



LAREDO & WEBB COUNTY

AREA METROPOLITAN PLANNING ORGANIZATION

POLICY COMMITTEE

MEETING MINUTES

May 21, 2025

LIVE WEB LINK: <http://laredotx.swagit.com/live>

PUBLIC ACCESS CHANNEL: Spectrum TV channel 1300

I. CHAIRPERSON TO CALL MEETING TO ORDER

Mayor Dr. Victor D. Treviño, Chairperson, called meeting to order at 1:30 P.M.

II. CHAIRPERSON TO CALL ROLL

Juan S. Mendive, MPO Director called roll and verified a quorum existed.

Regular Members Present:

Honorable Dr. Victor D. Treviño, Mayor and LWCAMPO Chairperson

Honorable Tano E. Tijerina, Webb County Judge and LWCAMPO Vice-Chairperson

Honorable Vanessa Perez, Mayor Pro-Tempore, District VII – arrived at 1:37 PM

Honorable Ruben Gutierrez Jr., City Councilmember, District V

Mr. Jed A. Brown, Member-At-Large

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

Regular Members Not Present:

Honorable Ricardo “Richie” Rangel Jr. City Councilmember, District II

Honorable Jesse Gonzalez, Webb County Commissioner, Pct. 1

Honorable John Galo, Webb County Commissioner, Pct. 3

Ex-Officio Members Not Present:

Honorable Judith Zaffirini, State Senator, District 21

Honorable Richard Raymond, State Representative, District 42

Honorable Don McLaughlin, State Representative, District 80

LWCAMPO Staff Present:

Juan S. Mendive, AICP, LWCAMPO Director

Julio A. Niño, LWCAMPO Planner III

Eduardo Bernal, LWCAMPO Planner III

Adriana A. Vigil, LWCAMPO Administrative Assistant

Others:

Sara Garza, TxDOT
Roberto Rodriguez, TxDOT
Jose D. Vargas, TxDOT
Luis M. Villarreal, TxDOT
Rafael Guzman, TxDOT
Ana Duncan, TxDOT
Adriana Munoz, TxDOT
Jaime Ortiz, COL Economic Development
Alberto Quintanilla, COL Traffic
Roberto Pena, COL Traffic
Jeffrey Gonzalez, COL Traffic
Jimmy Deliganis, COL Traffic
Robert J. Garza, EL Metro Transit
Eloisa Mascorro, EL Metro Transit
Guillermo Cuellar, Webb County Engineering
Anthony Garza, Webb County Consultant
Melissa Montemayor, WC-CL RMA/LJA Engineering
Blasita J. Lopez, WC-CL RMA/LJA Engineering
Baltazar Avila, LJA Engineering
Orlando Navarro, Killiam Development, Ltd.
Monisha Khurana, The Goodman Corp.
Yuki Williams, Entech Civil Engineering
Roger Gonzalez, Entech Civil Engineering
Estepan Cruz Entech Civil Engineering
Jack E. Shirk, Jr. ATG/DCCM

CM. Gutierrez, made a motion to **excuse** all members not present.

Second: Judge Tijerina
For: 5
Against: 0
Abstained: 0

Motion carried unanimously.

III. CITIZEN COMMENTS

Speakers are required to fill out witness cards, which must be submitted to MPO Staff no later than 1:45 PM 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 April 16, 2025.

CM. Gutierrez, made a motion to approve the minutes of April 16, 2025.

Second: Judge Tijerina
For: 5
Against: 0
Abstained: 0

Motion carried unanimously.

B. Discussion with possible action to approve Resolution No. MPO 2025-07, supporting and adopting the sixth version of the Laredo Transit Management Inc. (LTMI) Public Transportation Agency Safety Plan (PTASP) and Safety Performance Targets for calendar year 2025 and to incorporate into the metropolitan planning process.

