LAREDO WEBB COUNTY AREA METROPOLITAN PLANNING ORGANZIATION
ACTION ITEM

DATE:	**SUBJECT:** RESOLUTION
4-20-20	Receive public testimony approve Resolution No. MPO 2020-05 for the following proposed amendment(s) of the 2020-2045 Metropolitan Transportation Plan (MTP): 1. Amending Table 10-2, entitled List of TxDOT UTP 2020-2030 Programmed Projects, & Figure 10-1, entitled Map of TxDOT UTP Programmed Projects, as necessary to incorporate the following revisions: a) ***Addition*** of project CSJ 2150-04-078 intended to provide for the construction of a right turn lane at the intersection of Killam Industrial Blvd. and FM 1472, from Killam Industrial Blvd. to 0.187 miles N. of Killam Industrial Blvd intersection, with an estimated total project cost of $1,255,375. The proposed letting date is FY 2020. 2. ***Addition*** of a chapter on the Congestion Management Process (CMP). The new chapter is intended to identify: the 8 step CMP process, the related project prioritization efforts, and the specific CMP projects resulting from the process. MTP 20-45/REV 1

INITIATED BY: TXDOT and FHWA	**STAFF SOURCE:** J. Kirby Snideman MPO Director

PREVIOUS ACTION:
On January 21st, 2020 the Policy Committee adopted the 2020-2045 MTP.

BACKGROUND: The development of the MTP is federally required in to assure the continuation of federal transportation funds. The plan must address, at a minimum, a continuous twenty-year planning horizon.

See attachments for full details of all proposed revisions.

The following comments were received during the comment period:

PUBLIC COMMENT		MPO ACTION TAKEN
Sara Garza- TxDOT	I have reviewed and have no comments.	None
Guillermo Cuellar- Webb County Engineering Dept.	The Chapter 11 Congestion Management Process report is good. I think it would be good to add The I.H. 35 /(Uniroyal Drive – Beltway Parkway) intersection to the list of congested locations for review.	Document revised as necessary

COMMITTEE RECOMMENDATION: Approval	**STAFF RECOMMENDATION:** Approval.

RESOLUTION NO. MPO 2020-05

BY THE LAREDO WEBB COUNTY AREA
METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

ADOPTING THE REVISION(S) OF THE 2020-2045 METROPOLITAN TRANSPORTATION PLAN (MTP)

WHEREAS, the Laredo Webb County Area Metropolitan Planning Organization (MPO) has reviewed the proposed revision(s) of the 2020-2045 Metropolitan Transportation Plan (MTP); and,

WHEREAS, the Laredo Webb County Area Metropolitan Planning Organization (MPO) finds that the proposed revision(s) of the 2020-2045 Metropolitan Transportation Plan (MTP) meets the high priority improvements necessary for the MPO area;

NOW THEREFORE BE IT RESOLVED, that the Laredo Webb County Area Metropolitan Planning Organization (MPO), as the designated Metropolitan Planning Organization for the Laredo Urban Area, adopted the proposed revisions of the 2020-2045 Metropolitan Transportation Plan (MTP), which are attached hereto and made a part hereof for all purpose:

We certify that the above resolution was adopted on April 20th, 2020, at a public meeting of the Policy Committee of the Laredo Urban Transportation Study.

Honorable Pete Saenz
Mayor of Laredo and Chairperson of the
MPO Policy Committee

J. Kirby Sniderman
MPO Director

DocuSigned by:
David Salazar
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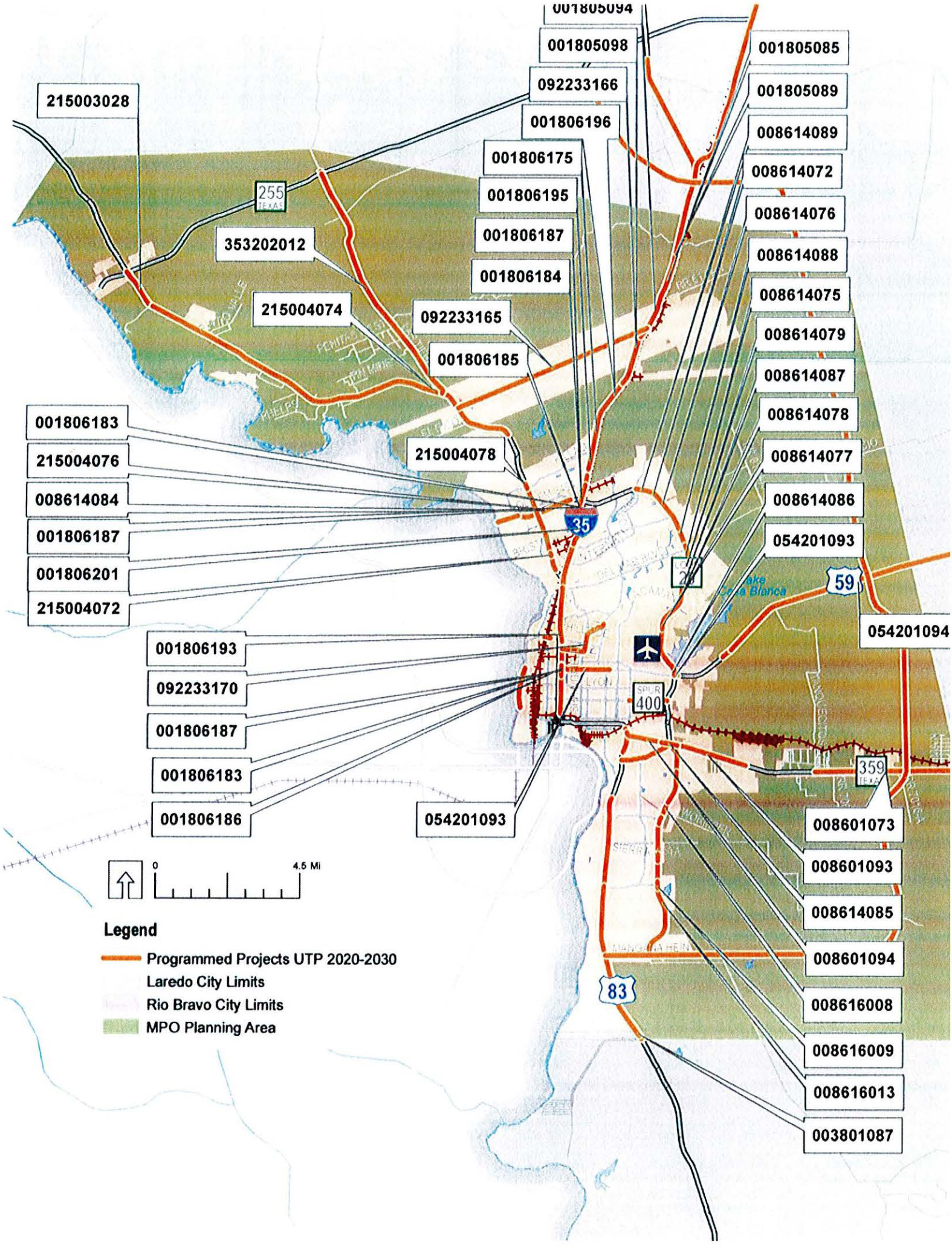
David M. Salazar,
TxDOT, District Engineer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Legend
Programmed Projects UTP 2020-2030
Laredo City Limits
Rio Bravo City Limits
MPO Planning Area

