, accessible connections to transit. TA Set-Aside funds may be transferred to a compatible

Federal Transit Administration (FTA) grant program for implementation when a project has a transit nexus and when all project components are eligible under the receiving FTA Program rules. A transit nexus is defined as providing connecting pedestrian facilities within ½ mile of transit service or providing connecting bicycle facilities within 3 miles of transit service.

E. PROJECT ELIGIBILITY AND REQUIREMENTS

The TA Set-Aside Program, as administered by LWCAMPO, provides funding to plan for, and construct a variety of alternative transportation projects that improve safety and mobility for non-motorized travelers and mitigate congestion by providing safe alternatives to motor vehicle transport.

LWCAMPO's TA Set-Aside Program operates under rules adopted by the Texas Transportation Commission, which may be found in 43 Texas Administrative Code (TAC) §§11.400 - 11.418 and §§16.153 - 16.154.3

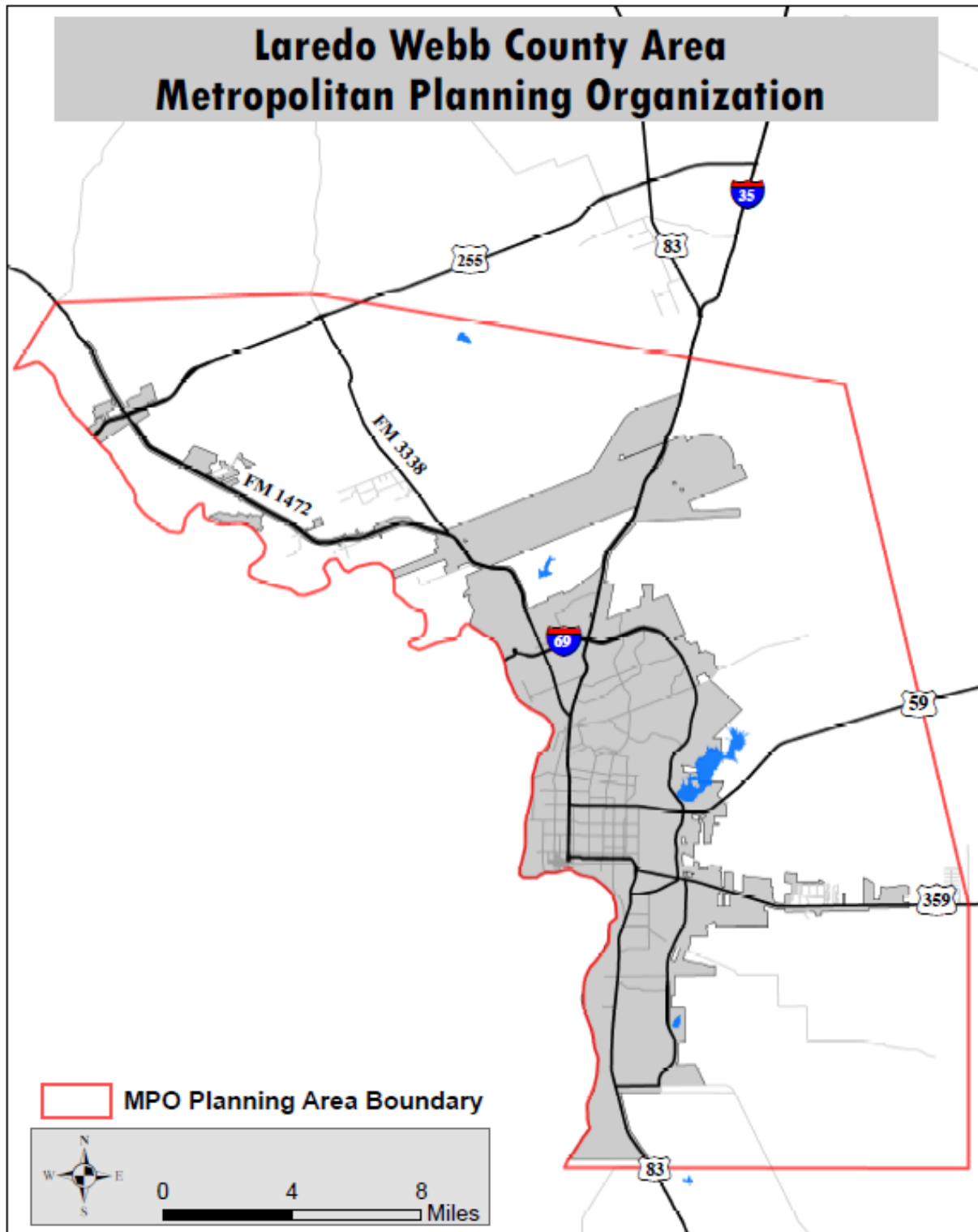
1. General eligibility requirements:

In order to be eligible to receive TA Set-Aside funds, projects must meet certain requirements including the following:

- **Purpose.** Projects must improve mobility, access to public transportation, or the environment.
- **Project focus:** Projects must primarily benefit non-motorized transportation users like pedestrians and bicyclists.
- **Relation to surface transportation.** Projects must be related to surface transportation systems and not just for recreation purposes.
- **Local agency involvement:** Projects must be proposed and implemented by eligible entities like local governments, transit agencies, or non-profits.
- **State and federal guidelines:** Projects must comply with state and federal regulations regarding design standards and environmental considerations.
- **Planning.** Projects must be consistent with the local comprehensive plan.
- **Category.** Projects must fall within a defined category, such as construction, planning, or design.
- **Location.** Projects must be within the boundaries of the LWCAMPO Planning Area.

F. PROJECT LOCATION

1. Planning Area Boundary Map



2. Project Location Restrictions for TA Set-Aside Projects.

Public funds must be spent on projects within the public right-of-way (ROW). This may include projects on private land that have public access easements. Public property includes lands that are owned by a public entity, including those lands owned by public school districts. Construction and capital improvement projects also must be located within approximately two miles of an elementary or middle school (grades K-8). Schools with grades that extend higher than grade 8, but which include grades that fall within the eligible range, are also eligible to receive infrastructure improvements.

For projects on private land, there must be a written legal easement or other written legally binding agreement that ensures public access to the project. There must be an easement filed of record, which specifies the minimum length of time for the agreement to maximize the public investment in the project. The project agreement should clearly state in writing:

- The purpose of the project.
- The minimum timeframe for the easement or lease.
- The duties and responsibilities of the parties involved.
- How the property will be used and maintained in the future.

The project must remain open for general public access for the use for which the funds were intended for the timeframe specified in the easement or lease. The public access should be comparable to the nature and magnitude of the investment of public funds. Reversionary clauses may be appropriate in some instances. These clauses would assure that if the property is no longer needed for the purpose for which it was acquired, it would revert to the original owner.

For real property acquisition, all project applicants/sponsors must comply with the provisions of the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*. Regulations implementing this Act are found in *49 CFR Part 24*. These regulations will be applied to evaluating the acquisition of real property and any potential displacement activities.

G. ELIGIBLE TA SET-ASIDE PROJECTS OR ACTIVITIES

Consistent with federal guidance outlined in 23 USC 217, LWCAMPO TA Set-Aside selected projects should be principally for transportation rather than solely for recreational purposes, and must contribute to a safe, contiguous, accessible, integrated walking and bicycling network that provides travelers with a real choice of transportation modes.

General types of projects eligible under TA Set-Aside Program for the Laredo & Webb County Area MPO include: on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, improved safety and access to schools, and boulevards and similar multi-modal roadways.

The Federally funded TA Set-Aside Program offers opportunities to expand transportation choices and enhance the transportation experience through several categories of activities related to the surface transportation system.

1. Key eligible categories of projects and activities.

TA Set-Aside funds may be awarded for any of the following eligible projects and activities:

- **Pedestrian and bicycle facilities:** Design and construction of on-road and off-road trails for walking and biking.
- **Safe routes to school:** Infrastructure improvements to make it safer for children to walk or bike to school.
- **Abandoned railroad corridors:** Conversion of old railroad lines into pedestrian and bicycle trails.
- **Community improvements:** Streetscaping, corridor landscaping, historic preservation, and vegetation management
- **Environmental mitigation:** Stormwater management, pollution control, and habitat connectivity projects related to transportation projects
- **Scenic overlooks and turnouts:** Construction of viewing areas along roadways

Planning & Development (Non-Infrastructure) projects are eligible for reimbursement for costs related to the development of planning documents such as:

- Feasibility studies
- Environmental assessments
- Surveying and schematics
- Detailed design plans
- ADA transition plans
- Implementation of non-infrastructure activities that are designed to encourage walking and bicycling to school, including but not limited to public awareness campaigns and outreach to the news media and community leaders traffic education and enforcement in the vicinity of schools, student education on bicycle and pedestrian safety, health, and environment, and funding for training volunteers and managers of safe routes to school programs; and

Construction (Infrastructure) projects are eligible for reimbursement for costs if related to:

- Infrastructure-related projects to improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming devices and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street/off-street bicycle and pedestrian facilities, secure bicycle parking facilities, (buffered bike lanes with bike parking at bus stops) and, traffic diversion improvements in the vicinity of schools.
- Infrastructure-related projects and systems to provide or improve safety routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs; (such as ADA upgrades, high visibility crosswalks installations, converting existing bike lanes into separated bike lanes, curb extensions/bulb-outs, and refuge islands).
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.

