



## MPO POLICY COMMITTEE MEETING

www.laredompo.org

**Meeting Date & Time:** June 21, 2023 at 1:30 P.M.

**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 May 17, 2023.
- B. Receive public testimony and initiate a (10) ten-day public review and comment period for the proposed amendment(s) to the 2023-2026 Transportation Improvement Program (TIP).



## MPO POLICY COMMITTEE MEETING AGENDA

- C. Receive public testimony and initiate a (10) ten-day public review and comment period for the proposed revisions to the 2020-2045 Metropolitan Transportation Plan (MTP).
  - D. Receive public testimony and initiate a (20) twenty-day public review and comment period for the draft FY 2024 Unified Planning Work Program (UPWP).
  - E. Receive public testimony and approve Resolution No. **MPO 2023-05**, adopting the following proposed amendment(s) of the MPO By-Laws:
    - 1. Amend Article II, Section 2.1 and 2.2 to allow the Chairperson and Vice-Chairperson to rotate every two years between the City of Laredo Mayor and Webb County Judge.
    - 2. Amend Article II, Section 2.3 to update the Technical Committee membership.
  - F. Discussion with possible action to approve Resolution No. **MPO 2023-06**, adopting and supporting the 2023 Texas Department of Transportation Targets for Pavement and Bridge Performance Measures (PM2).
  - G. Discussion with possible action to approve Resolution No. **MPO 2023-07**, adopting and supporting the 2023 Texas Department of Transportation Targets for System Performance Measures (PM3).
  - H. Discussion with possible action on the Hachar-Reuthinger Road project.
  - I. Discussion with possible action on the MPO and member organizations representation at the June 29<sup>th</sup> Texas Transportation Commission meeting, and any other matters incident thereto.
  - J. Presentation by the Regional Mobility Authority (RMA) on the River Road Route Alternatives Study, with possible action.
- V. REPORT(S) AND PRESENTATIONS (No action required).
- A. Status report by the Regional Mobility Authority (RMA).
  - B. Presentation and project updates by Texas Department of Transportation (TxDOT):
    - 1. Laredo Outer Loop update
    - 2. Loop 20/US 59 Upgrade update
    - 3. Signage on IH 35 including near the Border Patrol checkpoint
  - C. Update by 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.



## MPO POLICY COMMITTEE MEETING AGENDA

### VI. DIRECTOR'S COMMENTS

### VII. EXECUTIVE SESSION

The Policy Committee reserves the right to adjourn into executive session at any time during the course of this meeting to discuss any posted agenda item when authorized by Texas Government Code Sections 551.071 (Consultation with Attorney), 551.072 (Deliberations about Real Property), 551.074 (Personnel Matters), 551.076 (Deliberations about Security Devices), and/or 551.086 (Economic Development). Following closed session, the open meeting will reconvene at which time action, if any, may be taken.

### 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 Friday, June 16<sup>th</sup> 2023 by 5:00 P.M. The agenda and meeting information was also posted online at <http://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](mailto: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.

Ayuda o Servicios Auxiliares: 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](mailto: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 están ubicadas en 1110 Victoria y 900 Flores. Los espacios de estacionamiento para discapacitados se encuentran por la calle Victoria.



MPO POLICY COMMITTEE MEETING AGENDA

Información en español: Si usted desea esta información en español o si desea explicación sobre el contenido, por favor llámenos al teléfono (956) 794-1605 o comuníquese con nosotros mediante correo electrónico a [aavigil@ci.laredo.tx.us](mailto:aavigil@ci.laredo.tx.us).

**POLICY COMMITTEE MEMBERSHIP:**

City of Laredo Representatives:

Honorable Dr. Victor Treviño, Mayor and LWCAMPO Chairperson  
Honorable Ruben Gutierrez, Jr., City Councilmember, District V  
Honorable Melissa R. Cigarroa, City Councilmember, District III

County of Webb Representatives:

Honorable Tano E. Tijerina, Webb County Judge and LWCAMPO Vice-Chairperson  
Honorable Jesse Gonzalez, Webb County Commissioner, Pct. 1  
Honorable John Galo, Webb County Commissioner, Pct. 3

Laredo Mass Transit Board Representative:

Honorable Vanessa Perez, City Councilmember, District VII

State Representative:

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

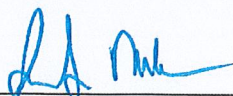
Member at Large Representative:

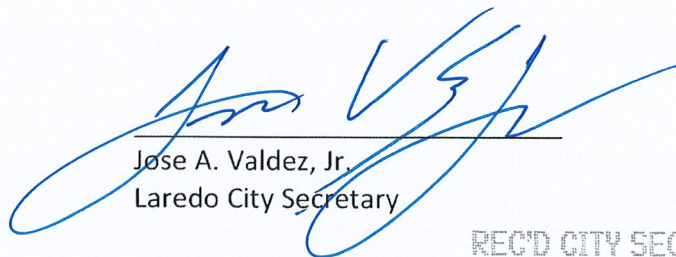
Jed A. Brown

Ex-Officio Representatives:

Honorable Judith Zaffirini, State Senator, District 21  
Honorable Richard Raymond, State Representative, District 42  
Honorable Tracy O. King, State Representative, District 80

**AGENDA REVIEWED:**

  
\_\_\_\_\_  
Juan S. Mendive, AICP  
LWCAMPO Director

  
\_\_\_\_\_  
Jose A. Valdez, Jr.  
Laredo City Secretary

REC'D CITY SEC OFF  
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# **LAREDO & WEBB COUNTY**

## **AREA METROPOLITAN PLANNING ORGANIZATION**

### **Item IV.A.**

**Approval of the minutes for the meeting held on May 17, 2023.**





# LAREDO & WEBB COUNTY

## AREA METROPOLITAN PLANNING ORGANIZATION

### POLICY COMMITTEE

#### MEETING MINUTES

MAY 17, 2023

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

#### I. CHAIRPERSON TO CALL MEETING TO ORDER

Judge Tano Tijerina, called the meeting to order at 1:30 P.M.

#### II. CHAIRPERSON TO CALL ROLL

Graciela Briones, MPO Staff, called roll and verified a quorum existed.

##### **Regular members present:**

Honorable Tano E. Tijerina, Webb County Judge and LWCAMPO Vice-Chairperson  
Honorable Melissa R. Cigarroa, City Councilmember, District III  
Honorable Ruben Gutierrez, Jr., City Councilmember, District V  
Honorable Vanessa Perez, Mayor Pro Tempore, CM. District VII  
Honorable John Galo, Webb County Commissioner, Pct. 3  
Honorable Jesse Gonzalez, Webb County Commissioner, Pct. 1  
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.

CM Perez made a motion to **excuse** members not present.

Second: CM. Galo  
For: 8  
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 Tracy O. King, State Representative, District 80

**LWCAMPO Staff present:**

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

**Others:**

Ramon Chavez, COL Engineering  
Jaime Garcia, COL Engineering  
Orlando Navarro, COL Planning Dept.  
Robert J. Garza, COL Transit  
Sara Garza, TxDOT  
Ana Duncan, TxDOT  
Luis M. Villarreal, TxDOT  
Adelaido "Lalo" Uribe, Webb County Judge's Office  
Luis Perez Garcia, Webb County Engineering  
Guillermo Cuellar, Webb County Engineering  
James Arthur, HOA Manager, La Bota, Green Ranch, VSA  
Myrna Montemayor, La Bota HOA Board member  
Fernando Martinez TxDOT  
Jose Ceballos  
Robert Morris  
Pablo Briones

**III. CITIZEN COMMENTS**

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Ms. Myrna Montemayor representing La Bota HOA, stated that one of their concerns was having only one entrance, one exit especially when they have issues with warehouses in the area that handle hazardous materials and they experience leaks of chemicals or similar problems. She also talked about the tractor trailer traffic that goes towards the World Trade Bridge every evening in the area. She asked the Committee to look at different ways to move the traffic on Mines Road. She inquired, weather there was a River Road that can connect La Bota and other subdivisions without having to face the traffic, or other exits to access I-35 or the Loop without having to endure a 30-40 minutes stuck in the traffic on Mines Road. She also mentioned the difficulties emergency vehicles have to access the area due to the traffic issues. Ms. Montemayor finished by asking the Committee to work in other way to help make a better flow of the traffic in the Mines Road area.

Mr. Orlando Navarro, COL Planning Dept. spoke about item VII. Executive Session. Mr. Navarro gave a few words to the committee about Mr. Mendive in his position as the LWCAMPO Director. Mr. Navarro stated that he and Mr. Mendive have been working very well together, he also stated that Mr. Mendive has taken the lead in bringing TxDOT, the Webb County and the City of Laredo together. He further stated that he is very proud to be working with Mr. Mendive. Mr. Navarro also mentioned that Mr. Mendive is a Nixon High School graduate, then he graduated from TAMIU and went to Ohio University to get his Planning Degree, and now Mr. Mendive is AICP certified. Mr. Navarro also stated that he has been learning a lot from Mr. Mendive, as he has been doing a wonderful job at explaining the concepts and what we do for Laredo how important the position of MPO Director is to the City of Laredo and the Webb County.

Mr. James Arthur, HOA Manager for La Bota, Villa de San Agustin and Green Ranch Escondido; spoke on access and the River Road Project. He stated that he was not talking in regards to the Board Patrol and their access. He stated that a River Road would bring a lot of relief to all the communities in the Mines Road area. He further stated that if there ~~is~~ was an emergency situation, there is only one entrance and exit. He also stated that building a road that would be residential only when it's appropriate, it would bring a lot of relief to the homeowners in that area. He asked the committee to continue their efforts of developing roads and accesses to the communities.

#### **IV. ITEMS REQUIRING POLICY COMMITTEE ACTION:**

##### **A. Approval of the minutes for the meeting held on March 22, 2023.**

CM, Galo, made a motion to approve the minutes of March 22, 2023.

Second: CM. Perez  
For: 8  
Against: 0  
Abstained: 0



Motion carried unanimously.

**B. Receive public testimony and initiate a 10-day public review and comment period for the following proposed amendment(s) of the MPO By-Laws:**

CM. Galo, made a motion to open a 10-day public testimony.

Second: Judge Tijerina  
For: 8  
Against: 0  
Abstained: 0

Motion carried unanimously.

Judge Tijerina, asked if anyone wished to speak for or against initiating a 10-day public review and comment period for the following proposed amendments of the MPO By-Laws.

No one spoke in favor or against.

- 1. Amend Article II, Section 2.1 and 2.2 to allow the Chairperson and Vice-Chairperson to rotate every two years between the City of Laredo Mayor and Webb County Judge.**

Mr. Mendive, gave a brief statement on the proposed amendments to the MPO By-Laws. He went over the changes that have been proposed and discussed in previous meetings. He stated that in accordance with the Public Participation Plan, it requires a 10-day public review and comment period to revise the By-Laws. Mr. Mendive stated that they are amending Article II, Section 2.1 and 2.2 to allow the Chairperson and Vice-Chairperson to rotate every two years between the City of Laredo Mayor and Webb County Judge. He presented the By-Law document that was included in the packet so the Committee can see the actual language on it. Mr. Mendive further stated that while they were reviewing the By-Laws they also found the need to make some changes to the Technical Committee membership.

- 2. Amend Article II, Section 2.3 to update the Technical Committee membership.**

Mr. Mendive, discussed the proposed amendment to Section 2.3 to update the Technical Committee membership, and lastly staff and the Technical Committee recommend initiating the 10-day public review and comment period.



Judge Tijerina, asked Mr. Mendive if he can briefly explain the status of this item to bring up to speed some of the committee members and the public.

Mr. Mendive, explained that the language to make the changes to the By-Laws that was recommend at the last Policy Committee meeting has been approved. He further explained that the 10-day public review and comment period is being open in May and the final changes to the By-Laws will be in June.

CM. Galo, mentioned he thought the language had been approved four months ago.

Mr. Mendive, stated that the language had been approved back in March, but since there was no meeting held in April the process had seemed to be longer.

Mr. Mendive, presented the committee with the changes that are being proposed to be made to the By-Laws. He showed the committee the changes and the language that was added that talks about the Chairperson and Vice-Chairperson and how they will rotate every two years, and all the other proposed changes.

CM. Galo, asked what occurs if there happens to not be a Chairperson or a Vice-Chairperson present in one of the meetings.

Mr. Brown, also asked who would actually conduct the meeting if that were to ever be the situation.

Mr. Mendive, stated that if that were to occur, the Committee members would decide who would Chair the meeting that day as stated in the By-Laws.

Mr. Mendive, stated that all the responsibilities of the Chairperson and the Vice-Chairperson were staying the same. He further stated that the sections where it specifically says the Mayor or the Judge. were just stroke out.

Mr. Mendive, presented the changes on the Technical Committee membership and how they are also adding a seat for the RMA, the Webb County City of Laredo Reginal Mobility Authority (RMA) representative.

Mr. Brown, stated that the RMA has attended every Technical Committee meeting since he has been chaired in November 2019, he stated that they have participated in dialogue and are familiar with the projects of the MPO.

Mr. Mendive, stated the last thing was a review of the By-Laws just some cleaning up like the Laredo Community College to reflect the new name which is Laredo College. He further stated that they are opening the 10-day comment period, and will be coming back in June for the final one.



Judge Tijerina, asked if he will be chairing the meeting in June or until July.

Mr. Mendive, stated that the By-Laws will be finalized at the June meeting and once that action happens Judge Tijerina will become the Chairperson so he would Chair the July meeting. Mr. Mendive, further stated that any comments that were provided would be presented in the June meeting, and then the final changes would be done.

**C. Discussion with possible action on a motion to approve the fourth version of the Laredo Transit Management Inc. (LTMI) Public Transportation Agency Safety Plan (PTASP) and Safety Performance Targets for calendar year 2023 and to incorporate into the metropolitan planning process.**

Mr. Mendive, stated that this was a Safety Plan that comes by them every year as FTA federal requirement for transit agencies to provide. The Safety Plan has already been adopted by the Mass Transit Board on April 17, 2023. Mr. Mendive explained that the MPO's role was to incorporate it into a planning process and that was why it was presented before the committee.

Judge Tijerina, made a motion to approve the item as written.

Second:	CM. Galo
For:	8
Against:	0
Abstained:	0

Motion carried unanimously.

**D. Discussion with possible action on the Hachar-Reuthinger Road project.**

Mr. Chavez, gave a brief update on the status of the project. He stated they were currently working on the Utility Relocation plan and that there was a schematic already submitted to TxDOT along with the pot holding plan which is all on schedule. He further stated that the COL Real Estate Division had been continuously working with all the property owners on the property acquisitions. He further stated that they have already received two appraisals, and the rest of the appraisals were expected to be received by Friday after the meeting. He explained that once they receive the appraisals it would be a two-week period for a third party to review the appraisals, before they could begin closing on the properties. He lastly stated that as of that point he did not foresee anything to report that may cause a delay on the project. He also mentioned that their utility consultant had been in constant communication with the TxDOT's utility consultant as far as the project is concerned.

CM. Perez, asked if the issue with one of the property owners about the changing of the alignment had been resolved.

Mr. Chavez answered that yes, the issue had been resolved. He stated that at that point there was no report of anything that would cause a delay to the project.

CM. Perez, asked Mr. Chavez if his department had enough staff in order to continue, without anything affecting the project.

Mr. Chavez, stated that at that point they were managing with the resources and the staff that the Department had to continue to move forward with the project.

CM. Galo, asked Mr. Chavez for clarification about the process of waiting two weeks after received the appraisals

Mr. Chavez explained that a two-week third-party review needed to take place as part of the process and TxDOT requirements.

CM. Galo also asked if the property owners were to sign-up after they receive letter offering to buy the property, and hoping they would donate it.

Mr. Chavez, confirmed and stated that process was after the two-week period of the third-party review.

CM. Galo, asked if it was all coming from the Verde Corporation.

CM. Perez, asked Mr. Chavez what was the timeline that he had for the acquisition to be finalized.

Mr. Chavez, stated that they had a table that was being followed and the next step after Friday when the appraisals are received there would be a two-week period for the third-party review, and the offer letters would be send out afterwards. He further stated that he did not have an exact date that they were working as they go with part of the process and they were following all of TxDOT's requirements.

CM. Perez asked if they will be able to finalize it within this fiscal year or this calendar year.

Mr. Chavez, He furthered offered to present a more detailed report at the next Policy Committee meeting. He further stated that they were on schedule with TxDOT and they were making sure there were no delays.

CM. Perez, stated that TxDOT had breaking ground or letting date for April and she knew that if they could get their part of it done faster, they could possibly move that date up.



Mr. Gonzalez, TxDOT District Engineer, stated that the project was set up for an April letting date. He commented how TxDOT was always looking at opportunities and ways to accelerate the project. Mr. Gonzalez, further stated that a week from the following day the Transportation Commission would be passing a minute order to bring Hachar-Reuthinger on system, so that was moving the project further along.

CM. Galo, asked Mr. Chavez if all the appraisals were going to Verde Corp. or if there were multiple parties.

Mr. Chavez stated that there were 5 different property owners that they were working with.

CM Galo asked Mr. Chavez how long they had to wait from the property owners once the offer letters were sent.

Mr. Chavez, stated that they had been in constant communication with all the property owners and they were all willing to work with them.

Mr. Gonzalez, presented project manager Ms. Ana Duncan to give a quick update of the project on the behave of TxDOT.

Ms. Duncan stated that the Plan Development and everything was already ongoing, and that the 60% set of the plans would be coming to them by the end of June. Ms. Duncan further informed the committee that they had the environmental process moving forward, and that a virtual publichearing would be held on June 15<sup>th</sup> in the evening with an opportunity for in-person at the Barbara Fasken Rec. Center. She lastly stated the environmental clearance would be by the end of August or early September, due to the comment periods and other timelines that needed to be followed.

Mr. Mendive, asked Mr. Gonzalez about the minute order that would be presented at the next Transportation Commission meeting, for the Hachar-Reuthinger item.

Mr. Gonzalez, stated that for the Hachar-Reuthinger to bring on system would take place that month of May.

Mr. Mendive mentioned that the agenda for the Transportation Commission meeting hadn't been posted but had confirmed with Mr. Gonzalez that the item would be on the agenda for the next meeting.

CM. Perez, and Judge Tijerina asked if the Committee was sending someone in representation to the Transportation Commission meeting.

Mr. Mendive, stated that it was a consent agenda type item. He further stated that in his Director's report he was going to mention that there would be a meeting in June to discuss the UTP, where the funding gets discussed. He also stated that they were targeting to attend that meeting, but they could attend the May meeting as well. Mr. Mendive mentioned that they all could coordinate to attend this meeting.

CM. Perez suggested to coordinate for someone from the City, from the County and the RMA to attend that meeting.

Judge Tijerina stated that the County could probably send their consultant, Mr. Anthony Garza as a representative of the County.

Mr. Mendive, stated they would also target the June meeting which would be on 29<sup>th</sup> of June and he would confirm the UTP Draft would be on the agenda of this regular meeting not on a special meeting. He also stated that he had provided the link to all the agendas in his Director's report.

**E. Discussion with possible action on the U.S. Customs and Border Protection proposed road along the Rio Grande as it relates to the River Road project and other future mobility projects in the region.**

Judge Tijerina, stated that this item was not the same as the item that was discussed on Monday's City Council meeting. Judge Tijerina stated that this item was about the River Road Study. Judge Tijerina, suggested for this item to be tabled and brought back on the next Policy Committee meeting so that Customs and Border Protection could provide more information about it. He also stated how the Customs and Border Protection had reached out to him about that proposed road.

CM. Cigarroa, stated that the Roads and Bridges project that was presented on Monday at the City Council meeting was to make improvements to the road that exists from below Father McNaboe all the way to pass Chacon creek. CM. Cigarroa further stated that it was an existing road and it was not intended for any access other than pedestrian and cycling so, there wouldn't be any motorized vehicles other than the Border Patrol motorized vehicles that would be allowed on the road. CM. Cigarroa also stated that she believed this was separate from the River Road which is in District 7 primarily.

CM. Cigarroa, stated that perhaps they were looking for access to the future River Road in District 7.

Judge Tijerina, stated how they just had some public members speak about that particular Road as well, and that it can maybe help them alleviate some of the traffic congestion on Mines Road.



CM. Perez, stated the way these items could be related was when they started talking about the River Road back in 2014 – 2015, Border Patrol had been included because they had talked about maybe using some of the Border Security funding to help build the road. She further stated that this was a different type of road than the one they had talked about on Monday, but it was still related in the sense that it would also help the Border Patrol with their mobility. She also stated that the River Road that was being constructed through the RMA study would actually be for vehicular traffic and not just for patrolling, but it would serve both purposes if Border Patrol could use it. She further stated that they had talked about this back then and how they had talked about putting the road as close to the river as possible to address some of the line of sight issue that they have. CM. Perez, mentioned that Congressman Cuellar had attended a Town Hall meeting, she also mentioned that Mr. Brown and a lot other were present there. She went further and stated that Congressman Cuellar did said that he would help with funding on the project. She mentioned that she could see how it could be related in that sense.

Judge Tijerina asked CM. Perez if this would benefit District 7.

CM. Perez confirmed that this road would benefit and that the Policy Committee had kicked it back up for the study through the MPO for the River Road and the RMA is doing it.

Jed Brown, stated that they are definitely two different roadways, the one in the newspaper and discussed earlier that week in the City Council meeting was approximately 16 miles starting at Father McNaboe Park and down to Santa Rita it was right along the river's edge. He further stated that the similarity is the name, and that for the RMA's purpose, the River Road Corridor Study that had just been performed and completed, and that should be presented next month in June to the MPO, actually starts north of the World Trade Bridge and coincidentally was about the same length of 15 or 16 miles. Mr. Brown also stated that six (6) different alignments were studied and there were two (2) high scored recommended alignments that would be presented to the MPO but these did not fall along the river's edge necessarily, but in the recommended alignment there were places that would get close but further in and it would be a paved dedicated public right of way road versus a road that may be of dirt or caliche and closer to the river's edge. He further mentioned these might have similar names but they were two different projects.

Judge Tijerina, stated that Customs and Border Patrol were trying to be at present at the meeting but they weren't able to make it.

Judge Tijerina, made a **motion to table** the item for the future.

Second: CM. Perez

For: 8

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. Brown, stated that a report was included in the packet with descriptions and updates of the 10 following projects:

**WC-CL RMA May 2023 Status Report to LWCAMPO**

1. FM 1472 and Killam Industrial Blvd. Turn Lanes – The commencement of work at Killam Industrial Blvd. at FM 1472 occurred in early May 2022. Construction of the pavement widening components is complete. Construction of the traffic signal is also complete. The traffic signal is fully operational, and traffic is now utilizing the new turn lanes on FM 1472 and Killam Industrial Blvd. The main outstanding components are the sidewalk and driveways at the far north end of the project and should be complete by next week, May 12th. Part of the reason for the slow completion for these last items is due to the lack of availability of concrete in the area. **Project is 98% complete and substantial completion is scheduled for end of May 2023.**
2. Los Presidentes (Cuatro Vientos to Brownwood) – Traffic is now operating on the project. The final outstanding items are the lighting. Awaiting the final Construction Change Order to balance the quantities and record drawings. **Project is 99+% Complete.**
3. Loop 20 South (Cuatro Vientos) Acceleration/ Deceleration Lane Project –Currently closing out records drawings. **Project is 99+% Complete.**
4. Springfield Phase III – Final walkthrough of the project occurred on 12/9/22. The Shiloh Traffic Signal is complete. The lighting is scheduled for completion by May. Project is 95% Complete.
5. Webb County Fair Grounds TIA – **The TIA report is complete. The WC-CL RMA stands ready to provide a presentation to the County at their request.**
6. River Road Corridor Study – **The traffic analysis, cost estimating, report development and presentation is complete.** An overview of the study will be provided in May to the Laredo Economic Development Corporation and the Laredo and Webb County MPO at a later date.
7. Safe Streets and Roads for All (SS4A) Grant – In partnership with the MPO and the City of Laredo, the RMA developed a \$2M grant application to develop an action to prevent roadway deaths and serious injuries. On the 30<sup>th</sup> of January, the RMA was informed by US Congressman Cuellar’s Office that the grant was approved for \$1.6M. A formal announcement by Congressman Cuellar was conducted at City Hall on 2/21/23. The RMA is coordinating with the FHWA for the completion of the draft Grant Agreement. Upon completion, the WC-CLRMA will work with the City of Laredo for the execution of an Inter



Local Agreement for the sharing of the local funding match for the grant. The Study effort is anticipated to commence in September 2023.

8. Vallecillo Road – In the August MPO Policy Committee meeting, funding for construction of the project was concluded. After the dedication of \$16.5M dollars of Category 7 funds from the MPO, US Congressman Henry Cuellar has pledged \$3M of federal earmark funds. These monies are in addition to the \$16.24M dedicated to the project by the RMA, City of Laredo and the Killam Company. Congressman Cuellar had a joint press conference with the City and State officials to announce the funding of the project. Approval of the \$3M funds were included as part of the Omnibus Bill that was approved by Congress at the end of December 2022. The RMA received the draft AFA from TxDOT on 3/2/23. The RMA Board of Directors approved the AFA on April 4, 2023. Chairman Brown signed the AFA on 4/11/23. AFA with TxDOT is fully executed. Contract agreements between City of Laredo and Killam Development is ongoing.
9. Concord Hills (Wormser Road/ Lomas Del Sur to Los Presidentes) - Similar to the Los Presidentes project, the WC-CL RMA will sponsor and lead the design and construction 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 of Laredo. The WC-CL RMA has committed \$1 million to the development of the project. 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 between the City of Laredo and the WC-CL RMA. The WC-CL RMA is working with the City of Laredo to finalize the construction cost estimate for the project and complete the Inter Local Agreement for the project.
10. Springfield Phase I, II, and IV – Similar to Springfield Phase III, the WC-CL RMA has committed up to \$1 million to the City of Laredo to assist with the funding of the construction of the next Phase of the project. The sponsorship and implementation are subject to the negotiation of an Inter Local Agreement between the City of Laredo and the WC-CL RMA. The WC-CL RMA is working with the City of Laredo to finalize the construction cost estimate for the project and complete the Inter Local Agreement for the project.

## **VI. DIRECTOR'S COMMENTS**

Mr. Mendive, MPO Director provided the following comments/report:

1. We would like to welcome and introduce our newest MPO team member, Eduardo Bernal, Planner III. He brings over 23 years of experience at El Metro Transit in planning, operations, project management, public relations, and grant writing. Additionally, he has served as a representative of El Metro on the MPO Technical Committee for many years. We are glad to have him join our team and look forward to his contributions.

*Commissioner Jesse Gonzalez left the meeting at 2:07 P.M.*

2. The next Texas Transportation Commission Meeting will be held on May 25, 2023. The draft list of projects for the 2024 Unified Transportation Program (UTP) is expected to be presented at a Texas Transportation Commission meeting in June. Staff will continue monitoring upcoming meetings and agendas for items pertinent to the MPO and/or the Laredo and Webb County area. Upcoming meetings and agendas can be found on the following link: <https://www.txdot.gov/about/leadership/texas-transportation-commission/meeting-dates-agendas.html>.
3. The TxDOT Border Trade Advisory Committee (BTAC) meeting was held in Laredo on April 20, 2023. MPO staff as well as Technical and Policy Committee members were in attendance. BTAC provides a forum for the exchange of communications between the Texas Transportation Commission, TxDOT, the governor, and committee members representing border trade interests. The next meeting will be held in the Rio Grande Valley on August 22, 2023.
4. On May 2<sup>nd</sup>, 2023, MPO staff met with our FHWA representative, Mr. Kirk Fauver, during an informal visit. The MPO team provided an update on our ongoing planning activities and projects. Ms. Sara Garza, our TxDOT field representative was also in attendance.
5. May is National Bike Month – The City of Laredo and the MPO Active Transportation Committee held a proclamation ceremony on May 3<sup>rd</sup>, 2023 proclaiming May as National Bike Month in Laredo. Aligned with the MPO’s mission and efforts of the Active Transportation Committee, we continue to advocate for safe, accessible, and alternate modes of transportation.
6. Upcoming regularly scheduled meetings:
  - Active Transportation Committee – May 31, 2023
  - Technical Committee – June 13, 2023
  - Policy Committee – June 21, 2023

## VII. EXECUTIVE SESSION

**The Policy Committee reserves the right to adjourn into executive session at any time during the course of this meeting to discuss any posted agenda item when authorized by Texas Government Code Sections 551.071 (Consultation with Attorney), 551.072 (Deliberations about Real Property), 551.074 (Personnel Matters), 551.076 (Deliberations about Security Devices), and/or 551.086 (Economic Development). Following closed session, the open meeting will reconvene at which time action, if any, may be taken.**

- A. **Request for Executive Session regarding personnel matters pursuant to Texas Government Code Section 551.074 to establish an annual salary amount for the full-**



**time MPO Director, return to open session for possible action, and any other matters incident thereto.**

Judge Tijerina, asked Mr. Mendive if he wished to go into Executive Session.