CSJ/ID	Facility	Limits	Description	Funding Categories	Letting Year	Total Funds
			FM 1472 (Mines Road)			
215003028	FM 1472	SH 255 to 1.321 miles South of SH 255	Preventive Maintenance	1	2020	$104,409
215004074	FM 1472	1.321 miles South of SH 255 to 0.226 miles North of Pan American Blvd	Preventive Maintenance	1	2020	$1,070,193
215004076	FM 1472	Big Bend Blvd to Killam Industrial Blvd	Widening of pavement to provide additional travel lane	11	2020	$3,340,000
215004072	FM 1472	0.123 miles South of SL 20 to 0.4 miles North of IH 35	Resurface of Existing Highway	1	2024	$574,146
215004078	FM 1472	Killam Industrial Blvd. Int. to 0.187 miles North of Killam Industrial Blvd. Int.	Intersection Improvements – Construction of right turn acceleration lane	3	2020	$1,255,375
			FM 3338			
353202012	FM 3338	FM 1472 to SH 255	Widen Road - Add two additional turn lanes with one continuous left turn lane	DA	2024	$45,000,000
			County Roads			
092233160	County Road	Wormser Rd at Dolores Creek	Replacement of Off-System Bridge	6	2020	$855,000
			City Streets			
092233076	City Street - At the intersection of FM 1472 and Flecha Ln/Las Cruces Dr	Intersection of FM 1472 and Flecha Ln/Las Cruces Dr	Re-align intersection	3, 10	2020	$1,382,893

Vanessa Guerra

From: Omar Costilla <Omar.Costilla@txdot.gov>
Sent: Tuesday, February 11, 2020 10:43 AM
Subject: LUTS Meeting Topic: May Revision Request - (FM 1472, IH 35, & I-69W)

Vanessa,

I'm working on the runs and the new financial summary for the May revision. Below is the breakdown of what needs to be included into the May revision.

New project to be included into the TIP/STIP
HWY: FM 1472
County: Webb
CSJ: 2150-04-078
Limits: From Killam Industrial Blvd Int To 0.187 MI N of Killam Industrial Blvd Int
Estimated Let Date: 08/2020 (This project will be linked to CCSJ 0086-14-084.)
Construction Estimate: $1,255,375.00
Funding: *Category 3 100% Local*
Project Classification: IOI – Intersection & Operational Improvements
Project Description: Intersection Improvements, which includes concrete pavement right turn acceleration lane. Incidental Constriction Limits – 500ft East of Killam Industrial Blvd Int. for the construction of a right turn lane, curb-gutter, & sidewalk.

Project update into the TIP/STIP
June 2020 Letting - (The following projects where converted from Fed/State funded to 100% state funded.)
- 0018-06-136 - $54,000,000.00 (100% State)
- 0018-06-198 - $5,000,000.00 (100% State)
- 0018-06-183 - $30,000,000.00 (100% State)
- 0018-06-184 - $22,000,000.00 (100% State)

Project update into the TIP/STIP
August 2020 Letting - (The following project where converted from Fed/State funded to 100% state funded.)
- 0086-14-084 - $15,000,000.00 (100% State)
- 2150-04-076 - $3,463,640.00 (100% State)

Thank you

Texas Department of Transportation

Thank you,
Omar J. Costilla
Transportation Specialist III
Transportation Planning & Development
Laredo District
1817 Bob Bullock Loop
Laredo, Texas 78043
(956) 712-7726
Omar.Costilla@txdot.gov

MAY REVISION RUNS REPORT UPDATE (NEW PROJECT)

CSJ 2150-04-078

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	2150-04-078	2020	FM 1472	C	Laredo	$ 1,255,375

Limits From: Killam Industrial Blvd Int
Limits To: 0.187 MI N of Killam Industrial Blvd Int
Project DESCR: Intersection Improvements add right turn lane
Remarks P7: Add new project to FY20 May revision 2020

Project Sponsor
Revision Date 05/2020
MPO Proj Num
Funding Cat(S) 3
Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
3	$ -	$ -	$ -	$ 1,255,375	$ -	$ 1,255,375
Total						$ 1,255,375

Total Project Cost Information

Prelim Eng	$ 61,514
ROW Purch	$ -
Const Cost	$ 1,255,375
Const Eng	$ 50,341
Conting	$ 17,827
Indirect	$ -
Bond Fin	$ -
Pt Chg Ord	$ 49,086
Total Cost	$ 1,434,143

Cost of Approved Phases $ 1,255,375

MAY REVISION RUNS REPORT UPDATE

CSJ 0018-06-136

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0018-06-136		2020 IH 35	C	Laredo	$ 54,000,000.00

Limits From: Shiloh Drive
Limits To: 0.38 Miles S. of US 59/IH 35 Int
Project DESCR: Widen of Interstate to 6 lane and RR grade separation
Remarks P7: May revision 2020 authorized funding to let as 100% state

Project Sponsor
Revision Date 05/2020
MPO Proj Num
Funding Cat(S) 2M,4,12
Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
2M	$ -	$ 9,000,000.00	$ -	$ -	$ -	$ 9,000,000.00
4	$ -	$ 27,000,000.00	$ -	$ -	$ -	$ 27,000,000.00
12	$ -	$ 18,000,000.00	$ -	$ -	$ -	$ 18,000,000.00
Total						$ 54,000,000.00

Total Project Cost Information

Prelim Eng	$ 2,594,316.00
ROW Purch	$ 266,000.00
Const Cost	$ 52,945,216.00
Const Eng	$ 2,631,378.00
Conting	$ 1,323,631.00
Indirect	$ -
Bond Fin	$ -
Pt Chg Ord	$ 1,757,782.00
Total Cost	$ 61,518,323.00

Cost of Approved Phases $ 54,000,000

CSJ 0018-06-183

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0018-06-183		2020 IH 35	C	Laredo	$ 30,000,000.00

Limits From: 0.50 MI South of US 59
Limits To: 0.50 MI East of IH 35
Project DESCR: New direct connector (#5) west I-69W to south IH 35
Remarks P7: May revision 2020 authorized funding to let as 100% state

Project Sponsor
Revision Date 05/2020
MPO Proj Num
Funding Cat(S) 4
Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
4	$ -	$ 30,000,000.00	$ -	$ -	$ -	$ 30,000,000.00
Total						$ 30,000,000.00

Total Project Cost Information

Prelim Eng	$ 1,261,258.00
ROW Purch	$ 322,152.00
Const Cost	$ 25,739,953.00
Const Eng	$ 1,279,276.00
Conting	$ 643,499.00
Indirect	$ -
Bond Fin	$ -
Pt Chg Ord	$ 854,567.00
Total Cost	$ 30,100,705.00

Cost of Approved Phases $ 30,000,000

MAY REVISION RUNS REPORT UPDATE

CSJ 0018-06-184

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0018-06-184		2020 IH 35	C	Laredo	$ 22,000,000.00

Limits From: 0.50 MI West of IH 35
Limits To: 0.50 MI South of US 59
Project DESCR: New direct connector (#8) east I-69W to south IH 35
Remarks P7: May revision 2020 authorized funding to let as 100% state

Project Sponsor
Revision Date 05/2020
MPO Proj Num
Funding Cat(S) 12
Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
12	$ -	$ 22,000,000.00	$ -	$ -	$ -	$ 22,000,000.00
Total						$ 22,000,000.00

Total Project Cost Information

Prelim Eng	$ 898,865.00
ROW Purch	$ 10,000.00
Const Cost	$ 18,344,183.00
Const Eng	$ 911,706.00
Conting	$ 458,605.00
Indirect	$ -
Bond Fin	$ -
Pt Chg Ord	$ 609,027.00
Total Cost	$ 21,232,386.00

Cost of Approved Phases $ 22,000,000

CSJ 0018-06-198

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0018-06-198		2020 IH 35	C	Laredo	$ 5,000,000.00

Limits From: 0.38 Miles South of US59/IH35 INT
Limits To: 0.80 Miles North of US59/IH35 INT
Project DESCR: Widen Interstate to 6 lanes
Remarks P7: May revision 2020 authorized funding to let as 100% state

Project Sponsor
Revision Date 05/2020
MPO Proj Num
Funding Cat(S) 11
Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
11	$ -	$ 5,000,000.00	$ -	$ -	$ -	$ 5,000,000.00
Total						$ 5,000,000.00