- Construction of on-road and off-road trail facilities or shared use paths for pedestrians, bicyclists, and other non-motorized forms of transportation to include sidewalks, shade trees, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure.
- Construction of boulevards and other roadways that are located primarily in the right-of-way of divided highways and that improve access for bicyclists, pedestrians, and transit users and do not reduce on-system roadway capacity unless such a reduction has the prior approval of the appropriate department. According to FHWA, a boulevard is defined as a walkable, low-speed (35 mph or less) divided arterial thoroughfare in urban environments designed to carry both through and local traffic, pedestrians and bicyclists. An eligible "boulevard" project should demonstrate some of the following elements: Traffic calming measures, Context-sensitive bicycle and pedestrian facilities, compliance with accessibility requirements and guidelines, promotion of transit corridor through additional protected stops and routes, Environmentally efficient lighting, landscaping, and water-saving systems. For more information about boulevards related to TA Set-Aside projects please reference [Boulevards from Divided Highways](#) (FHWA's definition and guidance).

Whether proposed as an independent project or as an element of a larger transportation project, the project must be limited to a logical unit of work and be constructible as an independent project.

For additional details about the above eligible project activities, refer to 43 TAC §11.404(a).

A project that will require the acquisition of real property through the exercise of eminent domain or condemnation is not eligible for participation in the TA Set-Aside Program.

Additionally, projects under an existing local agreement (i.e., Advance Funding Agreement) may not be resubmitted under this program call unless substantial additional funding is being requested for unforeseen project costs and this program call will not delay the original project from being implemented on schedule.

2. Ineligible Activities of eligible projects.

TA Set-Aside funds cannot be used for the following:

- MPO administrative purposes. (Except list under Allocating Indirect Costs to Projects per Memo dated September 4, 2015).
- Promotional activities. (Except as permitted under the SRTS, non-Infrastructure implementation activities related to education, encouragement, and enforcement)
- Routine maintenance and operations. (Except trail maintenance and restoration as permitted under the RTP).
- General recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas, pavilions, or other facilities that do not serve an eligible TA Set-Aside, RTP, or SRTS purpose.

H. FUNDING AND MATCH REQUIREMENTS FOR TA SET-ASIDE PROJECTS

1. TA Set-Aside Funding Availability

Through this LWCAMPO 2025 Call for Projects associated with FY2026-FY2028, LWCAMPO intends to award approximately **\$2,292,894** in TA Set-Aside funds for three (3) different categories:

- Planning & Development
- Design & Construction
- Construction

The following table provides an overview of potential federal funds available:

Fiscal Year	Estimated amount
FY2026	\$ 787,018
FY2027	\$ 752,938
FY2028	\$ 752,938
TOTAL	\$2,292,894

All or some portion of these funds may be awarded as a result of this 2025 Call for Projects, depending on the actual amount of funding available and the number of suitable TA Set-Aside project applications received by the LWCAMPO. A portion of the funds are available as soon as FY 2026 (September 2025). All funds must be obligated by FY 2030 (August 2029).

Due to the amount of funding available in this 2025 Call for Projects, the importance of optimizing funding so that funds are successfully obligated and projects are implemented in accordance with federal requirements, LWCAMPO will maintain some flexibility in regards to total funding awarded to each project category.

Project funding amounts shown on the following table are intended as targets. Depending on the number of applications and project amounts received during this 2025 Call for Projects, LWCAMPO may award projects with costs that exceed these targets.

A project sponsor may apply for the following categories:

Project Categories	Target amount
Planning & Development Studies	\$ 150,000
Design & Construction	\$ 1,250,000
Construction Only	\$ 1,000,000

The amount of funds for this round, and the year a project is to be funded, will be based on funding availability and is subject to change.

Funding is limited to the amount awarded by the MPO Policy Committee, any project cost overruns shall be covered by the project sponsor.

2. Local Match for TA Set-Aside Projects

The Laredo & Webb County Area MPO Policy Committee has established a minimum local match requirement of 20% with projects eligible for reimbursement through TA Set-Aside federal funding of up to 80% of allowable costs.

The local funding match must be cash provided by the project sponsor except that in certain limited circumstances in-kind contributions non-cash donations may be considered but only after consultation with FHWA and TxDOT.

Projects selected should include the addition of a 15% TxDOT administrative fee (based on the total estimated project construction cost) for TxDOT's direct state cost associated with the department's administration and oversight of the project.

TxDOT's administrative fee will be 80% federally funded with a 20% local match. The 20% local match for TxDOT's administrative cost can be provided utilizing the local match options outlined above.

Funds from other federal programs may be used as local funding match only when specifically authorized by federal law or regulation. Donated services may not be accepted as local funding match but may help reduce the overall cost of the project to the sponsor and would not be included in the project budget or scope of work. Third party cash donations paid to the project sponsor for use as the local match may be acceptable, if authorized by law.

In certain circumstances, TxDOT may apply state funds to local match for projects that are on-system or fulfill ADA Transition Plan recommendations, or meet eligibility requirements for Economically Disadvantaged Counties (EDC) Program funds. This will be at the discretion of the TxDOT Laredo District Office.

There is no limitation on the number of project awards per eligible entity receiving TA Set-Aside Program funds. However, eligible entities must provide proof of local match funding availability for each of the entity's submitted project applications.

For projects selected by LWCAMPO, the local project sponsor is responsible for completing all pre-construction activities (i.e. design, environmental clearance, right-of-way and utility relocation/coordination) with local funds. TA Set-Aside (Category 9) funds can then be used to reimburse project sponsors for 80% of the costs that were paid by the local entity, up to the awarded amount. Construction inspection and construction management activities associated with approved projects are eligible uses of TA Set-Aside funds.

I. CALL FOR PROJECTS SEQUENCE OF EVENTS

EVENT	TARGET DATE
In-person and Virtual workshops	April 4 & 9, 2025
LWCAMPO's TA Set-Aside 2025 Call for Projects opens	April 11, 2025
Responses to workshop questions posted	April 18, 2025
Deadline to request assistance from MPO staff	May 16, 2025
Application Deadline	May 30th, 2025 (11:59 P.M.)
Review & Scoring of Applications	June 2025
Technical Committee recommendation	July/August 2025
Policy Committee approval of recommendation and award of funds	July/August 2025

J. APPLICATION PROCESS

Project applications should be coordinated through the LWCAMPO office.

All applications must be submitted electronically through the online format provided by LWCAMPO. The application link will be available on the MPO website:

<https://www.laredompo.org/>

All applications must be submitted before 11:59 PM, on Friday, May 30th, 2025. Any incomplete application or submitted after the deadline will not be accepted.

1. Available LWCAMPO Technical Assistance

During the application process, LWCAMPO makes the following technical assistance resources available for potential sponsors:

- **In-person workshop.** A two-hour presentation will be provided by LWCAMPO & TxDOT staff with opportunity for questions/answers.
- **Online workshop.** A two-hour virtual session will be presented by LWCAMPO & TxDOT staff with opportunity for questions/answers.
- **Technical assistance from MPO staff.** Prior to submittal of the required Application for this 2025 Call for Projects, a project sponsor has the opportunity to meet with LWCAMPO staff to discuss the project scope of work (complexity, red flags, constructability issues, etc.) or any questions related to the category eligibility.

Should the project sponsor require additional technical resources to complete the application after meeting with MPO staff, they may request use of TxDOT's technical assistance for project feasibility review and budget analysis in the application.

