

APPENDIX B: LWCAMPO FY 2023-2026 TIP ANALYSIS

I. BACKGROUND

Moving Ahead for Progress in the 21st Century (MAP-21) introduced a set of performance measures to increase the accountability and transparency of federal highway and transit programs, and improve project decision-making through performance-based planning and programming. The Fixing America’s Surface Transportation (FAST) Act continues the use of performance measures and targets at the national, state, and local level. On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) into law. The Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and economy in our Nation’s history. It provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband. The Federal Highway Administration (FHWA) defines Transportation Performance Management (TPM) as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.

State Departments of Transportation (State DOTs) and Metropolitan Planning Organizations (MPO’s) are required to set Highway Safety Improvement Program (HSIP) targets to meet safety performance measures. Said safety measures are a component of the Safety Performance Measures (Safety PM) that support HSIP and provide both State DOTs and MPOs with the framework to implement TPM requirements, i.e., provide directional goals for related plans and programs as well as the means to monitor the progress of attaining federal goals.

MPOs, within Texas, may establish HSIP targets by either:

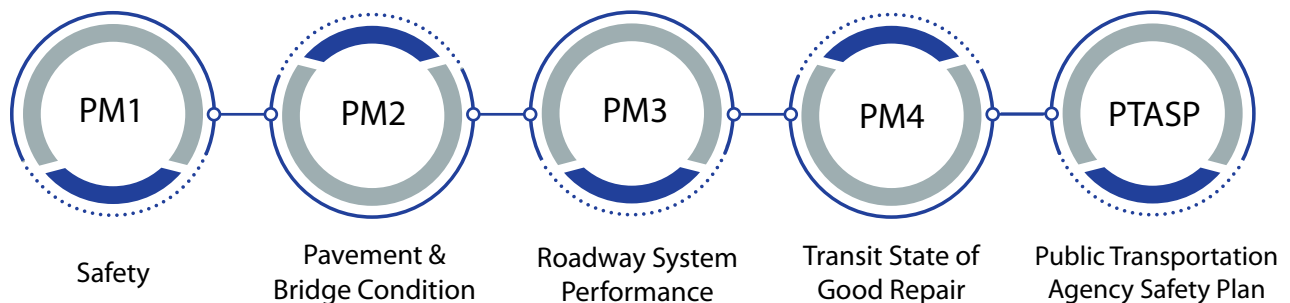
1. Agreeing to adopt the targets set by the Texas Department of Transportation (TxDOT)

Or

2. Set their own specific HSIP targets

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

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



LWCAMPO adopted TxDOT’s 2023 targets for performance measures, PM2 Pavement and Bridge Conditions, as well as PM3 Roadway System Performance. The aforementioned measures are detailed in Resolution No. MPO 2023-03, Resolution No. MPO 2023-06, and Resolution MPO 2023-07, respectively. Additionally, PM1 Safety Targets are undergoing an update process to support the most current State Targets. The anticipated adoption of the updated PM1 Safety Targets, i.e. Resolution No. MPO 2024-03 is set for February of 2024. The proposed PM1 and adopted PM2 and PM 3 Infrastructure Condition Targets for the Second Performance Period — 2-Year and 4-Year Targets are as follows:

**Texas Department of Transportation
FY2024 Safety (PM1) Performance Measures and Targets**

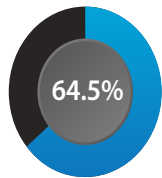
| Performance Measures | 2020* | 2021* | 2022* | 2023** | 2024** | 2024*** |
|---|--------|--------|--------|--------|--------|---------|
| Number of Traffic Fatalities | 3,874 | 4,486 | 3,272 | 3,159 | 3,046 | 3,567 |
| Rate of Fatalities per 100 million Vehicle Miles Traveled | 1.49 | 1.70 | 1.25 | 1.20 | 1.14 | 1.36 |
| Number of Serious Injuries | 14,659 | 19,434 | 17,539 | 17,819 | 18,242 | 17,062 |
| Rate of Serious Injuries per 100 million Vehicle Miles Traveled | 5.63 | 7.35 | 6.70 | 6.77 | 6.77 | 6.39 |
| Number of Non-Motorized Fatalities and Serious injuries | 2,206 | 2,628 | 2,321 | 2,340 | 2,360 | 2,357 |