Juan Mendive, MPO Director, stated the item item had been presented annually as part of the required process. He explained that the transit agency, in coordination with El Metro, had prepared a Public Transportation Agency Safety Plan (PTASP) and updated its safety performance targets in accordance with Federal Transit Administration (FTA) requirements. He noted that it was standard procedure for the MPO to review and approve these targets and incorporate them into the metropolitan planning process. Mr. Mendive also informed the Committee that the updated targets had previously been presented to and approved by the Laredo Mass Transit Board, and were now being brought before the MPO Policy Committee for review and formal approval.

Judge Tijerina, made a motion to approve Resolution No. MPO 2025-07, supporting and adopting the sixth version of the Laredo Transit Management Inc. (LTMI) Public Transportation Agency Safety Plan (PTASP) and Safety Performance Targets for calendar year 2025 and to incorporate into the metropolitan planning process.

Second: CM. Gutierrez
For: 5
Against: 0
Abstained: 0

Motion carried unanimously.

C. Discussion with possible action to provide a Letter in Support of the City of Laredo's grant application to the Texas Parks and Wildlife 2026 Local Parks Grant Program for the Lomas Del Sur Park Project.

Mr. Mendive, stated that the item had been submitted by the City of Laredo's Economic Development Department. He explained that the City was applying for a grant through the Texas Parks and Wildlife 2026 Local Parks Grant Program for the Lomas Del Sur Park Project. He noted that staff recommended approval of the request, as the project aligned with the Active Transportation Plan. The proposed improvements would include the addition of trails that support and promote active transportation within the community.

CM. Gutierrez, made a motion to provide a Letter in Support of the City of Laredo's grant application to the Texas Parks and Wildlife 2026 Local Parks Grant Program for the Lomas Del Sur Park Project.

Second:	Judge Tijerina
For:	5
Against:	0
Abstained:	0

Motion carried unanimously.

Judge Tijerina, asked if this item had to go through City Council as well or just through the MPO Policy Committee.

Mr. Mendive, stated that the letter of support was being provided through the MPO however, in order to submit the grant application, the City was required to obtain approval through City Council. He also noted that a representative from the City of Laredo's Economic Development Department was present should the Committee have any questions.

Jaime Ortiz, Economic Development, gave a presentation on the Lomas Del Sur Park Project grant application. He stated that the item had already been presented to and approved by City Council and was now before the MPO Policy Committee to request a letter of support. Mr. Ortiz, provided a brief overview of the project and explained that the City was requesting a total of \$1.5 million through the Texas Parks and Wildlife 2026 Local Parks Grant Program. The grant required a 50/50 match, with \$750,000 in matching funds coming from the City of Laredo—\$500,000 from District I Priority Funds and \$250,000 from park improvement fees. He noted that the grant application deadline was August 1, 2025, and awards were typically announced in January, with the announcement expected in January 2026. The proposed project includes the development of approximately 2.5 miles of walking trail. Phase 1 of the project, for which the current grant is being requested,

would cover half a mile of trail. Mr. Ortiz, stated that the overall project calls for five pedestrian bridges, with one bridge to be constructed during Phase 1. Additional elements of the project include three youth soccer fields, one regulation soccer field, a standard playground, an inclusive playground, picnic tables, benches, 32 parking spaces, and a restroom facility.

Mr. Ortiz, explained that while restrooms were not shown in the master plan graphic presented, the current budget allowed for their inclusion. He also noted that the full master plan extends from Wormser Road to Bianca Road, and Phase 1 covers the central section of the site, including a walking trail around the pond area. Mr. Ortiz, stated that the project was planned to be broken down into three phases: the middle portion as Phase 1, the top portion as Phase 2, and the bottom portion near the parking lot as Phase 3.

Judge Tijerina, inquired about the total estimated cost of the entire project, including all three phases.

Mr. Ortiz, responded that he did not have the cost estimates for Phases 2 and 3, but noted that Phase 1 would cost just under \$1.5 million. He also highlighted how the Lomas Del Sur Park Project aligns with both the Metropolitan Transportation Plan (MTP) and the Active Transportation Plan.