2. Competitive Evaluation and Selection Process.

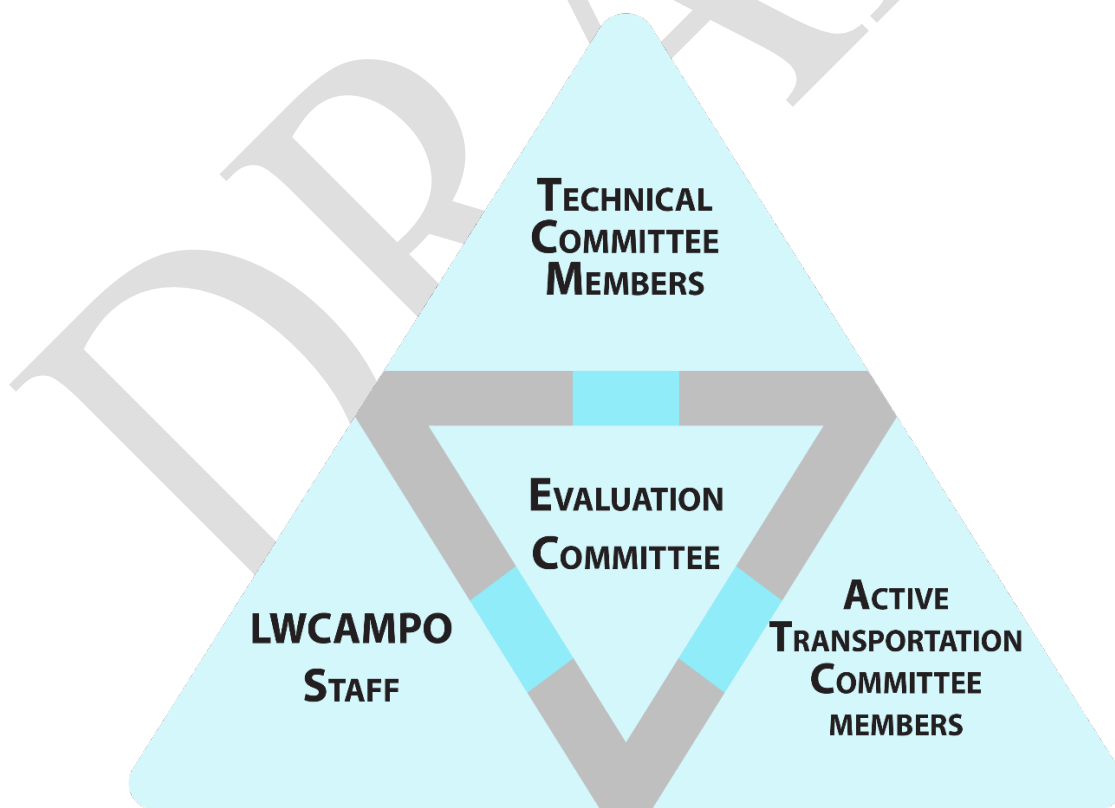
The Laredo & Webb County Area MPO (LWCAMPO) Policy Committee, with assistance of MPO Staff, is responsible for selecting projects for the Laredo MPO Planning Area through a competitive process.

The Policy Committee seeks to prioritize investments in multi-modal transportation projects including facilities for pedestrians, bicyclists, and other non-drivers through the TA Set-Aside program.

Projects submitted under this 2025 Call for Projects will be evaluated to identify the projects or programs that represent the best use of available funds by implementing the priorities adopted by the MPO Policy Committee and the transportation needs of local communities and the region.

MPO Staff will review each project submittal to ensure that all of the requested documentation has been included. Application packages failing to include any of the requested documentation will be considered incomplete and will not be given further consideration. The MPO will coordinate Federal eligibility with TxDOT and FHWA.

A committee of MPO Active Transportation, Technical and Staff members will evaluate eligible projects that are submitted by eligible entities through a competitive process for the Laredo MPO Planning Area.



Recommended projects and specific funding allocations under the competitive process will be provided to the MPO Technical Committee and to the Policy Committee.

The MPO Technical Committee will provide recommendations for the selection of projects and funding allocations to the MPO Policy Committee.

The MPO Policy Committee will make final selection of projects and funding allocations. The selected project entities will be notified by MPO staff.

Selection Process:



3. Evaluation category and scoring points.

All project applications submitted for this 2025 Call for Projects will be based on evaluation category, scoring points, and other factors approved by the LWCAMPO Policy Committee and as listed on the following table:

	EVALUATION CATEGORY	DESCRIPTION	FACTORS	SCORING (POINTS)
1	Improving Safety	Provides safer and less intimidating facilities for pedestrians, bicyclists, and other non-drivers.	<ul style="list-style-type: none"> ▪ Improving safety in areas with high numbers of crashes. ▪ Improving crossings, signalization, traffic calming. ▪ Provides separate facilities for various transportation modes. 	25
2	Reducing Barriers & Enhancing Network Connectivity	<p>Improves access and/or provides safe crossings for pedestrians, bicyclists, and other nondrivers at an existing obstacle to travel.</p> <p>Improves connections between neighborhoods, and community facilities.</p>	<ul style="list-style-type: none"> ▪ Provides a grade-separated crossing under or over a barrier (e.g. water body, major roadways, railroads). ▪ Network connectivity (gap closures, extension of facilities). ▪ Facilities providing access to major destinations or bus stops, trails, sidewalks, on-street bicycle facilities. ▪ Connects to existing facility on active transportation network. 	15
3	Serving Disadvantaged Areas	Provides access in underserved communities.	<ul style="list-style-type: none"> ▪ Improves access for areas with greater percentages of minorities and low-income households compared to the planning area average. 	15
4	Creating Economic Development Opportunities	Provides access to major destinations, job centers, and large number of residents or employees.	<ul style="list-style-type: none"> ▪ Proximity to employment districts, schools, households, and other special generators. ▪ Provides direct connections to transit (shared use paths, sidewalks, and on street bikeways). ▪ Provides access to job centers. <p>Investment provides increased benefit to the community and the region through revitalization, redevelopment, and job creation.</p>	10
5	Promoting Health & Environmental Benefits	<p>Improves access to physical fitness & wellness facilities, (e.g. bike/hike trails, medical plaza(s)/hospitals and/or clinics)</p> <p>Improves knowledge of facility locations, (e.g. way signs)</p> <p>Helps reduce congestion and improves air quality.</p>	<ul style="list-style-type: none"> ▪ Promotes healthy activities. ▪ Provides access to health facilities. ▪ Congestion and air quality benefits. ▪ Benefits and impacts to the environment. 	10
6	Implementing an Existing Plan	<p>Improves ability to use walking and bicycling facilities for everyday activities including travel to work, school, and shopping.</p> <p>Proposed project or facility list is recommended in the LWCAMPO Active Transportation Plan (ATP) or Metropolitan Transportation Plan (MTP)</p>	<ul style="list-style-type: none"> ▪ Implements a planned facility in any local On-Street Bicycle Facility Plan, Pedestrian Facility Plan, SRTS Plan, or the related community Master Plan adopted by the City or County Government Body (i.e. Viva Laredo Comprehensive Plan, Active Transportation Plan, Metropolitan Transportation Plan) 	10
7	Project Readiness*	Project readiness/ability to initiate construction	<ul style="list-style-type: none"> ▪ Associated with TxDOT proposed "off-system" roadways. ▪ Status of stakeholder/community feedback and support. ▪ Status of engineering/design. <p>Community partnership/support.</p>	15
	TOTAL			100

K. PROJECT IMPLEMENTATION

All TA Set-Aside Project improvements are limited and must be developed as described in the 2025 TA Set-Aside application and approved by the LWCAMPO Policy Committee. Changes in items of work or project scope specified in the application that occur without advance Policy Committee and MPO approval will not be reimbursed.

All TA Set-Aside projects shall be developed to current standards and specifications established or recognized by the federal government, and TxDOT. For more information, please see: [TxDOTs Local Government Project Management Guide](#).

Project sponsors shall implement or arrange for implementation of each project selected by the MPO Policy Board in accordance with statutory requisites and contracting procedures applicable to the type and character of the project.

All project sponsors awarded funding under the TA Set-Aside Program who propose to manage and perform any work on the project will be required to designate a “Responsible Person in Charge” (RPIC), a “Project Manager” (PM), and a “Qualified” person in accordance with TxDOT’s Local Government Project Program (LGPP). Refer to: <https://www.txdot.gov/government/processes-procedures/lgp-toolkit.html>.

A TA Set-Aside project sponsor must enter into a local agreement, also known as Advanced Funding Agreement (AFA), with TxDOT; and shall comply with all federal and state procedures and requirements applicable to development of federal-aid transportation projects. The AFA must be executed by the project sponsor within one year of the date of selection by the commission or risk loss of federal funding.

The environmental documentation must be cleared, all property must be acquired, any major utility adjustments must be completed, and the construction plans must be completed before federal funds are obligated for construction.

It is critical for project sponsors to accurately estimate the time it will take to have the project ready to let. A project timeline is required as part of the application. Entities applying must ensure that the project timeline reported is realistic. The timeline will be used to identify project funding, establish the year for scheduled letting and will be used in evaluating project feasibility/readiness.