Mr. Mendive, responded he did wish to go into Executive Session at that time.

CM. Galo, made a motion to move the meeting into Executive Session at 2:15 P.M.

Second: CM. Perez  
For: 7  
Against: 0  
Abstained: 0

Motion carried unanimously.

Committee came back from Executive session at 2:35 P.M.

Judge Tijerina, stated there was no action taken in the back.

CM. Perez, made a motion to move forward with Mr. Mendive's request.

Second: CM. Gutierrez  
For: 7  
Against: 0  
Abstained: 0

Motion carried unanimously.

Judge Tijerina, stated that Mr. Mendive would be making \$115,000.00 yearly salary.

CM. Galo, asked when that would start.

CM. Perez, suggested they should make his salary effective the following day.

CM. Perez, made a motion for Mr. Mendive to start getting the salary as determined the following day after the day of the meeting.

Second: CM. Cigarroa  
For: 7  
Against: 0  
Abstained: 0

Motion carried unanimously.

Mr. Mendive thanked the Committee and the MPO team for the support.

CM. Cigarroa, asked Mr. Mendive if he needed a formal letter from the Committee.

Mr. Mendive, stated yes, that in form of a memo the City of Laredo had asked for the Chairperson to sign off on the determined salary. Mr. Mendive, further stated that since the Chairperson was not present he would like to ask the Vice-Chairperson Judge Tijerina and Mayor Pro Temp CM. Perez to do so instead.

### **VIII. ADJOURNMENT**

Judge Tijerina, made a motion to adjourn the meeting at 2:39 P.M.

Second:	CM. Perez
For:	7
Against:	0
Abstained:	0

Motion carried unanimously.

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Juan S. Mendive, AICP  
LWCAMPO Director

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Dr. Victor D. Treviño, Mayor and  
LWCAMPO Chairperson



# **LAREDO & WEBB COUNTY**

## **AREA METROPOLITAN PLANNING ORGANIZATION**

### **Item IV.B.**

**Receive public testimony and initiate a (10) ten-day public review and comment period for the proposed amendment(s) to the 2023-2026 Transportation Improvement Program (TIP).**



**LAREDO & WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION  
ACTION ITEM**

<b>DATE:</b> 06-21-23	<b>ITEM:</b> IV.B
<b>SUBJECT:</b> MOTION Receive public testimony and initiate a (10) ten-day public review and comment period for the proposed amendment(s) to the 2023-2026 Transportation Improvement Program (TIP).	
<b>INITIATED BY:</b> Staff	<b>STAFF SOURCE:</b> Juan S. Mendive, MPO Director
<b>PREVIOUS ACTION:</b> The MPO Policy Committee approved Resolution No. MPO 2022-05 adopting the 2023-2026 TIP on May 18, 2022. The first formal revision to the 2023-2026 TIP was approved on October 19, 2022 through Resolution No. MPO 2022-08. A second revision to the 2023-2026 TIP was approved on January 18, 2023 through Resolution No. MPO 2023-01.	

**LAREDO & WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION  
ACTION ITEM**

**BACKGROUND:**

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. On May 18<sup>th</sup>, 2022, the MPO Policy Committee approved the Laredo MPO 2023-2026 TIP. All MPO TIP documents are subsequently combined to form the Statewide Transportation Improvement Program (STIP). Revisions to the TIP involving major changes require a public review and comment period and formal action by the MPO Policy Committee.

1. **Revision** of projects CSJ 0922-33-165 and CSJ 0922-33-166 to combine the Hachar-Reuthinger project into new CSJ 3843-02-002 for the new location construction of a 4-lane divided highway (SH 84) from FM1472 to IH35 west frontage road. **Purpose** of amendment is to add the new project CSJ 3843-02-002, update the project information to reflect the designation of State Highway 84 and revise funding amounts and project letting date to FY 2024. Funding amounts will be adjusted to reflect the funding strategy and additional programming of Category 7 funds approved by the Policy Committee on March 22, 2023. This includes \$100,000,000 in Category 7 funds, \$32,488,674 in Category 4 funds, and \$15,188,067 in Category 2 funds.
2. **Revision** of project CSJ 0018-05-089 for the replacement of bridge structure at Uniroyal Drive. **Purpose** of amendment is to revise the existing funding amounts. Funding amounts will be adjusted to increase Category 12 funds from \$45,000,000 to \$100,921,714.
3. **Revision** of project CSJ 0086-16-008 for the construction of an overpass at Lomas Del Sur Blvd. and State Loop 20. **Purpose** of amendment is to revise the existing funding amounts. Funding amounts will be adjusted to increase Category 2 funds from \$23,209,713 to \$34,535,033.
4. **Revision** of project CSJ 0018-06-185 for the construction of a new direct connector (#3 and # 6) northbound and southbound IH35 to US59 eastbound. **Purpose** of amendment is to revise the existing funding amounts. Funding amounts will be adjusted to increase Category 12 funds from \$39,200,000 to \$41,505,334 and add Category 1 funds in the amount of \$13,000,001.
5. **Revision** of project CSJ 0086-14-077 for the construction of US 59 interchange at airport. **Purpose** of amendment is to revise the existing funding amounts and project letting date to FY 2026. Funding amounts will be adjusted to increase Category 12 funds from \$16,418,996 to \$23,640,497.
6. **Revision** of project CSJ 0086-14-086 for the reconstruction of existing 6-lane divided highway to proposed 6-lane freeway with a section including 3-lane frontage roads. **Purpose** of amendment is to revise the existing funding amounts and project letting date to FY 2026. Funding amounts will be adjusted to increase Category 12 funds from \$29,290,676 to \$57,790,767 and add Category 1 funds in the amount of \$19,000,001.

**LAREDO & WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION  
ACTION ITEM**

***Administrative Amendments:***

Additionally, the amendments to the FY 2023-2026 Transportation Improvement Program (TIP) will also include administrative modifications to the following three (3) projects to reflect updated letting dates from FY 2023 to FY 2025:

- CSJ 0922-33-076 – FM 1472/Flecha Ln
- CSJ 0922-33-093 – Calton and Santa Maria Interchange
- CSJ 0922-33-177 – River Vega Trail

The estimated letting dates for the listed projects have been revised from FY 2023 to FY 2025. No other changes were made to these projects.

The administrative modification is being presented for informational purposes. Changing a letting date within the TIP years does not require a formal revision. The Laredo Webb County Area MPO Public Participation Plan does not require Policy Committee action for non-substantive revisions to the MPO long-range plans and programs such as the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP).

**COMMITTEE RECOMMENDATION:**

The Technical Committee recommends approval.

**STAFF RECOMMENDATION:**

Staff recommends approval.



Laredo MPO - District 22

FY 2023 - 2026 Transportation Improvement Program

Funding by Category

Category	Description	FY 2023		FY 2024		FY 2025		FY 2026		Total FY 2023 - 2026	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$32,000,002	\$32,000,002	\$32,000,002	\$32,000,002
2	Urban Area (Non- TMA) Corridor Projects	\$105,450,000	\$105,450,000	\$17,879,491	\$17,879,491	\$34,535,033	\$34,535,033	\$12,355,990	\$12,355,990	\$170,220,514	\$170,220,514
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$10,750,000	\$10,750,000	\$0	\$0	\$14,780,000	\$14,780,000	\$25,530,000	\$25,530,000
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$32,488,674	\$32,488,674	\$65,000,000	\$65,000,000	\$0	\$0	\$97,488,674	\$97,488,674
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$101,250,000	\$101,250,000	\$7,030,287	\$7,030,287	\$16,500,000	\$16,500,000	\$124,780,287	\$124,780,287
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	TAP / TASA	\$0	\$0	\$0	\$0	\$696,850	\$696,850	\$0	\$0	\$696,850	\$696,850
10	Supplemental Transportation	\$0	\$0	\$0	\$0	\$18,040,154	\$18,040,154	\$0	\$0	\$18,040,154	\$18,040,154
10 CBI	Corridor Border	\$43,502,580	\$43,502,580	\$0	\$0	\$0	\$0	\$0	\$0	\$43,502,580	\$43,502,580
11	District Discretionary	\$1,500,000	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
11	Rider 11B	\$26,000,000	\$26,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$26,000,000	\$26,000,000
12	Strategic Priority	\$18,000,000	\$18,000,000	\$52,342,567	\$52,342,567	\$100,921,714	\$100,921,714	\$126,936,598	\$126,936,598	\$298,200,879	\$298,200,879
SBPE	Strategy Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SB 102	Strategy 102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>		<b>\$194,452,580</b>	<b>\$194,452,580</b>	<b>\$214,710,732</b>	<b>\$214,710,732</b>	<b>\$226,224,038</b>	<b>\$226,224,038</b>	<b>\$202,572,590</b>	<b>\$202,572,590</b>	<b>\$837,959,940</b>	<b>\$837,959,940</b>

Funding Participation Source

Source	FY 2023	FY 2024	FY 2025	FY 2026	Total FY 23-26
<b>Federal</b>	\$155,562,064	\$163,636,973	\$181,965,326	\$150,234,072	\$651,398,435
<b>State</b>	\$38,890,516	\$40,073,759	\$41,497,407	\$34,258,518	\$154,720,200
<b>Local Match</b>	\$0	\$250,000	\$2,761,305	\$3,300,000	\$6,311,305
CAT 3 - Local Contributions (LC)	\$0	\$10,750,000	\$0	\$14,780,000	\$25,530,000
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
<b>Total</b>	<b>\$194,452,580</b>	<b>\$214,710,732</b>	<b>\$226,224,038</b>	<b>\$202,572,590</b>	<b>\$837,959,940</b>





# **LAREDO & WEBB COUNTY**

## **AREA METROPOLITAN PLANNING ORGANIZATION**

### **Item IV.C.**

**Receive public testimony and initiate a (10) ten-day public review and comment period for the proposed revisions to the 2020-2045 Metropolitan Transportation Plan (MTP).**

**LAREDO & WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION  
ACTION ITEM**

<b>DATE:</b> 06-21-23	<b>ITEM:</b> IV.C
<b>SUBJECT:</b> MOTION Receive public testimony and initiate a (10) ten-day public review and comment period for the proposed revision(s) to the 2020-2045 Metropolitan Transportation Plan (MTP).	
<b>INITIATED BY:</b> Staff	<b>STAFF SOURCE:</b> Juan S. Mendive, MPO Director
<b>PREVIOUS ACTION:</b> On January 21, 2020, the Policy Committee adopted the 2020-2045 Metropolitan Transportation Plan (MTP). The Policy Committee approved Revision #1 on April, 20, 2020, Revision #2 was approved on June 15, 2020. Revision #3 was approved on February 22, 2021. Revision #4 was an administrative modification on April 19, 2021. Revision # 5 was approved on February 8, 2022. On October 19, 2022, the Policy Committee approved Revision # 6 through Resolution No. MPO 2022-09. On January 18, 2023, the Policy Committee approved Revision #7 through Resolution No. MPO 2023-02.	
<b>BACKGROUND:</b> 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. The 2020-2045 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.  Projects included in the MPO's Transportation Improvement Program shall be consistent with the approved Metropolitan Transportation Plan. On April 19, 2021, an administrative modification to the MTP added <i>Appendix A – Short Range Projects Identified in the MTP and Listed in the Transportation Improvement Program (TIP)</i> to facilitate the identification of projects on both the TIP and the MTP, and to ensure consistency between both documents.  The proposed revision is intended to make the necessary changes to the MTP, specifically <i>Appendix A – Short Range Projects Identified in the MTP and Listed in the TIP</i> to incorporate and reflect the proposed revisions to the 2023-2026 TIP.	
<b>COMMITTEE RECOMMENDATION:</b> The Technical Committee recommends approval.	<b>STAFF RECOMMENDATION:</b> Staff recommends approval.

**Laredo Webb County Area MPO (Appendix A)**  
**Short Range Projects Identified in the Metropolitan Transportation Plan (MTP) and Listed in the Transportation Improvement Program (TIP)**  
**FY2023 - FY2026**

	CSJ	PROJECT NAME	SCOPE	FROM	TO	PROJECT SPONSOR	CATEGORY	YOE COST
<b>FY 2023</b>								
1	0086-01-073	SH 359 Widening	Widen roadway from 3-lane to 5-lane undivided Highway	4.06 miles E of SL 20	8.935 miles E of SL 20	TxDOT	11, 12	\$25,000,000
2	0086-02-023	SH 359 Widening	Widen roadway from 2-lane to 4-lane divided highway	8.935 miles E of SL 20	9.830 miles E of SL 20	TxDOT	11	\$6,000,000
3	0086-14-088	US 59 (Loop 20) Reconstruction	Reconstruction of existing 6-lane divided highway to proposed 6-lane freeway facility with 3-lane frontage roads at University Blvd. to Shiloh Dr.	0.36 mi South of University Blvd	0.51 mi South of Shiloh Dr.	TxDOT	2U, 10, 11,	\$45,394,778
4	0086-14-076	US 59 (Loop 20) Interchange at Shiloh Dr.	Construction of interchange at Shiloh Dr.	0.50 mi S of Shiloh Dr.	0.50 mi N of Shiloh Dr.	TxDOT	2M, 10	\$31,856,549
5	0086-14-089	US 59 (Loop 20) Reconstruction	Reconstruction of existing 6-lane highway to proposed 6-lane freeway with 3-lane frontage roads	0.51 mi South of Shiloh	International Blvd.	TxDOT	2U, 10, 11	\$38,390,491
6	0086-14-079	US 59 (Loop 20) Interchange at University Blvd.	Construction of Interchange at University Blvd.	0.50 mi s of University Blvd.	0.50 mi n of University Blvd.	TxDOT	2M, 10	\$19,364,639
7	0086-14-075	US 59 (Loop 20) Interchange at Del Mar	Construction of Interchange at Del Mar Blvd.	0.50 mi South of Del Mar Blvd.	0.50 mi North of Del Mar Blvd.	TxDOT	2M, 10	\$28,446,123
<b>7 PROJECTS FOR FY2023 IN THE AMOUNT OF:</b>								<b>\$194,452,580</b>
<b>FY 2024</b>								
1	0922-33-213	World Trade Bridge Expansion	Preliminary engineering and construction for the expansion of the World Trade Bridge consisting of 8 lanes by building a new 8 lane bridge adjacent to the existing bridge for a total of 16 lanes after completion of the project.	World Trade Bridge		City	7, 3LC	\$12,000,000
2	0086-14-087	US 59 (Loop 20) Reconstruction	Reconstruction of existing 6-lane highway to proposed 6-lane freeway facility with 3-lane frontage roads at 0.4 mi N of airport to University Blvd.	0.4 mi North of E Corridor Rd (Airport).	0.36 mi South of University Blvd.	TxDOT	12	\$30,600,000
3	0086-14-078	US 59 (Loop 20) Interchange at Jacaman Rd.	Construction of interchange at Jacaman Rd.	0.50 mi s of Jacaman Rd	0.50 mi n of Jacaman Rd	TxDOT	12, 2M	\$24,433,991
4	3483-02-002	SH 84 (Hachar-Reuthinger Road)	New location construction of 4-lane divided highway	FM 1472	IH 35 West Frontage road	City	7, 4, 2	\$147,676,741
<b>4 PROJECTS FOR FY2024 IN THE AMOUNT OF:</b>								<b>\$214,710,732</b>
<b>FY 2025</b>								
1	0018-05-089	Replace Bridge at Uniroyal Dr.	Replacement of bridge structure at Uniroyal Dr.	0.5 mi south of Uniroyal Interchange	2.68 mi north of Uniroyal Interchange	TxDOT	12, 4	\$165,921,714
2	0086-16-008	SL 20 Interchange at Lomas Del Sur Blvd.	Construct overpass at Lomas Del Sur Blvd.	0.1 miles south of Lomas Del Sur Blvd.	0.1 miles north of Lomas Del Sur Blvd.	TxDOT	2, 7	\$41,565,320
3	0922-33-076	FM1472 / Flecha Lane	Realignment of Flecha Ln. and Las Cruces Blvd.	Intersection of FM 1472 and Flecha Ln.	0.174 miles east of FM 1472	City	10	\$1,800,000
4	0922-33-093	Calton and San Maria Interchange	Construction of a grade separation interchange	0.25 m east of Calton/San Maria intersection	0.25 m west of Calton/San Maria intersection	City	10	\$16,240,154
5	0922-33-177	River Vega Trail	Construct hike & bike trail	Anna Park	LCC Campus	City	9-TAP	\$696,850
<b>5 PROJECTS FOR FY2025 IN THE AMOUNT OF:</b>								<b>\$226,224,038</b>
<b>FY 2026</b>								
1	0018-06-185	Direct Connector #3 and # 6	New Direct Connector (#3 and # 6) northbound and southbound IH 35 to US59 eastbound	0.5 mi east of IH35	0.5 mi north of US 59	TxDOT	12, 1	\$54,505,335
2	0922-33-205	Vallecillo Road	Construction of new 4 lane [off-system] highway with continuous turn	FM 1472	IH 35	RMA	7, 3LC, 12	\$35,280,000
3	0086-14-077	US 59 (Loop 20) Interchange at Airport	Construction of interchange at Airport	0.500 mi South of E Corridor Rd (Airport).	0.50 mi North of E Corridor Rd (Airport).	TxDOT	2M, 12	\$35,996,487
4	0086-14-086	US 59 (Loop 20) Reconstruction	Reconstruction of existing 6-lane divided highway to proposed 6-lane freeway facility with a section including 3-lane frontage roads at US 59 to 0.4 mi N of airport.	US 59	0.4 mi North of E Corridor Rd. (Airport)	TxDOT	12, 1	\$76,790,767
<b>4 PROJECTS FOR FY2026 IN THE AMOUNT OF:</b>								<b>\$202,572,589</b>
<b>TOTAL OF 20 PROJECTS IN THE AMOUNT OF:</b>								<b>\$837,959,939</b>

**Funding Category Types**

- CAT 1:** Preventive Maintenance and Rehabilitation
- CAT 2:** Metropolitan and Urban Corridor Projects
- CAT 3:** Non-Traditionally Funded Transportation Projects - includes state bond funds, proposition 12 or 14, etc.
- CAT 4:** Statewide Connectivity Corridor Projects (Urban Connectivity)
- CAT 7:** Metropolitan Mobility and Rehabilitation
- CAT 9:** Transportation Alternatives Set-Aside Program (TASA)
- CAT 10:** Supplemental Transportation Programs
- CAT 11:** District Discretionary
- CAT 12:** Strategic Priority - addresses project with priority to State
- Prop 1:** Proposition 1: Effective in 2015 Highway Trust Fund allocation from gas tax revenue
- Prop 7:** Proposition 7 : MPO allocations from formula funds diverted from state general sales, use tax, vehicle sales, and rental tax



# **LAREDO & WEBB COUNTY**

## **AREA METROPOLITAN PLANNING ORGANIZATION**

### **Item IV.D.**

**Receive public testimony and initiate a (20) twenty-day public review and comment period for the draft FY 2024 Unified Planning Work Program (UPWP).**



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

<b>DATE:</b> 06-21-23	<b>ITEM:</b> IV.D
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**SUBJECT: MOTION**  
Receive public testimony and initiate a 20-day public review and comment period for the draft 2024 Unified Planning Work Program (UPWP).

<b>INITIATED BY:</b> Staff	<b>STAFF SOURCE:</b> Juan S. Mendive, MPO Director
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**PREVIOUS ACTION:**  
None

**BACKGROUND:**  
The Unified Planning Work Program (UPWP) is one-year work program which describes in detail transportation planning programs and activities to be performed by the MPO in a fiscal year. The FY 2024 UPWP outlines and schedules tasks to be undertaken by the Metropolitan Planning Organization during the fiscal period. Some of the tasks outline may require more than one year to complete and are carried forward from one UPWP to the next. Final draft will be due July 31, 2023.

Listed below is the proposed budget:

<b><u>SUBTASK</u></b>	<b><u>AMOUNT</u></b>
<b>1.1</b> <i>Planning and General Administration</i>	\$ 530,000.00
<b>1.2</b> <i>Professional Development, Travel and Training</i>	\$ 25,000.00
<b>1.3</b> <i>Public Participation Plan (PPP)</i>	\$ 20,000
<b>1.4</b> <i>Computer Equipment, Furnishing and Office Supplies</i>	\$ 15,000
<b>1.5</b> <i>Building Maintenance and/or Repairs</i>	\$ 10,000
<b>2.1</b> <i>General Data Administration</i>	\$ 15,000.00
<b>3.1</b> <i>General Administration</i>	\$ 2,500.00
<b>3.2</b> <i>Planning Assistance</i>	\$ 7,500.00
<b>3.3</b> <i>Complete Streets Set-Aside</i>	\$15,000
<b>4.1</b> <i>2020-2045 Laredo Metropolitan Transportation Plan (MTP)</i>	\$ 5,000.00
<b>4.2</b> <i>2025-2050 MTP Update</i>	\$ 365,000.00
<b>5.1</b> <i>Long Range Freight Mobility Plan</i>	\$ 125,000.00
<b>5.2</b> <i>Microtransit Feasibility Study</i>	\$ 150,000.00
<b>5.3</b> <i>Resiliency Study</i>	\$ 50,000.00
<b>5.4</b> <i>World Trade Bridge Expansion Study</i>	\$ 75,000.00
<b>TOTAL</b>	<b>\$ 1,410,000.00</b>

The total estimated Transportation Planning Funds (TPF) that will be available for FY 2024 is \$2,429,997. This consists of an estimated \$562,039 TPF estimated to be awarded in FY 2024 based on authorizations from previous years and an estimated unexpended carryover of \$1,867,958 from FY 2023.

A total of \$1,410,000 in TPF is proposed to be programmed in FY 2024.

<b>COMMITTEE RECOMMENDATION:</b> The LWCAMPO Technical Committee recommends approval.	<b>STAFF RECOMMENDATION:</b> Staff recommends approval.
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# FY 2024 UNIFIED PLANNING WORK PROGRAM (UPWP)

~ DRAFT ~



## LAREDO & WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION

Transportation Management Area (TMA)

AIR QUALITY STATUS:  
Attainment

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Approved by the Policy Committee on: \_\_\_\_\_

Revised: \_\_\_\_\_

Federal Approval: \_\_\_\_\_

Revised: \_\_\_\_\_

LAREDO & WEBB COUNTY AREA METROPOLITAN ORGANIZATION

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## I. INTRODUCTION

The Federal-Aid Highway Act of 1962 promulgated the requirement that all urban areas of 50,000 or more population develop and maintain a comprehensive, cooperative, and continuing (3-C) transportation planning process. The process would establish a transportation plan and provide the procedure by which it would be maintained and revised on a continuing basis.

In July 1979, the Governor of Texas designated Laredo Urban Transportation Study (LUTS) Steering Committee as the MPO for the Laredo urbanized area. In February 2020, The Policy Committee approved the amendment of the MPO Bylaws to change the name of the MPO from Laredo Urban Transportation Study (LUTS) to the Laredo Webb County Area Metropolitan Planning Organization (LWCAMPO).

### A. PURPOSE

The Unified Planning Work Program (UPWP) is the instrument that serves as the document for coordinating and identifying ways to carry out the continuing, cooperative and comprehensive transportation planning process for Laredo, Texas and portions of Webb County. An MPO is required to perform all planning tasks set forth in federal laws and regulations, many of which are conducted annually.

This UPWP is a one-year transportation planning work program which describes in detail transportation planning programs, and activities to be performed in LWCAMPO for the FY 2024. However, some tasks require more than one year to complete and are carried forward from one UPWP to the next. To effectively identify all work tasks, the Laredo MPO prepares this UPWP with input from federal, state and local jurisdictions, and transportation providers in the region.

The MPO's Unified Planning Work Program (UPWP) will comply with all applicable federal and state regulations. Several transportation bills have been implemented in the past. These include the following:

- **ISTEA**—The Intermodal Surface Transportation Efficiency Act of 1991, which emphasized the efficiency of the intermodal transportation system.
- **TEA-21**—The Transportation Equity Act for the 21st Century, signed by the President in 1998, builds on the initiatives established in ISTEA with a particular focus on equity through access, opportunity, and fairness.
- **SAFETEA-LU**—The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, was enacted in 2005 authorizing the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.
- **MAP-21**—The Moving Ahead for Progress in the 21st Century Act, was enacted in 2012 and created a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.
- **FAST Act**—The Fixing America's Surface Transportation Act, was passed in 2015 covering a 5-year period and was the first Federal law in over ten years to provide long-term funding certainty for surface transportation (for fiscal years 2016 through 2020). The FAST Act continues the Metropolitan Planning Program and authorizes \$305 billion for the Department's

highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology and statistics programs.

- **IIJA-** The Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021. The IIJA, also known as the Bipartisan Infrastructure Law, is the first long-term surface transportation act since the FAST Act in 2015. The IIJA continues the established structure of various highway-related program and adds several new federally funded grant programs.

### IIJA Planning Factors

The IIJA contains ten (10) planning factors that should be considered when developing plans and programs. The work tasks contained in this UPWP have considered the following areas, some more directly than others:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
10. Enhance travel and tourism.

Further, the work tasks consider the federal performance goals (23 USC § 150.b) in the following seven areas:

1. **Safety:** achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **Infrastructure Condition:** maintain the highway infrastructure asset system in a state of good repair.
3. **Congestion Reduction:** achieve a significant reduction in congestion on the National Highway System.
4. **System Reliability:** improve the efficiency of the surface transportation system.
5. **Freight Movement and Economic Vitality:** Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **Environmental Sustainability:** enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **Reduced Project Delivery Delays:** reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through

eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agency work practices.

### Performance Management

The IIJA maintains the FAST Act and MAP-21 focus on safety and efforts to streamline project delivery and continues the overall performance-based planning approach.

MAP-21 instituted Performance Management to provide greater accountability and transparency and help achieve the most efficient and effective investment of transportation resources. The FAST Act continued MAP-21's overall performance management approach, within which States invest resources in projects that collectively will make progress toward national goals. The IIJA continues these efforts.

The U.S. Secretary of Transportation in consultation with stakeholders establishes performance measures to chart progress toward accomplishment of national goals established in MAP-21: safety, infrastructure condition, interstate system condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. Performance targets established by the State and MPO will be based on national performance measures and will improve decision making through performance-based planning and programming.

The FAST Act adjusted the timeframe for States and metropolitan planning organizations to make progress toward meeting their performance targets under the National Highway Performance Program and clarifies the significant progress timeline for the Highway Safety Improvement Program performance targets.

### **PUBLIC PARTICIPATION PLAN (PPP)**

The MPO believes in the proactive involvement of citizens, affected public agencies, representatives of transportation agencies, private providers of transportation, and other interested parties in the development and updates of transportation plans and programs. The Laredo MPO has a Public Participation Plan (PPP) intended to provide an opportunity for meaningful, active, ongoing public participation and involvement for citizens, groups, agencies, and public providers of transportation. The Laredo MPO conducts all planning activities in accordance with the adopted (PPP).