*Actual Data, ** Target Data, *** Target as a 5-Year Average

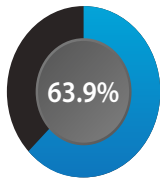
Source: Texas FY2024 Strategic Highway Safety Plan (SHSP)

PM2 — Pavement & Bridge Condition — Adopted Targets

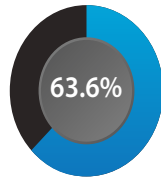
1. Percentage of Pavements of the Interstate System in Good Condition



Baseline (2022)

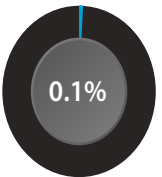


2-Year Target (2024)

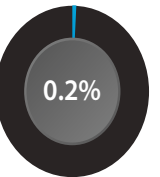


4-Year Target (2026)

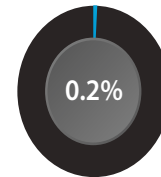
2. Percentage of Pavements of the Interstate System in Poor Condition



Baseline (2022)

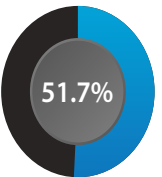


2-Year Target (2024)

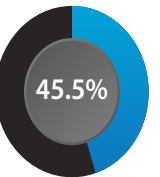


4-Year Target (2026)

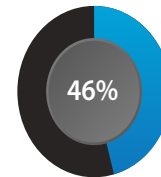
3. Percentage of Pavements of the Non-Interstate System NHS In Good Condition



Baseline (2022)

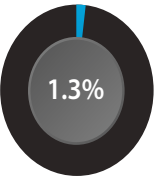


2-Year Target (2024)

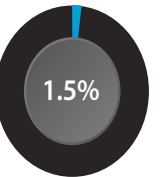


4-Year Target (2026)

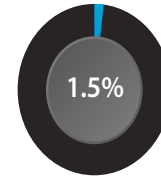
4. Percentage of Pavements of the Non-Interstate System NHS In Poor Condition



Baseline (2022)

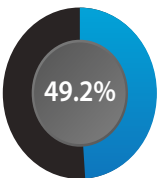


2-Year Target (2024)

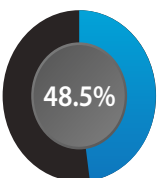


4-Year Target (2026)

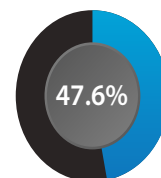
5. Percentage of Pavements of NHS Bridges Classified In Good Condition



Baseline (2022)

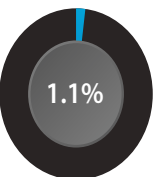


2-Year Target (2024)

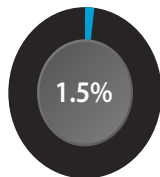


4-Year Target (2026)

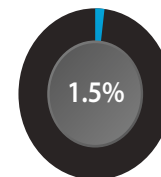
6. Percentage of Pavements of NHS Bridges Classified In Poor Condition



Baseline (2022)



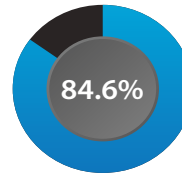
2-Year Target (2024)



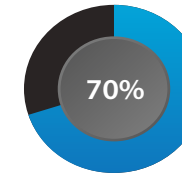
4-Year Target (2026)

PM3 — Roadway System Performance — Adopted Targets

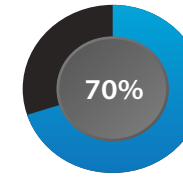
1. Percentage of Person—Miles Traveled on the Interstate that are Reliable