TA Set-Aside funding is time-sensitive; TA Set-Aside funds are available for obligation for a period of three years after the last day of the fiscal year for which the funds are apportioned to the state. Due to the limited period of availability of TA Set-Aside funds, approval to adjust the letting date of a TA Set-Aside project must be obtained from the TA Set-Aside Program Manager in the TxDOT Laredo District as responsible for administering the program.

LWCAMPO Staff will establish a TA Set-Aside Program Schedule of Activities for all projects selected for award during the 2025 Call for Projects. It is encouraged to keep the LWCAMPO aware of project developments as LWCAMPO Staff will be providing quarterly updates on all TA Set-Aside projects to the Active Transportation Committee (ATC), Technical Committee and Policy Committee. At any time, the LWCAMPO governing body (Policy Committee) may choose to re-program funds that may jeopardize the ability to obligate on time.

The project sponsor is responsible for plan preparation, environmental documentation, and other design-related activities including required reviews.

The project sponsor is encouraged to work closely with TxDOT Laredo District environmental coordinator on project scope and environmental documentation requirements.

Proposed improvements may be located on state-maintained roadway ROW (on-system) or on property owned by the project sponsor (off-system). Projects may be constructed on private property if the proper easement is obtained. Projects that include state-maintained ROW or have a direct effect on an existing state-maintained roadway must have a recent letter of consent, addressed to the project sponsor, and signed by the current TxDOT District Engineer of the TxDOT Laredo District.

Funding is limited to the amount awarded by the MPO Policy Committee, any project cost overruns shall be covered by the project sponsor.

The construction contractor shall, in all cases, be chosen through a competitive bidding process approved by TxDOT.

The construction contract will be awarded to the lowest responsive bidder.

LWCAMPO and/or TxDOT may request periodic project status reports. Semi-annual reports to the MPO Policy Committee may be required after an entity enters into the AFA with TxDOT.

The project may be eliminated from the program if:

- Implementation of the project would involve significant deviation from the activities as proposed in the application form;
- A construction contract has not been awarded or construction has not been initiated by the local entity within three (3) years from the date of selection; or
- The project agreement is not executed with TxDOT within one (1) year after the project is selected by the Laredo MPO Policy Committee.

The Laredo & Webb County Area MPO Policy Committee reserves the right to remove funding from a project for which the applicant/sponsor is unable or unwilling to sign an agreement to implement the project or cannot provide the required minimum local match.

L. TA SET-ASIDE PROGRAM FACTS

The following list identifies the most basic TA Set-Aside Program facts:

TA Set-Aside Program Facts	
1	Eligible TA Set-Aside projects must be sponsored by an eligible entity and selected through the competitive selection process.
2	Sponsors should submit projects that clearly fit into the eligible categories defined in this document. It is the sponsor's responsibility to present how the project aligns with the guidelines for eligible project activities.
3	There is no limitation on the number of applications that an eligible entity may submit. However, entities submitting more than one application must rank the projects by priority. Also, a separate Resolution of local cash-match commitment from the eligible project sponsor must be provided for each submitted application.
4	Per Federal guidance, a project must be principally for transportation rather than purely recreational and, it must have logical endpoints. For example, a project proposing a looped trail system within a park, would be considered recreational and would not be considered eligible. However, the route to that park is eligible.
5	TA Set-Aside Program funds (Category 9) are administered by TxDOT. After the project selection process, it will be determined whether the project will be administered by the LWCAMPO.
6	The TA Set-Aside Program <u>is not</u> a grant. The program provides 80% federal funds with a 20% minimum local match required. Funds are provided on a cost reimbursement basis. Therefore, applicants will need adequate cash flow to accommodate the payment of 100% of the project costs and will be reimbursed with the Federal portion after the work has been completed.
7	The local match must be in cash. In certain limited circumstances and only after consultation with FHWA and TxDOT prior to application submission, in-kind contributions non-cash donations may be considered.
8	TxDOT may impose an administrative fee of approximate 15% of the project cost. This fee is an eligible expense covered with awarded funds. Applicants must account when calculating the availability of funds for construction. All cost overruns will be the responsibility of the eligible entity/project sponsor.
9	The Laredo & Webb County Area MPO Policy Committee will approve all final projects and funding levels. <ul style="list-style-type: none"> ▪ Itemized budgets submitted for TA Set-Aside Program funding will be reviewed by the LWCAMPO and TxDOT, to ensure work activities are eligible and itemized costs are reasonable. ▪ Project applications for TA Set-Aside Program funds are subject to funding availability.
10	Awarded entities must have a fully executed Advanced Funding Agreement (AFA) with TxDOT Laredo District and to comply with all applicable state and federal requirements related to the development of federal-aid highway projects prior to project letting. The AFA must be executed within one year from the date of selection by the MPO Policy Committee or risk loss of federal funding
11	Projects must benefit the general public, and not only a private entity.
12	Selected projects must be included in the MPO's Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP) prior to project letting. Some types of projects may be grouped by using applicable classifications under 23 CFR 771.117 (c) and (d).
13	TA Set-Aside Program projects must advance to construction within three (3) years from the date of selection by the MPO Policy Committee or risk loss of federal funding
14	All on-system projects must follow TxDOT procedures.
15	TA Set-Aside Program projects are <u>not</u> required to be located along Federal-aid highways. Regardless of whether the projects are located within the right-of-way of a Federal-aid highway, the treatment of projects will require: project agreements, authorization to proceed prior to incurring costs, prevailing wage rates (Davis-Bacon Act, Buy America, and competitive bidding)

Please contact the Laredo & Webb County Area MPO early in the process for questions related to applying to the TA Set-Aside program.

M. GLOSSARY OF TERMS

Transportation Alternatives (TA) Set-Aside Program	
Abbreviations / Acronyms	Definition
ADA	Americans with Disabilities Act of 1990
AFA	Advanced Funding Agreement
ATC	Active Transportation Committee
ATP	Active Transportation Plan
BIL / IIJA	Bipartisan Infrastructure Law / Infrastructure Investment and Jobs Act
CAT	TxDOT Funding Category Type
CFR	Code of Federal Regulations
EDC	Economically Disadvantaged Counties
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
LGPP	Local Government Project Program
LWCAMPO	Laredo & Webb County Area Metropolitan Planning Organization
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NEPA	National Environmental Policy Act
PM	Project Manager
ROW	Right of way
RPIC	Responsible Person in Charge
RTP	Recreational Trails Program
SRTS	Safe Routes to Schools
STBG	Surface Transportation Block Grant Program
STIP	Statewide Transportation Improvement Program
TA	Transportation Alternatives
TAC	Texas Administrative Code
TIP	Transportation Improvement Program
TMA	Transportation Management Areas
TxDOT	Texas Department of Transportation
USC / U.S.C.	United States Code
USDOT / DOT	United States Department of Transportation



LAREDO & WEBB COUNTY

AREA METROPOLITAN PLANNING ORGANIZATION

Item V.A.

- A. Status report by the Regional Mobility Authority (RMA).**



WC-CL RMA March 2025 Status Report to LWCAMPO

- 1. Vallecillo Overpass** – The WC-CL RMA will not be managing the development of the Overpass design. TxDOT Laredo District has informed us that they will be developing the design of this project. The WC-CL RMA stands ready to provide information from the Vallecillo Road Project to TxDOT so that the two projects' connections are well coordinated. The WC-CL RMA developed a construction cost estimate for the overpass in the amount of \$47,350,390, assuming the project lets in 2027. \$16 million has been provided by the MPO via Category 2 funds towards the cost of the overpass. These proposed funds have been submitted by the TxDOT LRD for inclusion in the UTP to be adopted in August 2025. The project still requires \$56.8M for 100% funding. On November 4, 2024, the WC-CL RMA, State Representative Richard Raymond Pena, Roland Ortiz (Killam Company) met with the TxDOT Laredo District (District Engineer Epi Gonzalez, TP&D Director Roberto Rodriguez, and PM Ana Duncan) convened to receive an update on the progress of the schematic design for the project. In late 2024, the TxDOT LRD informed the WC-CL RMA that they have revised the design of the overpass and would like the ROW at the interface of Vallecillo Road and IH 35 to increase. On 1/8/2025, the WC-CL RMA met with TxDOT LRD to obtain further information on the request. On 1/22/2025, the WC-CL RMA met with TxDOT LRD and the group clarified roles and responsibilities between the implementation of the new overpass and how it will interface with the road project. In that discussion, it was stated that the Killam Company will donate the new ROW for the overpass project along the West IH 35 ROW, the WC-CL RMA will include the new ROW as part of the ongoing road project environmental clearance and revise the parcel plats and ROW strip map for the roadway project to include the new ROW. The relocation of utilities along IH 35 will be conducted by the TxDOT LRD consultant. The group met on 2/18/25 for a status update on the Vallecillo Overpass project.
- 2. Springfield Phase IV** – Similar to Springfield Phase III, the RMA has committed up to \$1 million to the City to assist with the funding of the construction of Phase IV of the project from Hospitality Drive to Bob Bullock Loop. The sponsorship and implementation are subject to the negotiation of an Inter Local Agreement (ILA) between the City and the RMA. The RMA submitted a draft ILA to the City on 4/9/2024. The RMA originally intended to utilize the Category 12 Strategic Partnership dollars for the funding of the project. The RMA has decided to proceed for the construction of this project utilizing the RMA Vehicle Registration Fees. The ILA between the City and the RMA was executed on 9/9/2024. The project has advertised for construction. The Pre-Bid conference occurred on 1/7/2025. The bid opening occurred on 1/17/2025. The City consultant has evaluated the bids to recommend the award of the contract. The construction contract was awarded on 2/18/25 to ALC Construction by the City of Laredo. The City is preparing for the Pre-Construction Meeting/ Notice-to-Proceed.
- 3. Concord Hills (Wormser Road/ Lomas Del Sur to Los Presidentes)** – The RMA has committed \$1 million to the development of a new location 1.3 mile, 2-lane minor arterial roadway extension from Los Presidentes to Wormser Road/ Lomas Del Sur within a nominal ROW width of 90' in partnership with the City. The project will provide a parallel route to Cuatro Vientos and provide additional access to the new Laredo Sports Complex and the Municipal Water Park. The sponsorship and implementation are subject to the negotiation of an Inter Local Agreement (ILA) between the City and the RMA. The RMA is working with the City and the property owners for the donation of the