The MPO continues to engage interested parties during the development of the Public Participation Plan (PPP), and the short-term and long-term transportation plans. Per 23 CFR 450.316, interested parties such as those listed below, shall have reasonable opportunities to comment on projects of the short-term and long-term transportation plans:

- Affected public agencies
- Freight shippers
- Private providers of transportation services
- Representatives of public transportation employees
- Representatives of the disabled
- Representatives of users of public transportation
- Representatives of users of pedestrian walkways and bicycle transportation facilities

- Other interested parties The MPO continues to consult and cooperate with federal, state, and local agencies and tribal nations responsible for land use, natural resources, and other environmental issues during the adoption of long and short-term plans. The MPO consults with agencies responsible for historic preservation, natural resource conservation, environmental protection, and land use management, as appropriate, in the development of the short and long-term transportation plans.

The Laredo MPO periodically evaluates the effectiveness of its Public Participation Plan (PPP) for engaging transportation-disadvantaged communities in the transportation decision making process.

## **B. DEFINITION OF AREA**

The Laredo Metropolitan Area Boundary (MAB) includes the City of Laredo and portions of Webb County (See Map, Appendix B) The MAB was approved by the Governor in 2004. The Laredo urbanized area (as determined by the 2010 Census) surpassed 200,000 in population and was designated a Transportation Management Area (TMA) effective July 18th, 2012.

## **C. ORGANIZATION**

The City of Laredo is the fiscal agent for the Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO). The LWCAMPO is composed of two organizational units: The Policy Committee and the Technical Committee.

**The Policy Committee.** In accordance with the adopted MPO Bylaws, is the policy body that was established pursuant to 23 USC 134, and created to address overall regional transportation making sure all projects, plans, programs and studies are developed in compliance with federal and state laws, rules and regulations. The Policy Committee is also responsible for taking the required approval actions as the Metropolitan Planning Organization.

The Policy Committee is comprised of those governmental agencies identified in the original designation agreement and those agencies or organizations subsequently added to the membership of the board.

As the governing body of the MPO, the Policy Committee shall have decision-making authority over issues such as:

- The Unified Planning Work Program (UPWP)
- The Transportation Improvement Program (TIP)
- The Metropolitan Transportation Plan (MTP)
- The Congestion Management Plan (CMP)

Voting members of the Policy Committee must include representation of local elected officials, officials of agencies that administer or operate major modes or systems of transportation, and appropriate state officials, as per 23 CFR 450.310.

The Policy Committee is currently chaired by the Mayor of the City of Laredo and includes as voting members:

- Three (3) City of Laredo Council members, [Two (2) members representing the City of Laredo, and one (1) representing the Laredo Mass Transit Board]
- The Webb County Judge (as Vice-Chairman)
- Two (2) Webb County Commissioners
- The Laredo TxDOT District Engineer
- One (1) Member at Large

The State Senator for District 21, the State Representative for District 80 and the State Representative for District 42 serve as non-voting, ex-officio members.

***The Technical Committee.*** Its responsibilities include professional and technical review of work programs and transportation planning activities. The Technical Committee is also responsible for providing planning recommendations to the Policy Committee for action.

A List of the Policy Committee and Technical Committee respective memberships is provided in Appendix A.

***Other Committees.***

The Active Transportation Committee (ATC) was created after the Active Transportation Plan (ATP) was adopted by the City of Laredo on February 22, 2021. The ATC provides recommendation on activities and transportation planning issues to the Technical and Policy respective Committees.

The Title VI/EJ Working Group is comprised of 9 members, including representatives of the City of Laredo, the MPO, TxDOT, transit and the County Planning Department. The Group's purpose is to assist the MPO in improving data collection, monitoring and analysis to ensure that transportation related programs and policies do not have a disproportionately high and adverse human health or environmental effects on minority and low-income populations.

***The Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO)***, in cooperation with the TxDOT, Webb County/City of Laredo Regional Mobility Authority (WC-CL RMA), mass transit operators, planning agencies and local governments is the organization responsible for carrying out and maintaining the urban transportation planning process to include a cooperative decision-making, principally, by elected officials of local governments. LWCAMPO also executes contracts and/or agreements necessary to carry out the work outlined in the UPWP. In addition, the MPO develops and maintains transportation databases and analytical tools.

***The MPO staff*** providing service and support include: The Director, three Transportation Planners and an Administrative assistant.



MPO staff has the following general responsibilities:

1. Provide staff support to the Policy Committee, the Technical Committee, and sub-committees;
2. Review and report on items on the agenda(s) for the Policy Committee, the Technical Committee, and other appropriate committees;
3. Coordinate and perform the planning and data collection activities contained in the UPWP;
4. Prepare and submit an annual budget outlined in the UPWP for approval;
5. Receive and review all bills from consultants that the MPO has contracted with to perform work outlined in the UPWP;
6. Submit requests for reimbursement to the appropriate federal and/or state agencies for work performed according to the UPWP;
7. Prepare and submit grant applications for federal/other assistance in transportation planning, and related fields, as appropriate;
8. Prepare and submit the annual performance and expenditure report and annual project listing;
9. Coordinate the activities for the development and maintenance of the Unified Planning Work Program, the long-range metropolitan transportation plan and the Transportation Improvement Program;
10. Refine and maintain a process for engaging the public in the transportation planning process;
11. Perform any other administrative duties as required by the Policy Committee; and,
12. Ensure compliance with Title VI Civil Rights, Environmental Justice and other federal requirements related to the MPO's operations, activities and programs.

City of Laredo staff and services from the Accounting, Purchasing, Legal, Human Resources, I.S.T. and other Departments may be required.

#### **D. PRIVATE SECTOR INVOLVEMENT**

The Laredo & Webb County Area MPO encourages the private sector to participate in the development of all transportation programs and plans including the Transportation Improvement Program (TIP) and the Metropolitan Transportation Plan (MTP) development. Staff also maintains and periodically updates a list of consultant firms that provide transportation planning services.

#### **E. PLANNING ISSUES AND EMPHASIS**

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have jointly issued Planning Emphasis Areas (PEAs). The PEAs are planning topics that FHWA and FTA emphasize for Metropolitan Planning Organizations (MPOs) and State Departments of Transportation (DOTs) to develop, identify, and ultimately support associated work tasks with the Unified Planning Work Program (UPWP) and the Statewide Planning and Research Program.

The PEAs include:

##### ***Planning Issues***

Roadways and Livability - System capacity issues will pose a major challenge in light of expected population and freight movement growth levels. However, while investments are made in transportation infrastructure, the safety and livability of communities in the Laredo MPO should be considered.

- **Population** - The City of Laredo is the third most populated U.S. city on the U.S.-Mexico border. The city has a population of over 250,000. The cross-border Laredo-Nuevo Laredo Metropolitan Area has an estimated population of over 650,000. Based upon the most recently developed estimates, the population is expected to grow by more than 50 percent between the years 2018 and 2045, with an estimated population of approximately 419,000 people. The number of jobs in the Laredo MPO region are also expected to grow by more than 50 percent over the next 25 years. Growth in the past has been accommodated mainly thorough sprawl. The City of Laredo recognizes that for many reasons this type of growth is unsustainable. In order to plan for future growth in the region—a considerable share of which is expected to occur through infill and redevelopment—a more efficient allocation of transportation resources should be considered. There is an increased desire for multi-modal transportation alternatives, but facilities for walking, biking, and other options are lacking.

Table 2-6 from the current MTP: Laredo MPO Employment Forecasts.

Forecast Year	Forecast Employment
2018	105,267
2030	133,613
2040	166,083
2045	180,099

Source: TxDOT-TPP 2008 Validated Travel Demand Model

- **Freight** - Recent projections indicate that the trade values of all outbound, inbound or internal types of freight movement are projected to be more than double than the current levels. Said growth will continue to add capacity burdens on the network.
- **Transit** - Key issues facing the transit system in the upcoming years include: more customers, more service needs, and less funding.
- **More customers** - Population projections show a growing transit dependent population, especially in growth areas in south Laredo.
- **More service needs** – The Comprehensive Operational Analysis (COA) of El Metro final report from December 2021, provided a great opportunity to understand the challenges facing El Metro today and developed recommendations to improve the system’s service, efficiency, and effectiveness and prepare Laredo for a bright future.

In light of all of the above, careful and effective transportation planning and investment will be critical to providing for the area’s future transportation needs while balancing the livability of communities.

### Planning Emphasis Areas

- **Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future**  
Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters

resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions.

*LWCAMPO has programmed a resiliency study as part of this UPWP. Additionally, the MPO will seek ways to contribute towards this emphasis area through its planning activities and work efforts of the MPO's Active Transportation Committee. The MPO is committed to enhancing safe, accessible, and alternative modes of transportation in the region.*

- **Equity and Justice<sup>40</sup> in Transportation Planning**

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

Executive Order 13985 (**Advancing Racial Equity and Support for Underserved Communities**) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, Executive Order 14008 and M-21-28 provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged

communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

*LWCAMPO worked on updating its Public Participation Plan which was approved by the Policy Committee on September 21, 2022. LWCAMPO continues in the updating process of the Limited English Proficiency Plan, and Title VI Plan. All these plans will help set the foundation for equitable planning practices. A goal of LWCAMPO is to enhance its data development efforts. Through enhanced data we can better understand and analyze the needs of underserved communities, and develop plans that will create opportunities in disadvantaged communities.*

- **Complete Streets**

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles. A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets (with an emphasis on arterials roadways) and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution, each complete street is unique and developed to best serve its community context and its primary role in the network. Per the 2019 National Highway Traffic Safety Administration, 62% of the motor vehicle crashes that resulted in pedestrian fatalities happened on arterials. Arterials are usually designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles. To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

*LWCAMPO supports and endorses the design and development of Complete Streets; And, is committed to enhancing safe, accessible, and alternative modes of transportation in the region. The MPO's Active Transportation Plan includes a chapter dedicated to Complete Streets. The chapter outlines a set of recommendations and a sample Complete Streets Policy to assist with*

*implementing safe roads for all users. The MPO's Active Transportation Committee have also discussed the need to implement a Complete Streets Policy at the local level and are exploring the development of a Complete Streets Policy for the MPO.*

- **Public Involvement**

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

*LWCAMPO prepared in-house its Public Participation Plan (PPP) update. As part of the plan, a set of outreach strategies are recommended, including virtual tools. As the updated Public Participation Plan (PPP) has been approved, LWCAMPO seeks to create a Title VI/Public Outreach Subcommittee. LWCAMPO continues to use its website and social media accounts to provide information of meetings and public comment opportunities, and meaningfully engage with the public and its stakeholders. Additionally, the MPO evaluates its PPP and outreach strategies using measures of effectiveness and has updated the PPP and strategies as necessary to ensure that all people in the community are able to participate and has provided opportunities to be meaningfully involved in the decision-making processes, including individuals without access to the internet or computers and mobile devices.*

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

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The 64,200-mile STRAHNET system consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway



system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities.

*As recommended by FHWA and FTA, the STRAHNET maps and recent Power Project Platform studies can be a useful resource in the MPO areas covered by these route analyses. LWCAMPO will review these maps and studies and will incorporate them as necessary in its planning activities.*

- **Federal Land Management Agency (FLMA) Coordination.**

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

*LWCAMPO will coordinate with FMLAs in the transportation planning and project programming process when applicable. Additionally, LWCAMPO will stay up to date on information provided by the Office of Federal Lands Highway including its plans and programs.*

- **Planning and Environment Linkages (PEL)**

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

*LWCAMPO will work with its Technical Committee and partners such as TxDOT to identify opportunities to implement PEL as part of the transportation planning and environmental review processes. Additionally, the MPO will seek training opportunities related to PEL to learn more about this approach and how to incorporate it in our planning process.*

- **Data in Transportation Planning.**

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

*A goal of LWCAMPO is to enhance its data development efforts and serve as the central hub for data sharing. As we continue to build our data sharing partnerships and agreements with regional stakeholders, we will begin identifying the key datasets that will enhance our transportation planning activities. Recently the MPO has been working closely with its partners such as the local school districts to discuss data sharing opportunities. LWCAMPO will continue to add maps, including interactive maps to its website, which will allow the public and stakeholders to download data that is free, accessible, and user friendly. The MPO will work on developing a framework and set of standards for how data will be generated and how it will be distributed.*

## **II. TASK 1.0 – ADMINISTRATION & MANAGEMENT**

### **A. OBJECTIVE**

To accomplish, on a continuing basis, budgeting and managing transportation planning activities in coordination with local, state and federal agencies. To conduct MPO Staff hiring process and to coordinate the professional development and training of such Staff. To coordinate plans and programs necessary to administer Federal transportation planning requirements and maintain the cooperative, comprehensive, and continuous (3-C) transportation planning process in and for the Laredo and Webb County Metropolitan Organization’s planning area.

### **B. EXPECTED PRODUCTS**

The operation of the Metropolitan Planning Organization including the following:

1. Administration of the LWCAMPO to include the updating of existing or the completion of new plans, studies, and reports.
2. Fulfillment of planning objectives.
3. Supply/Equipment purchases
4. Compliance with state and federal requirements.
5. Submitting recapitulation of costs for billings to Texas Department of Transportation (TxDOT)

6. Maintenance, updates and dissemination of the Public Participation Plan (PPP) and Title VI Program and Environmental Justice (EJ) material(s).
7. Travel for MPO Director and Staff to attend conference for staff development purposes.
8. Continuation of a proactive public involvement process.
9. Maintenance of LWCAMPO Website and Social Media.

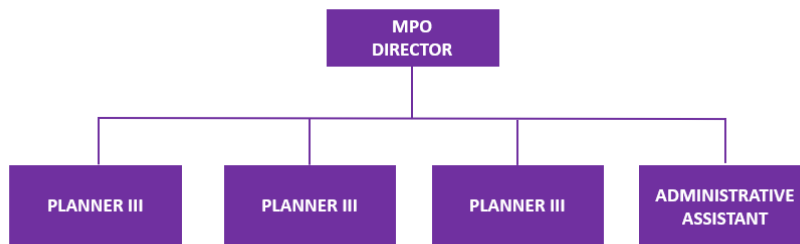
**C. PREVIOUS WORK**

For the past two years the Laredo MPO has been undergoing a process review as part of the efforts to create a full-time Director position for the organization. This position was finally approved by the Fiscal Agent and the Policy Committee during FY2023. The MPO reorganized staff and hired an Administrative Assistant and a Planner III. Throughout these additions, the MPO has been able to accomplish all the required administrative duties. It has also allowed staff to develop new plans and completed updating of existing documents in-house which has represented significant cost savings and time reductions (over hiring consultants for these activities). It has also provided experience to staff that has clearly benefited the operations of the organization. Staff has continuously maintained and updated the MPO’s website and social media. It has also implemented the recommendations of the Active Transportation Plan as well as participated of the Active Transportation Committee and other Transportation related meetings such as the Webb County-City of Laredo Regional Mobility Authority (RMA), TEMPO and Texas Transportation Commission.

The MPO By-laws were officially amended in June 2023 regarding the structure and terms of the Chairperson and Vice-Chairperson to allow the Webb County Judge to serve as the Chair through the end of 2024 once the By-laws have been amended, with the Mayor of the City of Laredo starting a full two-year term in January 2025. It also updated official title of the Technical Committee, South Texas Development Council representative as Executive Director, the addition of a Webb County-City of Laredo Regional Mobility Authority (RMA) Representative and the name of the Laredo College under the School system representative section.

As part of the process review, the Laredo MPO worked with Texas A&M Transportation Institute (TTI), Texas Department of Transportation (TxDOT), and the City of Laredo as the MPO’s Fiscal Agent to coordinate changes to the existing Planning Agreement. These efforts resulted in the hiring of a full-time permanent MPO Transportation Planning Director.

The following organizational chart has been updated to reflect current MPO staff structure:



The MPO Staff has performed general administrative functions for the operation of the Organization that include processing requisitions, purchase orders, billings/invoices on a monthly basis. It has also approved timecards and processed payroll documents. MPO Staff has also assisted with the coordination of public meetings as required by FHWA, FTA, the State and local government in the development of transportation planning documents, and reports. Both, the Technical and Policy Committee meetings were held on an ongoing basis to make appropriate revisions to documents and to approve programs including, but not limited to, the following:

- Public Participation Plan (PPP) update.
- Transportation Improvement Program (TIP), Title VI Civil Rights, Environmental Justice, and Limited English Proficiency (LEP) Plans updates.
- Unified Planning Work Program (UPWP) for FY2023 approval.
- Planning Agreement revision.
- MPO By-laws/policy amendments.

Under Professional development trainings, MPO Staff attended several meetings, workshops and conferences such as the Texas American Planning Association Conference, the TxDOT Transportation Planning Conference and other workshops. Staff made several presentations at public meetings. Staff updated and implemented policies to maintain the “3-C” Planning Process.

All Policy Committee and Technical Committee meetings were held in person. Some Active Transportation Committee meetings were held in virtual format and in person quarterly.

Staff developed outreach material to make the public aware of the meetings and format they were held. It also coordinated and prepared all necessary materials for the following meetings:

	TECHNICAL COMMITTEE	POLICY COMMITTEE	ACTIVE TRANSPORTATION COMMITTEE
1	10/11/22	10/19/22	10/26/22
2	11/08/22	11/16/22	11/30/22
3	01/10/23	01/18/23	01/25/23
4	02/07/23	02/15/23	02/22/23 (Virtual)
5	03/07/23	03/22/23	03/29/23
6	04/11/23	No meeting in April	04/26/23
7	05/09/23	05/17/23	05/31/23 (Virtual)
8	06/13/23	06/21/23	
9			
10			

To date in fiscal year 2023, LWCAMPO has held a total of 6 Policy Committee meetings, 7 Technical Committee meetings, and 7 Active Transportation Committee meetings.

The MPO in collaboration with the City of Laredo Purchasing Department coordinated the development of a Request for Qualifications (RFQ) for the selection of a Professional Firm to provide services for the 2025-2050 Metropolitan Transportation Plan (MTP) update.

The MPO continued utilizing City of Laredo staff assistance to enter into contracts for private consultants in an effort to reach the goals of the MPO. For fiscal year 2024, the MPO will consider the possibility of issuing an RFQ to select one or more General Planning Consultant(s) for on-call services to support the MPOs technical activities and tasks outlined in this UPWP.

#### **D. SUBTASKS**

##### ***SUBTASK 1.1 - Planning and General Administration.***

This activity includes general administration, equipment inventory, maintaining financial records such as billings (recapitulation of costs) and invoices, preparation of budgets, managing of transportation planning funds and ensuring resources are spent appropriately. In addition, this subtask also includes coordinating MPO staff hiring process and payroll processing (timecards). Providing staff development and adequate trainings to prepare and complete regional plans, studies, reports, etc. It includes as well, the cost of operating the MPO, that includes office lease if applicable, purchase/lease/rental of office furniture and equipment and, all expenses associated with the planning effort and products to be delivered within the UPWP. It also includes monitoring the completion of UPWP projects, audits, developing and distributing reports required by federal government or by the Policy Committee, interagency coordination, developing and implementing policies and guidelines necessary to carry out and maintain the 3C planning process, coordinating planning activities to include hosting and conducting public meetings and preparation of meeting minutes. And, an Annual Performance and Expenditure Report (APER) is prepared at the end of each fiscal year (FY2024) in accordance with TxDOT policy and procedures for tasks that utilized FHWA and FTA planning funds. The MPO will seek state recommendation/federal approval for any expenditure exceeding \$25,000.

##### ***SUBTASK 1.2 – Professional Development, Travel and Training.***

This activity supports staff development in the technical activities associated with the transportation planning process. The MPO may organize training sessions for the Policy Committee, the Technical Committee, the Active Transportation Committee, any sub-committees, and for local governments and participating agencies. This task may also allow the MPO Director and staff to travel to attend appropriate conferences, courses, seminars, and workshops such as, but not limited to the following:

- Annual Texas APA Conference (To be held in Corpus Christi, TX from November 8<sup>th</sup> – 10<sup>th</sup>, 2023)
- American Association of State Highway and Transportation Officials (AASHTO)
- American Public Transportation Association (APTA)
- Association of Metropolitan Planning Organization (AMPO) Conference
- Border Trade Advisory Committee
- Environmental Systems Research Institute (ESRI) User Conference and other ESRI seminars
- National Highway Institute (NHI)
- National Planning Conference (held by the American Planning Association)
- National Transit Institute (NTI)
- Texas Association of MPOs (TEMPO)
- Texas Department of Transportation (TxDOT) Conferences/Trainings

For out of state travel, the MPO will seek prior TxDOT (TPP) approval.

**SUBTASK 1.3 – Public Participation Plan (PPP)**

This activity consists of the implementation of the Public Participation Plan (PPP) that was adopted by the Policy Committee on September, 2022, by facilitating citizen participation and providing answers to the public, either by phone or e-mail. It also includes holding public meetings, conducting community outreach, and monitoring social media, the development of surveys, newsletters, bilingual materials, posting of public notices, as well as managing the MPO website and updating information as needed.

**SUBTASK 1.4 – Computer Equipment, Furnishing and Office Supplies.**

This activity includes upgrades and/or additions of computer hardware and software equipment, furnishings, wireless internet contracts, provision of technical support for the network of computers, printers, plotters, iPads and other devices that support the efficiency of the MPO office operations. Computer hardware, software licenses and agreements, and/or equipment expenditures of Federal Planning funds over \$5,000 will receive prior approval from FHWA. This activity also includes the acquisition of furnishing and office supplies needed by personnel filling MPO staff roles. All City of Laredo procurement process and Federal regulations will be followed during the purchase of all computer equipment, furnishing and/or office supplies.

**SUBTASK 1.5 – Building Maintenance and/or Repairs.**

This activity includes the use of planning funds for non-routine building maintenance and/or repairs.

**E. FUNDING & PARTICIPATION SUMMARY**

**Task 1.0 - ADMINISTRATION & MANAGEMENT - FY 2024**

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>	FTA Sect. 5307	Local	Total
<b>1.1</b> Planning and General Administration	LWCAMPO	\$ 530,000	\$ 0	\$ 0	\$ 530,000
<b>1.2</b> Professional Development, Travel and Training	LWCAMPO	\$ 25,000	\$ 0	\$ 0	\$ 25,000
<b>1.3</b> Public Participation Plan (PPP)	LWCAMPO	\$ 20,000	\$ 0	\$ 0	\$ 20,000
<b>1.4</b> Computer Equipment, Furnishing and Office Supplies	LWCAMPO	\$ 15,000	\$ 0	\$ 0	\$ 15,000
<b>1.5</b> Building Maintenance and/or Repairs	LWCAMPO	\$ 10,000	\$ 0	\$ 0	\$ 10,000
<b>TOTAL</b>		<b>\$ 600,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 600,000</b>

<sup>1</sup> TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.



### III. TASK 2.0 - DATA DEVELOPMENT AND MAINTENANCE

#### A. OBJECTIVE

To participate in collecting, processing and analyze demographic and geographic data to include population forecasting, employment information and food deserts status. And, to maintain and update existing information necessary to develop and implement regional transportation plans and systems that support the Metropolitan Planning Organization's planning efforts.

#### B. EXPECTED PRODUCTS

LWCAMPO will continue to enhance and to regularly update the MPO website with online interactive maps and data to help with performance-based planning and programming. MPO staff will also continue to create and maintain databases including traffic crash locations, roadway network information, bicycle counts, and demographic data. In addition, data and mapping support will be provided for MPO plans, studies, and reports.

#### C. PREVIOUS WORK

MPO Staff updated MPO website to provide access to meeting agendas, packets, and publications as they became available. It was also regularly updated with online data and maps. Project maps were developed, retrieved and or printed as new projects were approved or considered. Staff has provided data and mapping support for plans, studies, and reports. Staff continued to work with TxDOT and Texas Transportation Institute (TTI) representatives in the development of the 2013-2045 Travel Demand Model to be used in the development of the 2025-2050 MTP.

#### D. SUBTASKS

##### ***SUBTASK 2.1 - General Data Administration.***

This subtask allows for planning and administrative activities related to data development, maintenance, procurement, and contract management for the developing related performance measures and the following activities:

- a) General GIS: Specific activities will include reviewing and providing direction on the development and dissemination of geospatial databases on residential and commercial growth and transportation data; mapping databases supporting Laredo MPO programs; maintenance of the demographic and modeling databases of the MPO; develop and maintain the interactive web viewer for sharing GIS data on growth and projects; develop maps and materials for work group and public meetings; support MPO staff in the creation of plans, studies, and reports.
- b) Demographic Forecasting: Create a database of population and demographic statistics for the Laredo MPO and develop projections to be utilized for the MPO planning effort.
- c) Travel Demand Modeling: Coordinate with TxDOT on development and maintenance of updated travel demand models to be used for the TIP and other plans; refinements of in-house modeling capabilities; and regular updates of computer hardware, software, and necessary peripherals for supporting the demographic forecasting and travel demand modeling activities.

- d) Sidewalk Gap Analysis: To identify existing gaps in the current sidewalk network to help local officials prioritize strategic improvements based on key criteria. The sidewalk gap analysis is a recommendation of the Laredo & Webb County Active Transportation Plan adopted by the City of Laredo in February 2021. This analysis will continue to collect data to develop an inventory of sidewalks and network gaps, the development of prioritization criteria for sidewalk improvements, and recommendations.

**E. FUNDING & PARTICIPATION SUMMARY**

**Task 2.0 - DATA DEVELOPMENT AND MAINTENANCE - FY 2024**

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>	FTA Sect. 5307	Local	Total
<b>2.1</b> General Data Administration	LWCAMPO	\$ 15,000	\$ 0	\$ 0	\$ 15,000
<b>TOTAL</b>		<b>\$ 15,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 15,000</b>

<sup>1</sup> TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

**IV. TASK 3.0 - SHORT RANGE PLANNING**

**A. OBJECTIVE**

To complete those planning activities associated with short-range planning and implementation of projects that will be undertaken within the next five years to include the development and/or revision of the federally mandated Transportation Improvement Program (TIP) that outlines a four (4) year regional spending plan for near-term of all surface transportation improvements including streets, alleys, bridges, street lighting, street signage, sidewalks, etc. It also includes project development of selection process criteria and award of Transportation Alternative Set-Aside (TASA) program, as well as development and/or revision of the Unified Planning Work Program (UPWP), annual performance and expenditure reports, annual listing of projects.

**B. EXPECTED PRODUCTS**

MPO Staff will work on the development and/or revision of the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP), the MPO By-Laws, the Limited English Proficiency Plan (LEP) and, the Title VI documentation as deemed necessary. Additionally, the MPO will continue to provide staff support to MPO committees, and will assist in implementation activities related to the Metropolitan Transportation Plan (MTP) and the Active Transportation Plan (ATC).

**C. PREVIOUS WORK**

MPO Staff initiated and completed the Public Participation Plan (PPP) update and it was approved on September 21, 2022. MPO staff also worked on updating the project selection criteria and Call for Projects process. In February of 2023, two (2) projects including the Downtown Safe Sidewalk Improvements, and the EL Metro ADA Bus Stops and Bicycle Plazas Enhancement Project were

awarded with Transportation Alternative Set-Aside funds. MPO Staff continued assisting in the revision of the 2021-2024 TIP and the development of the 2023-2026 TIP. The Active Transportation Committee was formed to help improve and promote active modes of mobility within the MPO boundary; staff has continuously helped coordinate its activities and meetings as well as implementing the recommendations of the Active Transportation Plan. Staff has initiated the Limited English Proficiency Plan (LEP) update which was originally adopted and implemented in accordance with federal and state guidelines and it's expected to be completed in August 2023.

#### **D. SUBTASKS**

##### ***SUBTASK 3.1 - General Administration.***

This subtask allows for MPO staff support for administrative activities related to short-range planning, including the development and management of agency contracts; procurement, development and management of consultant contracts for projects in Task 3; and the review and processing of monthly billings for work related to Task 3. Specific activities will include, but are not limited to the update and/or revision of the Transportation Improvement Program (TIP), the Unified Planned Working Program (UPWP), MPO By-laws, the Public Transportation Agency Safety Plan (PTASP), the Public Participation Plan (PPP), the Limited English Proficiency Plan (LEP), and Title VI documents. This subtask also includes public outreach activities such as video production, developing website information, writing articles, developing other printed materials, and public meeting facilitation as needed.

##### ***SUBTASK 3.2 - Planning Assistance.***

This subtask will allow the MPO staff to provide planning assistance to entities within the MPO planning area boundary such as El Metro Transit, City of Laredo, Webb County, and City of Rio Bravo. This may include items such as data sharing, mapping, and general transportation planning activities. An example of this task is the MPO's collaboration with the City of Laredo Planning Department to update the Future Thoroughfare Plan for Laredo. This task will also include transit planning activities to support El Metro and can include grant development support and technical assistance.