Mayor Pro-Tempore Vanessa Perez arrived at 1:37 PM

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

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

Mr. Jed Brown, RMA Chairperson, provided comments and updates on the status report. He noted that two of the major projects the RMA had been focusing on were the Vallecillo Road Project and the Vision Zero Webb Laredo Safety Action Plan (Safe Streets for All). He shared that the RMA, TxDOT, and the City of Laredo were scheduled to meet the following day to discuss the Vision Zero project and an upcoming grant application for implementation funding, which was due the following month. Mr. Brown, also stated that they were aiming to present the item on the City of Laredo's June 2nd Council agenda. He further reported that the RMA had recently held its quarterly meeting for the Vallecillo Road Project, with participation from a representative of Webb County. Regarding the Springfield Phase IV project, Mr. Brown, stated that construction was well ahead of schedule and the roadway was expected to be completed within a matter of weeks. Additionally, Mr. Brown, provided an update on the Concord Hills Project, noting that a meeting had recently been held and the three property owners involved were close to finalizing the conveyance of their right-of-way. He stated that this progress would likely allow the project to break ground within the next two to three months.

The following report was included as part of the packet:

WC-CL RMA May 2025 Status Report to LWCAMPO

1. **Vision Zero Webb Laredo Safety Action Plan (Safe Streets for All)**- See supplemental memorandum.
2. **The Vallecillo Road Project** – See supplemental memorandum.
3. **Vallecillo Overpass** – While the WC-CL RMA will not be managing the development of the Overpass design, we stand ready to provide information from the Vallecillo Road Project to TxDOT so that the two projects' connections are well coordinated. Coordination meetings continue with all the stakeholders involved in the project. On 1/8/2025, the WC-CL RMA met with TxDOT LRD to obtain further information on the request. On 1/22/2025, the WC-CL RMA met with TxDOT LRD, and the group clarified roles and responsibilities between the implementation of the new overpass and how it will interface with the road project. The relocation of utilities along IH 35 will be conducted by the TxDOT LRD consultant. The group met on 2/18/25 for a status update on the Vallecillo Overpass project. The WC-CL RMA Board of Directors approved taking the lead for the additional ROW and associated environmental clearance changes at the March 26, 2025, Board Meeting. The next quarterly meeting is scheduled for the week of the 19th of May.
4. **Springfield Phase IV** – Similar to Springfield Phase III, the RMA has committed up to \$1 million to the City to assist with the funding of the construction of Phase IV of the project from Hospitality Drive to Bob Bullock Loop. The sponsorship and implementation are subject to the negotiation of an Inter Local Agreement (ILA) between the City and the RMA. The RMA submitted a draft ILA to the City on 4/9/2024. The RMA originally intended to utilize the Category 12 Strategic Partnership dollars for the funding of the project. The RMA has decided to proceed for the construction of this project utilizing the RMA Vehicle Registration Fees. The ILA between the City and the RMA was executed on 9/9/2024. The project has advertised for construction. The PreBid conference occurred on 1/7/2025. The bid opening occurred on 1/17/2025. The City consultant has evaluated the bids to recommend the award of the contract. The construction contract was awarded on 2/18/25 to ALC Construction by the City of Laredo for \$765,299.00. Construction commenced on the 14th of March. The official groundbreaking occurred on 3/24/2025. The total construction duration is scheduled for 90 days. As of 4/26/2025, continuous reinforced concrete pavement has commenced and largely complete.
5. **Concord Hills (Wormser Road/ Lomas Del Sur to Los Presidentes)** – The RMA has committed \$1 million to the development of a new location 1.3 mile, 2-lane minor arterial roadway extension from Los Presidentes to Wormser Road/ Lomas Del Sur within a nominal ROW width of 90' in partnership with the City. The project will provide a parallel route to Cuatro Vientos and provide additional access to the new Laredo Sports Complex and the Municipal Water Park. The sponsorship and implementation are subject to the negotiation of an Inter Local Agreement (ILA) between the City and the RMA. The RMA is working with the City and the property owners for the donation of the ROW and the finalization of the construction cost estimate for the project. The RMA recommitted its