Total Project Cost Information

Prelim Eng	$ 206,438.00
ROW Purch	$ 5,000.00
Const Cost	$ 4,213,012.00
Const Eng	$ 182,424.00
Conting	$ 125,970.00
Indirect	$ -
Bond Fin	$ -
Pt Chg Ord	$ 210,651.00
Total Cost	$ 4,943,495.00

Cost of Approved Phases $ 5,000,000

MAY REVISION RUNS REPORT UPDATE

CSJ 0086-14-084

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0086-14-084		2020 IH 69W	C	Laredo	$ 15,000,000.00

Limits From: World Trade Bridge GSA Facilities
Limits To: 0.330 Miles West of IH 35
Project DESCR: Widen Interstate to 6 lanes
Remarks P7: May revision 2020 authorized funding to let as 100% state

Project Sponsor
Revision Date 05/2020
MPO Proj Num
Funding Cat(S) 11
Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
11	$ -	$ 15,000,000.00	$ -	$ -	$ -	$ 15,000,000.00
Total						$ 15,000,000.00

Total Project Cost Information

Prelim Eng	$ 659,376.00
ROW Purch	$ -
Const Cost	$ 13,456,648.00
Const Eng	$ 582,673.00
Conting	$ 402,354.00
Indirect	$ -
Bond Fin	$ -
Pt Chg Ord	$ 672,833.00
Total Cost	$ 15,773,884.00

Cost of Approved Phases $ 15,000,000

CSJ 2150-04-076

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	2150-04-076		2020 FM 1472	C	Laredo	$ 3,340,000.00

Limits From: Big Bend Blv Northbound
Limits To: Killam Industrial Blvd Northbound
Project DESCR:
Remarks P7: May revision 2020 authorized funding to let as 100% state

Project Sponsor
Revision Date 05/2020
MPO Proj Num
Funding Cat(S) 11
Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
11	$ -	$ 3,340,000.00	$ -	$ -	$ -	$ 3,340,000.00
Total						$ 3,340,000.00

Total Project Cost Information

Prelim Eng	$ 234,844.00
ROW Purch	$ -
Const Cost	$ 4,792,733.00
Const Eng	$ 235,324.00
Conting	$ 108,316.00
Indirect	$ -
Bond Fin	$ -
Pt Chg Ord	$ 250,181.00
Total Cost	$ 5,621,398.00

Cost of Approved Phases $ 3,340,000

MAY REVISION RUNS REPORT UPDATE (NEW PROJECT)

CSJ 2150-04-078

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	2150-04-078	2020	FM 1472	C	Laredo	$ 1,255,375

Limits From: Killam Industrial Blvd Int
Limits To: 0.187 MI N of Killam Industrial Blvd Int
Project DESCR: Intersection Improvements add right turn lane
Remarks P7: Add new project to FY20 May revision 2020

Project Sponsor
Revision Date 05/2020
MPO Proj Num
Funding Cat(S) 3
Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
3	$ -	$ -	$ -	$ 1,255,375	$ -	$ 1,255,375
Total						$ 1,255,375

Total Project Cost Information

Prelim Eng	$ 61,514
ROW Purch	$ -
Const Cost	$ 1,255,375
Const Eng	$ 50,341
Contng	$ 17,827
Indirect	$ -
Bond Fin	$ -
Pt Chg Ord	$ 49,086
Total Cost	$ 1,434,143

Cost of Approved Phases $ 1,255,375

Laredo MPO - District 22
FY 2019 - 2022 Transportation Improvement Program
May 2020 Quarterly STIP Revision

Funding by Category

		FY 2019		FY 2020		FY 2021		FY 2022		Total FY 2019 - 2022	
Category	Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	$0	$0	$0	$0	$0	$0	$18,477,632	$18,477,632	$18,477,632	$18,477,632
2M or 2U	Urban Area (Non-TMA) Corridor Projects	$0	$0	$9,000,000	$9,000,000	$5,438,724	$5,438,724	$79,531,847	$79,531,847	$93,970,571	$93,970,571
3	Non-Traditionally Funded Transportation Project	$0	$0	$9,972,433	$9,972,433	$0	$0	$0	$0	$9,972,433	$9,972,433
4	Statewide Connectivity Corridor Projects	$0	$0	$57,000,000	$57,000,000	$0	$0	$65,000,000	$65,000,000	$122,000,000	$122,000,000
5	CMAQ	$0	$0			$0	$0	$0	$0	$0	$0
6	Structures	$0	$0			$0	$0	$0	$0	$0	$0
7	Metro Mobility & Rehab	$0	$0			$32,339,796	$32,339,796	$0	$0	$32,339,796	$32,339,796
8	Safety	$0	$0			$0	$0	$0	$0	$0	$0
9	TAP / TASA	$0	$0	$815,798	$815,798	$288,774	$288,774	$0	$0	$1,104,572	$1,104,572
10	Supplemental Transportation	$0	$0	$14,520,408	$14,520,408	$12,067,384	$12,067,384	$0	$0	$26,587,792	$26,587,792
10 CBI	Corridor Border	$0	$0			$0	$0	$0	$0	$0	$0
11	District Discretionary	$0	$0	$23,340,000	$23,340,000	$0	$0	$0	$0	$23,340,000	$23,340,000
12	Strategic Priority	$0	$0	$40,000,000	$40,000,000	$17,000,000	$17,000,000	$0	$0	$57,000,000	$57,000,000
SBPE	Strategy Budget PE	$0	$0			$0	$0	$0	$0	$0	$0
SB 102	Strategy 102	$0	$0			$0	$0	$0	$0	$0	$0
	Total	$0	$0	$154,648,639	$154,648,639	$67,134,678	$67,134,678	$163,009,479	$163,009,479	$384,792,796	$384,792,796

Funding Participation Source

Source	FY 2019	FY 2020	FY 2021	FY 2022	Total FY 19-22
Federal	$0	$13,250,845	$53,707,742	$138,755,346	$205,713,933
State	$0	$129,340,000	$6,958,977	$24,254,133	$160,553,110
Local Match	$0	$3,340,736	$6,467,959	$0	$9,808,695
CAT 3 - Local Contributions (LC)	$0	$8,717,058	$0	$0	$8,717,058
CAT 3 - Prop 1	$0	$0	$0	$0	$0
CAT 3 - Prop 12	$0	$0	$0	$0	$0
CAT 3 - Prop 14 Bonds	$0	$0	$0	$0	$0
CAT 3 - Texas Mobility Fund	$0	$0	$0	$0	$0
CAT 3 - TDC	$0	$0	$0	$0	$0
Other - Strategy PE Budget	$0	$0	$0	$0	$0
Other - Strategy 102 Budget	$0	$0	$0	$0	$0
Total	$0	$154,648,639	$67,134,678	$163,009,479	$384,792,796

Vanessa Guerra

From: Vanessa Guerra
Sent: Thursday, February 06, 2020 3:10 PM
To: Omar Costilla
Subject: RE: 2020 May Revision - RMA Project FM 1472 Right Turn Lane
Attachments: image001.png

The May revision is due in the portal April 21.

I just tried to call you. It's too late for Feb, so we will have to go for the March meeting for Intro.

Send me the runs and the new financial summary. The email below is good enough to tell me you want to add the project. As a general rule of thumb I will need your submittal 21 days before the Technical meeting. So plan on submitting by Feb 18th.

These projects are important so I am flexible, but just to let you know why the submittal deadlines are so important, when we revise the TIP I also have to revise the MTP, my GIS folks have to revise all the maps and tables where that project appears, and often times there are new requirements for FHWA/FTA on content on both documents that are not easy or quick to satisfy. Aside from that I have to prepare communications, agendas and issue accurate public notices compliant with the required public participation rules. Finally, everything must be ready the Friday prior to Tech meeting.

Question: Are you sure it has to go for the May revision? It couldn't wait for the new TIP?

From: Omar Costilla [mailto:Omar.Costilla@txdot.gov]
Sent: Thursday, February 06, 2020 1:17 PM
To: Vanessa Guerra
Subject: 2020 May Revision - RMA Project FM 1472 Right Turn Lane

Vanessa,

I need your help for a timeline.