##### ***SUBTASK 3.3 - Complete Streets Set-Aside***

The development of a local Complete Streets Set-Aside Policy will focus on the incorporation of specific language into MPO planning documents, including the TIP and MTP. It will provide recommendations for the design of transportation infrastructure to ensure the transportation network is equitable to all users. The MPO Staff will include Complete Streets related criteria into the scoring system for proposed projects. Furthermore, LWCAMPO is committed to enhancing safe, accessible, and alternative modes of transportation in the region. The MPO's Active Transportation Plan adopted by the City of Laredo in February 2021 includes a chapter dedicated to Complete Streets. The chapter outlines a set of recommendations and a sample Complete Streets policy to assist with implementing safe roads for all users. The MPO's Active Transportation Committee have also discussed the need to implement a Complete Streets Policy at the local level and are exploring the development of a Complete Streets Policy for the MPO. Additionally, the MPO will work with its Active Transportation Committee to develop a Complete Streets prioritization plan.

LWCAMPO along with its partners will continue to find ways to promote safety for all street users and to plan an equitable and safe transportation network for all ages and abilities. LWCAMPO's equity

analysis efforts will provide additional insights on how best to address underserved communities. LWCAMPO has a continued commitment to promoting safety for all users and provides programs to teach safety and evaluate community conditions for safer access. The MPO staff will ensure that, at a minimum, 2.5% of its PL funds will be used to increase safe and accessible options for multiple travel modes for people of all ages and abilities as prescribed in Section 11206 of the Infrastructure Investment and Jobs Act.

**E. FUNDING & PARTICIPATION SUMMARY**

**Task 3.0 - SHORT RANGE PLANNING - FY 2024**

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>	FTA Sect. 5307	Local	Total
<b>3.1</b> General Administration	LWCAMPO	\$ 2,500	\$ 0	\$ 0	\$ 2,500
<b>3.2</b> Planning Assistance	LWCAMPO	\$ 7,500	\$ 0	\$ 0	\$ 7,500
<b>3.3</b> Complete Streets Set-Aside	LWCAMPO	\$15,000	\$ 0	\$ 0	\$15,000
<b>TOTAL</b>		<b>\$ 25,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 25,000</b>

<sup>1</sup> TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

**V. TASK 4.0 – METROPOLITAN TRANSPORTATION PLAN**

**A. OBJECTIVE**

To continue study and analysis of projects and data for long-range planning elements and long-range project studies. Includes activities associated with publishing or updating the Metropolitan Transportation Plan (MTP), formerly called the Long Range Plan.

**B. EXPECTED PRODUCTS**

MPO Staff is expected to assist in the continual revision of the existing Metropolitan Transportation Plan (MTP) as well as the development of the updated plan to conform to state and federal requirements, particularly those of the FAST Act. This will include working with Texas Transportation Institute (TTI) and the Texas Department of Transportation (TxDOT) to update the Travel Demand Model. Additionally, the Congestion Management Process (CMP) will be updated as needed in preparation for the next MTP update.

**C. PREVIOUS WORK**

MPO Staff assisted in the continuous revision of the 2020-2045 Laredo Metropolitan Transportation Plan which was adopted on January 21, 2020. Also, Staff developed a Request for Qualifications (RFQ) that included a project task list and schedule related to the upcoming 2025-2050 MTP update. Staff evaluated which tasks would be performed internally and which would be carried out by consultants.

**D. SUBTASKS**

***SUBTASK 4.1 - 2020-2045 Laredo Metropolitan Transportation Plan (MTP).***

The current 2020-2045 MTP and TIP will continue to be reviewed and amended in order to comply with the Fixing America’s Surface Transportation (FAST) Act requirements as needed. Specifically, the review and amendments will address and achieve conformity with all FAST Act and new IJJA requirements. The existing MTP will also be updated to conform to state and federal requirements. Staff will continue to monitor the implementation of the MTP and assist with any necessary amendments to the MTP.

***SUBTASK 4.2 - 2025-2050 MTP Update.***

MPO staff will coordinate the evaluation of RFQs submittals received from private firms to develop the 2025-2050 MTP update. The MTP study includes tasks that will be performed internally and some that will be done by consultants. This subtask will also entail updating the Travel Demand Model and CMP with the assistance of consultants if needed. Additionally, as part of this subtask, the MPO will work closely in collaboration with TxDOT and other stakeholders to find specific studies necessary to create a regional transportation network that will involve identifying key locations for future highway interchanges, multi-modal options, and incorporation of new technologies with efficient and seamless connectivity that will factor in critical connections, especially as new interstates are designated in the Laredo metropolitan area.

**E. FUNDING & PARTICIPATION SUMMARY**

**Task 4.0 - METROPOLITAN TRANSPORTATION PLAN / LONG RANGE PLAN - FY 2024**

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>	FTA Sect. 5307	Local	Total
<b>4.1</b> 2020-2045 Laredo Metropolitan Transportation Plan (MTP).	LWCAMPO	\$ 5,000	\$ 0	\$ 0	\$ 5,000
<b>4.2</b> 2025-2050 MTP Update	LWCAMPO	\$ 365,000	\$ 0	\$ 0	\$ 365,000
<b>TOTAL</b>		<b>\$ 370,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 370,000</b>

<sup>1</sup> TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

**VI. TASK 5.0 - SPECIAL STUDIES**

**A. OBJECTIVE**

To further the goals and objectives of the transportation planning process through special studies undertaken by MPO staff or consultants in support of existing or projected local needs. To maintain the transportation management systems required by federal and state regulations, to assist decision-makers in selecting cost-effective strategies to improve the efficiency and safety of and protect the investment systems.

## **B. EXPECTED PRODUCTS**

These are specific studies and projects that address special problem areas or help promote and support transportation related topics.

## **C. PREVIOUS WORK**

The Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO), in coordination with Webb County City of Laredo Regional Mobility Authority (WC-CL RMA) worked on a study to develop a final alignment of the River Road project identified in the 2020-2045 Metropolitan Transportation Plan and determine traffic benefits for the surrounding area. The study investigated two possible alignment routes and a No-Build option. This study was conducted by a General Engineering Consultant procured by the Webb County City of Laredo Regional Mobility Authority (WC-CL RMA). The MPO participated in this study through an interlocal agreement with the WC-CL RMA by sharing 50% of the cost associated with the River Road Corridor Study. The total cost of the study is \$250,000 with the MPO and the WC-CL RMA each contributing \$125,000 and was completed and presented to the Policy Committee in June 2023.

## **D. SUBTASKS**

### ***SUBTASK 5.1 - Long Range Freight Mobility Plan.***

This study will evaluate freight movement in the study area in order to identify freight mobility needs and challenges, develop goals and objectives to improve goods movement, evaluate the impact of freight movement on the regional economy, identify freight transportation facilities and investments necessary for economic growth, define freight policies and programs, and provide recommendations for short, mid-range and long-term recommendations for infrastructure improvements. This study will serve as an investment guide for freight mobility improvements in the region. It is intended that staff will primarily be responsible for overseeing the development of the plan. However, consultants may be utilized to provide technical assistance to develop the plan. (To be conducted as routine work effort or by consultant if needed).

### ***SUBTASK 5.2 - Microtransit Feasibility Study.***

Microtransit transportation, defined as a flexible, real-time-requested, and technology-enabled transportation service, has demonstrated the ability to effectively complement fixed-route transit systems throughout the World. While the Laredo Transit Management Inc. (LTMI), local public transportation provider, has seen impressive growth in ridership, there are still areas in its community that are underserved by or have low frequency and low demand for fixed-route transit. The purpose of this study is to analyze the potential for Microtransit transportation to provide service to these areas to complement the fixed route system.

### ***SUBTASK 5.3 - Resiliency Study.***

This study is intended to assess the current transportation system's vulnerabilities to major transportation incidents or weather-related hazards, the existence of alternative routes, and ability to recover. The MPO is working on requesting TTI assistance to develop a more detailed scope for this study that will help advance FHWA's efforts in working with MPOs to consider resilience in the transportation planning process.



***SUBTASK 5.4 - World Trade Bridge and Freight Mobility Impacts Study.***

This study is intended to help assess the impacts of recent and proposed improvements to the World Trade Bridge, including the World Trade Bridge Expansion project. The study will provide an analysis of environmental and equity effects. The study will help propose recommendations for congestion relief, freight movement options on the surrounding transportation network, truck parking, and mitigation of any equity and environmental justice concerns. It is expected that the results of this study will help inform the environmental review process for the World Trade Bridge Expansion project.

**E. FUNDING & PARTICIPATION SUMMARY**

**Task 5.0 SPECIAL STUDIES - FY 2024**

<b>Subtask</b>	<b>Responsible Agency</b>	<b>Transportation Planning Funds (TPF)<sup>1</sup></b>	<b>FTA Sect. 5307</b>	<b>Local</b>	<b>Total</b>
<b>5.1</b> Long Range Freight Mobility Plan	LWCAMPO	\$ 125,000	\$ 0	\$ 0	\$ 125,000
<b>5.2</b> Microtransit Feasibility Study	LWCAMPO	\$ 150,000	\$ 0	\$ 0	\$ 150,000
<b>5.3</b> Resiliency Study	LWCAMPO	\$ 50,000	\$ 0	\$ 0	\$ 50,000
<b>5.4</b> World Trade Bridge and Freight Mobility Impacts Study	LWCAMPO	\$ 75,000	\$ 0	\$ 0	\$ 75,000
<b>TOTAL</b>		<b>\$ 400,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 400,000</b>

<sup>1</sup> TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

**VII. BUDGET SUMMARY**

**LAREDO WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION – FY 2024**

UPWP Task	Description	TPF <sup>1</sup> Funds	FTA Sect. 5307	Local	Total Funds
1.0	Management & Administration	\$ 600,000	\$ 0	\$ 0	\$ 600,000
2.0	Data Development and Maintenance	\$ 15,000	\$ 0	\$ 0	\$ 15,000
3.0	Short Range Planning	\$ 25,000	\$ 0	\$ 0	\$ 25,000
4.0	MTP / Long Range Plan	\$ 370,000	\$ 0	\$ 0	\$ 370,000
5.0	Special Studies	\$ 400,000	\$ 0	\$ 0	\$ 400,000
<b>TOTAL</b>		<b>\$ 1,410,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 1,410,000</b>

<sup>1</sup> TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

FY 2022-2023 Combined Transportation Planning Funds <sup>2</sup>	\$ 562,039
Estimated Unexpended Carryover <sup>3</sup>	\$ 1,867,958
<b>TOTAL TPF</b>	<b>\$ 2,429,997</b>
<b>Total TPF Programmed</b>	<b>\$ 1,410,000</b>

<sup>2</sup> Estimate based on prior years' authorizations.

<sup>3</sup> The accounting below provides the estimated unexpended carryover for FY 2019-2020 (as shown above).

FY 2021-2022 Unexpended Carryover	\$ 1,865,919
FY 2022-2023 Combined Transportation Planning Funds	+ \$ 562,039
FY 2022-2023 Expenditures (estimated)	- \$ 560,000
<b>FY 2022-2023 Unexpended Carryover (estimated)</b>	<b>\$ 1,867,958</b>

**VIII. APPENDICES**

**APPENDIX A**

**POLICY COMMITTEE MEMBERSHIP**

<b>VOTING MEMBERS</b>		
Honorable Dr. Victor D. Treviño	Mayor – Committee Chairman	City of Laredo
Honorable Tano E. Tijerina	Judge – Vice Chairman	Webb County
Honorable Melissa R. Cigarroa	Councilmember	City of Laredo
Honorable Ruben Gutierrez, Jr.	Councilmember	City of Laredo
Honorable Vanessa Perez	Councilmember, Mayor Pro Tempore	Laredo Mass Transit Board
Honorable John Galo	Commissioner	Webb County
Honorable Jesse Gonzalez	Commissioner	Webb County
Jed Brown	Member At Large	Regional Mobility Authority
Epigmenio “Epi” Gonzalez, P.E.	District Engineer	TxDOT
<b>EX-OFFICIO NON-VOTING MEMBERS</b>		
Honorable Judith Zaffirini	Senator - District 21	State of Texas
Honorable Richard Raymond	Representative - District 42	State of Texas
Honorable Tracy O. King	Representative- District 80	State of Texas

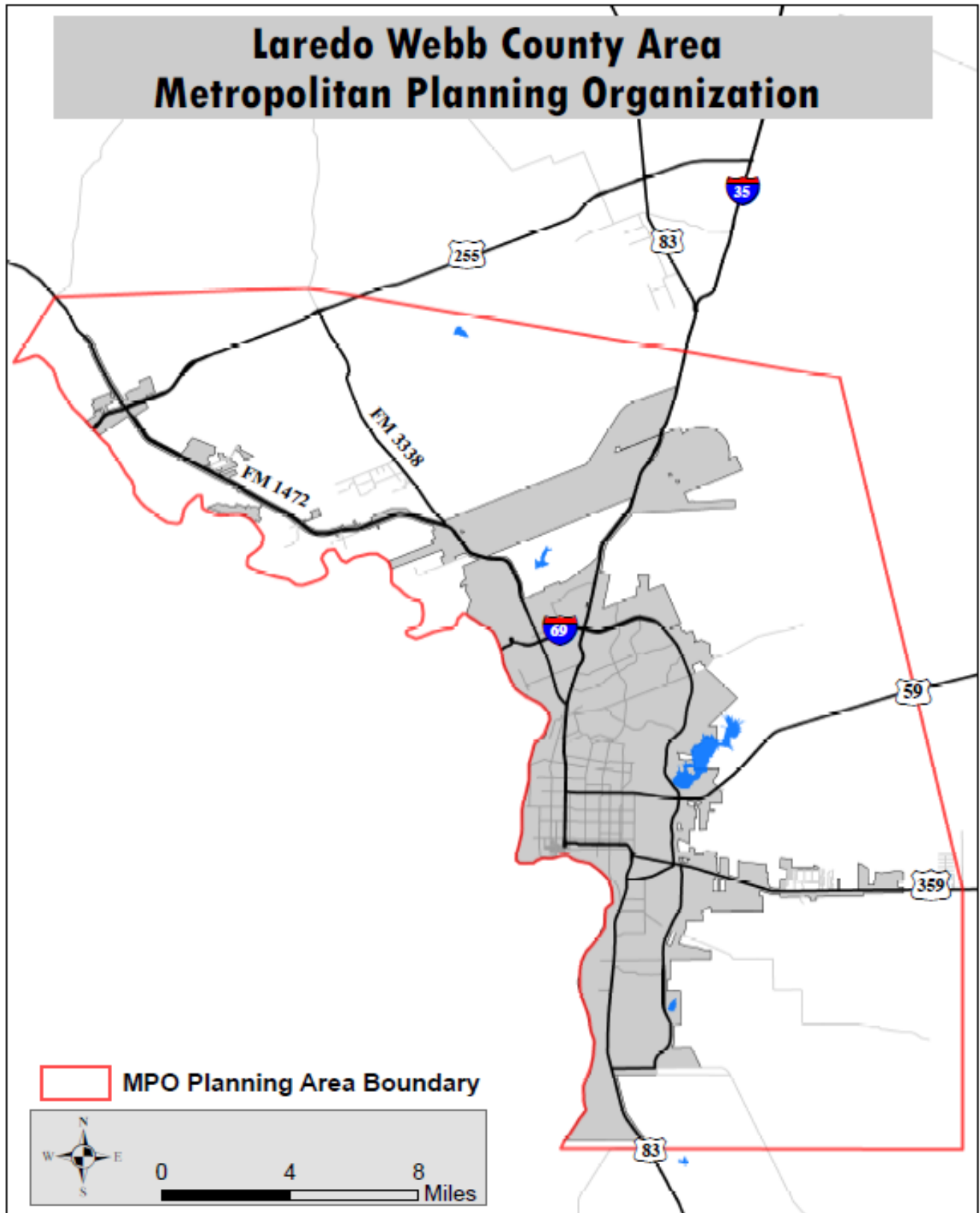
**TECHNICAL COMMITTEE MEMBERSHIP**

<p><u>MPO Representative:</u></p> <ul style="list-style-type: none"> <li>MPO Director (Chairperson)</li> </ul> <p><u>City Representatives:</u></p> <ul style="list-style-type: none"> <li>Laredo Airport Director</li> <li>Laredo Bridge Director</li> <li>Laredo City Engineer</li> <li>Laredo Planning Director</li> <li>Laredo Traffic Safety Director</li> <li>The General Manager of the City Transit System</li> </ul>	<p><u>State Representatives:</u></p> <ul style="list-style-type: none"> <li>TxDOT Planning Representative (Vice-Chairperson)</li> <li>TxDOT Planning Representative</li> <li>TxDOT Area Engineer</li> <li>TxDOT Transportation Planning and Programming Field Representative</li> </ul>
<p><u>Federal representatives:</u></p> <ul style="list-style-type: none"> <li>FHWA Planning Representative (Austin)</li> </ul>	<p><u>School system representatives</u></p> <ul style="list-style-type: none"> <li>A representative of the Laredo Independent School District</li> <li>A representative of the United Independent School District</li> <li>A representative of Texas A&amp;M International University</li> <li>A representative of Laredo College</li> </ul>
<p><u>County and Regional Representatives:</u></p> <ul style="list-style-type: none"> <li>Webb County Planning Director</li> <li>Webb County Engineer</li> <li>South Texas Development Council Executive Director</li> <li>The General Manager of the Rural Transit System</li> </ul>	<p><u>Private Sector Representatives:</u></p> <ul style="list-style-type: none"> <li>A representative of the Kansas City Southern Railway Company</li> <li>A representative of the Union Pacific Railroad Company</li> <li>A representative of the Laredo Transportation Association</li> <li>A Transportation Provider Representative who shall also serve on the Laredo Transportation Advisory Committee</li> </ul>

**MPO STAFF**

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

APPENDIX B  
METROPOLITAN AREA BOUNDARY MAP



**APPENDIX C  
DEBARMENT CERTIFICATION**

**NEGOTIATED CONTRACTS**

- 1) The Laredo Webb County Area Metropolitan Planning Organization, as Contractor, certifies to the best of its knowledge and belief, that it and its principals:
  - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;
  - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public\* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
  - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity \* with commission of any of the offenses enumerated in paragraph (1) (b) of this certification; and
  - d. Have not within a three-year period preceding this application/proposal had one or more public transactions\* terminated for cause or default.
- 2) Where the **Contractor** is unable to certify to any of the statements in this certification, such **Contractor** shall attach an explanation to this certification.

\* Federal, State, or Local

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**Victor D. Treviño**

Chairperson, MPO Policy Committee  
Mayor City of Laredo

---

Date

**APPENDIX D  
LOBBYING CERTIFICATION**

**CERTIFICATION FOR CONTRACTS, GRANTS,  
LOANS AND COOPERATIVE AGREEMENTS**

The undersigned certifies to the best of his or her knowledge and belief, that:

- 1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- 2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- 3) The undersigned shall require that the language of this certification be included in the award documents for all sub awards at all tiers (including subcontracts, sub grants, and contracts under grants, loans, and cooperative agreements) and that all sub recipients shall certify and disclosure accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

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**Victor D. Treviño**

Chairperson, MPO Policy Committee

Mayor

City of Laredo

---

Date



**APPENDIX E  
CERTIFICATION OF COMPLIANCE**

I, **Victor D. Treviño**, Chairperson of the Laredo MPO Policy Committee, a duly authorized representative of the Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO), do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 2 CFR 200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," as it may be revised or superseded.

\_\_\_\_\_  
**Victor D. Treviño**

Chairperson, MPO Policy Committee  
Mayor  
City of Laredo

\_\_\_\_\_  
Date

Attest:

\_\_\_\_\_  
Jose A. Valdez, Jr.  
City Secretary  
City of Laredo

**APPENDIX F**  
**CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM**

I, **Victor D. Treviño**, Chairperson of the Laredo MPO Policy Committee, a duly authorized officer/representative of the Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO) do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of by 43 TAC § 31.39 “Required Internal Ethics and Compliance Program” and 43 TAC § 10.51 “Internal Ethics and Compliance Program” as may be revised or superseded.

\_\_\_\_\_  
**Victor D. Treviño**

Chairperson, MPO Policy Committee  
Mayor  
City of Laredo

\_\_\_\_\_  
Date

Attest:

\_\_\_\_\_  
Jose A. Valdez, Jr.  
City Secretary  
City of Laredo



# **LAREDO & WEBB COUNTY**

**AREA METROPOLITAN PLANNING ORGANIZATION**

## **Item IV.E.**

**Receive public testimony and approve Resolution No. MPO 2023-05, adopting the following proposed amendment(s) of the MPO By-Laws:**

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

<b>DATE:</b> 06-21-23	<b>ITEM:</b> IV.E
<p><b>SUBJECT: RESOLUTION</b></p> <p>Receive public testimony and approve Resolution MPO <b>2023-05</b>, adopting the following proposed amendment(s) of the MPO By-laws:</p> <ul style="list-style-type: none"> <li>• Article I, Section 1.1, entitled Definitions, shall be amended to include a definition for the Metropolitan Planning Organization Active Transportation Committee; and,</li> <li>• Article II, Section 2.3, shall be amended to include subsection (d)1 and 2 intended to identify the responsibilities and the membership of the Active Transportation Committee (ATC).</li> </ul>	
<b>INITIATED BY:</b> Staff	<b>STAFF SOURCE:</b> Juan S. Mendive, MPO Director
<p><b>PREVIOUS ACTION:</b></p> <p>The MPO Policy Committee adopted the By-Laws in 1997. The Laredo MPO By-Laws were subsequently amended in 2000, 2007, 2009, 2012, 2013, 2014, 2015, 2020, and in September of 2021.</p> <p><b>Policy Committee approved public review and comment period on May 17, 2023</b></p>	
<p><b>BACKGROUND</b></p> <p>In accordance with the MPO’s Public Participation Plan, a 10-day public review and comment period is required for revisions to the By-Laws prior to final action by the MPO Policy Committee.</p> <p>At the request of the Policy Committee, staff initiated a review of potential changes to the MPO By-Laws regarding the structure and terms of the Chairperson and Vice-Chairperson. The MPO Staff conducted a peer-review of the By-Laws of other MPOs in Texas and provided its recommendation at the March 22<sup>nd</sup>, 2023 Policy Committee meeting based on the findings and structure of other MPOs serving a Transportation Management Area (TMA), an urbanized area with a population of over 200,000. Additionally, staff recommends minor updates to its Technical Committee membership to reflect accurate titles of members and to add a representative of the Webb County-City of Laredo Regional Mobility Authority (RMA).</p> <p>As per CFR 450.310 (d)(1), each metropolitan planning organization that serves a designated TMA, shall consist of local elected officials, officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation, and appropriate state officials. As per CFR 450.310 (d)(3), the designation or selection of officials or representatives of MPOs serving a TMA shall be determined by the MPO according to the By-Laws or enabling statute of the organization.</p> <p>The existing By-Laws of the Laredo Webb County Area MPO designates the City of Laredo Mayor as the Chairperson and the Webb County Judge as the Vice-Chairperson. At the March 22<sup>nd</sup> Policy Committee meeting, the Committee voted in favor of moving forward with the proposed changes to the By-Laws and allowing the Webb County Judge to serve as the Chair through the end of 2024 once the By-laws have been amended, with the Mayor of the City of Laredo starting a full two-year term in January 2025.</p>	
<p><b>COMMITTEE RECOMMENDATION:</b></p> <p>The Technical Committee recommends approval.</p>	<p><b>STAFF RECOMMENDATION:</b></p> <p>Staff recommends approval of Resolution MPO 2023-05</p>



# LAREDO & WEBB COUNTY

## AREA METROPOLITAN PLANNING ORGANIZATION

### RESOLUTION NO. MPO 2023-05

BY THE LAREDO WEBB COUNTY AREA  
METROPOLITAN PLANNING ORGANIZATION  
POLICY COMMITTEE

### AMENDING THE LWCAMPO BY-LAWS

**WHEREAS**, the Laredo Webb County Area Metropolitan Planning Organization, as the designated Metropolitan Planning Organization (MPO) for the Laredo Urbanized Area has reviewed the revisions to the LWCAMPO Bylaws; and,

**WHEREAS**, the Laredo Webb County Area Metropolitan Planning Organization finds that the revisions to the LWCAMPO Bylaws meet federal and state requirements, and meet the transportation needs of the Laredo Metropolitan Area; and,

**NOW THEREFORE BE IT RESOLVED**, that the Laredo Webb County Area Metropolitan Planning Organization, as the designated Metropolitan Planning Organization for the Laredo Urban Area, revised the LWCAMPO Bylaws, which are attached hereto and made a part hereof for all purposes on this the 21<sup>st</sup> day of June, 2023.

---

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

We certify that the above resolution was adopted on the above cited date, at a public meeting of the Policy Committee of the Laredo Webb County Area Metropolitan Planning Organization.

---

Juan S. Mendive, AICP  
MPO Director

---

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

**BYLAWS AND OPERATING PROCEDURES  
LAREDO WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION**

**MISSION STATEMENT**

To set transportation related policy, identify existing and future local transportation needs in cooperation with TxDOT, and propose and recommend projects for all modes of transportation including mass transit and active transportation, with special attention to freight

**ARTICLE I  
DEFINITIONS, PURPOSE AND AUTHORITY**

**Section 1.1 Definitions**

- **Laredo Webb County Area Metropolitan Planning Organization (LWCAMPO)** – is the organization, formerly known as the Laredo Urban Transportation Study, designated by the Governor of the State of Texas, to serve as the Metropolitan Planning Organization for the Laredo Urbanized Area. It shall be hereinafter referred to as the “MPO.”
- **Metropolitan Planning Area-** The geographic area for which the MPO is responsible and in which the metropolitan transportation planning process must be carried out pursuant to Title 23 USC Section 134 and Title 49 USC Section 5303.
- **Metropolitan Planning Organization (MPO)** - The forum for cooperative transportation decision-making, as designated by the Governor, and units of general-purpose local government representing 75 percent of the affected metropolitan population. The MPO is responsible for identifying local transportation needs, in cooperation with the Texas Department of Transportation (TxDOT), following a "Continuing, Comprehensive, and Cooperative" transportation planning process pursuant to 23 USC 134. The MPO is also responsible for proposing and recommending projects for all modes of urban transportation to those governmental units that are responsible for program development and project implementation.
- **Metropolitan Planning Organization Policy Committee (Policy Committee)** - The policy body, established pursuant to 23 USC 134, with the responsibility for establishing overall transportation for, and taking the required approval actions as the Metropolitan Planning Organization. The Policy Committee is comprised of those governmental agencies identified in the original designation agreement and those agencies or organizations subsequently added to the membership of the board. The Policy Committee shall have decision-making authority over issues such as the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP) and the Metropolitan Transportation Plan (MTP).
- **Metropolitan Planning Organization Technical Review Committee (Technical Committee)** - The body of the MPO responsible for professional and technical review of work programs, policy recommendations and transportation planning activities. The Technical Committee shall review issues for accuracy and advise the Policy Committee on recommended actions. The Technical Committee is composed of representatives of the City



**BYLAWS AND OPERATING PROCEDURES**  
**LAREDO WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION**

of Laredo, the County of Webb, the Texas Department of Transportation and private sector representatives.