Baseline (2022)

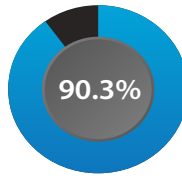


2-Year Target (2024)

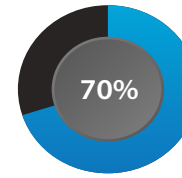


4-Year Target (2026)

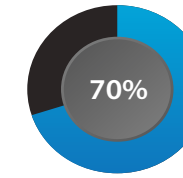
2. Percentage of Person—Miles Traveled on the Non-Interstate NHS that are Reliable



Baseline (2022)

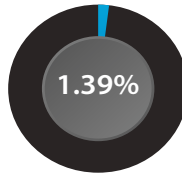


2-Year Target (2024)

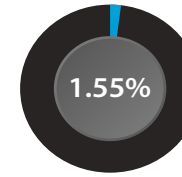


4-Year Target (2026)

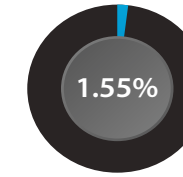
3. Truck Travel Time Reliability (TTR) Index



Baseline (2022)



2-Year Target (2024)



4-Year Target (2026)

II. TRANSPORTATION PERFORMANCE MEASURES & THE 2020-2045 MTP

To support the regional vision, the 2020-2045 MTP includes a series of goals and objectives that are based on policy guidance and community priorities collected during the October 2018 public meetings. Said goals and objectives are aligned with state plans, federal guidelines, and are compliant with the requirements of the FAST Act.



Due to the extensive scope and time horizon of the MTP, the development and implementation of performance measures for MPOs serves as a means to assess how the transportation system is functioning and operating. Performance measures can inform the decision-making process and improve accountability for the efficient and effective implementation of programs and projects. Performance measures serve the following functions for LWCAMPO:

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

III. FY 2023-2026 LWCAMPO TIP ANALYSIS

As per federal law, LWCAMPO staff have reviewed projects in the TIP for compliance with the aforementioned performance measures. Likewise, staff will review any amendments made to the TIP to determine their relevance in the advancement of goals and objections of the aforementioned performance measures.

SHORT RANGE PROJECTS & RELATED PM LISTED IN THE TIP

LWCAMPO has developed a TIP that contains projects that are consistent with MTP, i.e. reflects the current MTP’s established investment priorities, and is designed towards achieving the established performance targets. The following tables provide a summary of the short-range projects, listed in the current TIP, and their respective contribution towards meeting the adopted performance measures.

| CSJ | Project | Limits | | PM1 | PM2 | PM3 | PM4 | PTASP | Comments |
|----------------|-------------|--|------------------------------|------------------------------|-----|-----|-----|-------|---|
| | | From | To | | | | | | |
| FY 2023 | | | | | | | | | |
| 1 | 0086-01-073 | SH 359 Widening | 4.06 mi E of SL 20 | 8.935 mi E of SL 20 | ● | | ● | | Widening of roadway from 3 lanes to 5 lanes. Project includes widening of center turn lane and shoulders. Improvements will support travel time reliability and operational safety. |
| 2 | 0086-02-023 | SH 359 Widening | 8.935 mi E of SL 20 | 9.830 mi E of SL 20 | ● | | ● | | Widening of roadway from 2 lanes to 4 lane divided highway will improve safety & travel time reliability. |
| 3 | 0086-14-088 | US 59 (Loop 20) Reconstruction | 0.36 mi S of University Blvd | 0.51 mi S of Shiloh Dr. | ● | ● | ● | | Reconstruction of existing 6-lane divided highway to a 6-lane freeway facility with 3-lane frontage roads will improve safety. Safety improvements include installation of 14 ft. dual-use path on east side and 3 ft. tall center traffic barrier. |
| 4 | 0086-14-076 | US 59 (Loop 20) Interchange at Shiloh Dr | 0.50 mi S of Shiloh Dr | 0.50 mi N of Shiloh Dr | ● | | ● | | Construction of interchange improves safety and supports travel time reliability. |
| 5 | 0086-14-089 | US 59 (Loop 20) Reconstruction | 0.51 mi S of Shiloh | International Blvd | ● | ● | ● | | Reconstruction of existing 6-lane divided highway to a 6-lane freeway facility with 3-lane frontage roads will improve safety. Safety improvements include installation of 14 ft. dual-use path on east side and 3 ft. tall center traffic barrier. |
| 6 | 0086-14-079 | US 59 (Loop 20) Interchange at University Blvd | 0.50 mi S of University Blvd | 0.50 mi N of University Blvd | ● | | ● | | Construction of interchange improves safety near university and supports travel time reliability by reducing existing conflict point. |
| 7 | 0086-14-075 | US 59 (Loop 20) Interchange at Del Mar | 0.50 mi S of Del Mar Blvd | 0.50 mi N of Del Mar Blvd | ● | | ● | | Construction of interchange improves safety and supports travel time reliability. |