ROW and the finalization of the construction cost estimate for the project. The RMA recommitted its support in funding on the project February 14, 2024, at the February Board Meeting. On November 6, 2024, the WC-CL RMA Board of Directors passed a resolution to sign the ILA between the City and the WC-CL RMA for this project. The City Council approved the ILA on 2/18/25.

4. **North Laredo and Cuatro Vientos Transportation Reinvestment Zones (TRZ)** - The RMA is awaiting execution of the ILA with the City to commence the North Laredo TRZ Study. The City notified the WC-CL RMA on 2/13/24 that the City will move forward with drafting and distributing the ILA to the WC-CL RMA and commence the project. The City Council approved a resolution to negotiate and execute the ILA with the WC-CL RMA on 2/18/2025.

Regarding the Cuatro Vientos TRZ, the City would like to commence the process of implementing the TRZ with support from the WC-CL RMA. The RMA and the City will commence negotiation of the ILA to codify the agency roles for the implementation. On November 6, 2024, the WC-CL RMA Board of Directors passed a resolution to sign the ILA for the creation of the Cuatro Vientos TRZ between the City and the WC-CL RMA. The City Council approved a resolution to negotiate and execute the ILA with the WC-CL RMA on 2/18/2025.

5. **The Vallecillo Road Project** – See supplemental memorandum.
6. **Vision Zero Webb Laredo Safety Action Plan (Safe Streets for All)**- See supplemental memorandum.
7. **Other Items:**
 - The WC-CL RMA is anticipating a Board meeting on March 26, 2025.



Monthly Report to the LWCAMPO from the WC-CL RMA

Project: Vallecillo Road from FM 1472 to IH 35 SBFR
Purpose: March 2025 Monthly Overview Report to LWCAMPO
Date
Submitted: March 14, 2025

Ongoing Partnership Coordination:

Since the start of the development of the project in the Summer of 2023, the WC-CL RMA has been in frequent coordination with its partners in the development of the project. Since the initial kick off meeting with TxDOT LRD on 8/24/2023, the WC-CL RMA has been coordinating frequently with TxDOT LRD, the City of Laredo and the Killam Company who all have fiscally contributed to the development of the project or have oversight responsibility to its completion. Since 2023, the WC-CL RMA conducts the following meetings:

- Meet with the City of Laredo for a status of the progress of the project monthly. As of January 2025, TxDOT LRD is now invited to those meetings to contribute information as needed to the City of Laredo.
- Meet with TxDOT LRD Project Manager Ana Duncan on a bi-weekly basis to track progress.
- Meet quarterly as a group at the TxDOT LRD Office. Attendees include the WC-CL RMA, City of Laredo, TxDOT LRD, Webb County and the Killam Company. Union Pacific Railroad is also invited to these meetings. The most recent meeting occurred on 2/18/2025.

These meetings will continue for the duration of the project.

The following items have been completed to date:

- The draft ROW parcel plats and strip map was completed and submitted to TxDOT and the City of Laredo on August 19, 2024. Comments were received September 11, 2024 and are being addressed. The revisions addressing comments on the ROW Map and parcel plats were resubmitted October 11, 2024, to TxDOT LRD and the City of Laredo. We are awaiting final review by both TxDOT LRD and the City of Laredo Engineering Department before they start the appraisal of the property. The city received a preliminary title commitment based on the preliminary ROW survey by the Title company. We advised the City of Laredo to hold off on getting the appraisal of the two (2) parcels since the ROW footprint would change to the additional ROW needed for the overpass.
- Environmental studies are largely complete. The last section to be conducted is the noise analysis which is pending traffic volume approval from TP&P. The environmental team will perform the noise analysis when the traffic forecast data is approved by TP&P. Additional ENV studies will be conducted to account for the new proposed ROW for the overpass at IH 35. The additional studies to commence in April 2025.
- The Traffic forecast modeling and report development is largely complete. The team submitted the traffic volume deliverable to the TxDOT LRD in late June. TP&P provided comments in August 2024. The team prepared responses to the TP&P comments and these were submitted on September 25, 2024. TxDOT provided additional comments in November 2024 and the LJA team responded to the comments in early January 2025. TP&P provided approval of the traffic forecast on 2/17/2025.
- Utility coordination is on-going with all utility providers along the route. The draft schematic was



submitted to the TxDOT LRD on June 28, 2024. The GEC received comments from TxDOT in late July and resubmitted the 90% schematic on September 6, 2024. There could be a delay due to the changes to the schematic / design based on the proposed overpass at IH 35 main lanes. Utility coordination is ongoing, and we are identifying locations where level A SUE is required.

- On September 26, 2024, the RMA conducted a successful public meeting with forty-three attendees for the Vallecillo Road project at the B. Fasken Recreation Center as part of the public involvement for the project environmental clearance. This exceeded the minimum requirements for the environmental clearance of this project. Recently, the RMA received direction from the TxDOT LRD that the project will be cleared under a Categorical Exclusion as opposed to an Environmental Assessment. TxDOT LRD approved the Public Meeting Summary on 2/11/2025.

Update to the overall schedule:

TxDOT LRD has requested to increase the amount of ROW acquisition at the interface of Vallecillo Road and the IH 35 West ROW to accommodate a TxDOT design change to the proposed overpass at IH 35. This increase in requested ROW acquisition will impact the anticipated Environmental Clearance date of February 2025; thus, pushing out the completion of the ROW acquisition time frame for the entire project. The Killam Company has agreed to accommodate this increased ROW acquisition. The WC-CL RMA Board of Directors will consider approval of taking the lead for the additional ROW and associated environmental clearance changes at the March 26, 2025, Board Meeting.

On 3/6/25, TxDOT LRD requested that additional ROW be acquired along FM 1472 to accommodate the FM 1472 schematic roadway improvements for a conversion of FM 1472 to an access-controlled facility with a proposed overpass at FM 1472 and Vallecillo Road. As part of these improvements, TxDOT LRD is proposing to realign Muller Boulevard to the North at FM 1472 and is requesting additional ROW on the northside of Vallecillo at the intersection of FM 1472 to better align with the change of Muller Boulevard on the westside of FM 1472.

It should be noted that the City of Laredo has informed the RMA that they would not proceed with advanced ROW acquisition for the project; thus, requiring environmental clearance completion prior to finalizing the ROW donation from the Killam Company. This directly impacts the anticipated letting date of the Fall of 2025 since ROW will not be available for the placement of relocated utilities. Another option to meet the letting date would be to let the project with a Utility Management Plan; however, this could increase the overall construction bid and exceed the current construction budget. To avoid that issue, the RMA supports the City's decision and will not mobilize utilities to commence their construction until the ROW is in possession by the City of Laredo.

1. Once environmental clearance is complete, the City of Laredo will proceed with the Killam Company in the ROW acquisition. The ROW process is estimated to be complete by late Spring 2026.
2. Upon completion, the new ROW will need to be cleared for the relocation of the existing utilities at the intersections of IH 35 and FM 1472 ROW to the new ROW limits. ROW clearing and grubbing is estimated to last approximately 3 months.
3. Standard utility construction relocation time for utilities is nominally 12 months. Construction for utility relocation is estimated to commence in late Spring 2026 and be complete by late Spring 2027.
4. Upon completion of utility relocation, the RMA anticipates approval by TxDOT for bid advertisement to be received in Fall 2027. Bid advertisement and letting is anticipated for late 2027.
5. Construction is anticipated to commence in the Spring of 2028 and construction completion is anticipated for the Summer of 2029.