- **Metropolitan Planning Organization Active Transportation Committee** – the body of the MPO responsible for improving and promoting active modes of mobility in the MPO study area by monitoring the implementation of the Laredo Webb County Active Transportation Plan, and providing recommendations on MPO active transportation related activities.
- **Fiscal Agent for the Metropolitan Planning Organization (Fiscal Agent)** – The governmental entity or agency designated by written agreement between the MPO Policy Committee and the governmental entity or agency providing fiscal administrative services and other services (which may include personnel and staff support) to the MPO Policy Committee and the Staff of the MPO.
- **Laredo Metropolitan Transportation Plan (MTP)** - The MTP is an official, comprehensive, intermodal transportation plan developed and adopted for the Laredo Metropolitan Area through the transportation planning process. The 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 Laredo. These coordinated transportation strategies include roadway development and operations, truck and rail freight movement, transit operations, bikeways and pedestrian facilities. The development of the MTP is required under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) to assure the continuation of federal transportation funds. The plan shall address a continuous twenty-year planning horizon.
- **Transportation Improvement Program (TIP)** - A staged, multiyear, intermodal program, of transportation projects which is consistent with the metropolitan transportation plan and which is also financially constrained.
- **Unified Planning Work Program (UPWP)** - Shall mean the program of work that includes goals, objectives and/or tasks required by each of the several agencies involved in the metropolitan transportation planning process. The UPWP shall describe metropolitan transportation and transportation-related planning activities anticipated in the area during the next one-year period and reflect transportation planning work to be funded by federal, state or local transportation or transportation-related planning funds.

**Section 1.2 Purpose**

The MPO is the designated organization responsible for identifying local transportation needs in cooperation with the Texas Department of Transportation (TxDOT). The MPO is also the entity responsible for proposing and recommending projects for all modes of urban transportation to those governmental units that are responsible for program development and project implementation.

**BYLAWS AND OPERATING PROCEDURES  
LAREDO WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION**

**Section 1.3 Authority**

The MPO shall have the following authority pursuant to 23 CFR Part 450:

- (a) To develop and establish policies, procedures, plans and programs for the metropolitan area.
- (b) To certify such actions as may be necessary to comply with state and federal regulations.
- (c) To establish such rules of procedure and approve such actions as it deems necessary to fulfill its purposes.
- (d) To ensure those requirements of 23 USC 134 and 135 and 49 USC, Chapter 53, 5301, et seq. are carried out.
- (e) To use federal transportation planning funds, as well as in-kind matching funds as authorized by the Texas Transportation Commission, to develop and maintain a comprehensive regional transportation planning program in conformity with requirements of 23 USC 135 and 49 USC 5303.
- (f) To adopt a Metropolitan Transportation Plan (MTP) for the metropolitan planning area that will complement the Statewide Transportation Plan required by state and federal laws, a Transportation Improvement Program and a Unified Planning Work Program and such other planning documents and reports that may be required by state or federal laws or regulations.
- (g) To establish one or more advisory committees to assist in the transportation planning process and/or assist in promoting the implementation of approved plans. The Policy Committee may create ad-hoc committees or other technical subcommittees.

**ARTICLE II  
MEMBERSHIP, TERMS AND ADMINISTRATION**

**Section 2.1 Membership and Qualifications**

- (a) The MPO shall be comprised of a Policy Committee and a Technical Committee. The Policy Committee shall include the following members:

City of Laredo:

Mayor (~~Chairperson~~)

Two City Councilmembers, as appointed by the Mayor in his/her sole discretion.

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Laredo Mass Transit Board      One Laredo Mass Transit Board member as appointed by the Board's presiding officer/Mayor in his/her sole discretion.

County of Webb:                      County Judge ~~(Vice-Chairperson)~~  
Two County Commissioners as appointed by the Webb County Judge in his/her sole discretion.

State of Texas:                      TxDOT District Engineer

Member at Large                      Member to be appointed by the Policy Committee

\*\*\* EX-OFFICIO \*\*\*

State of Texas:                      State Senator(s)  
State Representative(s)

- (b) Members shall serve until a replacement is qualified pursuant to section 2.1 Subsection ~~(e)~~(f).
- (c) The Mayor of the City of Laredo shall appoint the two City Councilmembers that represent the City of Laredo.
- (d) Laredo Mass Transit Board's presiding officer/Mayor shall appoint one member to represent the Laredo Mass Transit Board.
- (e) The County Judge of the County of Webb shall appoint the two County Commissioners that represent the County of Webb.
- (f) Appointments to the Policy Committee shall be for a period of two years. A member may be reappointed with no limitation to number of terms, except that such term will not continue in the event an officer becomes ineligible for membership on the Policy Committee.

**Section 2.2 Meetings, Quorum and Voting**

- (a) The Policy Committee shall meet at least twice per year or as often as necessary to fulfill its purposes.
- (b) Quorum shall consist of four (4) members of the voting membership.
- (c) The use of proxies by the voting members of the Policy Committee is prohibited.
- (d) The official actions of the Policy Committee shall be by affirmative action of the majority of the voting membership present and voting at public meetings. All meetings are to be held as

**BYLAWS AND OPERATING PROCEDURES  
LAREDO WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION**

open meetings as defined in Chapter 551, Texas Government Code (Texas Open Meetings Act), and the Transportation Planning Director of the MPO shall insure that the written notice of the meeting is posted at City of Laredo City Hall and Webb County Commissioners Court Building at least 72 hours prior to the meeting. Additionally, the notice may be posted at TxDOT Laredo District Office, and on the City of Laredo and Webb County website. The Transportation Planning Director shall insure that at least two copies of the agenda and such supporting documentation as is available to the Policy Committee are made available for public inspection in the MPO offices at the same time they are made available to the Policy Committee members.

(e) All official actions of the Policy Committee shall be duly recorded in the minutes of the meeting.

(f) The Chairperson and Vice Chairperson shall rotate every two years between the City of Laredo Mayor and Webb County Judge. The term of each office shall begin the 1<sup>st</sup> of January in odd number years. There is no limitation to the number of terms each member may serve as an officer.

~~(f)~~ (g) ~~The Mayor of the City of Laredo shall serve as Chairperson of the Policy Committee.~~  
The responsibilities of the Chairperson shall include, but are not limited to the following:

1. Preside at all meeting of the Policy Committee.
2. Authenticate, by signature, all resolutions adopted by the Policy Committee.
3. Serve as chief policy advocate for the Policy Committee.
4. Represent the committee at hearings, conferences, and other events as required or designate another member of the Committee or the Chairperson of the Technical Committee to represent the Chairperson.

~~(g)~~ (h) ~~The County Judge of the County of Webb shall serve as Vice Chairperson of the Policy Committee.~~ During the absence of the Chairperson, the Vice Chairperson shall preside over meetings and shall exercise all the duties of the Chairperson.

~~(h)~~ (i) In the absence of the Chairperson and Vice Chairperson from a Policy Committee meeting at which a quorum is present, the remaining members present shall elect a presiding officer who shall serve until the conclusion of that meeting or until the arrival of the Chairperson or Vice Chairperson.

**Section 2.3 Administration**

(a) The MPO shall be led by a full-time MPO Transportation Planning Director. The responsibilities of the Director shall include, but are not limited to the following:

1. All staff support for the Policy Committee, oversight and coordination of MPO administration and transportation planning activities, grant

**BYLAWS AND OPERATING PROCEDURES  
LAREDO WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION**

administration, maintaining records and providing notice of meetings as required by the Public Participation Process.

2. Shall act as Chairperson of the Technical Committee with responsibility for drafting findings and recommendations of the Technical Committee for review by the Policy Committee.
3. Shall be responsible for all plans and reports prepared by and for the review and consideration of the Policy Committee and for submitting the recommended policies, procedures and programs of the Technical Committee to the Policy Committee.
4. Supervise the MPO staff.
5. Serve as a liaison to the Texas Department of Transportation's planning program through the department's district office and the department's Transportation Planning and Programming Division's representative.
6. In cooperation with the Texas Department of Transportation, collect, maintain, forecast, and report to the department appropriate socioeconomic, roadway, and travel data.
7. Prepare and submit all required plans, reports, programs, data, and certifications.
8. Develop and present to the MPO Policy Committee a Metropolitan Transportation Plan for the metropolitan planning area, a Transportation Improvement Program and a Unified Planning Work Program and such other planning documents and reports that may be required by state or federal laws or regulations.

(b) The Technical Committee shall include the following:

1. City Representatives:  
Laredo City Planner  
The General Manager of the City Transit System  
Laredo Director of Traffic Safety  
Laredo Airport Manager  
Laredo City Engineer  
Laredo Bridge Director
2. County and Regional Representatives:  
Webb County Planning Director  
South Texas Development Council ~~Regional Planning Director~~ Executive Director  
The General Manager of the Rural Transit System

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Webb County Engineer

Webb County-City of Laredo Regional Mobility Authority Representative

3. State Representatives:

TxDOT Planning Representative (Vice-Chairperson)

TxDOT Planning Representative

TxDOT Area Engineer

TxDOT TPP Field Representative

4. Federal representatives:

FHWA Planning Representative (Austin)

5. Private Sector Representatives:

A representative of the Kansas City Southern Railroad Company

A representative of the Union Pacific Railroad Company

A representative of the Laredo Transportation Association

A Transportation Provider Representative who shall also serve on the Laredo Transportation & Traffic Safety Advisory Committee

6. School system representatives

A representative of the Laredo Independent School District

A representative of the United Independent School District

A representative of Texas A&M International University

A representative of Laredo Community College

- (c) Each voting member of the Technical Committee may have a designated alternate member to serve on the committee in the member's absence. Appointed alternate members will have the voting rights and privileges of members when serving in the absence of the Technical Committee member.

The responsibilities of the Technical Committee include technical review of work programs, policy recommendations and transportation planning activities.

- (d) The Active Transportation Committee (ATC)

1. The responsibilities of the Active Transportation Committee shall include the following:

- a. Monitor the implementation of the Laredo and Webb County Active Transportation Plan.
- b. Recommend active transportation related planning studies to be conducted.
- c. Provide recommendations to the MPO Policy Committee regarding active transportation planning activities.
- d. Advise the MPO Policy Committee on active transportation related technical and policy issues.



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- e. Explore and recommend funding options and opportunities for active transportation related projects.
- f. Promote community outreach efforts such as bicycle and pedestrian safety campaigns and educational programs.

2. Membership

- a. The Active Transportation Committee shall be composed of a broad group of representatives from the regional community.
- b. Members shall be selected by MPO staff.
- c. The MPO Director shall select the Active Transportation Committee Chair.

**Section 2.4 Ethic Policy for MPO Policy Members and Employees**

(a) A policy board member or employee of a metropolitan planning organization may not:

- (1) accept or solicit any gift, favor, or service that might reasonably tend to influence the member or employee in the discharge of official duties or that the member or employee knows or should know is being offered with the intent to influence the member's or employee's official conduct; or,
- (2) accept other employment or engage in a business or professional activity that the member or employee might reasonably expect would require or induce the member or employee to disclose confidential information acquired by reason of the official position; or,
- (3) accept other employment or compensation that could reasonably be expected to impair the member's or employee's independence of judgment in the performance of the member's or employee's official duties; or,
- (4) make personal investments that could reasonably be expected to create a substantial conflict between the member's or employee's private interest and the public interest; or,
- (5) intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised the member's or employee's official powers or performed the member's or employee's official duties in favor of another.

**BYLAWS AND OPERATING PROCEDURES  
LAREDO WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION**

**ARTICLE III  
AMENDMENTS**

**Section 3.1 Bylaw Revisions**

The Bylaws may be revised or amended by approval of the Policy Committee at a meeting at which a quorum, as defined herein, is present.

PASSED AND APPROVED, on this the 21<sup>st</sup> day of June, 2023.

---

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

We certify that the LWCAMPO By-laws were revised at a public meeting of the Policy Committee of the Laredo Webb County Area Metropolitan Planning Organization.

---

Juan S. Mendive, AICP  
MPO Director

---

Epigmenio “Epi” Gonzalez, P.E.  
TxDOT District Engineer

**Chair and Vice-Chairperson Structure - Select Texas MPOs**

<b>MPO</b>	<b>Method</b>	<b>Term</b>
Alamo Area MPO	Chair, Chair Elect, and Vice-Chair rotate between three constituencies (City of San Antonio, Urban County/Suburban Cities and Rural Counties/Rural Cities); by election.	1 two-year term
Amarillo MPO	Mayor of the City of Amarillo serves as Chairperson.	N/A
Byran/College Station MPO	Chairperson and Vice-Chairperson are elected by majority vote of membership present.	unlimited two-year terms
Capital Area MPO	Chair and Vice-Chairperson are elected in even numbered years; each must be from different counties.	two-year terms
Corpus Christi MPO	Chairperson and Vice-Chairperson are elected by majority vote of membership.	unlimited one-year terms
El Paso MPO	Chair and Vice-Chairperson are elected annually ; each much be from different entities.	unlimited one-year term
Killen-Temple MPO	Chairperson and Vice-Chairperson are elected by a simple majority vote of membership present.	up to 2 consecutive one-year terms
Longview MPO	Mayor of the City of Longview serves as Chairperson.	N/A
Lubbock MPO	Chair and Vice-Chairperson are elected by majority vote of the membership.	unlimited two-year terms
Permian-Basin MPO	Chair and Vice-Chairperson are elected in even numbered years by majority vote of the membership present.	unlimited two-year terms
RGVMPO	Chair and Vice-Chairperson must come from different counties and rotate; elected by simple majority of membership present.	two-year term
Texarkana MPO	Chairperson and Vice-Chairperson are elected by a majority of membership present; each must be elected official.	up to 2 consecutive two-year terms
Tyler MPO	Mayor of the City of Tyler serves as Chairperson.	N/A
Waco MPO	Chairperson and Vice-Chairperson are elected annually by majority vote of membership present.	1 one-year term

---

This content is from the eCFR and is authoritative but unofficial.

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## Title 23 - Highways

### Chapter I - Federal Highway Administration, Department of Transportation

#### Subchapter E - Planning and Research

#### Part 450 - Planning Assistance and Standards

#### Subpart C - Metropolitan Transportation Planning and Programming

**Authority:** 23 U.S.C. 134 and 135; 42 U.S.C. 7410 *et seq.*; 49 U.S.C. 5303 and 5304; 49 CFR 1.85 and 1.90.

**Source:** 81 FR 34135, May 27, 2016, unless otherwise noted.

#### § 450.310 Metropolitan planning organization designation and redesignation.

- (a) To carry out the metropolitan transportation planning process under this subpart, an MPO shall be designated for each urbanized area with a population of more than 50,000 individuals (as determined by the Bureau of the Census).
- (b) MPO designation shall be made by agreement between the Governor and units of general purpose local government that together represent at least 75 percent of the affected population (including the largest incorporated city, based on population, as named by the Bureau of the Census) or in accordance with procedures established by applicable State or local law.
- (c) The FHWA and the FTA shall identify as a TMA each urbanized area with a population of over 200,000 individuals, as defined by the Bureau of the Census. The FHWA and the FTA shall also designate any urbanized area as a TMA on the request of the Governor and the MPO designated for that area.
- (d) **TMA structure:**
  - (1) **Not later than October 1, 2014, each metropolitan planning organization that serves a designated TMA shall consist of:**
    - (i) **Local elected officials;**
    - (ii) **Officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation; and**
    - (iii) **Appropriate State officials.**
  - (2) An MPO may be restructured to meet the requirements of this paragraph (d) without undertaking a redesignation.
  - (3) **Representation .**
    - (i) **Designation or selection of officials or representatives under paragraph (d)(1) of this section shall be determined by the MPO according to the bylaws or enabling statute of the organization.**
    - (ii) Subject to the bylaws or enabling statute of the MPO, a representative of a provider of public transportation may also serve as a representative of a local municipality.
    - (iii) An official described in paragraph (d)(1)(ii) shall have responsibilities, actions, duties, voting rights, and any other authority commensurate with other officials described in paragraph (d)(1) of this section.

- (4) Nothing in this section shall be construed to interfere with the authority, under any State law in effect on December 18, 1991, of a public agency with multimodal transportation responsibilities -
  - (i) To develop the plans and TIPs for adoption by an MPO; and
  - (ii) To develop long-range capital plans, coordinate transit services and projects, and carry out other activities pursuant to State law.
- (e) To the extent possible, only one MPO shall be designated for each urbanized area or group of contiguous urbanized areas. More than one MPO may be designated to serve an urbanized area only if the Governor(s) and the existing MPO, if applicable, determine that the size and complexity of the urbanized area make designation of more than one MPO appropriate. In those cases where two or more MPOs serve the same urbanized area, the MPOs shall establish official, written agreements that clearly identify areas of coordination, and the division of transportation planning responsibilities among the MPOs.
- (f) Nothing in this subpart shall be deemed to prohibit an MPO from using the staff resources of other agencies, non-profit organizations, or contractors to carry out selected elements of the metropolitan transportation planning process.
- (g) An MPO designation shall remain in effect until an official redesignation has been made in accordance with this section.
- (h) An existing MPO may be redesignated only by agreement between the Governor and units of general purpose local government that together represent at least 75 percent of the existing metropolitan planning area population (including the largest incorporated city, based on population, as named by the Bureau of the Census).
- (i) For the purposes of redesignation, units of general purpose local government may be defined as elected officials from each unit of general purpose local government located within the metropolitan planning area served by the existing MPO.
- (j) Redesignation of an MPO (in accordance with the provisions of this section) is required whenever the existing MPO proposes to make:
  - (1) A substantial change in the proportion of voting members on the existing MPO representing the largest incorporated city, other units of general purpose local government served by the MPO, and the State(s); or
  - (2) A substantial change in the decisionmaking authority or responsibility of the MPO, or in decisionmaking procedures established under MPO by-laws.
- (k) Redesignation of an MPO serving a multistate metropolitan planning area requires agreement between the Governors of each State served by the existing MPO and units of general purpose local government that together represent at least 75 percent of the existing metropolitan planning area population (including the largest incorporated city, based on population, as named by the Bureau of the Census).
- (l) The following changes to an MPO do not require a redesignation (as long as they do not trigger a substantial change as described in paragraph (j) of this section):
  - (1) The identification of a new urbanized area (as determined by the Bureau of the Census) within an existing metropolitan planning area;
  - (2) Adding members to the MPO that represent new units of general purpose local government resulting from expansion of the metropolitan planning area;

- (3) Adding members to satisfy the specific membership requirements described in paragraph (d) of this section for an MPO that serves a TMA; or
  - (4) Periodic rotation of members representing units of general-purpose local government, as established under MPO by-laws.
- (m) Each Governor with responsibility for a portion of a multistate metropolitan area and the appropriate MPOs shall, to the extent practicable, provide coordinated transportation planning for the entire MPA. The consent of Congress is granted to any two or more States to:
- (1) Enter into agreements or compacts, not in conflict with any law of the United States, for cooperative efforts and mutual assistance in support of activities authorized under 23 U.S.C. 134 and 49 U.S.C. 5303 as the activities pertain to interstate areas and localities within the States; and
  - (2) Establish such agencies, joint or otherwise, as the States may determine desirable for making the agreements and compacts effective.

[81 FR 34135, May 27, 2016, as amended at 81 FR 93470, Dec. 20, 2016; 82 FR 56543, Nov. 29, 2017]



# **LAREDO & WEBB COUNTY**

## **AREA METROPOLITAN PLANNING ORGANIZATION**

### **Item IV.F.**

**Discussion with possible action to approve Resolution No. MPO 2023-06, adopting and supporting the 2023 Texas Department of Transportation Targets for Pavement and Bridge Performance Measures (PM2).**



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

<b>DATE:</b> 06-21-2023	<b>ITEM:</b> IV.F.
-------------------------	--------------------

**SUBJECT:** RESOLUTION  
 Receive public testimony and approve Resolution No. **MPO 2023-06**, to consider adopting the 2023 Texas Department of Transportation Targets for Pavement and Bridge Performance Measures (PM2).

<b>INITIATED BY:</b> Staff	<b>STAFF SOURCE:</b> Juan S. Mendive, MPO Director
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**PREVIOUS ACTION:**  
 On June 21, 2021, the Laredo Webb County MPO approved resolution MPO 2021-07 adopting the pavement, bridge, and travel time reliability performance measures (PM2) targets, established by the Texas Department of Transportation (TxDOT), as required by Fixing America’s Surface Transportation (FAST) Act of 2015 and by Map-21.

**BACKGROUND**  
 Moving Ahead for Progress in the 21<sup>st</sup> 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 Fixing America’s Surface Transportation (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 February 10, 2023 TxDOT adopted six (6) targets for (PM2) Pavement and Bridge Condition Measures according to the last submittal. The rulemaking established an August 9, 2023 deadline for State Departments of Transportation (DOTs) to consider mid-range adjustments to statewide 2024 pavement and bridge targets as they each submit a Mid-Performance Period (MPP) Progress Report to the Federal Highway Administration (FHWA). The MPO staff recommends to adopt the proposed Infrastructure Condition Targets for the Second Performance Period; 2-Year and 4-Year Targets as follows:

Performance Measures	Baseline (2022)	2-Year Target (2024)	4-Year Target (2026)
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%
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%

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

**COMMITTEE RECOMMENDATION:**

The LWCAMPO Technical Committee recommends \_\_\_\_\_.

**STAFF RECOMMENDATION:**

MPO staff recommends approval of resolution.



# LAREDO & WEBB COUNTY

## AREA METROPOLITAN PLANNING ORGANIZATION

### RESOLUTION NO. MPO 2023-06

BY THE LAREDO WEBB COUNTY AREA  
METROPOLITAN PLANNING ORGANIZATION  
POLICY COMMITTEE

#### **ADOPTING THE 2023 TEXAS DEPARTMENT OF TRANSPORTATION TARGETS FOR PAVEMENT AND BRIDGE PERFORMANCE MEASURES (PM2)**

**WHEREAS**, the Laredo 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**, 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 Webb County Area Metropolitan Planning Organization (LWCAMPO), that:

Section 1: Hereby agrees to adopt and support the TxDOT 2023 the six (6) Pavement and Bridge Performance Measures (PM2) as shown on Exhibit No. 1.

Section 2: That, the Laredo Webb County Area MPO Policy Committee of the LWCAMPO 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 21st day of June 2023, at a public meeting of the Policy Committee of the Laredo Webb County Area Metropolitan Planning Organization (LWCAMPO).**

---

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

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Juan S. Mendive, AICP  
MPO Director

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

**Texas Department of Transportation  
 Performance Based Planning and Programming (PBPP) Targets  
 PM-2 Pavement and Bridge Condition  
 (Second Performance Period)**

<b>Performance Measures</b>	<b>Baseline (2022)</b>	<b>2-Year Target (2024)</b>	<b>4-Year Target (2026)</b>
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%
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%



# **LAREDO & WEBB COUNTY**

## **AREA METROPOLITAN PLANNING ORGANIZATION**

### **Item IV.G.**

**Discussion with possible action to approve Resolution No. MPO 2023-07, adopting and supporting the 2023 Texas Department of Transportation Targets for System Performance Measures (PM3).**

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

<b>DATE:</b> 06-21-2023	<b>ITEM:</b> IV.G.
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**SUBJECT:** RESOLUTION  
 Receive public testimony and approve Resolution No. **MPO 2023-07**, to consider adopting the 2023 Texas Department of Transportation Targets for System Performance Measures (PM3).

<b>INITIATED BY:</b> Staff	<b>STAFF SOURCE:</b> Juan S. Mendive, MPO Director
----------------------------	--

**PREVIOUS ACTION:**  
 On July 19, 2021, the Laredo Webb County MPO approved resolution MPO 2021-09 adopting the statewide system performance measures (PM3) targets, established by the Texas Department of Transportation (TxDOT), as required by Fixing America’s Surface Transportation (FAST) Act of 2015 and by Map-21.

**BACKGROUND**  
 Moving Ahead for Progress in the 21<sup>st</sup> 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 Fixing America’s Surface Transportation (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 February 10, 2023 TxDOT adopted three (3) targets for System Performance Measures (PM3) according to the last submittal. The rulemaking established an August 9, 2023 deadline for State Departments of Transportation (DOTs) to consider mid-range adjustments to statewide 2024 targets as they each submit a Mid-Performance Period (MPP) Progress Report to the Federal Highway Administration (FHWA). The MPO staff recommends to adopt the proposed TxDOT 2023 PM3 Infrastructure Condition Targets for the Second Performance Period; 2-Year and 4-Year Targets as follows:

Performance Measures	Baseline (2022)	2-Year Target (2024)	4-Year Target (2026)
Percentage of the Person-Miles Traveled That Are Reliable	84.6%	70.0%	70.0%
Percentage of the Person-Miles on the Non-Interstate NHS That Are Reliable	90.3%	70.0%	70.0%
Truck Travel Time Reliability (TTTR) Index	1.39	1.55	1.55

<b>COMMITTEE RECOMMENDATION:</b> The LWCAMPO Technical Committee recommends approval.	<b>STAFF RECOMMENDATION:</b> MPO staff recommends approval of resolution.
--	--





# LAREDO & WEBB COUNTY

## AREA METROPOLITAN PLANNING ORGANIZATION

### RESOLUTION NO. MPO 2023-07

BY THE LAREDO WEBB COUNTY AREA  
METROPOLITAN PLANNING ORGANIZATION  
POLICY COMMITTEE

#### **ADOPTING THE 2023 TEXAS DEPARTMENT OF TRANSPORTATION TARGETS FOR SYSTEM PERFORMANCE MEASURE (PM3)**

**WHEREAS**, the Laredo 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 three (3) System Performance Measures (PM3) targets as indicated below:

1. Percentage of the Person-Miles Traveled on the Interstate That Are Reliable
2. Percentage of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable
3. Truck Travel Time Reliability (TTTR) Index; 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 Webb County Area Metropolitan Planning Organization (LWCAMPO), that:

Section 1: The Laredo Webb County Area MPO hereby agrees to adopt and support the TxDOT 2023 the three (3) system Performance Measures (PM3) as shown on Exhibit No. 1.

Section 2: That, the Laredo Webb County Area MPO 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 21st day of June 2023, at a public meeting of the Policy Committee of the Laredo Webb County Area Metropolitan Planning Organization (LWCAMPO).**

---

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

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Juan S. Mendive, AICP  
MPO Director

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

**Texas Department of Transportation  
PM-3 Service Performance Measure Targets  
(Second Performance Period)**

<b>Performance Measure</b>	<b>Baseline</b>	<b>2-Year Target (2024)</b>	<b>4-Year Target (2026)</b>
Percentage of the Person-Miles Traveled on the Interstate That Are Reliable	84.6%	70.0%	70.0%
Percentage of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	90.3%	70.0%	70.0%
Truck Travel Time Reliability (TTTR) Index	1.39	1.55	1.55



# **LAREDO & WEBB COUNTY**

**AREA METROPOLITAN PLANNING ORGANIZATION**

## **Item IV.H.**

**Discussion with possible action on the Hachar-Reuthinger Road project.**



# CITY OF LAREDO

## Engineering Department

[www.ci.laredo.tx.us/engineering](http://www.ci.laredo.tx.us/engineering)

### Status Report June 2023

#### State Highway 84 (SH 84)

TEXAS TRANSPORTATION COMMISSION

125 East 11th Street Austin, Texas

THURSDAY May 25, 2023

Routine Minute Orders and Reports (Enclosed/Attached)

#### c. Highway Designations

**Webb County** - In the city of Laredo, consider designating SH 84 along a new location (**MO**)

*This minute order designates SH 84 along a new location on the state highway system from FM 1472 eastward to I-35, a distance of approximately 8.0 miles.*

Approved

#### Real Estate (Property Acquisition)



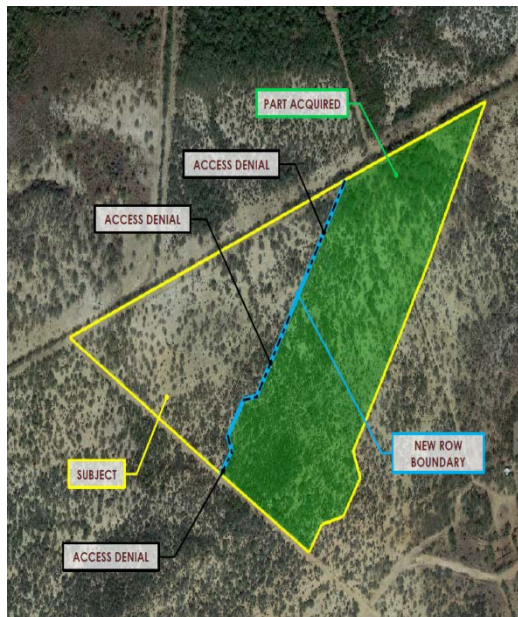
Parcel 1

Area: 115,116 sq. ft.