support in funding on the project February 14, 2024, at the February Board Meeting. On November 6, 2024, the WC-CL RMA Board of Directors passed a resolution to sign the ILA between the City and the WC-CL RMA for this project. The City Council approved the ILA on 2/18/25. The City, the Webb County Drainage District and the WC-CL RMA have signed the agreement, and the ILA is now fully executed. The design of the project is ongoing. The engineer anticipates a design submittal to the City of Laredo within the next 2 months. The ROW acquisition is ongoing. The draft parcel plats have been submitted to the City and the City is moving forward with the landowner coordination for acquisition. The City, the WC-CL RMA, the property owners/ developers and Top Site, their civil engineer, met on 5/12/2025 to discuss the progress of the property donation and the status of the project design. The donation agreements are on-going in development and the design is currently at 75% completion.

6. **North Laredo and Cuatro Vientos Transportation Reinvestment Zones (TRZ)** - The RMA is awaiting execution of the ILA with the City to commence the North Laredo TRZ Study. The City notified the WC-CL RMA on 2/13/24 that the City will move forward with drafting and distributing the ILA to the WC-CL RMA and commence the project. The City Council approved a resolution to negotiate and execute the ILA with the WC-CL RMA on 2/18/2025. The North Laredo TRZ Study ILA is pending a final signature from the City of Laredo for full execution as of 3/19/2025.

7. **Other Items:**

- The next WC-CL RMA Board meeting date is to be determined.

There were no questions from the Committee members.

B. Presentation by the Goodman Corporation on the Microtransit Feasibility Study overview and recommendations.

Mr. Mendive, stated that the MPO had been working with El Metro and consultants from The Goodman Corporation on the Microtransit Feasibility Study. He noted that the consultants had presented the study to the Mass Transit Board during that Monday's City Council meeting. Mr. Mendive, also mentioned that a representative from The Goodman Corporation was present to provide a presentation to the Committee. He explained that the purpose of the study was to explore the potential for providing additional transit services in the City of Laredo.

Monisha Khurana, The Goodman Corporation delivered a presentation on the Microtransit Feasibility Study. She began by providing an overview of the current El Metro transit system, describing it as a hub-and-spoke model with all routes converging at the downtown Laredo Transit Center. Ms. Khurana, also noted that El Metro operates a paratransit service called El Lift, which serves individuals with disabilities who are unable to use the fixed-route system. She explained that El Lift operates within a ¾-mile radius of the fixed-route network and provides curb-to-curb service using ADA-accessible vehicles. Ms. Khurana, explained that microtransit is an on-demand, shared

transportation service operating within defined zones, with trips beginning and ending in designated areas. She noted that microtransit can improve the rider experience by offering increased destination access and reduced wait times. The system would be technology-based, requiring a mobile app for rider access. Vehicles used for microtransit would include small buses or minivans that are ADA-accessible. She also shared that her team conducted interviews with seven peer agencies four in Texas and three in other states—that have implemented microtransit, to better understand their challenges and best practices. Based on the study, five potential microtransit zones were identified for Laredo: Zones 1 and 2 are located in north Laredo and consist primarily of industrial land uses; Zone 3 is on the west side; Zone 4 is on the east side; and Zone 5 is in the south. However, Ms. Khurana cautioned that Zone 5 may experience detrimental impacts without further study, and therefore, implementation in that zone was not currently recommended. Ms. Khurana, explained that, as part of their analysis assumptions, they evaluated ridership, costs, and the number of internal trips occurring within each proposed zone. She stated that they attempted to estimate how many of those trips could realistically be served by microtransit. She noted that they anticipated low ridership levels at the program's launch, with ridership expected to increase over time as users become more familiar with the service. Ms. Khurana also mentioned that they evaluated a range of wait times, from 10 to 30 minutes, and explained that shorter wait times would increase operational costs and reduce the number of riders per hour. She presented a cost estimate of \$109.19 per vehicle revenue hour and discussed a potential late-night service that would cover the entire city. This evening service would be divided into North Laredo and South Laredo zones, with a shared transfer area in downtown Laredo. Ms. Khurana, also highlighted the community engagement efforts, including a public survey conducted in Fall 2024 and outreach held in February 2025 at the El Metro Transit Center. In terms of recommendations, she noted that El Metro has sufficient spare vehicles to support an in-house pilot program. The study recommends a two-phase implementation: Phase 1 would include daytime microtransit service in Zones 1 and 3; Phase 2 would add Zones 2 and 4 and introduce a late-night pilot program, along with a fixed-route network redesign. Ms. Khurana, emphasized that marketing would be critical to the success of the service and outlined several potential strategies. In conclusion, she stated that microtransit could be a valuable addition to the City of Laredo, improving the overall rider experience and expanding transit coverage.