Agreements Update:

1. The RMA executed its funding agreement with the Killam Company on March 4, 2024 and is amending its Inter Local Agreement with the City of Laredo.
2. The City of Laredo is continuing the development of the ROW agreement with the Killam Company.
3. The RMA and the City of Laredo will need to amend their Inter Local Agreement to define roles and responsibilities for construction of the project. The RMA will be advertising and constructing the project, and the RMA will require access to the City of Laredo ROW to commence the work. The RMA approved execution of the amendment to the ILA to account for these updates on 11/6/2024.
4. As the project sponsor, the executed Advanced Funding Agreement (AFA) is solely between TxDOT Laredo District and the RMA.
 - a. The AFA Amendment from TxDOT to account for the updated funding for the project was approved on 10/18/2024.
 - b. The WC-CL RMA received the Federal Project Authorization and Agreement (FPAA) from the Laredo District to commence reimbursement requests for the schematic, environmental and PS&E development of the project on 12/19/2024.

End of Memorandum



Monthly Report to the LWCAMPO from the WC-CL RMA

Project: Vision Zero Webb Laredo Safety Action Plan by SS4A
Purpose: February 2025 Monthly Overview Report to LWCAMPO
Date
Submitted: March 14, 2025



Work on the Comprehensive Safety Action Plan (CSAP) began in September 2023. The RMA Board, along with Laredo City Council and the Laredo Webb County Area MPO adopted a pledge to reach zero fatalities and serious injuries on Laredo and Webb County roadways by 2040. These policy boards took action in February /March of 2024 as part of this effort. A public Safe Streets and Roads for All Interactive Session and a separate Workshop, with multiple public agency staff, stakeholders, and members of the LWCAMPO Active Transportation Committee were held in April 2024. The project team has been present at several other public engagement events put on by others and has been working to build a list of Safety enhancements to be made throughout the community and a list of actions that need to be taken toward that official goal to reach Zero fatalities and serious injuries by 2040.

A final stakeholder joint committee meeting was held in January between the Vision Zero Working Group and the Safe Transportation Advisory Council. Chairs, Juan Mendive (MPO Executive Director) and Arturo Dominguez (RMA Board Secretary), respectively, made remarks and closed out the development phase of the meetings. A second focus was on the components of the safety action plan document, reviewing written, graphic and image content with the consultant team. The first draft was developed and reviewed, along with an accompanying refresh to the home page of the www.visionzerowebblaredo.com website.

The CSAP development timeline is on track with the first complete draft shared in February 2025, and after receiving comments have begun to test print the English version of the document; Spanish translation of the content is ongoing. The plan will consist of digital and hard copy deliverable products including:

- A. Digital Data Dashboard residing within Vision Zero Webb Laredo Website
- B. Executive Summary
- C. Safety Action Plan Overview & Project Leader Tables
- D. Capital Project Corridor Profiles
- E. Funding Overview
- F. Setting Benchmarks and Measuring Progress
- G. Report appendices featuring:
 - i. Plan and Policy Review
 - ii. Safety Analysis
 - iii. Equity Priority Analysis
 - iv. Systemic Recommendations
 - v. Action Plan
 - vi. Capital Plan
 - vii. Financial Analysis
 - viii. Public and Stakeholder Engagement
 - ix. Capital Project Definition



x. Rural School Bus Stops

The Safety Action Plan outlines a series of prioritized recommended safety improvements, along with various Actions, Policies, and areas of additional study. These added studies could include but are not limited to a Vision Zero annual update, Bicycle Network Plan, Complete Streets Policy, Pedestrian Improvements Plan, and a Safe Routes To School Program, among others. It includes estimated costs for 16 City of Laredo and TxDOT Project Corridors, as well as a proposed series of Rural School Bus Stops and accompanying details per project.

These project reports were assembled through the efforts of the following project consultant team:

- LJA Engineering
- Toole Design Group
- Cambridge Systematics
- Able City
- Liquid Studio Group

Upon final submittal of the CSAP to the RMA it is expected that other partner agencies will move forward with institutional adoption in March and April 2025. This is followed by a grant application for implementation funds in early 2025.

Once the CSAP is adopted by the City and MPO, they will each respectively be eligible for FHWA Safe Streets and Roads for All Implementation Grant Funds. Grant applications for the next round of these funds are expected to be out in Spring of 2025. As the Capital Plan continues to materialize, the specific projects to be included in the Grant Application will be identified along with a total Federal funding request, that will require a 20% Local Match. Working through the project consultant team, the RMA will prepare the grant application in line with the grant requirements and the Safety Action Plan. This will be done on behalf of and in partnership with the Grant Applicant who will be providing the local match and ultimately building the projects.

End of Memorandum



LAREDO & WEBB COUNTY

AREA METROPOLITAN PLANNING ORGANIZATION

Item V.B.

- B. TxDOT Project Updates.**



LAREDO & WEBB COUNTY

AREA METROPOLITAN PLANNING ORGANIZATION

Item V.C.

- C. Update by the City of Laredo Engineering staff on the FM 1472/Flecha Ln. Realignment (CSJ 0922-33-076) and Calton Road Grade Separation (CSJ 0922-33-093) projects.**



LAREDO & WEBB COUNTY

AREA METROPOLITAN PLANNING ORGANIZATION

Item V.D.

- D. Presentation by Laredo Economic Coalition for Improved Highway Exchange on a potential road project connecting US 59 and SH 359.**

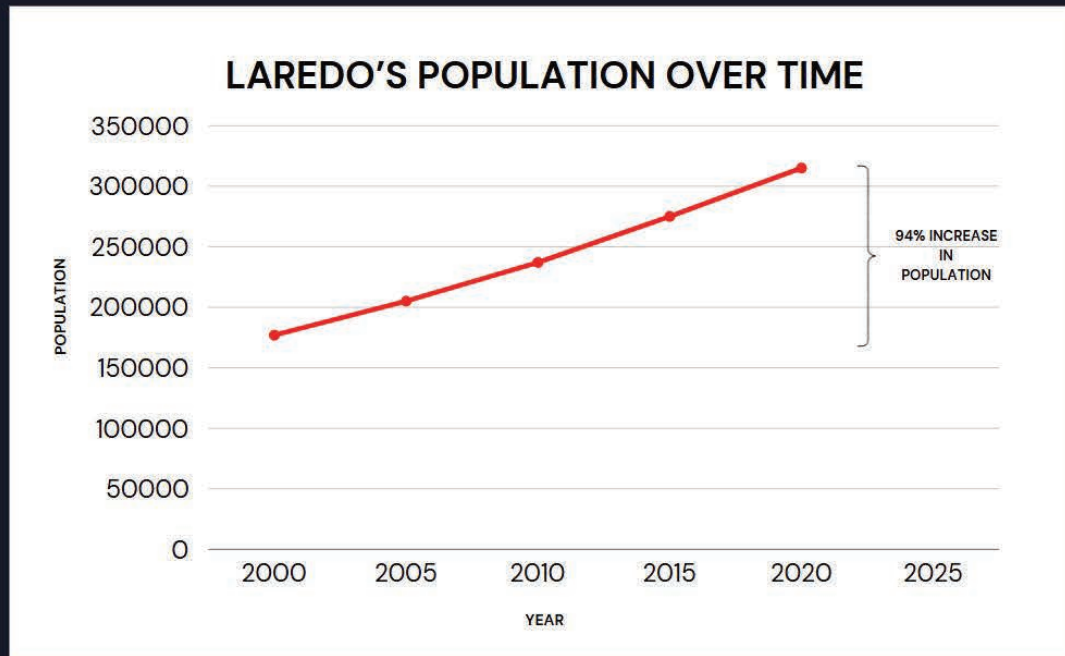


LEACHE

FOR A MORE CONNECTED LAREDO

LAREDO ECONOMIC COALITION FOR IMPROVED
HIGHWAY EXCHANGES

Laredoans for a Growing Laredo



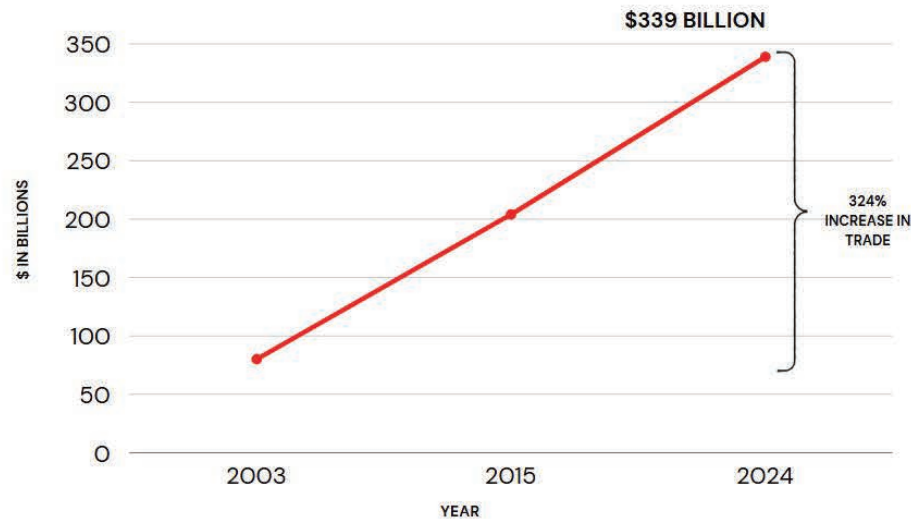
Population Growth

Laredo's population leaped from 177,000 (year 2000) to 315,000 (year 2025), a 94% increase, according to the US Census Bureau.