Draft appraisal received: June 5, 2023



Parcel 3  
Area: 10,271 sq. ft.  
Draft appraisal received: June 5, 2023



Parcel 5  
Area: 805,225 sq. ft.  
Draft appraisal received: June 6, 2023

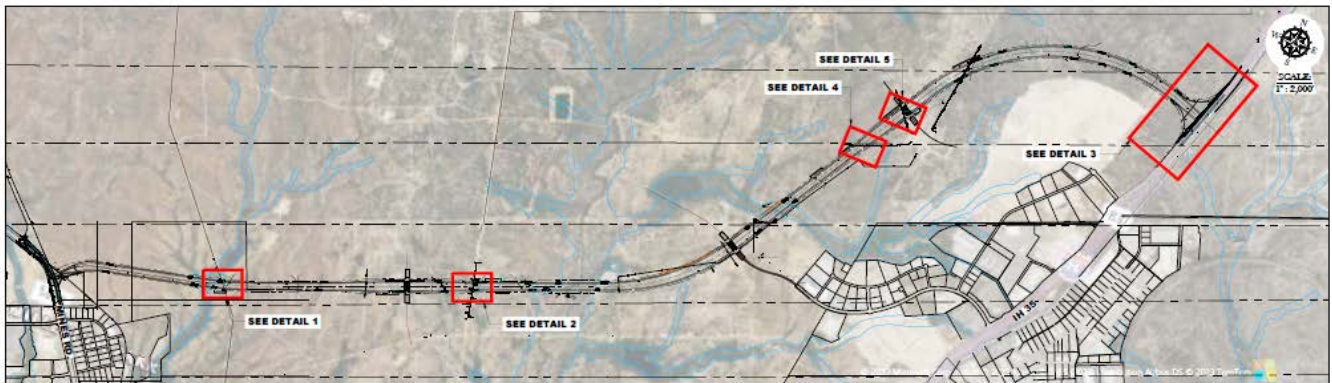
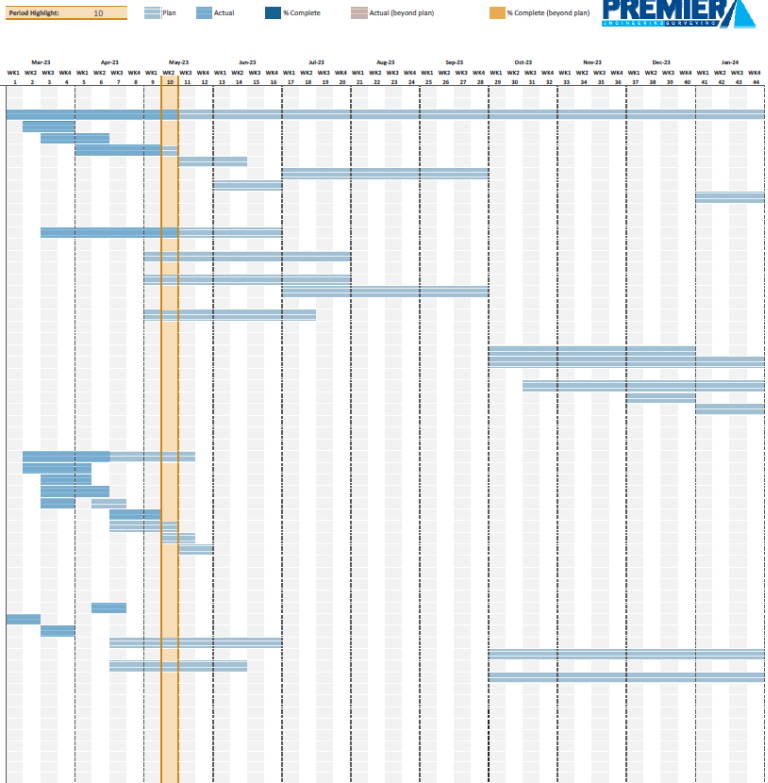


Parcel 7  
Area: 24,078 sq. ft.  
Draft appraisal received: June 6, 2023



# Utility Coordination Project Schedule (Attached)

Project Timeline - FY23-ENG-03 Hachar-Reuthinger Roadway from FM1472 to IH-35 Utility Engineering Services  
City of Laredo Engineering Department



GENERAL POTHOLING PLAN

Proposed letting date: May 2024



# **LAREDO & WEBB COUNTY**

## **AREA METROPOLITAN PLANNING ORGANIZATION**

### **Item IV.I.**

**Discussion with possible action on the MPO and member organizations representation at the June 29<sup>th</sup> Texas Transportation Commission meeting, and any other matters incident thereto.**



# **LAREDO & WEBB COUNTY**

## **AREA METROPOLITAN PLANNING ORGANIZATION**

### **Item IV.J.**

**Presentation by the Regional Mobility Authority (RMA) on the River Road Route Alternatives Study, with possible action.**



# RIVER ROAD

## ROUTE ALTERNATIVES STUDY

FINAL REPORT

MAY 2023



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# 1. River Road Route Alternatives Study Introduction

## **Project Background**

The Webb County-City of Laredo Regional Mobility Authority (WC-CL RMA), in cooperation with the City of Laredo and the Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO), has conducted a route alternatives study for a new north-south roadway extending generally from Bernadette Lane and Aquero Boulevard in the south to FM 1472 in the north, intersecting somewhere between Copper Mines Road and Vidal Cantu Road. Locally, the project is known as the River Road Route Alternatives Study.

The City of Laredo is the third most populated United States (U.S.) city on the U.S.-Mexico border, with an existing population of 286,442 and is anticipated to reach a total population of 450,024 by 2045<sup>1</sup>. Moreover, Laredo's sister city, Nuevo Laredo, has an estimated existing population of 650,000 and is directly connected to the region making the border critical for the region's mobility, access, and economy. As the region continues to grow, there is a need to study new alternate routes that increase overall connectivity in the Webb County-City of Laredo region. The LWCAMPO 2020-2045 Metropolitan Transportation Plan (MTP) and North Laredo-Webb County Transportation Planning Study both support the need for and recommend a River Road alternative route, further emphasizing the need for this alternatives study.

FM 1472 is the busiest roadway in the region, carrying 60,000 vehicles daily, more than 30% of which are freight trucks<sup>2</sup> due to its proximity to the World Trade Bridge commercial port-of-entry and the freight-supportive land uses that predominate the area surrounding FM 1472. The roadway is a critical northwest connection for freight traffic that lacks nearby parallel routes. As residential and commercial development continues to expand into the areas around FM 1472, the lack of alternative routes threatens to severely exceed capacity on the FM 1472. Implementation of River Road will improve mobility by providing more choice to users, reducing congestion, and improving travel time reliability.

## **Study Area**

The project study area is bounded by FM 1472 to the north and east, I-69W to the south, and the US-Mexico border to the west. Significant features of the study area include the El Pico water treatment plant, and the World Trade Bridge Port of Entry, each indicated in **Figure 1**. There are two existing large industrial parks and distribution centers in the southeast, the Interamerica Distribution Park, around Interamerica Boulevard, and the International Trade Center, around Trade Center Boulevard. Additionally industrial and commercial development occurring on Vidal Cantu and W. Peak Roads will significantly increase the freight and commercial traffic generated from within the study area. The study area also contains a residential neighborhood, La Bota Ranch, located between the Interamerica Distribution Park and International Trade Center, off of A.F. Mueller Boulevard. Expansions to La Bota Ranch are in development and permitting with the city. Currently, FM 1472 is that neighborhood's only point of ingress and egress.

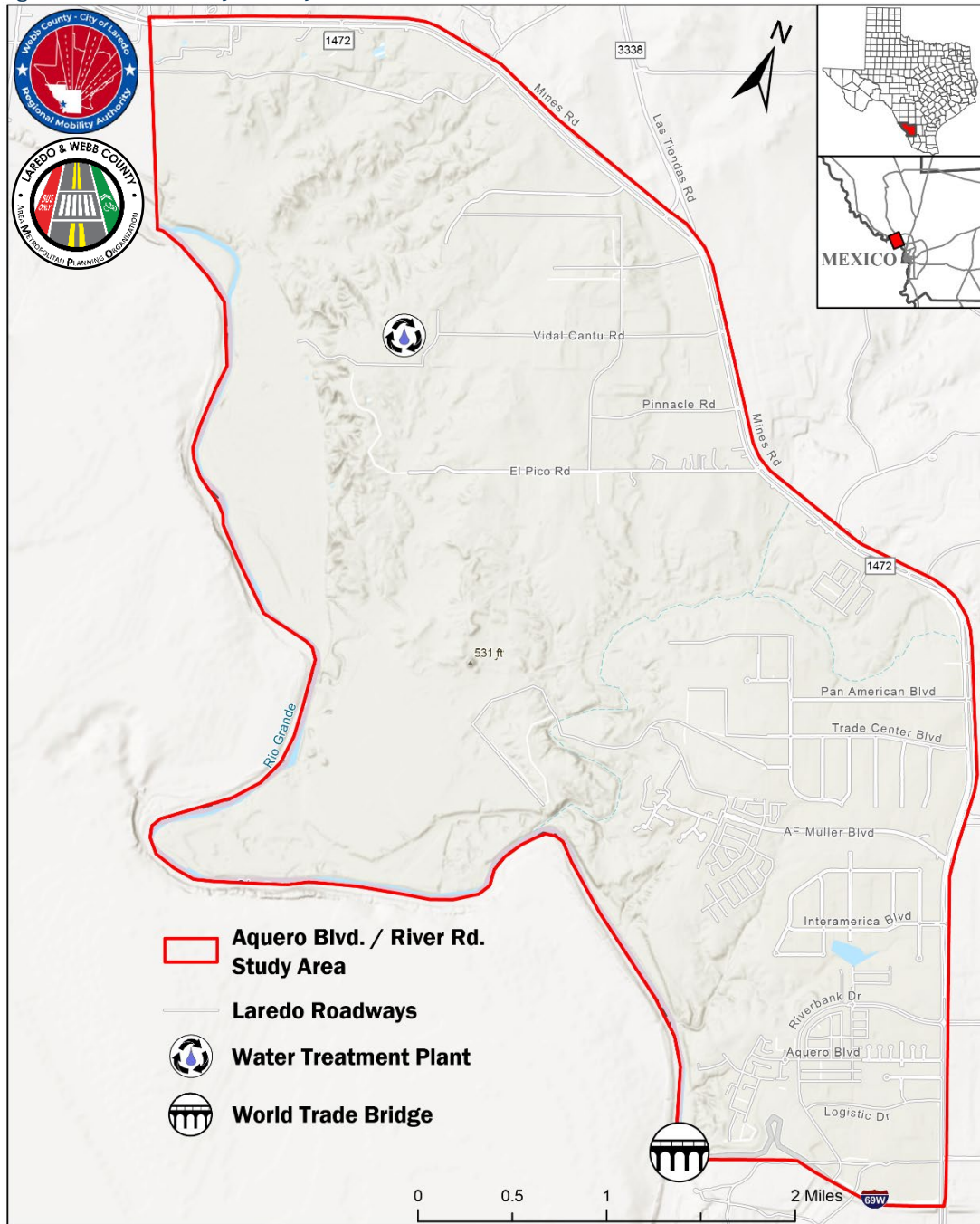
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<sup>1</sup> MTP 2020-2045 – Laredo & Webb County Area MPO ([laredompo.org](http://laredompo.org))

<sup>2</sup> In AM Peak Hour balanced volumes, taken from 2018 traffic study used for Synchro analysis. See **Appendix D** for full numbers.

# Introduction

Figure 1: River Road Project Study Area



## Purpose and Need

### Project Purpose

The purpose of the River Road Route Alternatives Study is to provide a Locally Preferred Alternative (LPA) that will delineate a new roadway in north Laredo to enhance mobility in the region by providing an alternate route that increases network capacity in the area that will serve to relieve congestion on FM 1472. Specifically, the LPA will provide a link between FM 1472 (between Copper Mines Road

and Vidal Cantu Road) in the north, and Bernadette Lane/Aquero Boulevard to the south. The project is being studied to achieve the following goals:

1. **Safety and Mobility** – Provide a safe multimodal transportation system that enhances the efficient mobility of people and goods throughout the region.
2. **Connectivity and Accessibility** - Improve multimodal transportation system connectivity and enhance local and regional access.
3. **Economic Competitiveness** – Promote the efficient movement of goods while reducing the impacts to neighborhoods and single-occupant vehicle (SOV) travel and complement existing and planned economic development opportunities in North Laredo.
4. **Environmental Sustainability** - Minimize impacts to the natural and/or built environment where applicable.

#### *Project Needs*

Existing and future transportation issues to be addressed by the project include:

- Expected population and employment growth will continue to increase travel demand and place greater pressure on existing North Laredo roadways.
  - North Laredo is experiencing, and will continue to experience, residential, commercial, and industrial growth. Existing conditions suggest current transportation infrastructure in North Laredo is inadequate for existing demand, and investments in improving the transportation network have been focused in other areas of the Webb County-City of Laredo region.
- The existing transportation network has unreliable and lengthy travel times.
  - The existing roadway system is increasingly congested due to the previously mentioned regional growth and an increase in cross-border traffic at the World Trade Bridge. This has led to higher traffic volumes for both freight and SOVs and has in turn increased travel times and decreased reliability.
- The existing and projected strain on the transportation system suggests north Laredo currently has an inadequate amount of alternative route choices.
  - More route choices are necessary to support connectivity to and from large industrial centers, residential communities, and other major activity centers within north Laredo and the greater Webb County-City of Laredo region.

#### **Organization of the Report**

This report provides a summary of the existing conditions in the study area that were analyzed prior to developing initial alternatives. Following the development of initial alternatives, the project team engaged stakeholders for feedback, and began the initial alternatives evaluation process. The process contained two rounds of quantitative evaluation, including traffic modeling and cost estimates. The results of the evaluation are presented with the locally preferred alternative, and a brief discussion of potential unknowns to be aware of, and project implementation cost drivers.

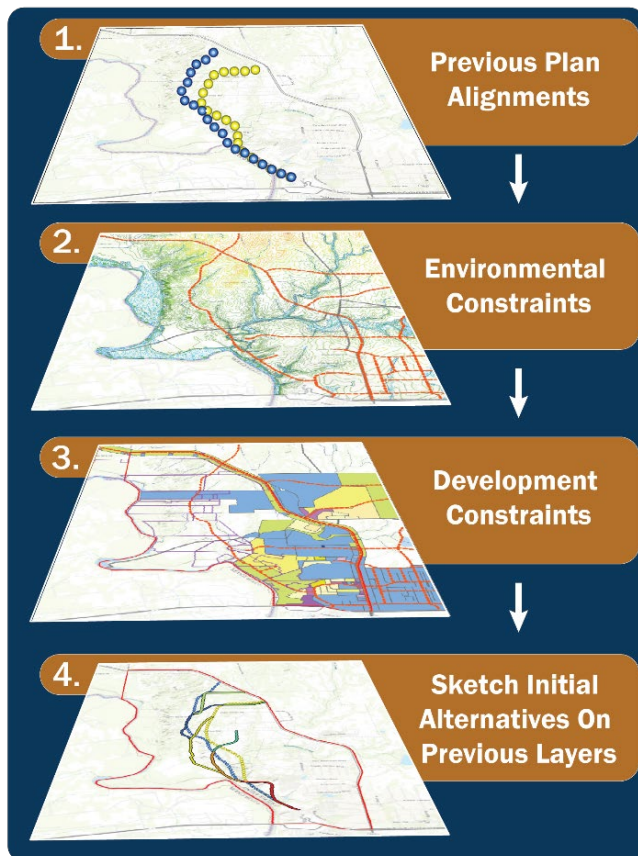
## 2. Existing Conditions and Alternatives

Prior to drawing preliminary alternatives for the River Road right-of-way, the project team engaged in a detailed environmental constraints mapping effort to understand the obstacles and ideal paths within the study area. Environmental constraints included both natural constraints (i.e. topography, floodplains, etc.) and development constraints (i.e. existing lot lines, zoning and development). This section details the methodology used to map environmental constraints and draw initial alternatives.

### Environmental Constraints Methodology

The environmental constraints mapping methodology is summarized in **Figure 2**.

Figure 2: Methodology for Mapping Environmental Constraints and Initial Alternatives



The process began with mapping two previously proposed alignments for River Road from previous studies, including the North Laredo Webb County Transportation Planning Study (2020), and the Future Thoroughfare Plan (2021).

Natural environmental constraints were then mapped atop these previous alignments. This map included: 100-year floodplains, topography, waterways, wetlands, and pipelines.

Development constraints also considered: existing and planned roadways, municipal zoning districts, and existing property parcel lot lines. A number of additional constraints were mapped but did not appear within the study area (wells, schools, fire stations, parks, cemeteries, oil and gas leases, and historical sites and markers).

Once this data was gathered and mapped, the project team delineated preliminary alternative alignments. This mapping process revealed several challenges for alternative development.

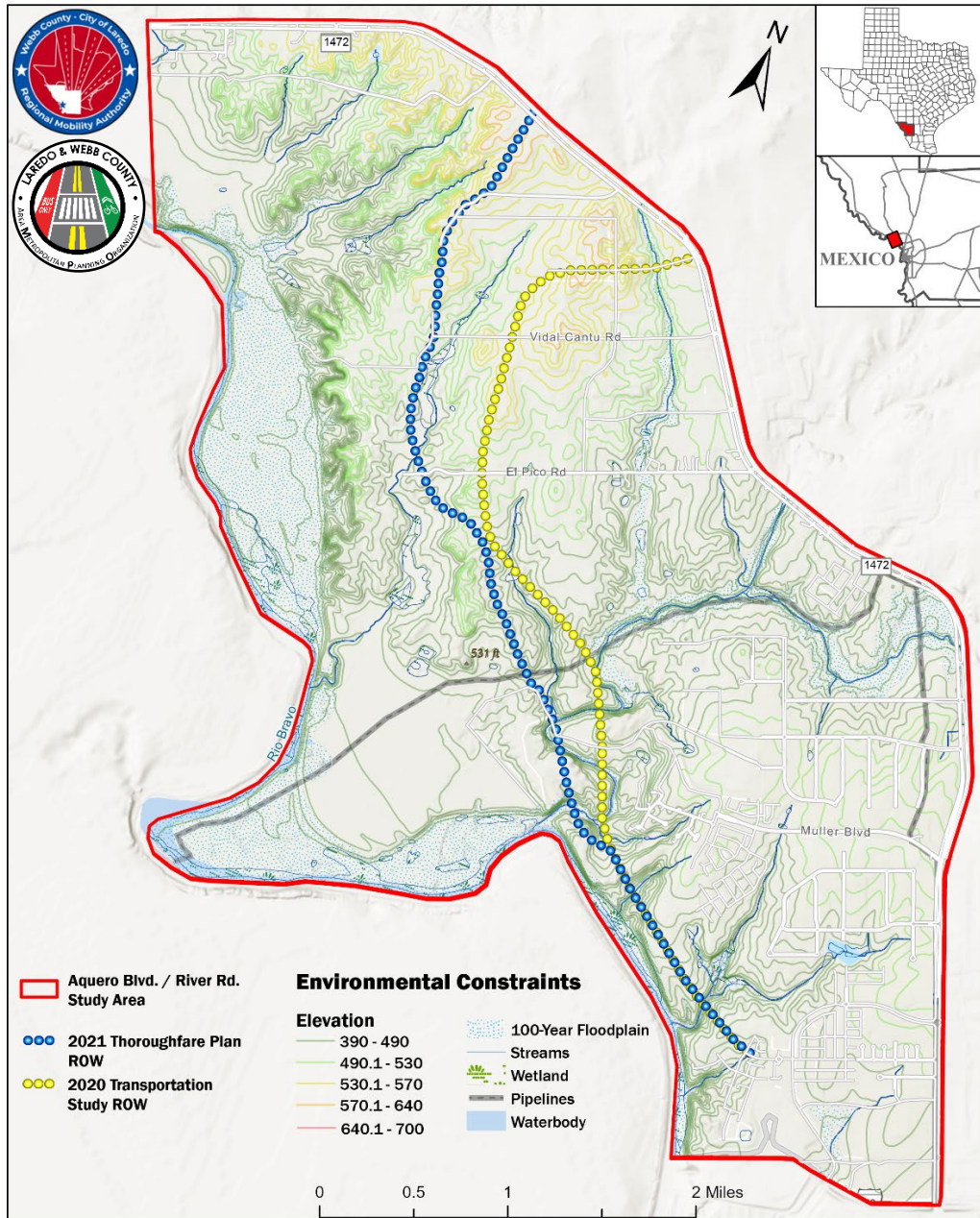
Natural environmental constraints mapping (**Figure 3**) revealed topographical challenges in the southern part of the study area, especially along Sombrerito Creek. Initial alternative segments 1, 2, and 5 attempted to minimize topographical challenges in this area. Segments 1 and 2 also attempt to navigate flat terrain through the center of the study area. All Initial alternative segments avoid wetlands and 100-year floodplains.

Within the development constraints (**Figure 4**), the previously planned alignments intersect 26 individual parcels, owned by 15 different property owners. The parcels are situated in a predominantly East-West rectangular fashion. South of Pan American Boulevard the parcels take on more irregular boundaries. Because of the north-south direction of the planned River Road is at odds



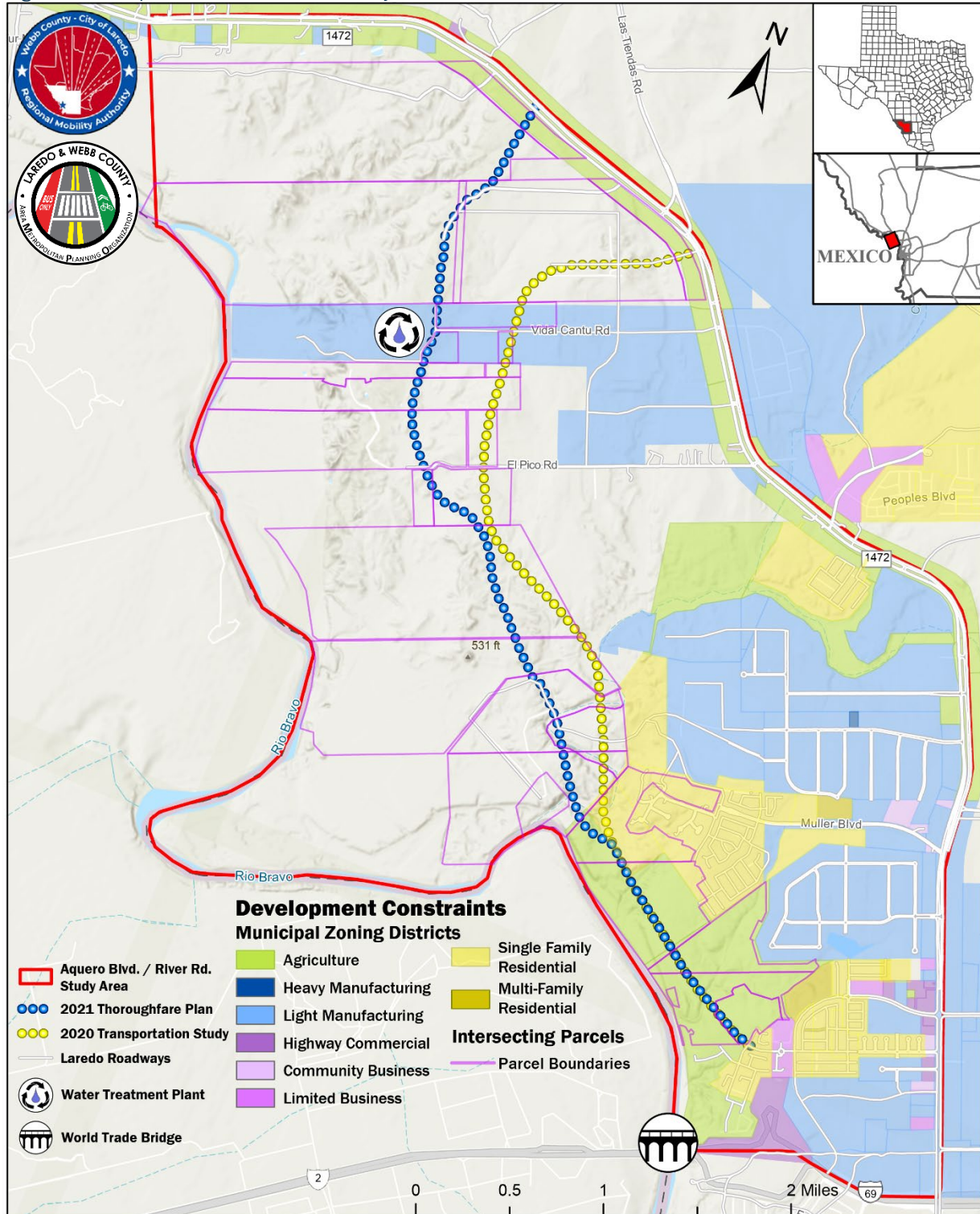
with the east-west orientation of parcels, strictly following parcel boundaries with the new route alignments would not be feasible. There are opportunities however, especially in the central and northern portions of the study area, to construct River Road along certain parcel boundaries or existing roads. When deciding which parcels to split and which to border, ownership and existing development was being considered. There is significant development under way in the central part of the study area along El Pico Road and Vidal Cantu Road. The preliminary alternatives avoid existing development and construction where possible.

Figure 3: Natural Environmental Constraints in the Study Area



# Existing Conditions and Alternatives

Figure 4: Development Constraints in the Study Area





### **Drawing Initial Alternatives**

The initial alternatives developed for the River Road Route Alternatives Study were drawn to conform to six-guiding principles to the greatest degree possible.

*Guiding Principles of the River Road Phase I Alternatives (in no particular order):*

- Conform with Previous Plans
- Minimize Displacements
- Minimize Impacts on Environmental Resources
- Feasible Topography
- Conforming to Existing and Future Roadways and Property Boundaries
- Minimize Potential Conflicts with Existing and Planned Roadways

Most, if not all roadway alternatives are not able to achieve all these principles in equal measure, and each alternative presents tradeoffs. For example, an alternative may represent a route over ideal topography, but will cut through property boundaries as a result. Others will follow existing property lines more closely but may present more challenging topography. After drawing initial alternatives, the project team actively engaged with local stakeholders to gauge priorities when it comes to these tradeoffs. The results of stakeholder engagement and further refinement of these priorities is discussed in greater detail in the following sections.

The purpose of this initial mapping was to provide stakeholders an array of roadway options with clear tradeoffs and they were used to begin the engagement and refinement process. Six initial alternatives were developed. Each is displayed in **Figure 5**, and discussed further.

### **Explanation of the Alternatives**

The six initial alternatives developed following environmental constraints are explained in the following paragraphs and depicted in **Figure 5**. The descriptions all follow the alternatives from south to north, beginning at their common terminus at Aquero Boulevard.

Alternatives 1 and 2 both curve around the creekbed south of La Bota Ranch to avoid bridge construction. They then diverge to follow slightly different paths through the topography before reaching El Pico Road. After El Pico, both alternatives cross through the new commercial/industrial hub around Vidal Cantu Road, rather than west of the development like alternatives 4 through 6. While crossing through the development, alternatives 1 and 2 seek to follow existing parcel boundaries and roadways wherever possible, before diverging to align with either the planned Las Tiendes Road (FM 3338) realignment and planned Hachar Parkway, respectively.