It looks like the RMA project may just be ready to let this August 2020. If we need to add this project for the May revision when do you need all the information to update the TIP/STIP?

Thank you

Thank you,

Omar J. Costilla

Transportation Specialist III

Transportation Planning & Development

Laredo District

1817 Bob Bullock Loop

Laredo, Texas 78043

(956) 712-7726

Omar.Costilla@txdot.gov <mailto:Omar.Costilla@txdot.gov>

<https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fwww.txdot.gov%2finside-txdot%2fmedia-center%2ffeatured.html&c=E,1,tUEUzbJjCf-MiiHwmDL2_HIww_FdRc6nRGMagPY8RODK__QNq8cteKFg9x6FC-RRa2IuwzSXpKw3O_oD02Gs0zHFc2-wa-DvzQbIKqPoiZyLgkewLjYKI2Kx&typo=1>

Chapter 11:
Congestion Management Process

Introduction

For many, experiencing traffic congestion is a daily occurrence, especially in larger urban areas. As the population grows and residential and commercial developments increase, traffic congestion can become more severe. According to federal mandates (23 CFR 450.322), MPOs (metropolitan planning organizations) that are designated as Transportation Management Areas (TMAs) must develop and implement a Congestion Management Process (CMP), and the CMP must be reflected in the MTP. A TMA is a metropolitan area with a population exceeding 200,000. The Laredo MPO was designated as a TMA in 2013 due to the population exceeding this threshold. In 2014, in accordance with these requirements, the Laredo MPO adopted its CMP. This chapter describes the Laredo MPO's adopted CMP, how the CMP has been implemented to date, how the CMP was incorporated into the project identification and selection process for this 2020-2045 MTP, and the continual monitoring process of CMP performance.

Overview of the Congestion Management Process

Introduction

The Laredo MPO's Congestion Management Process (CMP) was adopted in January 2014[1]. The Laredo MPO's CMP is a systematic and regionally accepted approach that provides for the safe and effective management and operation of new and existing transportation facilities through the application of congestion management strategies. Congestion management is the application of congestion reduction strategies to improve transportation system performance and reliability by reducing the negative impact of congestion on the movement of people and goods.

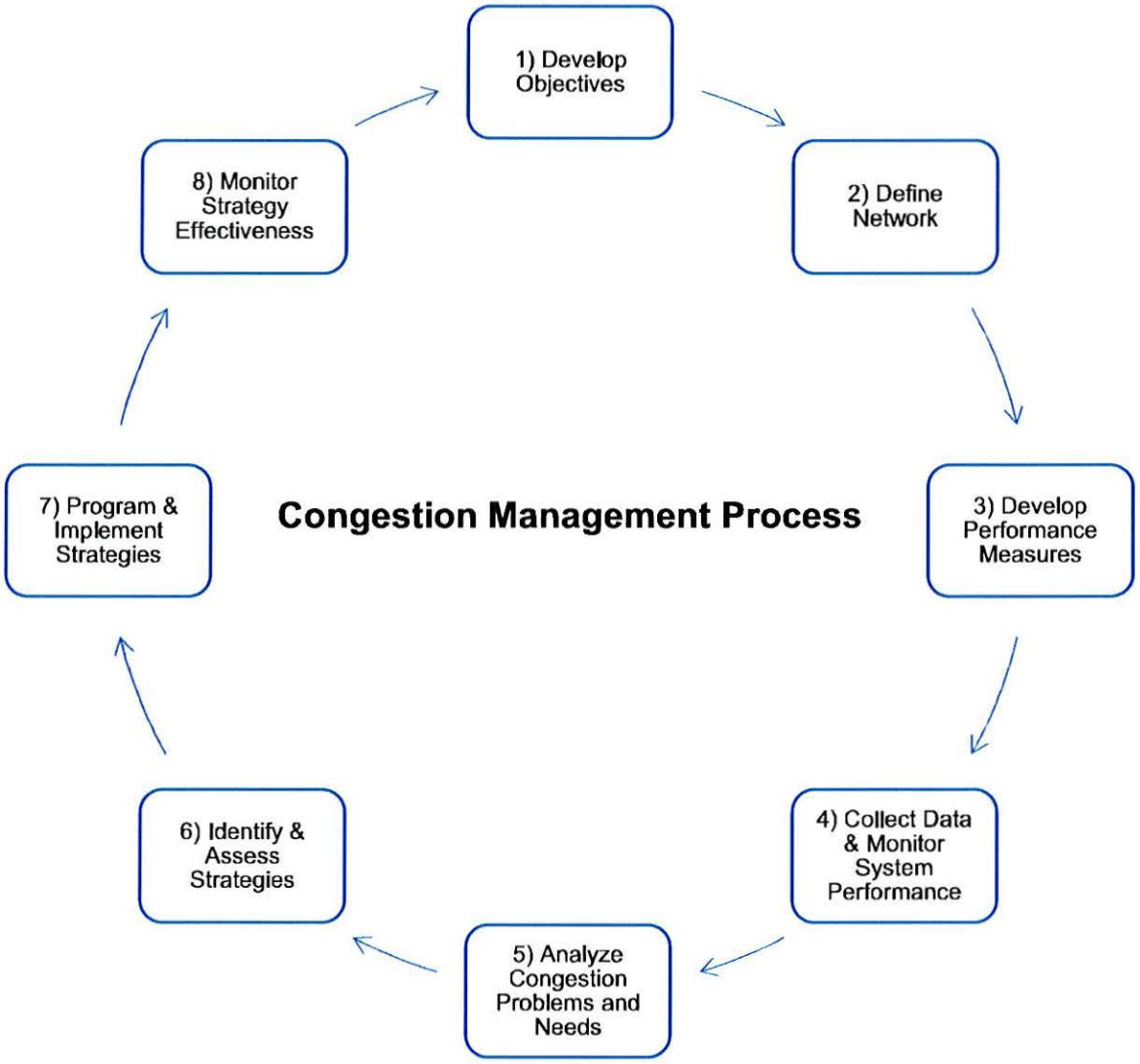
The CMP is an ongoing process that progresses and adjusts over time as current information changes, new issues arise, or new data becomes available. The eight-step CMP includes the following activities:

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

[1] The Laredo MPO's Congestion Management Process is available online at http://www.laredompo.org/files/CMP/laredoCongestionManagementprocess.pdf

The structure of the Laredo MPO's CMP is illustrated in **Figure 11-1**. The figure shows the different activities being implemented in the CMP, and the directional arrows show the cyclical and on-going nature of the congestion management process. These key activities of the CMP are described in greater detail in the following sections.

Figure 11-1: Activities in Congestion Management Process



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

The first step of the congestion management process is to identify the vision statement, goals, and objectives for local congestion management. Locally defined objectives are based on the local needs and serve as the primary connection between the CMP and this 2020-2045 MTP. The vision statement, goals, and objectives developed specifically for the Laredo MPO's CMP are based on the guidelines provided in the Federal Highway Administration (FHWA) *Congestion Management Process: A Guidebook (2011)*. During the development process for

the vision statement, goals, and objectives for the 2020-2045 MTP, the vision statement, goals and objectives of the CMP were reviewed to ensure consistency. The vision statement, goals, and objectives of the Laredo MPO's CMP are in alignment with the vision statement, goals, and objectives of this 2020-2045 MTP.

The vision statement for the Laredo MPO's CMP is:

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

The goals and objectives of the Laredo MPO's CMP are:

- Goal 1: Provide a safe transportation system.
  - Objective: Promote policies and projects that reduce the number and severity of vehicle collisions.
- Goal 2: Provide an efficient transportation system.
  - Objective: Encourage a proactive approach to addressing future transportation needs.
  - Objective: Promote policies and projects that reduce travel delay.
- Goal 3: Provide affordable travel choices for people and goods.
  - Objective: Promote the increase of viable, affordable travel choices for people and goods.
  - Objective: Promote policies and programs to increase transit ridership on existing services.
  - Objective: Promote awareness of multimodal facilities.
- Goal 4: A transportation system that promotes economic vigor and long-term quality of life.
  - Objective: Promote the efficient and effective connection of people, jobs, goods, and services.
  - Objective: Promote the minimization of environmental impact and improved environmental quality.
  - Objective: Promote the unique identities and qualities of neighborhoods, communities, and region as a whole.