Laredoans for a Growing Laredo



TRADE OVER TIME AT PORT OF LAREDO



Trade and Economics

In 2024, the port of Laredo accounted for \$339 billion in trade compared to \$80 billion in 2003, a **324% increase.**

Increased Traffic and Development on HWY 59 and HWY 359



TPP Statewide Traffic Count Map

Fact#1

Based on TXDOT traffic counts, approximate volume of traffic increased 220% in the last 20 years, and heavy truck usage has increasing in proportion.

Fact #2

The number of commercial and residential developments between 2006 - 2025 has increased exponentially.

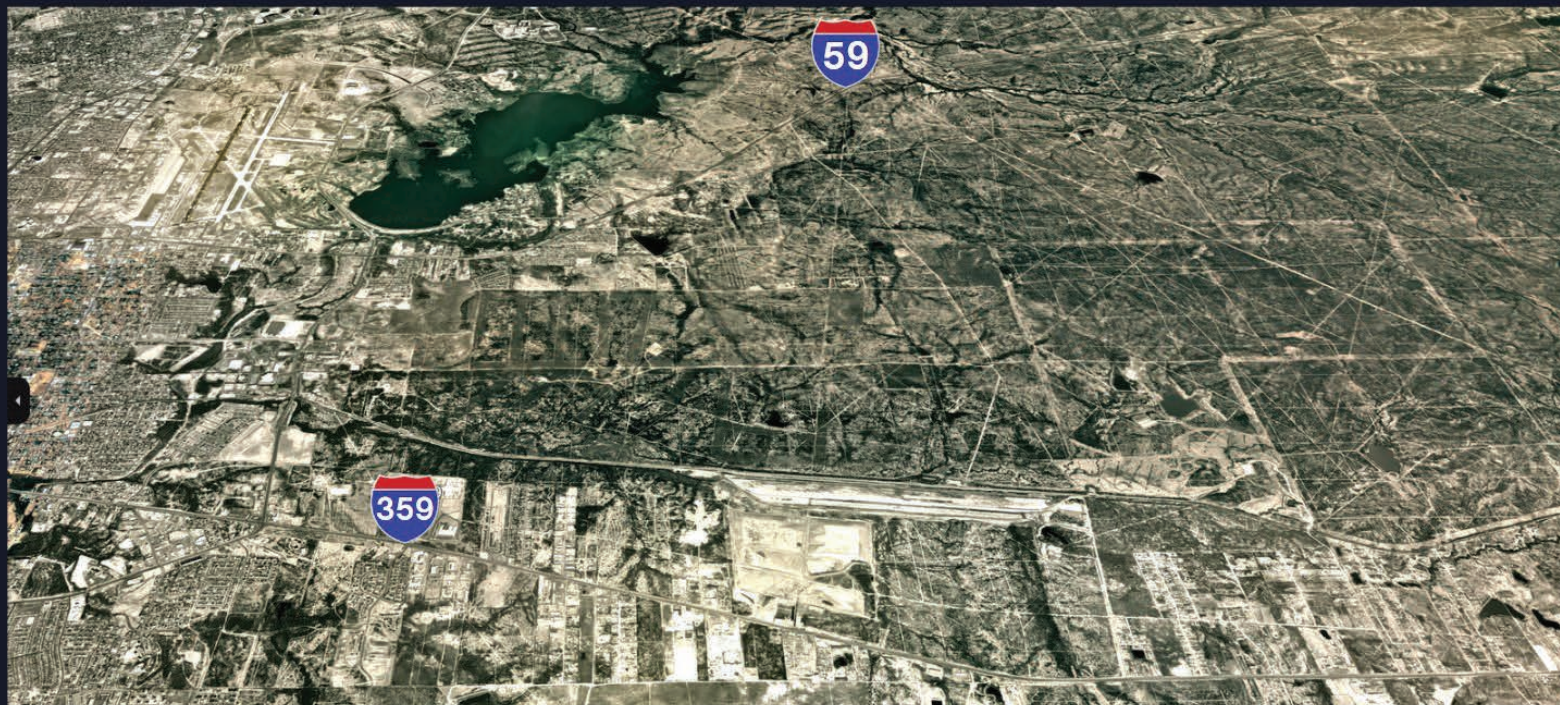
Fact #3

Despite that, there have been no infrastructure changes to alleviate congestion even as more user demand is added to the roadway.

Fact #4

In the event of a natural disaster, mandatory evacuation, or even a jackknifed trailer, egress to and from Laredo can be restricted or cut off with the current infrastructure.

GROWTH ALONG HWY 59 AND HWY 359



2004

GROWTH ALONG HWY 59 AND HWY 359



2024



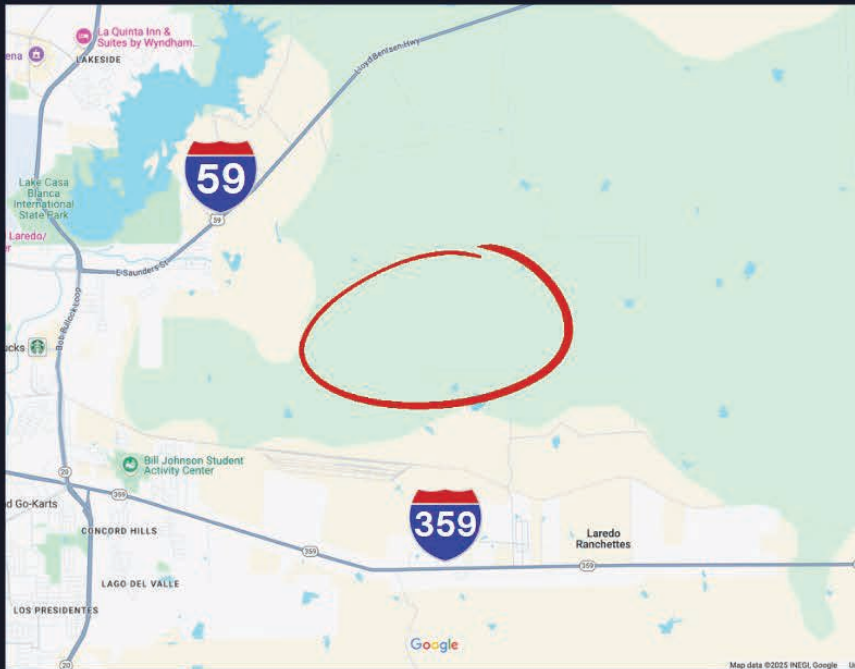
AREAS OF GROWTH SINCE 2004

The Problem

- 220% increase in traffic overall, including proportional heavy truck traffic circa 2004-2024
- No interconnectivity between 359 and 59.
- Lack of connectivity can hamper emergency response times.
- Routine traffic accidents can restrict access to and from Laredo.
- Parts of south Laredo are cut off from crucially needed development as Laredo continues to grow.

Congestion and Lack of Alternative Routes

A single connector restricts Laredo's growth



Fact #1

On January 15, 2020, TxDOT proposed widening HWY 359 to alleviate congestion, which indicates there were already traffic issues.

Fact #2

County is seeking a connector to run through the Gator Pointe & Heritage Park neighborhoods.

Fact #3

Without STX Parkway, nearest access from proposed loop is 4.5 miles away at Gator Pointe connection. STX Parkway would cut distance in half and create grid system for East Laredo to accommodate future growth.

Fact #4

Designating STX Parkway a heavy truck route reduces negative impacts to Gator Pointe (359) and (59) neighborhoods.