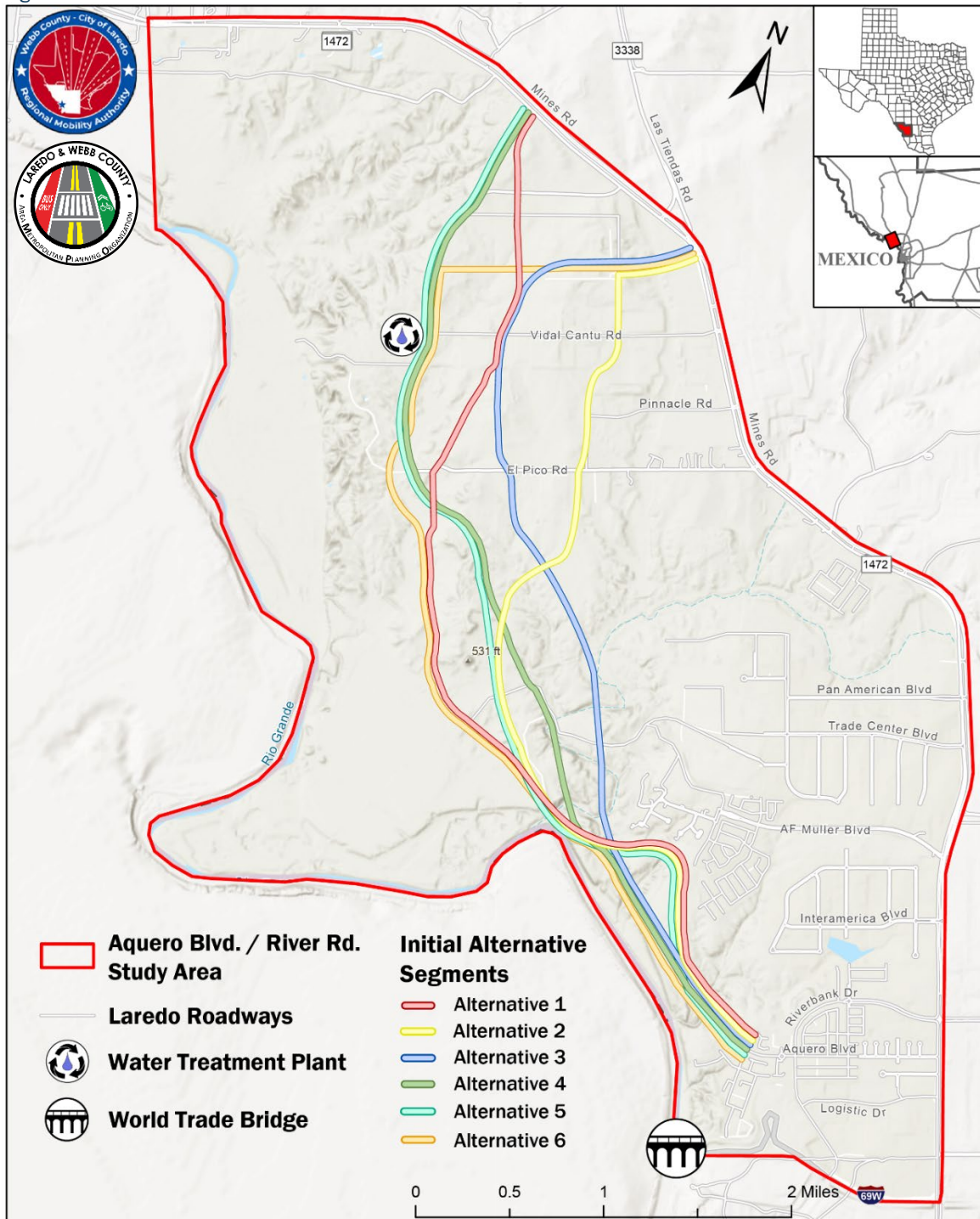
Alternatives 3 and 4 represent the proposed North Laredo Transportation Planning Study and Future Thoughtfare plan alignments respectively. The project team felt it important to recognize and include the proposed alignments from these previous plans in the evaluation as a benchmark to measure newly drawn alternatives against. Neither alternative follows the area's topography very well, however, each connects to one of the two chosen northern termini, future Hachar Parkway or Las Tiendes Road.

Alternatives 5 and 6 diverge over the La Bota Ranch creekbed and follow varying paths through the topographically variable undeveloped land that follows. The alternatives rejoin however, at El Pico Road where they follow the existing El Pico Water Treatment Plant access road west of adjacent industrial developments in the area. By avoiding the ongoing development around Vidal Cantu Road,

## Existing Conditions and Alternatives

these alternatives avoid business displacement. Alternative 6 then follows W. Peak Road to planned Hachar Parkway, while Alternative 5 continues north to the planned Las Tiendas Road realignment.

Figure 5: River Road Initial Alternatives





### 3. Stakeholder Involvement

A critical component to this study included discussions with several public and private-sector stakeholders that are very familiar with the study area and the issues surrounding the need for an alternative route to FM 1472. While conducting analysis with data and considering environmental constraints is a great tool for determining which alignment would work best, the people who are most familiar with the nuances of the issue help with how the data can be interpreted, contributing to a proposed solution that offers a better fit for the area.

To gather input from a broad cross-section of stakeholders in the study area, a series of stakeholder meetings was held over a two-day period, from Thursday, October 20 through Friday, October 21, 2022, at various times and locations throughout Laredo and Webb County.

The purpose of the meetings was to:

- Provide an overview of the study purpose, goals and objectives.
- Collect input on transportation needs and challenges.
- Collect feedback on the draft preliminary purpose and need, evaluation criteria, and proposed alignments of River Road from previous studies.
- Help the project team understand and interpret data analysis in a way that is consistent with how stakeholders understand the area and how this roadway can benefit the community.
- Collect input on priorities related to various transportation issues and corridors in the study area.
- Coordinate planning and implementation efforts with local, state, and federal government and transportation authorities.

#### **Stakeholder Meeting Format**

Stakeholder meetings that were carried out over a two-day period included groupings of approximately 60 various stakeholders who provided valuable input and insight to the project team:

Thursday, October 20

*El Portal Conference Room*

- Department of Homeland Security, Customs and Border Protection
- City of Laredo and TxDOT
- Custom Brokers, ALFA, LMCA
- Webb County, Webb County Sheriff's Department

Friday October 21

*Fasken Recreation Center Multi-purpose Room*

- Developer Association Group
- HOA Board and Developer Association Group

After this initial round of stakeholder meetings, approximately 10 additional stakeholders that were not available during these dates were engaged to collect further information. These meetings, held in early November 2022 included discussions with United Independent School District as well as various property owners and their representatives with interest in the area. For a more complete list of attendees and other details of what was covered, please refer to **Appendix A**.

Each of these meetings began with a presentation that covered study background, evaluation criteria, preliminary alternative alignments, study process, and schedule. An open input session with stakeholders followed the presentation. The discussion was guided by maps of the study area

## Stakeholder Involvement

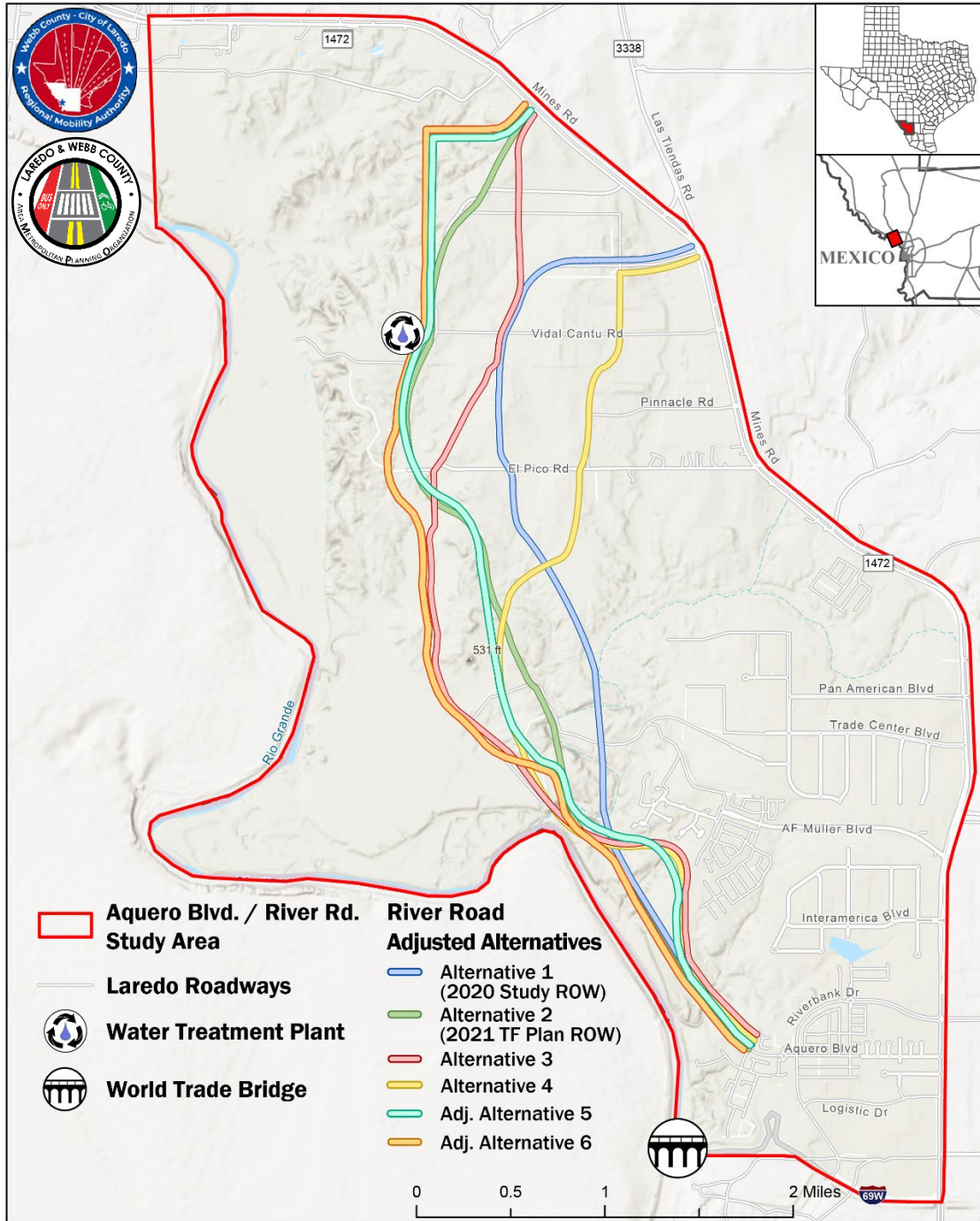
depicting proposed alignments, environmental constraints, intersecting parcel owners, and zoning. Participants were also provided comment cards to submit written comments. During this activity stakeholders provided comments about needs and challenges in the study area, and feedback on the draft preliminary purpose and need, evaluation criteria, and preliminary alternative alignments for River Road. Comments were recorded, and participants were encouraged to comment directly on the study area maps.

Some of the key takeaways and common themes from the Stakeholder meetings as a whole included the following:

- River Road should primarily serve passenger vehicles and prohibit commercial truck traffic.
- There is a need for coordination among the City, County, and developers with interests in the area about ongoing development to ensure that roadway alternatives and implementation do not interfere with development.
- Connection with the planned Hachar Parkway is guaranteed, so providing connectivity to the planned Las Tiendas Road realignment with the project's northern terminus should be prioritized.

Based on this feedback from the stakeholder input sessions, Alternatives 5 and 6 were adjusted to address these local priorities. These new alternatives, mapped in **Figure 6** incorporated the most well-received aspects of the previous six. These six alternatives were used in the evaluations described in the following section.

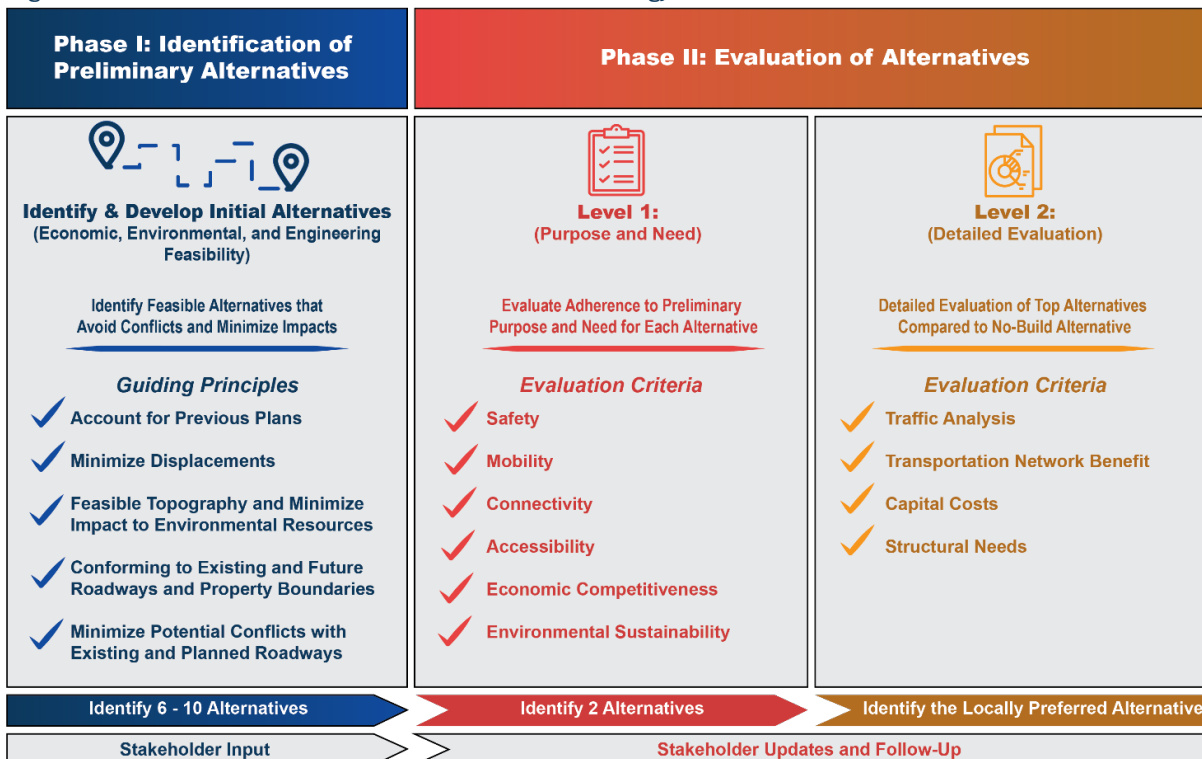
Figure 6: Adjusted Alternatives Used in Level 1 Evaluation



### 4. Evaluating Alternatives

The alternative evaluation process is outlined in **Figure 7**. Phase I Identification of Preliminary Alternatives includes the work completed in the existing conditions analysis that resulted in the six initial alternatives. Phase II contains two separate evaluations, Level 1 and Level 2. Each level of evaluation is detailed in the following sections. In short, the Level 1 evaluation used qualitative and quantitative measures to select two alternatives for advancement. The Level 2 evaluation reviewed the top two alternatives using a more quantitative process to identify a single, locally preferred alternative. Results from these evaluations are discussed in **Section 5**.

Figure 7: Laredo River Road Alternatives Evaluation Methodology



#### Level 1 Evaluation

The purpose and need (**Section 1**) was used to guide the evaluation criteria for the Level 1 analysis. At the core of the Level 1 evaluation is an analysis of how the six preliminary alternatives performed in their ability to satisfy the goals included in the purpose for the project. **Table 1** shows the four goals for the project that can be described by the criteria that includes the maximization of safety, mobility, connectivity, accessibility, economic competitiveness, and environmental sustainability. The evaluation criteria were quantifiable, data driven, and tracked through the development of performance measures. The performance measures were organized according to the criteria to which they apply (safety and mobility as well as connectivity and accessibility were grouped together, as performance measures for those criteria apply to both). Performance measures were identified, assessed, and finalized using input from stakeholder engagement to ensure public priorities were quantified in the evaluation process.

Table 1: Goals and Performance Criteria for Level 1 Evaluation

Goal #	Goal Description	Performance Measure
1	<b>Safety and Mobility</b> – Provide a safe multimodal transportation system that enhances the efficient mobility of people and goods throughout the region.	<ul style="list-style-type: none"> <li>• Number of conflict points</li> <li>• Acreage of industrial/light industrial uses within the buffer</li> <li>• Vehicle hours of travel (VHT)</li> </ul>
2	<b>Connectivity and Accessibility</b> - Improve multimodal transportation system connectivity and enhance local and regional access.	<ul style="list-style-type: none"> <li>• Creates a novel roadway connection not otherwise planned (FM 3338)</li> <li>• Number of Parallel and crossing facilities</li> <li>• Level of bike suitability</li> </ul>
3	<b>Economic Competitiveness</b> – Promote the efficient movement of goods while reducing the impacts to neighborhoods and SOV travel and complement existing and planned economic development opportunities in north Laredo.	<ul style="list-style-type: none"> <li>• Ability to limit drayage and industrial truck traffic (bypass industrial land uses or no)</li> <li>• Percentage of roadways serving residential uses</li> </ul>
4	<b>Environmental Sustainability</b> - Minimize impacts to the natural and/or built environment where applicable.	<ul style="list-style-type: none"> <li>• Wetland features within 250ft buffer</li> <li>• Floodplain features within 250ft buffer</li> <li>• Estimated number of bridges needed</li> <li>• Number of impacted properties within ROW</li> </ul>

The Level 1 evaluation sought to eliminate four of the six alternatives from consideration. It utilized 12 performance metrics, for which each alternative was rated as either ‘Low’, Medium’, or ‘High’ and symbolized using red, yellow, and green colors respectively as shown in **Section 5**. These ratings were assigned based on various thresholds identified for each performance measure. The two alternatives with the highest cumulative ratings we advanced into the Level 2 evaluation.

To develop the performance metrics used in this evaluation, the project team began with the four goals from the project purpose and need, shown in **Table 1**. The performance measures identified for this evaluation correspond with these goals. Results from the Level 1 evaluation can be found in the following section.

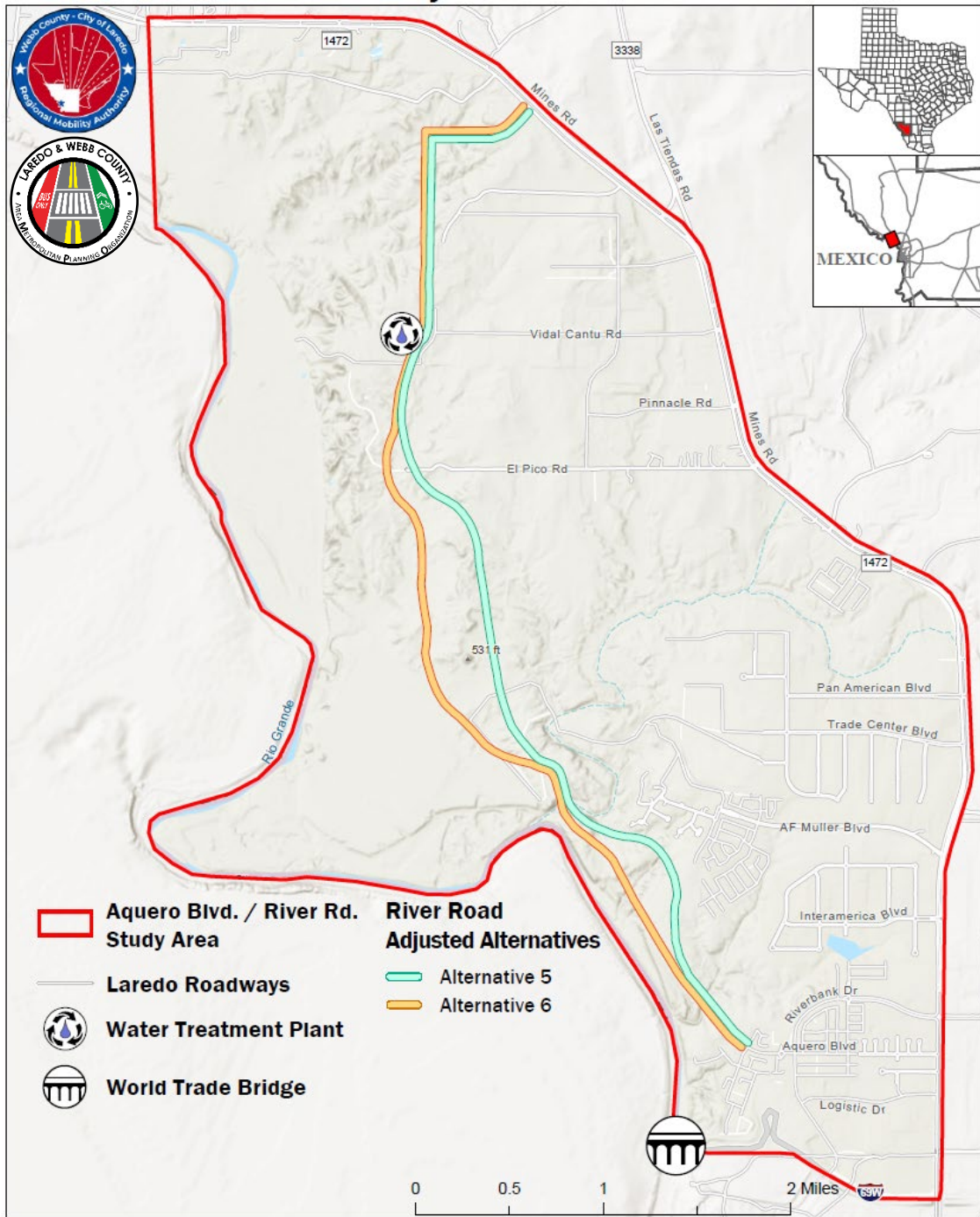
**Level 2 Evaluation**

The Level 2 evaluation sought to ground the two chosen alternatives from Level 1 in engineering feasibility. Alternatives 5 and 6 (**Figure 8**) were imported into OpenRoads ConceptStation, a roadway design computer program. Within ConceptStation, preliminary designs were modeled that included environmental constraints, realistic cross-sections, ramps, bridges, and cut-and-fill segments in three dimensions. This facilitated confirmation of assumptions made in the Level 1 evaluation about bridges, costs, and conflicts with the environment.



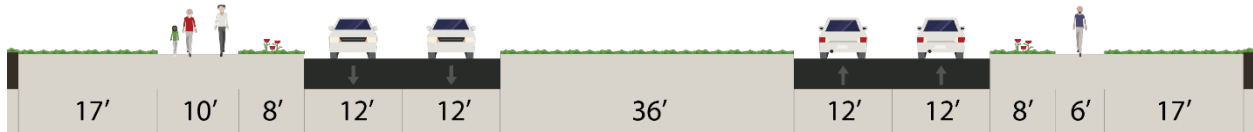
# Evaluating Alternatives

Figure 8: Final Alternatives Used in Level 2 Evaluation



When creating roadway designs in ConceptStation, the project team referenced TxDOT and National Association of City Transportation Officials (NACTO) design standards to ensure roadway geometries, cross sections, and structural needs matched state and national best practices. More detail about the specific basis of design can be found in **Appendix B**. The typical roadway cross section for this evaluation<sup>3</sup> spanned 150' of right of way, with a 36' median, two 12' travel lanes in each direction, 10' shared use path on the west side and 6' sidewalk on the east side, 8' planting strips, and 17' cut and fill section on either side of the roadway (**Figure 9**).

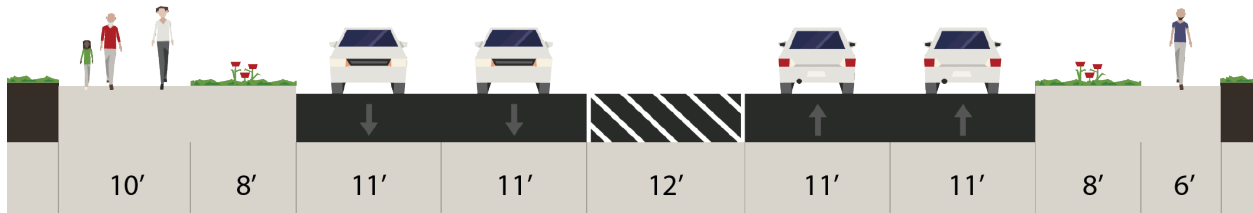
Figure 9: River Road Level 2 Evaluation, Typical (150') Section



The alternatives require 3 to 6 bridges, 500 to 700 feet in total length. Alternative 6 is estimated to require more cumulative bridge length than Alternative 5, based on a maximum slope of 5% to maintain bicycle and pedestrian design standards.

An alternate cross-section was used for ROW-constrained sections as the road intersects Vidal Cantu Road and runs alongside the El Pico Water Treatment Plant. This section (**Figure 10**) includes a 90' ROW, with a 12' bi-directional turn lane, two 11' lanes in each direction, a 10' shared-use path on the west side, and 6' sidewalk on the east side, and 8' planting strips.

Figure 10: River Road Level 2 Evaluation, Constrained (90') Section



The Level 2 evaluation confirmed the constructability of Alternatives 5 and 6, and helped to identify where modifications to the two alternative alignments would be needed. As seen in **Figure 11**, bridge sections were clearly identified and estimated lengths were calculated. As seen in **Figure 12**, certain environmental constraints that appeared to be outside the impact of the roadway in Level 1 evaluations were shown to be well within the ROW. This required some minor modifications to the two alternatives to accommodate environmental features, topography, and development.

<sup>3</sup> This roadway design is subject to change in implementation planning stages of the River Road project. Traffic models for both a 2-lane and 3-lane configurations were modeled, discussed in Section 6.

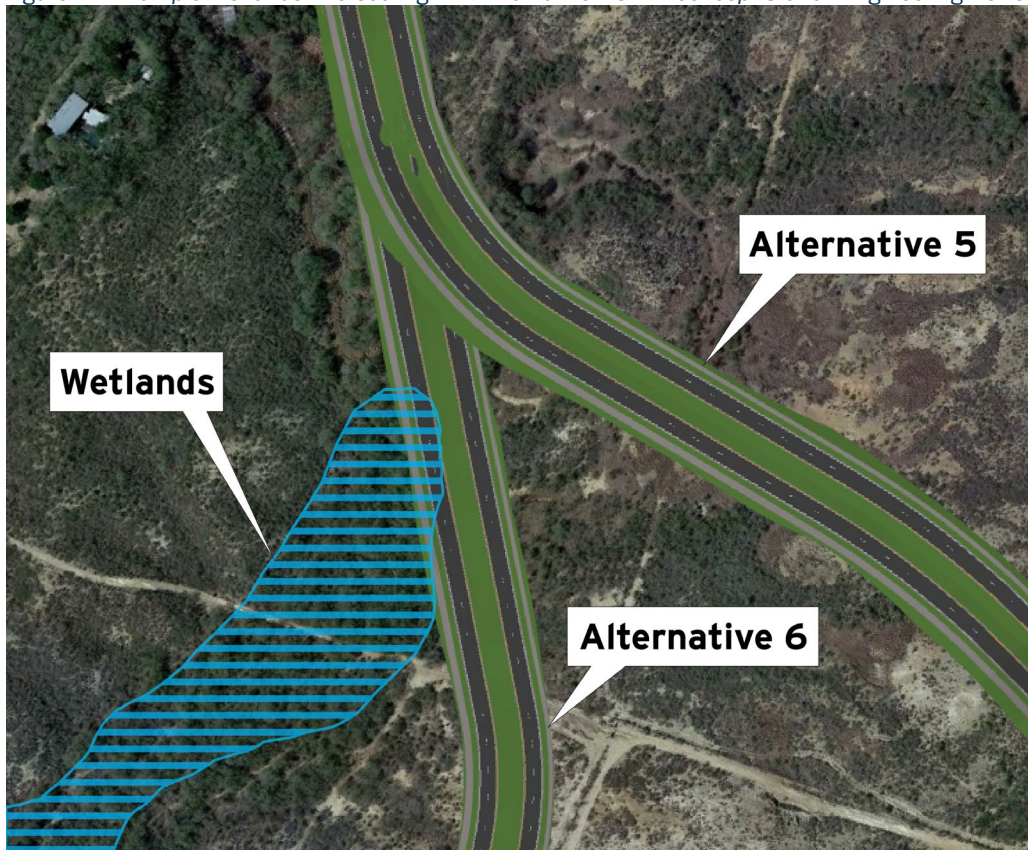


## Evaluating Alternatives

Figure 11: Example of Bridge Location - Concept Station Engineering Review



Figure 12: Example Wetlands intersecting with Alternative ROW - Concept Station Engineering Review



## 5. Evaluation Results

The evaluation successfully demonstrated tradeoffs between alternatives. In the Level 1 evaluation, Alternatives 5 and 6 were rated the highest. Both were carried into the Level 2 evaluation, where Alternative 5 was selected for its savings in bridge costs and distance from existing wetlands. Bridge cost savings include initial construction, maintenance costs, and future bridge widening. The evaluation revealed both of these alternatives were very similar to one another, differences in final ratings were relatively small.