The goals and objectives for the 2020-2045 MTP were developed through input from both the MPO Technical Committee and Policy Committee. This goals and objectives development process provided alignment of the CMP with the overall MTP goals and objectives. **Table 11-1** shows how the goals of both the adopted CMP and the 2020-2045 MTP are aligned.

Table 11-1: Alignment of Goals between the CMP and the 2020-2045 MTP

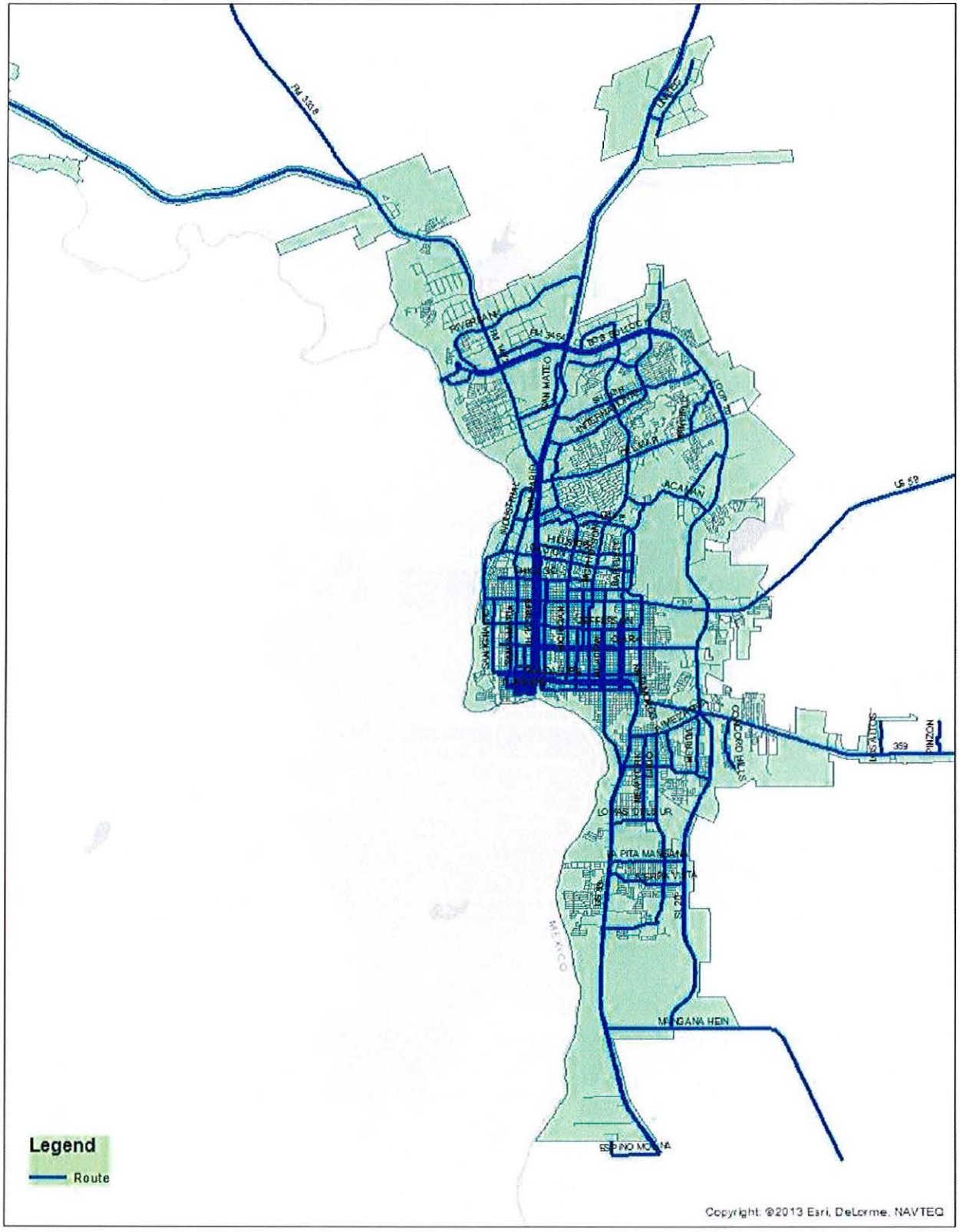
		CMP Goals			
		Goal 1: Safety	**Goal 2:** Efficiency	**Goal 3:** Affordable Travel Choices	**Goal 4:** Economic Vigor and Quality of Life
2020-2045 MTP Goals	**Goal 1:** Safety	●			
	Goal 2: Maintenance		●		
	Goal 3: Congestion Management		●		
	Goal 4: Economic Vitality			●	●
	Goal 5: Strengthen Communities			●	●

Step 2: Define the Network

After defining the goals and objectives of the CMP, to properly allocate resources and focus transportation planning efforts for congestion management, a CMP network must be identified. Efforts to improve traffic conditions in the region begin with the establishment of the CMP network, and the level of congestion on the network serves as a gauge for overall congestion in the area. The Laredo MPO's CMP network was adopted in 2015, as shown in **Figure 11-2**.

The MPO Technical Committee, which is comprised of 24 area agency representatives, held meetings in March, May, and October 2013 to identify Laredo's CMP network. The entire CMP network was reviewed, and the discussions were made to gather the information from the participants regarding various aspects, including operational issues, safety concerns, route usage, and history. Currently, the network includes 272 centerline miles of roadways in the Laredo MPO region. As part of the 2020-2045 MTP process, technical analysis for existing and future travel demands were conducted and confirmed the CMP network. As the CMP is a continuous process, future technical reviews using accurate and up-to-date data and relaying changes to the MPO Technical Committee and as part of public involvement provides continuous ways for the CMP network to be refined over time.

Figure 11-2: CMP Network, Adopted 2015



Step 3: Develop Performance Measures

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

The Laredo MPO Policy Committee has adopted performance measures for the following performance areas: safety, pavement and bridge condition, roadway system performance, and transit asset management. Performance management through these adopted performance measures in the region actively incorporates the region's CMP and monitoring. Safety, pavement and bridge conditions, travel time reliability and transit management performance measures all relate to effective and ongoing congestion management in the region. Regular performance reporting provides valuable input into the region's transportation planning process and will continue to help identify strategic improvement projects to maintain the performance of roadways at a system level. As future congestion and delay studies and other CMP related planning studies are conducted, these performance measures will serve as the foundation for measuring effectiveness of the CMP in the region and for identifying additional project needs to manage congestion and improve system operations. Reference **Chapter 12** for additional details on the Laredo MPO's adopted performance measures.

Step 4: Data Collection

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

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

Step 5: Congestion Problems and Needs

Using available data and performance measures, this step serves to identify the locations and severity of congestion problems and needs. Persistent congestion could happen on different kinds of facilities, such as expressways and interchanges, arterial corridors, intersections, and transit facilities or routes. Different mitigation strategies should be considered for congestion on different facilities. As part of development of the 2020-2045 MTP, congestion problems and needs were identified through technical analysis and coordinated with the MPO Technical and Policy Committees to obtain additional input on congestion problems and needs.

Step 6: Identification of Strategies

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

- Transportation Demand Management (TDM)
- Traffic Operational Improvements
- Public Transportation Strategies
- Road Capacity Strategies

The variety of congestion management strategy available are described in detail within the Laredo MPO's adopted CMP. To continue to identify congestion management strategies, regional meetings of the MPO Technical Committee provide continuous feedback on projects needed and solutions to address those identified needs. The 2020-2045 MTP identifies strategies that are consistent with these congestion management strategies within the modal chapters of this document and were shared with Technical Advisory Committee members for further feedback on strategies identified in each modal chapter.