Mayor Treviño, asked whether the pick-up and drop-off locations within each microtransit zone would be specific points or if riders could be picked up from various locations.

Ms. Khurana, responded that riders could be picked up and dropped off anywhere within the designated zone. She further explained that to travel from one zone to another, riders would need to transfer to the fixed-route transit system.

CM. Gutierrez, inquired about the success rate of microtransit programs in cities once federal grant funding concludes.

In response, Ms. Khurana stated that there are definitely ways to scale back microtransit operations or adjust service parameters after federal funds end, allowing agencies to tailor the service to local funding levels and rider needs.

Mr. Mendive, mentioned that there were various funding sources that could be used, such as FTA funds for capital expenses, and potential operational funding if El Metro were to eliminate the circulator service, as recommended by the consultants. He noted that this approach would essentially be trading one service for another, rather than introducing an entirely new program. Mr. Mendive, also clarified that the estimated cost of \$109.19 per vehicle revenue hour was a preliminary figure and that, based on data from other communities, the actual cost would likely be lower. He added that while capital funding would be needed for additional vehicles, El Metro already had some vehicles available to begin a pilot program. He concluded by stating that there are several funding sources that could be pursued to support transit capital projects and operations.

CM. Gutierrez asked Mr. Garza whether the introduction of the new microtransit service would impact El Metro's budget, noting that additional staffing would likely be needed to operate the service.

Roberto J. Garza, El Metro Transit, responded that they did not anticipate an increase to their current budget. He explained that they intended to develop a plan that would maintain existing budget levels by identifying and eliminating underperforming fixed routes. Mr. Garza noted that microtransit would be introduced in areas where traditional fixed-route service is not feasible.

Oscar Gomez, El Metro Transit, clarified that while many people might initially compare microtransit to services like taxis or Uber, there are key differences. He explained that microtransit operates within defined zones, with each district divided into specific service areas. As an example, he pointed to the Cuatro Vientos area in South Laredo, where recent development has occurred but where there are currently no fixed bus routes the closest bus stop being approximately three miles away. Mr. Gomez stated that microtransit would enable El Metro to provide transit service within underserved areas like this. He emphasized that as the City of Laredo continues to grow, traditional fixed-route service faces limitations in coverage, and microtransit offers a flexible solution to meet those needs.

C. Presentation by TxDOT on the FM 1472 Segment 1 Feasibility Study.

Roberto Rodriguez, of TxDOT introduced Roger Gonzalez from Entech Civil Engineers, the consultant responsible for the FM 1472 Segment 1 Feasibility Study.

Mr. Epi Gonzalez, TxDOT provided an overview of the project, noting that FM 1472 had been divided into two separate segments, with Entech focusing on Segment 1—from I-69W to approximately two miles north of FM 3338. He explained that this section, roughly seven miles in length, is the more developed portion of the corridor and experiences significant truck traffic. Mr. Gonzalez, stated that the feasibility study began in late

summer 2024. Since then, the project team has held several public meetings and engaged with key stakeholders, including major industry representatives and elected officials in the region. He noted that viable alternatives were presented during spring 2025, and the team anticipates identifying recommended alternatives by summer 2025.