| CSJ | Project | Limits | | PM1 | PM2 | PM3 | PM4 | PTASP | Comments |
|----------------|-------------|---|-------------------------------------|---------------------------|-----|-----|-----|-------|---|
| | | From | To | | | | | | |
| FY 2024 | | | | | | | | | |
| 1 | 0922-33-213 | World Trade Bridge Expansion | World Trade Bridge | | ● | | ● | | Promotes safety & travel time reliability, especially for freight trucks.(Expands capacity from 8 lanes to 16 lanes). |
| 2 | 0086-14-087 | US 59 (Loop 20) Reconstruction | 0.4 mi N of E Corridor Rd (Airport) | 0.50 mi N of Del Mar Blvd | ● | | ● | | Reconstruction of existing 6-lane divided highway to a 6-lane freeway facility with 3-lane frontage roads will improve safety. Safety improvements include installation of 14 ft. dual-use path on east side and 3 ft. tall center traffic barrier. |
| 3 | 0086-14-078 | US 59 (Loop 20) Interchange at Jacaman Rd | 0.50 mi S of Jacaman Rd | 0.50 mi N of Jacaman Rd | ● | | ● | | Construction of new interchange will improve safety and travel time reliability by reducing conflict point. |
| 4 | 3483-02-002 | SH 84 (Hachar-Reuthinger Rd) | FM 1472 | IH 35 W Frontage Rd | ● | | ● | | New location construction of 4-lane divided highway will help relief congestion from FM 1472 by providing an alternative route to I-35. |

| CSJ | Project | Limits | | PM1 | PM2 | PM3 | PM4 | PTASP | Comments |
|----------------|-------------|---|--|--|-----|-----|-----|-------|--|
| | | From | To | | | | | | |
| FY 2025 | | | | | | | | | |
| 1 | 0018-05-089 | IH-35 overpass (reconstructed/new) at Uniroyal Dr. & SH 84 | 0.47 mi S of Uniroyal Interchange | 3.22 mi N of Uniroyal Interchange | ● | ● | ● | | IH-35 overpass (reconstructed/new) at Uniroyal Dr. and SH 84. Improves safety and supports pavement on Interstate Highway targets and bridge condition (increase percentage of Bridge Deck in "good" condition) targets. |
| 2 | 0086-16-008 | Construction of interchange improvement at Lomas Del Sur Blvd | 0.58 mi S of Lomas Del Sur Blvd | 0.721 mi N of Lomas Del Sur Blvd | ● | | ● | | Construction of interchange improvement at Lomas Del Sur Blvd will improve safety and travel time reliability by reducing conflict point. |
| 3 | 0922-33-076 | FM 1472 / Flecha Lane | Intersection of FM 1472 & Flecha Ln | 0.174 mi E of FM 1472 | ● | | ● | | Realignment improves safety (improves Intersection Sight Distance) and supports travel time reliability. |
| 4 | 0922-33-093 | Calton and Santa Maria Interchange | 0.25 mi E of Calton / Santa Maria Intersection | 0.25 mi W of Calton / Santa Maria Intersection | ● | | ● | | Construction of grade separation interchange improves safety and supports travel time reliability. |
| 5 | 0922-33-177 | River Vega Trail | Anna Park | LCC Campus | ● | | | | Construction of new off-street bicycle & pedestrian trail enhances safety. |