Step 7: Implementation of Strategies

Congestion management strategies are implemented through the inclusion of strategies in the fiscally constrained MTP and TIP documents. Projects identified and included in the MTP require the consideration of a variety of criteria, such as traffic operations, safety, modal impacts, community development, project cost, project readiness, environmental impacts, and system management. Funding for the congestion management process as well as the implementation of the selected strategies is important to the success of the process. The Laredo MPO gives careful consideration to identification of federal or nonfederal funding for potential CMP-related programs and projects as part of ongoing planning and programming and as part of MTP project selection and fiscally constrained project planning activities.

Step 8: Evaluation of Strategies

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

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

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

Implementation of the CMP to Date

To progress the Laredo MPO's CMP, a more detailed study on congestion was completed through the Laredo MPO's *2015 Congestion and Delay Study*[2]. Following the eight steps of the Laredo MPO's adopted CMP (as previously shown in **Figure 11-1**), the study identified trends in congestion and travel time to identify problem locations for possible improvements along the MPO's adopted CMP network (as shown previously in **Figure 11-2**). As an inaugural study to advance the region's CMP, the study served to establish the baseline of existing congestion for comparison for future study.

The study identified problem areas using travel time studies, and the results of this study were used as factors to prioritize needed regional improvements. Congested locations along the CMP network were identified using a Global Positioning System (GPS) in travel time runs. By collecting position and speed data every one second, areas of delay were highlighted. Based on the data collected, recommendations were developed for the top 20 most congested segments. The recommendations for these top 20 most congested segments are heavily weighted toward operational solutions or signal timing optimization. The recommendations are shown in **Figure 11-3**.

[2] The Laredo MPO's *2015 Congestion and Delay Study* is available online at http://www.laredompo.org/files/STUDIESPUBLICATIONS/CMPFinalReport.pdf

Figure 11-3: Recommendations from the 2015 Congestion and Delay Study

Hybrid Combined Rank	RouteID	Route Name	Intersection Segment	Peak Period	Average Speed (mph)	Volume (Direct ADT)	Recommendation
1	1164	DEL MAR - WB	SPRINGFIELD to SAN DARIO	PM	3.98	11,624	3 Intersections run by one controller, very long cycle which limits operations, consider alternative timing configurations
2	1090	FM 1472 - SE	MULLER MEMORIAL to INTERAMERICA	PM	7.79	14,579	Delays limited to intersections that appear to be uncoordinated along corridor, consider coordinating the corridor
3	1164	DEL MAR - WB	SPRINGFIELD to SAN DARIO	AM	5.88	11,624	3 Intersections run by one controller, very long cycle which limits operations, consider alternative timing configurations
4	1085	BOB BULLOCK / CUATRO VIENTOS - NB	MCPHERSON to IH 35 NBFR	PM	11.76	7,137	Delays due to excessive volume on frontage road ahead of mainlanes being constructed. Large portion of delay will be eliminated with construction of mainlanes beginning in 2016.
5	1111	US 59 - EB	BUENA VISTA to BARTLETT	PM	6.45	13,381	Evaluate the coordination on US 59 given the number of years since last studied
6	1180	MCPHERSON / MCCLELLAND - SB	COUNTRY CLUB to DEL MAR	PM	9.18	16,477	Consider access mgmt strategies along corridor to limit friction and improve operations
7	1170	MEADOW - SB	CORPUS CHRISTI to GUADALUPE	AM	3.56	6,354	Minor approach to Guadalupe and Matamoros, delays by design, signals not coordinated n/s b/n corridors. Consider 1-way pair b/n Seymour and Meadow
8	1115	US HIGHWAY 83 NB - NB	CANONES to SIERRA VISTA	PM	11.16	16,162	TxDOT Communication project in the works, update coordination in this area of US 83 taking into account volume changes due to Loop 20
9	1090	FM 1472 - SE	FM 3464 to BOB BULLOCK WBFR	PM	10.88	20,539	Heavy Industrial area, recent access mgmt changes, widening into shoulder, and updated changed timings to support improvements
10	1180	MCPHERSON / MCCLELLAND - SB	TIERA TRAIL to SHILOH	PM	13.18	19,043	Consider adding SB left turn lane given high volume movement
11	1115	US HIGHWAY 83 NB - NB	PALO BLANCO to ZACATECAS	AM	10.34	23,277	School zone. Delays expected with lower speeds duirng school zone periods. Considering 1 way pair b/n Zacatecas and Palo Blanco
12	1164	DEL MAR - WB	MCPHERSON to LINDENWOOD	AM	8.16	6,018	School zone. Delays expected with lower speeds duirng school zone periods.
13	1179	MCPHERSON / MCCLELLAND - NB	CALLE DE NORTE to JACAMAN	PM	12.97	20,207	Consider access mgmt strategies along corridor to limit friction and improve operations
14	1084	IH 35 - SB	Scott Off-Ramp to VICTORIA	PM	13.76	14,393	Frontage road signals are maintained by TxDOT, need to evaluate for N/S progression given the observed delays
15	1112	US 59 - WB	MEADOW to MCPHERSON	PM	10.24	17,382	Evaluate the signal coordination on US 59 given the number of years since last studied
16	1113	SANTA MARIA / OLD SANTA MARIA - NB	INDUSTRIAL to DEL MAR	PM	7.58	8,121	3 Intersections run by one controller, very long cycle which limits operations, consider alternative timing configurations
17	1170	MEADOW - SB	CORPUS CHRISTI to GUADALUPE	PM	4.62	6,354	Minor approach to Guadalupe and Matamoros, delays by design, sigs not coordinated n/s b/n corridors. Consider 1-way pair b/n Seymour and Meadow
18	1011	CLARK - EB	AGUILA AZTECA to BOB BULLOCK	AM	10.29	8,764	Planned interchange will address delays at the intersection
19	1090	FM 1472 - SE	INTERAMERICA to RIVER BANK	PM	15.83	15,420	Heavy Industrial area, recent access mgmt changes, widening into shoulder, and updated changed timings to support improvements
20	1155	BARTLETT - NB	LANE to CLARK	PM	7.22	7,651	Minor approaches to Clark, side street delay is expected given the 1 lane side street geometry. Evaluate signal timing

Linking the CMP and MTP Project Selection Process

Establishing linkage between the CMP and the long-range transportation process is important for developing cohesive solutions to regional transportation challenges. The adopted CMP and recommendations to date from Laredo MPO CMP efforts were reflected in the 2020-2045 MTP; specifically, the CMP was considered and incorporated throughout the project identification, evaluation, prioritization, and financially constrained project list.

CMP and MTP Project Identification

All roadways within the CMP network were analyzed for technical evaluation of existing and future congestion issues and combined with input from stakeholder and the general public, CMP roadways requiring capacity or other related congestion management improvements were identified. In addition, the most recently completed CMP analysis, the *2015 Congestion and Delay Study*, analyzed trends in regional congestion and provided a series of recommendations at problem locations in the region (as previously shown in **Figure 11-3**) that were considered and incorporated, as appropriate into initial project identification. Of the 20 recommendations, nine recommendations were combined into three projects. These projects were incorporated into the MTP project identification, scoring, and evaluation process. Six of the segments/recommendations from the *2015 Congestion and Delay Study* are recommended to advance as planning-level studies for the region's Unified Planning Work Program (UPWP). Three of the segments/recommendations have already been implemented by TxDOT, and these locations should undergo continued ongoing monitoring and performance evaluation to determine success of project as a congestion management strategy. One segment/recommendation requires the determination of a clear project purpose, limits, and project need through ongoing monitoring and performance evaluation. One segment/recommendation requires the determination of project need through TxDOT's regular maintenance and evaluation of traffic signal timing and optimization. **Table 11-2** indicates the recommendations from the *2015 Congestion and Delay Study*, and how they correspond to projects and recommendations considered in the 2020-2045 MTP.