He also shared crash rate data from 2019–2023, showing statewide averages per 100 million vehicle miles traveled. He highlighted that existing traffic volumes along the corridor range from 14,100 to 51,000 vehicles per day, with future volumes projected to increase to between 31,000 and 113,200 vehicles per day. He noted that traffic volumes decrease further north within the project limits. Mr. Gonzalez, reviewed several proposed alternatives, emphasizing one preferred alternative identified after the first public meeting. He concluded by announcing an upcoming public meeting scheduled for Tuesday, June 17, 2025, at the Barbara Fasken Community Center from 6:00 p.m. to 8:00 p.m.

Judge Tijerina asked whether the analysis had considered the impact of other projects and how they might also contribute to improving traffic conditions.

Mr. Gonzalez responded that they had utilized the MPO's travel demand model to conduct their analysis, which includes all previously approved projects. He confirmed that future projects such as Vallecillo Road, Hachar-Reuthinger Road, and other planned improvements were already incorporated into the model. The only exception was the proposed extension, which had not been factored in. For that reason, they conducted a separate analysis to determine how much traffic relief the extension would provide.

Mr. Mendive, stated that, following the TxDOT project updates, there would be an additional presentation on a recently completed Traffic Signal Optimization Project.

D. TxDOT Project Updates.

Jose Vargas, TxDOT Laredo Area Engineer, provided a summary update on TxDOT's ongoing construction projects. He began with a brief overview, stating that TxDOT currently had approximately \$907 million invested in 24 active projects. The scope of these projects included full reconstruction and widening, off-system bridges, reconstruction to interstate standards, safety projects (such as illumination and traffic signals), and preventive maintenance efforts, including overlays, mill and inlay work, and seal coats. Mr. Vargas provided detailed updates on the following ongoing construction projects:

CSJ: 0086-14-075 – US 59 Expansion

This project has an investment of \$344 million and was awarded to James Construction Group. The project is slightly over 20% complete. Mr. Vargas, reported that hot mix was

already being placed in preparation for concrete pavement on the future northbound frontage road. Additionally, retaining walls are under construction where future ramps will be located.

CSJ: 3483-02-002 – SH 84 (Hachar/Reuthinger Road)

This \$122 million project is approximately 34% complete, with an expected completion date in Fall 2027. Mr. Vargas, noted that efforts have been focused on three bridges, including the Sombrerito Creek Bridge, and bridge work is ongoing.

CSJ: 0086-01-073 – SH 359 Widening

This project is currently 55% complete with a total investment of \$50 million. The anticipated completion is Summer 2026. Work continues on extending drainage structures and hauling base material in preparation for reconstruction of the opposite side of the highway.

CSJ: 0086-16-008 – Lomas Del Sur Overpass

Mr. Vargas, announced that the groundbreaking ceremony is scheduled for June 18, 2025, and TxDOT's Public Information Officer, Raul Leal, will be sending out invitations. Construction will begin shortly thereafter. The project has a total investment of \$50 million.

CSJ: 3596-02-006 – SH 255 Rehabilitation

Currently at 11% completion, this project involves the development of new passing lanes. Mr. Vargas, shared that after this phase, the roadway surface will be treated and new hot mix will be placed.

CSJ: 0086-16-019 – Traffic Signal and Illumination Project

This \$2.3 million project is tentatively scheduled to begin in October 2025 and conclude in Summer 2026. It has been awarded to the Levy Company and includes: High Mast Illumination along Cuatro Vientos Road, Illumination from Mangana Hein to Cielito Lindo and Traffic signals at the intersection of Riverbank Drive and IH 69W Frontage Road.