| CSJ | Project | Limits | | PM1 | PM2 | PM3 | PM4 | PTASP | Comments | |
|----------------|-------------|---|---------------------------------------|--------------------------------------|-----|-----|-----|-------|----------|---|
| | | From | To | | | | | | | |
| FY 2026 | | | | | | | | | | |
| 1 | 0018-06-185 | New Direct Connector (#3) south of IH35 to east I-69W | 0.5 mi E of IH35 | 0.5 mi N of US59 | ● | | ● | | | New Direct Connector northbound and southbound IH35 to east I-69W will improve safety and travel time reliability. |
| 2 | 0922-33-205 | Vallecillo Rd | FM 1472 | IH35 | ● | | ● | | | New Off-system construction of 4-lane highway, with continuous turn lane, will help relief congestion from FM 1472 by providing an alternative route to I-35. |
| 3 | 0086-14-077 | US 59 (Loop 20) Interchange at Airport | 0.500 mi S of E Corridor Rd (Airport) | 0.50 mi N of E Corridor Rd (Airport) | ● | | ● | | | Construction of new interchange at airport will improve safety and travel time reliability by reducing conflict point. |
| 4 | 0086-14-086 | US 59 (Loop 20) Reconstruction | Business 59 | 0.28 miles South of Jacaman Rd | ● | | ● | | | Converting a 6-lane non-freeway facility to a 6-lane freeway facility with auxiliary lanes and frontage roads will improve safety. Safety improvements include installation of 14 ft. dual-use path on east side and 3 ft. tall center traffic barrier. |

PTASP SAFETY PERFORMANCE FOR EL METRO BY MODE OF SERVICE

The PTASP Final Rule, 49 CFR Part 673.11(a)(3), requires that all public transportation providers must develop an Agency Safety Plan to include safety performance targets (SPTs) based on the safety performance measures established under the National Public Transportation Safety Plan (NSP). The safety performance measures outlined in the NSP were developed to ensure that the measures can be applied to all modes of public transportation and are based on data currently being submitted to the National Transit Database. The safety performance measures included in the NSP are fatalities, injuries, safety events, and system reliability (State of Good Repair as developed and tracked in the Transit Asset Management (TAM) Plan).

LWCAMPO has recently adopted the fourth version of the Laredo Transit Management Inc. (LTMI) PTASP for calendar year 2023. As per the current PTASP, El Metro has met the following STPs in the 2022 Calendar Year:

| 2022 Calendar Year | |
|-------------------------------------|---|
| Fixed Route | Demand Response |
| ✓ Total Number of Fatalities | ✓ Total Number of Fatalities |
| ✓ Total Number of Injuries | ✓ Total Number of Injuries |
| ✓ Total Number of Safety Events | ✓ Total Number of Safety Events |
| ✓ System Reliability (failures/VRM) | ✓ Total Number of Major Mechanical Failures |
| ✓ Annual VRM | ✓ System Reliability (failures/VRM) |
| | ✓ Annual VRM |

The FY 2023-2026 TIP programmed a total of \$69,929,560 (federal and local match) for transit projects. Programmed funding includes: \$67,322,820 in FTA 5307 formula funding to be used for assistance of El Metro Transit bus operations and maintenance; \$1,793,952 in FTA 5339 formula funding to be used for replacing heavy-duty buses and paratransit vans, and bus facility improvements; and FTA 5310 formula funding to be used for capital investments and operation assistance to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding mobility options.