Table 11-2: MTP Projects and Recommendations based on 2015 Congestion and Delay Study Recommendations

Rank	Route Name	Intersection Segment	2015 Congestion and Delay Study Recommendation	Corresponding MTP Project ID or Recommendation
1	Del Mar - WB	Springfield to San Dario	3 Intersections run by one controller, very long cycle which limits operations, consider alternative timing configurations	Identified and Combined into MTP Project ID: T-11
2	FM 1472 - SE	Muller Memorial to Interamerica	Delays limited to intersections that appear to be uncoordinated along corridor, consider coordinating the corridor	Identified and Combined into MTP Project ID: CMP-1
3	Del mar - WB	Springfield to San Dario	3 Intersections run by one controller, very long cycle which limits operations, consider alternative timing configurations	Identified and Combined into MTP Project ID: T-11
4	Bob Bullock / Cuatro Vientos - NB	McPherson to IH 35 NBFR	Delays due to excessive volume on frontage road ahead of mainlanes being constructed. Large portion of delay will be eliminated with construction of mainlanes beginning in 2016.	Project already implemented by TxDOT. Continue ongoing monitoring and performance evaluation to determine success of project as congestion management strategy.
5	US 59 - EB	Buena Vista to Bartlett	Evaluate the coordination on US 59 given the number of years since last studied	Identified and Combined into MTP Project ID: CMP-2
6	McPherson / McClelland - SB	Country Club to Del Mar	Consider access mgmt strategies along corridor to limit friction and improve operations	UPWP Recommendation: This MTP recommends additional planning level study
7	Meadow - SB	Corpus Christi to Guadalupe	Minor approach to Guadalupe and Matamoros, delays by design, signals not coordinated n/s b/n corridors. Consider 1-way pair b/n Seymour and Meadow	UPWP Recommendation: This MTP recommends additional planning level study
8	US Highway 83 NB - NB	Canones to Sierra Vista	TxDOT Communication project in the works, update coordination in this area of US 83 taking into account volume changes due to Loop 20	Project already implemented by TxDOT. Continue ongoing monitoring and performance evaluation to determine success of project as congestion management strategy.
9	FM 1472 - SE	FM 3464 to Bob Bullock WBFR	Heavy Industrial area, recent access mgmt changes, widening into shoulder, and updated changed timings to support improvements	Identified and Combined into MTP Project ID: CMP-1
10	McPherson / McClelland - SB	Tiera trail to Shiloh	Consider adding SB left turn lane given high volume movement	Determine clear project purpose and limits, and determine project need through ongoing monitoring and performance evaluation.
11	US Highway 83 NB - NB	Palo Blanco to Zacatecas	School zone. Delays expected with lower speeds during school zone periods. Considering 1-way pair b/n Zacatecas and Palo Blanco	UPWP Recommendation: This MTP recommends additional planning level study
12	Del Mar - WB	McPherson to Lindenwood	School zone. Delays expected with lower speeds during school zone periods.	Identified and Combined into MTP Project ID: T-11
13	McPherson / McClelland - NB	Calle de Norte to Jacaman	Consider access mgmt strategies along corridor to limit friction and improve operations	UPWP Recommendation: This MTP recommends additional planning level study
14	IH 35 - SB	Scott off-ramp to Victoria	Frontage road signals are maintained by TxDOT, need to evaluate for N/S progression given the observed delays	Determine project need through TxDOT's regular maintenance and evaluation of traffic signal timing and optimization.
15	US 59 - WB	Meadow to McPherson	Evaluate the signal coordination on US 59 given the number of years since last studied	Identified and Combined into MTP Project ID: CMP-2
16	Santa Maria / Old Santa Maria - NB	Industrial to Del Mar	3 Intersections run by one controller, very long cycle which limits operations, consider alternative timing configurations	Identified and Combined into MTP Project ID: T-11

Rank	Route Name	Intersection Segment	2015 Congestion and Delay Study Recommendation	Corresponding MTP Project ID or Recommendation
17	Meadow - SB	Corpus Christi to Guadalupe	Minor approach to Guadalupe and Matamoros, delays by design, sigs not coordinated n/s b/n corridors. Consider 1- way pair b/n Seymour and Meadow	UPWP Recommendation: MTP recommends additional planning level study
18	Clark - EB	Aguila Azteca to Bob Bullock	Planned interchange will address delays at the intersection	Project already implemented by TxDOT. Continue ongoing monitoring and performance evaluation to determine success of project as congestion management strategy.
19	FM 1472 - SE	Interamerica to River Bank	Heavy Industrial area, recent access mgmt changes, widening into shoulder, and updated changed timings to support improvements	Identified and Combined into MTP Project ID: CMP-1
20	Bartlett - NB	Lane to Clark	Minor approaches to Clark, side street delay is expected given the 1 lane side street geometry. Evaluate signal timing	UPWP Recommendation: This MTP recommends additional planning level study for full corridor extent of Bartlett

The details for the three projects identified from the *2015 Congestion and Delay Study* recommendations and further evaluated and scored as part of the 2020-2045 MTP are shown in **Table 11-3**.

Table 11-3: Projects Based on Recommendations from the 2015 Congestion and Delay Study

ID	Facility	Limits	Project Description	Cost Est.
T-11	Del Mar Blvd	From IH 35 To Loop 20	Widen to 6 lanes, Upgrade traffic signal hardware and traffic signal timing for three intersections between Springfield and San Dario (recommendation from Congestion and Delay Study). Per 2016 Transit Development Plan, add 5 bus bays as part of roadway improvement at (1) Del Mar and Bartlett, (2) Del Mar and JB Alexander Highschool, (3) Del Mar and King Arthurs Court, (4) Del Mar and Laguna Del Mar, and (5) Del Mar and W Village Blvd as recommended from El Metro 2016 TDP	$19,644,172.80
CMP-1	FM 1472	From Loop 20 To Pan American Blvd	Replace all traffic signal hardware and provide optimized traffic signal timing	$526,500
CMP-2	BU 59 (Saunders St)	From I-35 To Loop 20	Replace all traffic signal hardware and provide optimized traffic signal timing	$842,400

CMP and MTP Project Evaluation

As described in **Chapter 10**, the full list of identified projects was categorized into four major types of improvements based on the project description and how the project was related to goals and objectives of the MTP. The four improvement types are essentially types of strategies to achieve the goals of the 2020-2045 MTP and the goals of the CMP. The four types of improvements included:

- Reducing Conflicts
- Enhancing Capacity and Operations
- Providing New Roadways to Support Regional Mobility
- Integrating Multimodal Connectivity

The region's CMP is incorporated into three of the four types of improvements: reducing conflicts, enhancing capacity and operations, and integrating multimodal connectivity. In developing an integrated list of project improvements for evaluation, CMP related projects from the *2015 Congestion and Delay Study* were included into the full list of project needs for further evaluation and scoring. These projects were further cross referenced with other capacity related improvement projects proposed in other regional and local plans used for the full list of projects evaluated. Where appropriate based on travel demand model performance of roadways, congestion management related improvements were included with capacity

enhancing proposed improvements to provide comprehensive operational and capacity improvements to corridors in the region (i.e., project T-11 as shown in **Table 11-3**).

The MPO then applied a set of adopted objective and subjective evaluation criteria score the identified projects. The project evaluation criteria were developed and adopted as part of the 2015-2040 MTP development and were reviewed for alignment with established goals, objectives, and performance measures for the 2020-2045 MTP and for adherence to FAST Act regulations.