Gator Pointe route

The Gator Pointe and Heritage Park neighborhoods would be adversely impacted by the heavy vehicle traffic using the Gator Pointe route. This is especially true of heavy trucks as the roadway running through the neighborhood only has an 80 ft right of way.

As can be clearly seen in the pictures presented, the impact of a major roadway through this area will be significant on local residents.

Additionally the proposed route would cross the CPKS rail line at one of its widest points, forcing traffic across, or over, 3 rail lines which are in near proximity to CPKS' main yard.



Gator Pointe route

The roadway in Gator Pointe is narrow and not ideal for heavy roadway traffic. The roadway will need to be expanded out to the walkways that align either side of the roadway. This will expand the roadways to be just feet away from residences.

This was video on Tuesday, March 11, 2025.



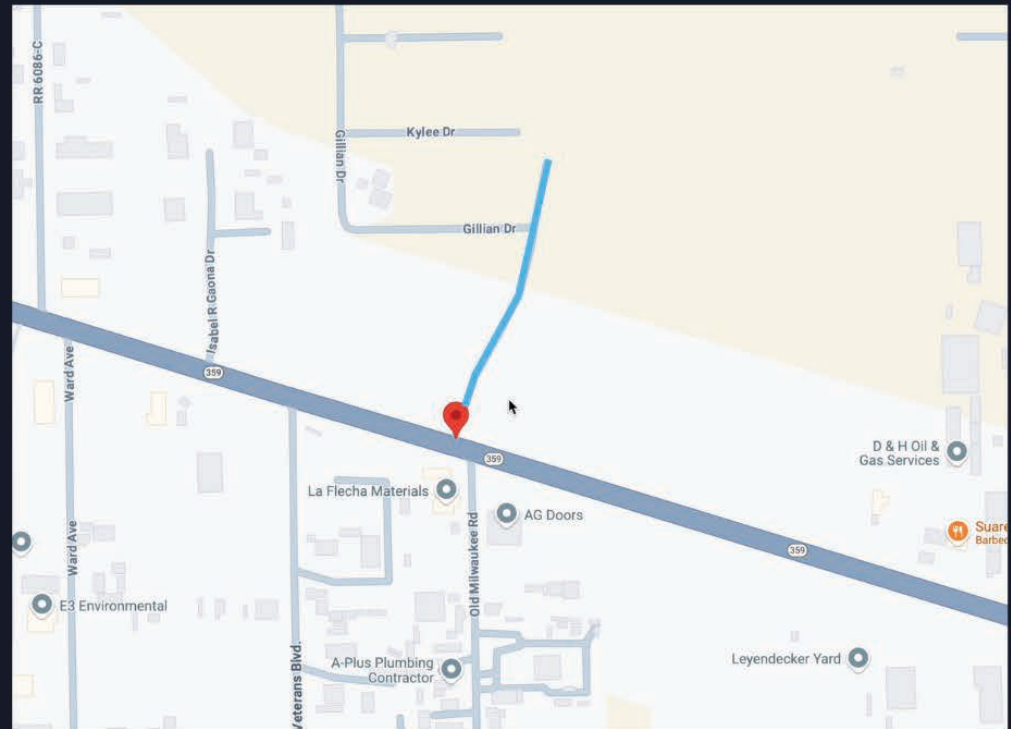
Divide & Conquer

The points we listed prior do not invalidate the Gator Point connector project, **however it does raise some distinct questions.**

How will the construction of the expanded roadway, and curb cuts onto 359 impact Gator Point? How will the similar construction work impact Heritage Park off of 59?

What impacts will heavy vehicle traffic have on the two neighborhoods long term?

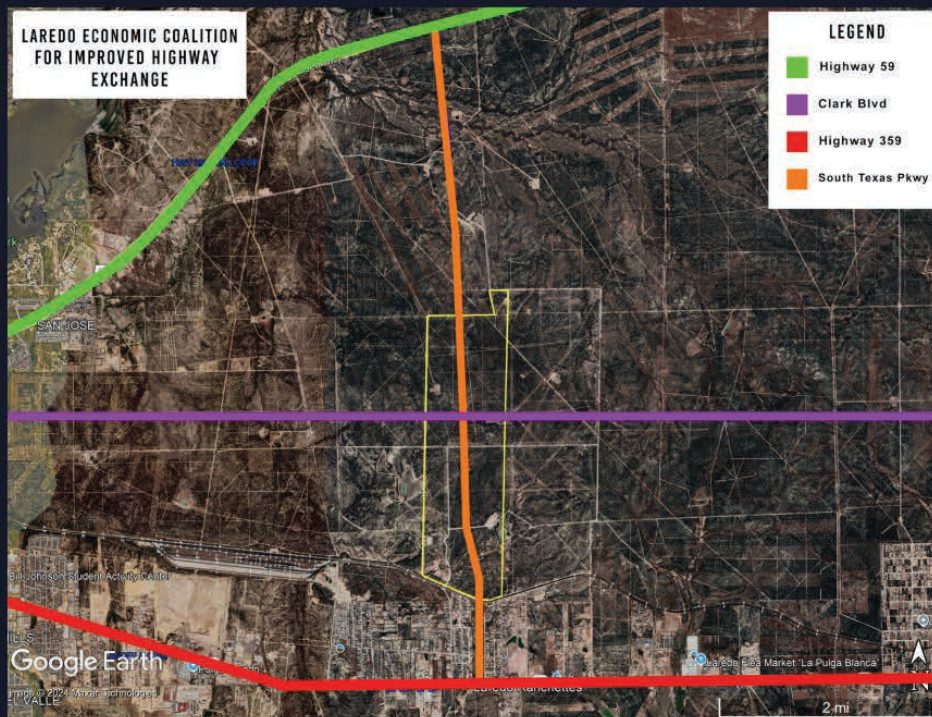
If heavy trucks are allowed to transit the route, what impacts will they have on both the neighborhoods and the traffic on 359/59 as they require a wide turning radius?



GOT LECHE?



LECHE has what the region needs!



A “sister project” to Gator Pointe

In conjunction with Gator Pointe, the **STX Parkway** can serve as a **designated truck route**, eliminating heavy traffic from the Gator Pointe and neighborhoods.

400 ft ROW

The proposed route would have 400' of potential R.O.W. for the construction of a “Loop 20”-esq roadway. While such a roadway isn’t needed now, accommodating for future growth is forward thinking.

Grid System

Establishes a grid system for East Laredo that facilitates traffic movement in the event of an accident and opens up the area for future growth.

A view from 359 of the alignment for South Texas Parkway





What LECHE needs from YOU!

- 1) Provide funds complete R.O.W., environmental & topographic studies
- 2) Provide letters of support so we can push for federal grants/funding via 2025 highway bill.



LEACHE

FOR A MORE CONNECTED LAREDO

Thank you for your time & consideration.

We hope you'll support
Laredo Economic Coalition for improved Highway
Exchanges (LECHE)



LAREDO & WEBB COUNTY

AREA METROPOLITAN PLANNING ORGANIZATION

Item VI.

DIRECTOR'S COMMENTS



LAREDO & WEBB COUNTY

AREA METROPOLITAN PLANNING ORGANIZATION

Director's Report March 19, 2025

1. Conference/Meeting Attendance

- Attended MPO Handbook Advisory Committee meeting virtually on March 12th.
- Attended the MPO Directors' TEMPO meeting on March 13th and 14th in Austin.
- Juan S. Mendive, MPO Director and Gracie Briones, Planner III will be attending the American Planning Association (APA) National Planning Conference in Denver, CO from March 28th through April 1st.

2. Microtransit Feasibility Study Update:

- MPO staff continues to work with El Metro staff and the consulting team on the Microtransit Feasibility Study.
- A public meeting was held on February 28th at El Metro Transit Center to gather feedback from transit riders. The report is expected to be completed by April with presentations to the Policy Committee and Mass Transit Board planned for May.

3. Texas Transportation Commission Meetings:

- March 27, 2025
- April 24, 2025
- May 21, 2025

Calendar invites for upcoming Texas Transportation Commission meetings were sent by email. The MPO Director will be attending the upcoming meetings.

Upcoming Texas Transportation Commission meetings and agendas can be found on the following link: <https://www.txdot.gov/about/leadership/texas-transportation-commission/meeting-dates-agendas.html>

4. Upcoming regularly scheduled MPO meetings:

- Active Transportation Committee – March 26, 2025
- Technical Committee – April 8, 2025
- Policy Committee – April 16, 2025



LAREDO & WEBB COUNTY

AREA METROPOLITAN PLANNING ORGANIZATION

Item VII.

COMMUNICATIONS



LAREDO & WEBB COUNTY

AREA METROPOLITAN PLANNING ORGANIZATION

Item VIII.

ADJOURNMENT