### **Level 1 Evaluation Results**

As seen in Alternatives 5 and 6 were rated the highest, followed by the remaining alternatives in descending order. The Alternatives 1 and 2, which were drawn from previous plans were rated the lowest. This does not suggest however, that those previous plans were poorly designed. The scale at which those recommendations were made was much larger and focused more on emphasizing a need for a roadway connection. Environmental constraints, topography, and development were not considered. The specific locations of the roadway projects recommended in each was always intended to be adjusted and finalized through a route alternatives study such as this.

Alternatives 3 and 4 scored lower primarily because they traveled through the industrial development areas rather than around them, connected to Hachar Parkway instead of Las Tiendas Road, and they conflicted with wetlands, property lines, and existing roadways more than the final two alternatives. In addition to the property impacts of roadway construction through the industrial area, constructing River Road through areas already congested by truck traffic would have negative impacts for mobility.

Within Alternatives 5 and 6, differences in performance measure ratings highlight tradeoffs for stakeholders to consider. Alternative 5 carries a greater amount of conflicting points (more intersections), while Alternative 6 has a greater impact on wetlands and need for bridge construction. The Level 2 evaluation discusses these tradeoffs in greater detail.

## Evaluation Results

Table 2: Level 1 Alternative Evaluation Results

Level 1 Criteria		Alternative Results					
Evaluate Adherence to Purpose and Need							
Criteria	Performance Metric	1	2	3	4	5	6
<b>Safety and Mobility</b>	# of conflict points	High	Med	Low	Med	Low	Med
	Acreage of industrial/light industrial uses within buffer	Low	High	High	Med	Med	High
	Vehicle hours of travel (VHT) / Traffic Movement Efficiency	High	High	Med	High	Med	Med
<b>Connectivity and Accessibility</b>	Creates a new roadway connection (not already planned, FM 3338, Hachar Pkwy)	Low	High	High	Low	High	High
	# of Parallel and crossing facilities	Low	Med	High	Med	High	Med
	Level of bike suitability	Med	Low	High	High	Med	Med
<b>Economic Competitiveness</b>	Ability to limit dreyage and industrial truck traffic (bypass industrial area or no)	Low	High	Med	Low	High	High
	% of roadway serving residential use	Low	Low	High	Med	Med	High
<b>Environmental Sustainability</b>	Wetland features within 250ft buffer	High	Med	Low	High	Med	Low
	Floodplain features within 250ft buffer	Low	Med	High	Med	High	High
	# of Bridges Needed	Low	Low	High	High	High	Med
	# of properties intersecting or adjacent to the alignment	Med	Med	Low	High	Med	Med
<b>Cumulative Rating</b>		Low	Med	Med	Med	High	High

**Level 2 Evaluation Results**

The Level 2 evaluation resulted in small changes to the Alternatives to accommodate constructability and environmental features. As seen in **Figure 12**, Alternative 6 needed to curve eastward to avoid wetlands south of El Pico Road. In addition, it was determined that Alternative 5 would likely require a utility easement near the La Bota Ranch residential development’s retention ponds. Specific planning-level cost estimates for the two alternatives can be found in **Appendix C**.

Table 3: Level 2 Alternative Evaluation Results

Level 2 Considerations	Alternative Results	
	5	6
Conflicts with Natural Constraints	High	Low
Conflicts with Existing Development	Med	Med
Transportation Network Benefit	Med	Med
Required Utility Easements	Low	High
Estimated Culverts	Med	Med
Estimated Bridge Length	High	Low
Capital Cost	Med	Med
Cumulative Rating	High	Med

The Level 2 evaluation showed minor differences between the two alternatives. The most significant of was roughly 100 additional linear feet of bridge structure required for Alternative 6. Because of the impacts to cost estimates this additional bridge structure would entail and the greater potential for environmental impacts, Alternative 5 is recommended to be the locally preferred alternative. An option, however, that could remain available is that aspects of both final alternatives be investigated as design options during the environmental assessment phase to make the best possible decision that limits or mitigates potential impacts to the environment.

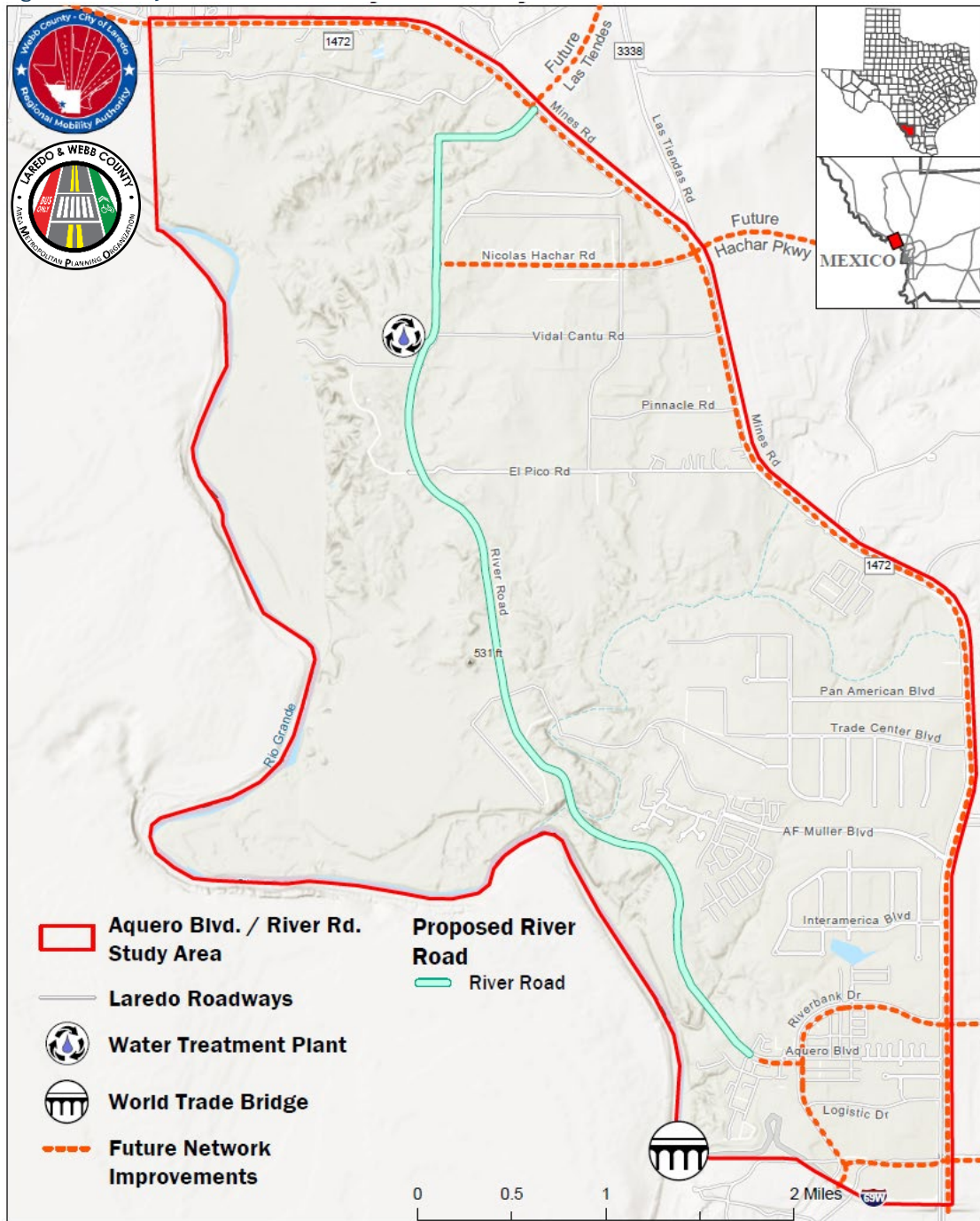
**Locally Preferred Alternative**

The locally preferred alternative for River Road is recommended to be based on Alternative 5 as described in this study and shown in **Figure 13**. As the environmental assessment phase of this project progresses, features of Alternative 6 as described in this study may be considered as design options should unforeseen impacts to the built or natural environment require additional considerations. It should be noted that changes to this locally preferred alternative may be required to mitigate any potential environmental impacts, which will be documented through that process and will include continuous coordination with project partners. Should any changes be made through that process, the locally preferred alternative will be redefined according to those recommendations, with the opportunity for project partners to make comments that will have to be responded to and accounted for to complete the environmental assessment and progress the project’s final design. The environmental assessment will ultimately define the alignment and right-of-way, as well as survey and appraise the property that needs to be acquired to construct the project.



# Evaluation Results

Figure 13: Locally Preferred Alternative



## 6. Build vs. No-Build Traffic Analysis

With the recommended Locally Preferred Alternative for River Road selected, the traffic analysis utilized the most recent LWCAMPO regional travel demand model to consider differences in traffic volumes, and a Synchro analysis on FM 1472 to evaluate differences in delay and level of service. This helped to measure the traffic impact on FM 1472 with River Road built (Build scenario) compared to no new roadway being built (No-Build scenario). Comparisons were made in an opening year (2028) as well as a future year (2045). More detail on the traffic analysis methodology and results can be found in **Appendix D**.

The analysis compared traffic volumes, travel times, and level of service in the Build and the No-Build scenarios. This was able to illustrate the benefit of building an alternative route to FM 1472 such as River Road, as well as the volumes that could be anticipated on River Road under a 2-lane (in each direction) and 3-lane configuration. Following popular support during stakeholder engagement, traffic modeling was conducted under the assumption that trucks and commercial traffic would be limited to FM 1472, with River Road serving passenger vehicle traffic only. Results from the traffic analysis are summarized in **Table 4**.

Table 4: Key takeaways from the traffic analysis

Build Scenario results compared to No-Build	
Opening Year (2028)	Future Year (2045)
<ul style="list-style-type: none"> <li>Daily traffic volumes diverted from FM 1472 to River Road in the 2-lane (in each direction) Build scenario can be expected to range from 10,000 – 15,000 vehicles for various segments of River Road.</li> <li>Daily traffic volumes diverted from FM 1472 to River Road in the 3-lane Build scenario can be expected to range from 12,000 – 25,000 vehicles for various segments of River Road.</li> <li>Travel times on FM 1472 from Las Tiendas Road (FM 3338) to I-69W can be expected to drop from 34 minutes in the No Build scenario to 15 minutes in the 2-lane Build scenario.</li> <li>Travel times on FM 1472 from Las Tiendas Road to I-69W can be expected to drop from 34 minutes in the No Build scenario to 12 minutes in the 3-lane Build scenario.</li> <li>In general, northbound and southbound intersection movements on FM 1472 can be expected to have slight improvements in level-of-service and delay in the Build scenario compared to the No Build scenario.</li> </ul>	<ul style="list-style-type: none"> <li>Daily traffic volumes diverted from FM 1472 to River Road in the 2-lane (in each direction) Build scenario can be expected to range from 10,000 – 19,000 vehicles for various segments of River Road.</li> <li>Daily traffic volumes diverted from FM 1472 to River Road in the 3-lane Build scenario can be expected to range from 12,000 – 40,000 vehicles for various segments of River Road.</li> <li>Travel times on FM 1472 from Las Tiendas Road (FM 3338) to I-69W can be expected to drop from 40 minutes in the No Build scenario to 28 minutes in the 2-lane Build scenario.</li> <li>Travel times on FM 1472 from Las Tiendas Road to I-69W can be expected to drop from 40 minutes in the No Build scenario to 23 minutes in the 3-lane Build scenario.</li> <li>In general, northbound and southbound intersection movements on FM 1472 can be expected to have slight improvements in level-of-service and delay in the Build scenario compared to the No Build scenario.</li> </ul>

### Conclusions from Traffic Analysis

The traffic analysis comparing Build to No Build scenarios indicate that an alternate route such as River Road would have an immediate impact in an assumed opening year of 2028 configured with two lanes in each direction, cutting travel times along FM 1472 from Las Tiendas Road to I-69W by more than half. By 2045, traffic volumes on FM 1472 are expected to be substantially higher than they are today in that roadway’s current configuration, far exceeding capacity. As was concluded in the 2020 *North Laredo-Webb County Transportation Planning Study*, traffic must be diverted across

## **Build vs. No-Build Traffic Analysis**

a network of roadway improvements and new connections such as River Road to alleviate traffic volumes to a more reasonable level of delay along FM 1472. By including a configuration for River Road with three lanes in each direction, the traffic analysis concluded that twice as many cars would be diverted from FM 1472 onto River Road in 2045 by implementing that third lane.

This analysis was primarily meant to help understand and communicate the benefit to FM 1472 should an alternative route such as River Road be built. This benefit will be realized by trucks and other vehicles that would remain on FM 1472. A more detailed traffic analysis that would require additional traffic counts throughout the study area and more realistic traffic impacts from planned developments will be required to focus the analysis on the performance of River Road itself. When considering a diversion of up to 15,000 cars onto River Road in 2028 with two lanes in each direction and as many as 40,000 cars in 2045 with three lanes in each direction, this will be one of the busiest roadways in Laredo almost immediately.

This analysis provides adequate information that must be factored into the roadway's design, particularly at either end of the proposed alignment. The way that Las Tiendas Road and River Road come together at FM 1472 will need to be carefully considered as will how River Road flows into Aquero Boulevard and River Bank Drive before intersecting with I-69W. Individual intersection designs along River Road and methods to deter and enforce prohibition of truck traffic will need to be another consideration. With the expected volumes on River Road, development of commercial goods and services for residents that would be traveling along River Road on a daily basis also becomes feasible given that amount of traffic.



## 7. Next Steps for Project Development

In the 2020 North Laredo-Webb County Transportation Planning Study, River Road was identified as one of the first projects that should be built to have an immediate impact on relieving traffic congestion in the area, particularly along FM 1472. This study is the first step toward making River Road a capital project. As indicated in **Figure 14**, this study serves to initiate the project and provides the necessary project definition to begin establishing partnerships among public entities such as the WC-CL RMA and City of Laredo, as well as various private property owners and developers that have identified some segment of River Road in their plans. This study also offers an opinion of probable cost based on the information currently available, providing a target to begin identifying sources of funding for implementation of the project. Following this study, the project planning phase will include a more detailed environmental analysis looking at planned land uses and an updated traffic analysis; schematic-level design considering configuration of utilities, drainage, and roadway intersections; and public input on how the proposed designs mitigate potential impacts to the built and natural environment. From there, more detailed plans, specifications, and cost estimates (PS&E) will be completed, and the necessary property acquisition will begin that is required to preserve the right-of-way that River Road will be built within, allowing construction to commence.

Figure 14: Typical capital project development process



### Opinion of Probable Cost

Cost estimates for this project were developed using the 2-lane (in each direction) concept established in ConceptStation discussed in **Section 4** of this study to determine roadway material quantities. Unit costs used by the Texas Department of Transportation for fiscal year 2023 for these materials were applied to determine estimated construction costs, which were escalated assuming an average annual inflation rate of 4% to reflect potential costs in fiscal year 2028, when project letting is expected to occur. Costs for work that must be completed prior to construction such as project planning and project development were estimated using standard industry percentages of the estimated construction cost, and a contingency of 20% was added on top of total construction costs to account for unknowns due to the low level of detail that the alignment identified in this study currently reflects. As the design progresses, the cost estimate will change to reflect what is known at that point, and the contingency applied will decrease along the way.

## Next Steps for Project Development

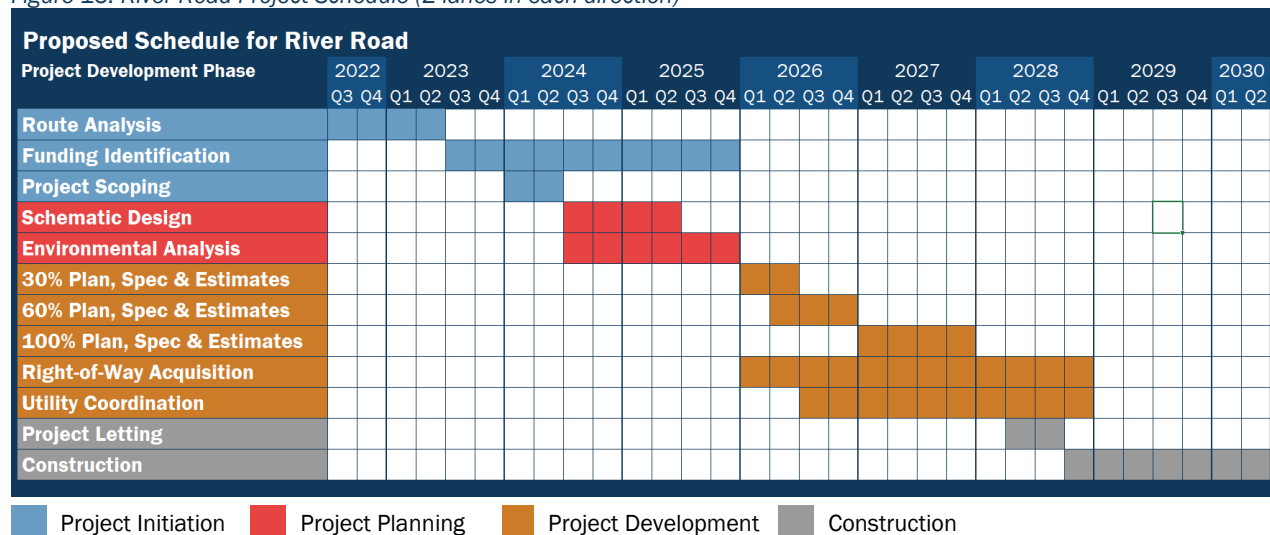
The estimated probable cost in FY 2028 dollars of the 5.57-mile locally preferred alternative for River Road is \$154.8 million, which translates into roughly \$27.8 million per mile. This includes an estimate for right-of-way acquisition based on average property values in the area per square foot multiplied by the square footage of the total right-of-way. This is considered to be a conservative cost estimate using an inflation rate that reflects how material costs have continued to escalate in recent years. This will change as more information becomes available. Locations where the proposed roadway encroaches on wetlands and waterways must be investigated further to ensure proper mitigations are incorporated into the design. Public utility mainlines necessary to support planned developments in the area are also unknown at the time of this opinion of probable cost that need to be identified through further investigation.

Major components driving the probable cost of River Road up include new bridge structures that cross extreme changes in elevation due to creeks in the Rio Grande watershed crossing through the study area as well as locations where the landscape would be either cut or filled in requiring the use of concrete retaining walls and embankments due to the variable nature of the topography. Property acquisition for River Road's right-of-way is another major cost driver that will need to be investigated further for individual properties, and could potentially be offset by developer participation as partners in the project's development. Coordinating with individual property owners and developers that River Road is proposed to cross will be key to advancing this project forward through environmental assessment, design, and funding identification. Detailed cost estimates for the costs of construction and professional services can be found in **Appendix C**.

### Proposed Project Schedule

The proposed schedule for the River Road project illustrated in **Figure 15**, corresponds with the project development process shown in **Figure 14**. The schedule begins with this study, captured in the Route Analysis row and continues into the funding identification. In the 6-9 months following acceptance of this study, project partnerships will need to be established and funding for subsequent project planning activities such as schematic design and environmental analysis needs to be identified.

Figure 15: River Road Project Schedule (2 lanes in each direction)



As those project planning activities commence, funding identification continues for PS&E (project development) activities and right-of-way acquisition, as well as project construction. This can take up to two years, though may also occur sooner should project partners be able to secure funds. Similarly, should funds for schematic and environmental be identified sooner, those activities may begin once the project has been scoped. The subsequent PS&E activities typically do not commence until all phases of the project have been fully funded.

### **Summary of Implementation**

With this study complete, the next steps toward implementation of River Road begin with partnerships. This includes formalizing partnerships between participating entities in the form of Memoranda of Understanding and Interlocal Agreements for how all parties understand their responsibilities and who agrees to pay for what by when. If the schedule shown in **Figure 15** is to be realized, these partnership agreements are a critical next step along with schematic and environmental activities that need to occur over the next 24 months. Next steps for the implementation of River Road over that time period include the following:

- Acceptance of the Locally Preferred Alternative as described in **Section 5** of this study by the WC-CL RMA Board, LWCAMPO Transportation Policy Board, and Laredo City Council by resolution.
- Coordination between WC-CL RMA, City of Laredo, and property owners and developers that will have a stake in the development of River Road.
- Formalized partnerships among all participating parties establishing who will be responsible for what and by when.
- Programming of funding for Schematic Design and Environmental Analysis.
- Project scoping for River Road and commencement of Environmental.
- Completion of Schematic Design that includes mitigations prescribed in Environmental.
- Public comment on draft Environmental findings.
- Completion of Environmental allowing for property acquisition and PS&E to begin.
- Identification of all funding needed to deliver the project allowing for PS&E to begin.



# **LAREDO & WEBB COUNTY**

## **AREA METROPOLITAN PLANNING ORGANIZATION**

### **Item V.A.**

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



### WC-CL RMA June 2023 Status Report to LWCAMPO

1. FM 1472 and Killam Industrial Blvd. Turn Lanes – The commencement of work at Killam Industrial Blvd. at FM 1472 occurred in early May 2022. The traffic signal is fully operational, and traffic is now utilizing the new turn lanes on FM 1472 and Killam Industrial Blvd. Project is pending final walk-through, TDLR inspection and final Close-out Construction Change Order. **Project is 99+% complete.**
2. Los Presidentes (Cuatro Vientos to Brownwood) – Traffic is now operating on the project. The final outstanding items are the lighting. Awaiting the final Construction Change Order to balance the quantities and record drawings. **Project is 99+% Complete.**
3. Loop 20 South (Cuatro Vientos) Acceleration/Deceleration Lane Project – Currently closing out records drawings. **Project is 99+% Complete.**
4. Springfield Phase III – Final walkthrough of the project occurred on 12/9/22. The Shiloh Traffic Signal is complete. The lighting is scheduled for completion by May. Project is 99% Complete.
5. Webb County Fair Grounds TIA – **The TIA report is complete. The WC-CL RMA stands ready to provide a presentation to the County at their request.**
6. River Road Corridor Study – **The study is complete. The Laredo and Webb County MPO is receiving a presentation in the June Policy Committee meeting.**
7. Safe Streets and Roads for All (SS4A) Grant – In partnership with the MPO and the City of Laredo, the RMA developed a \$2M grant application to develop an action to prevent roadway deaths and serious injuries. On the 30<sup>th</sup> of January, the RMA was informed by US Congressman Cuellar's Office that the grant was approved for \$1.6M. A formal announcement by Congressman Cuellar was conducted at City Hall on 2/21/23. The RMA submitted to the FHWA the draft Grant Agreement between the RMA and the FHWA. Upon execution, the WC-CL RMA will work with the City of Laredo for the execution of an Inter Local Agreement for the sharing of the local funding match for the grant. **The Study effort to commence in September 2023.**
8. Vallecillo Road – The RMA received the draft AFA from TxDOT on 3/2/23. The RMA Board of Directors approved the AFA on April 4, 2023. Chairman Brown signed the AFA on 4/11/23. AFA with TxDOT is fully executed. **Schematic, Environmental and PS&E to commence in July 2023.**
9. Concord Hills (Wormser Road/ Lomas Del Sur to Los Presidentes) - Similar to the Los Presidentes project, the WC-CL RMA will sponsor and lead the design and construction 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 of Laredo. The WC-CL RMA has committed \$1 million to the development of the project. 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 between the City of Laredo and the WC-CL RMA. The WC-CL RMA is working with the City of Laredo to finalize the construction cost estimate for the project and complete the Inter Local Agreement for the project.

10. Springfield Phase I, II, and IV – Similar to Springfield Phase III, the WC-CL RMA has committed up to \$1 million to the City of Laredo to assist with the funding of the construction of the next Phase of the project. The sponsorship and implementation are subject to the negotiation of an Inter Local Agreement between the City of Laredo and the WC-CL RMA. The WC-CL RMA is working with the City of Laredo to finalize the construction cost estimate for the project and complete the Inter Local Agreement for the project.

11. Other Items:

- WC-CL RMA conducted their June Board Meeting on 6/19/23.
  - WC-CL RMA solicited an RFQ for an additional General Engineering Consultant in May 2023.
  - Board of Directors passed a resolution directing Chairman Brown and the Executive Committee to commence contract negotiations with the highest scoring proposer.





# **LAREDO & WEBB COUNTY**

## **AREA METROPOLITAN PLANNING ORGANIZATION**

### **Item V.B.**

**Presentation and project updates by Texas Department of Transportation (TxDOT).**



# **LAREDO & WEBB COUNTY**

## **AREA METROPOLITAN PLANNING ORGANIZATION**

### **Item V.C.**

**Update by 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.**



# CITY OF LAREDO

## Engineering Department

[www.ci.laredo.tx.us/engineering](http://www.ci.laredo.tx.us/engineering)

### Status Report June 2023

#### Realignment of Flecha Lane / Las Cruces Drive along FM 1472 (Mines Road)

##### Environmental

- Mitigation
  - J&R Gon Investments, Ltd has authorized permission for right of entry to access property on May 17, 2023
  - KCI Environmental Sub will update field data for PCN between May 15<sup>th</sup> and June 16, 2023.
  - City investigating utilizing on-call maintenance contractor for off site mitigation. This should simplify the procurement process and reduce cost.
- H&H
  - Environmental Department to check with H&H consultant for status of watershed modeling.
  - KCI requesting early notification of any changes to the proposed drainage structure at Las Cruces
- Utilities
  - KCI checking on status of C3 letter.

##### Real Estate (Property Acquisition)

October 21, 2019, City Council approved Ordinance 2019-O-181 City Manager to execute all documents for the purchase of three tracts of land: 0.54 acre, 0.25 and 0.11 acre (87,120 sq. ft.) from Jose C. Resendez.

May 15, 2023, City Council authorized City Manager to execute all documents for the purchase of two tracts of land: 0.67 acre (29,137 sq.ft.) and 0.05 acre (2,382 sq. ft.) from J&R Gon Investments, Ltd.

## Funding

- Preliminary Cost Estimate
  - Original \$3,557,183.02
  - Updated April 2023 \$4,887,150.45 (Attached)
  - Estimated funding gap \$1,329,967.43
  - TxDOT is not able to reallocate funds from Calton Road to Las Cruces Re-alignment. Any increase in construction cost will be the City of Laredo's responsibility

## Project Schedule (Attached)



Proposed letting date: May 2025



# LAREDO & WEBB COUNTY

AREA METROPOLITAN PLANNING ORGANIZATION

## Item VI.

DIRECTOR's COMMENTS



# LAREDO & WEBB COUNTY

## AREA METROPOLITAN PLANNING ORGANIZATION

### Director's Report June 21, 2023

1. The next Texas Transportation Commission Meeting will be held on June 29, 2023. The draft list of projects for the 2024 Unified Transportation Program (UTP) is expected to be presented at this meeting. Upcoming meetings and agendas can be found on the following link: <https://www.txdot.gov/about/leadership/texas-transportation-commission/meeting-dates-agendas.html>.
2. The next TxDOT Border Trade Advisory Committee (BTAC) meeting will be held in Brownsville on August 22, 2023. BTAC provides a forum for the exchange of communications between the Texas Transportation Commission, TxDOT, the governor, and committee members representing border trade interests.
3. MPO staff attended an in-person FHWA Workshop on the Congestion Management Process in Austin on June 7<sup>th</sup> and 8<sup>th</sup>.
4. The 2025-2050 Metropolitan Transportation Plan RFQ was issued on May 19<sup>th</sup> with a deadline of June 12<sup>th</sup>. The next step is evaluation and selection process. The evaluation committee will make a recommendation to the Technical and Policy Committee in July.
5. Upcoming regularly scheduled meetings:
  - Active Transportation Committee – June 28, 2023
  - Technical Committee – July 11, 2023
  - Policy Committee – July 19, 2023



# **LAREDO & WEBB COUNTY**

**AREA METROPOLITAN PLANNING ORGANIZATION**

## **Item VII.**

**EXECUTIVE SESSION**





# LAREDO & WEBB COUNTY

AREA METROPOLITAN PLANNING ORGANIZATION

## Item VIII.

ADJOURNMENT