Objective project evaluation criteria were scored by the Laredo MPO based on technical performance data determined for each criterion. One criterion of the objective project evaluation is the contribution of the project to the CMP as shown below:

> *Congestion Management Process*
>
> *New roadways are automatically given 10 points (half). This criterion is focused on projects that are part of the congestion management program, but if the proposed project further alleviates an existing congestion management facility, the project receives an automatic 10-point rating.*
>
> *Is this project a product of the congestion management process?*
>
> - *Yes: 20 Points*
> - *Indirectly: 10 Points (Does the project support/relieve CMP facilities?)*
> - *No: 0 Points*

When objective scores were presented to the MPO technical review committee, CMP related projects from the *2015 Congestion and Delay Study* were identified with ID prefixes of "CMP-". The importance of the CMP and projects to the Laredo MPO was described and summarized to the technical review committee the July 2019 presentation preceding the objective evaluation score review and subjective evaluation meeting. Throughout the planning process, the importance of CMP and related projects has been emphasized to the Technical and Policy Committees and the general public. These CMP related projects are generally lower cost strategies to improve congestion without adding capacity.

CMP and MTP Priority Projects List

Following the objective and subjective project evaluations, the scores for the projects were assessed and ranked. The project type groups (Reducing Conflicts, Enhancing Capacity and Operation, Providing New Roadways to Support Regional Mobility, Integrating Multimodal Connectivity) were used to determine a priority projects list that included a variety of projects that would address competing goals and objectives of the MTP. The top scoring projects within each project evaluation group were identified as recommended projects. The project priorities list is not financially constrained. Rather, the priority projects list reflects a mix of the strategies to address the regional goals, objectives, adopted performance targets, and congestion management strategies.

Of the priority projects list, two priority projects are from the *2015 Congestion and Delay Study* within the Enhancing Capacity and Operation project type group. Five additional priority projects are located along the adopted CMP network with CMP related improvements. These four priority projects were within the project type groups of Reducing Conflicts and Integrating Multimodal Connectivity. The CMP related projects from the priority projects list are shown in **Table 11-4**.

Table 11-4: CMP Related Priority Projects

ID	Facility	Limits	Description	Cost Estimate
Reducing Conflicts				
X-02	Loop 20 (Cuatro Vientos)	At Lomas Del Sur Blvd	Construct overpass and ramps	$60,606,000
X-12	Loop 20 (Cuatro Vientos)	At Cielito Lindo/Sierra Vista	Construct overpass and ramps	$73,593,000
X-16	Loop 20 (Cuatro Vientos)	At future minor arterial (1 mile north of Mangana Hein Rd)	Construct overpass and ramps	$73,593,000
Enhancing Capacity and Operations				
CMP-1	FM 1472	From Loop 20 To Pan American Blvd	Replace all traffic signal hardware and provide optimized traffic signal timing	$526,500
CMP-2	BU 59 (Saunders St)	From I-35 To Loop 20	Replace all traffic signal hardware and provide optimized traffic signal timing	$842,400
Integrating Multimodal Connectivity				
T-41	Cielito Lindo	From US 83 To Ejido Ave	Upgrade consistently to 6 lanes principal arterial with center turn lanes; Include bicycle facilities as recommended by the 2017 Viva Laredo Bike Master Plan (recommends shared use path)	$6,819,109
E-2	University Blvd	At Loop 20	Multimodal hub - park-n-ride transit facility for 75 parking spaces plus bike hub facility	$2,762,323

CMP and MTP Financially Constrained Project List

A funding gap exists to finance all of the transportation needs in the region. The funds available to the Laredo MPO are less than required to program all priority projects. The Laredo MPO has discretion over Category 2 and Category 7 TxDOT funds. The Laredo MPO coordinated with the TxDOT-Laredo District and El Metro to determine the expected levels of funding for the 2020-2045 fiscal years. The revenue projections are shown in **Chapter 10**.

With the available TxDOT Category 2 and Category 7 funds available, the Laredo MPO can program eight additional projects through 2045. These projects were the top scoring projects from the project evaluation process and regional priorities identified by the MPO Policy Committee and MPO Technical Committee. Based on the funding available, four CMP related projects are included in the financially constrained project list. The projects were from the Reducing Conflicts project type group, a CMP related project type group. These projects are along the adopted CMP network and have project purposes to improve congestion and reduce conflicts. CMP related projects included in the financially constrained project list are shown in **Table 11-5**.

Table 11-5: CMP Related Projects Included in Financially Constrained Project List

CSJ/ID	Facility	Limits	Description	Funding Category	Letting Year	Year of Expenditure Cost
X-02	Loop 20 (Cuatro Vientos)	At Southgate Blvd	Construct overpass and ramps	2	2023	$25,736,888
X-16	Loop 20 (Cuatro Vientos)	At future minor arterial (1 mile north of Mangana Hein Rd)	Construct overpass and ramps	2	2024	$26,766,364
X-06	IH 35	At Loop 20	Construct ramp from Loop 20 Westbound to IH 35 Northbound	2	2036	$69,189,426
X-09	IH 35	At Loop 20	Construct ramp from Loop 20 Eastbound to IH 35 Southbound	2	2038	$74,835,283

Top scoring CMP related projects that remain as unfunded needs have been identified as priorities in the region as more funding is available. These unfunded needs are summarized in **Table 11-4**. Of the twelve TxDOT funding categories, the Laredo MPO only has discretion over Categories 2 and 7. Through TxDOT's regular process of monitoring system performance and congestion management on state-maintained roadways, other opportunities for funding may become available to fund these needs and priorities through the other TxDOT funding categories. Local roadway issues continue to also be coordinated through regular MPO Technical and Policy Committee meetings where issues and priorities are discussed and considered.

Figure 11-4: Unfunded CMP Projects

ID	Facility	Limits	Description	Cost Estimate
Reducing Conflicts				
X-12	Loop 20 (Cuatro Vientos)	At Cielito Lindo/Sierra Vista	Construct overpass and ramps	$73,593,000
Enhancing Capacity and Operations				
CMP-1	FM 1472	From Loop 20 To Pan American Blvd	Replace all traffic signal hardware and provide optimized traffic signal timing	$526,500
CMP-2	BU 59 (Saunders St)	From I-35 To Loop 20	Replace all traffic signal hardware and provide optimized traffic signal timing	$842,400
Integrating Multimodal Connectivity				
T-41	Cielito Lindo	From US 83 To Ejido Ave	Upgrade consistently to 6 lanes principal arterial with center turn lanes; Include bicycle facilities as recommended by the 2017 Viva Laredo Bike Master Plan (recommends shared use path)	$6,819,109
E-2	University Blvd	At Loop 20	Multimodal hub - park-n-ride transit facility for 75 parking spaces plus bike hub facility	$2,762,323

Continual Monitoring of CMP Performance

As part of the CMP, federal regulations require the periodic assessment of the effectiveness of congestion management strategies over time. Therefore, as part of this 2020-2045 MTP, it is recommended that the MPO's CMP continue to include the following steps to continue monitoring the process:

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

The Laredo MPO continues to maintain consistent data on the CMP network. Based on the *2015 Congestion and Delay Study*, several recommendations on additional planning-level analysis were developed and will be incorporated into ongoing UPWP programmed planning activities in the region. The Laredo MPO also continues to obtain updates to CMP data in coordination with TxDOT for state and federally designated roadways. On a five-year basis, and consistent with TIP programming, updates to the initial *2015 Congestion and Delay Study* are recommended to be performed to maintain accurate and up to date data as well as to note

progress made in addressing the CMP network. Additionally, as future regional planning activities are progressed, the Laredo MPO will annually review the CMP with the technical advisory committee to obtain input on any changes needed to update the CMP based on continued updated data on the CMP network performance.

Performance measurement and reporting, further discussed in **Chapter 12**, further strengthen the link between periodic assessment of congestion management strategies and the overall regional MTP process. Adopted performance measures in the region, including safety, pavement and bridge conditions, travel time reliability and transit management, that are directly tied to the effectiveness of congestion management are now part of regular performance management reporting in the region and this 2020-2045 MTP. As part of future MTP updates, this performance measure analysis and reporting will be an essential first step in the analysis process for regional planning and help to continually monitor and identify needed CMP related projects, assess the effectiveness of strategies, and to identify ways to improve the CMP network in the region. At its core, continued evaluation and monitoring of the CMP incorporates a feedback loop which provides local decision makers with a valuable mechanism for measuring the success of previously implemented congestion management strategies.