Mr. Vargas, also highlighted additional active and recently completed safety projects, including: A new traffic signal at McPherson Road and Alta Vista Drive, Illumination improvements on SH 359 from US 83 to SL 20, Newly completed traffic signals at FM 1472 and Vidal Cantu, International Boulevard and Woodridge, FM 1472 and FM 3338 and installation of cable barriers on US 83 South from Cielito Lindo to Espejo Molina Road in Rio Bravo.

There were no questions or comments from the committee.

Mr. Mendive, shared that there would be one final presentation from the TxDOT Traffic Safety Division.

Rafael Guzman, TxDOT Director of Operations, provided a brief introduction to the upcoming presentation on the FM 1472 Traffic Signal Timing Optimization project. He explained that this project served as a short-term solution and noted that TxDOT had hired a consultant from ATG DCCM to conduct a study and implement timing improvements.

Jack E. Shick Jr., representing ATG DCCM, presented the findings of the FM 1472 Traffic Signal Timing Optimization Study. He explained that the study focused on a 6.7-mile stretch of FM 1472, from Flecha Lane to FM 3338, and involved optimizing traffic signal timing at 16 intersections during the weekday AM peak, midday peak, and PM peak periods. The primary objective was to improve signal coordination along the corridor to reduce travel times. Mr. Shick, presented the existing conditions analysis, noting that peak congestion typically occurred between 8:15 AM and 9:15 AM, with a secondary peak from 1:30 PM to 2:30 PM. The signal timing updates were grouped into three sections, and he outlined the configuration for each group. He reported that the project significantly reduced travel times and improved coordination between traffic signals, allowing vehicles to move more efficiently through all three groups.

Mayor Treviño, asked whether the signal cycle lengths were adjusted manually or automatically.

Mr. Shick, responded that there was some level of automation in the system and provided an explanation of how the signals operate under the new timing plans.

Mr. Gonzalez, asked whether there were opportunities to implement additional improvements such as dual left-turn lanes to help reduce queuing at intersections. He noted that some left-turn bays appeared to be too short and might need to be extended. He inquired if such modifications could potentially improve traffic operations.

Mr. Shick, responded that their study had not specifically evaluated geometric changes. He explained that the focus had been on developing a signal timing plan that could be implemented within the existing roadway configuration. However, he added that they were still working on the final report and would consider Mr. Gonzalez's suggestions as part of that process.

CM. Perez, emphasized the importance of including recommendations for intersection improvements in the study. She noted that there were at least two intersections that she believed could benefit from the addition of dual left-turn lanes.

VI. DIRECTOR'S COMMENTS

Director's Report May 21, 2025

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

1. MPO 2025 Transportation Alternatives Set-Aside (TASA) Call for Projects:

- On March 19th, 2025, the MPO Policy Committee authorized the TASA Call for Projects.
- The MPO team, in coordination with TxDOT, held two workshops in April for prospective applicants of the ongoing TASA Call for Projects.
- The TASA Call for Projects officially opened on April 11th. Applications will be accepted through May 30th.

2. May is National Bike Month

- The City of Laredo and the MPO Active Transportation Committee held a proclamation ceremony on May 8th, 2025. 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.

3. Texas Transportation Commission Meetings:

- May 21, 2025
- June 20, 2025
- July 31, 2025

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

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

4. Upcoming regularly scheduled MPO meetings:

- Active Transportation Committee – May 28, 2025
- Technical Committee – June 10, 2025
- Policy Committee – June 18, 2025

There were no questions from the Committee members.

VII. COMMUNICATIONS

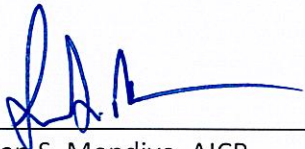
There were no communications from the Committee members.

VIII. ADJOURNMENT

CM. Gutierrez, made a motion to adjourn the meeting at 2:55 P.M.

Second: CM. Perez
For: 6
Against: 0
Abstained: 0

Motion carried unanimously.



Juan S. Mendive, AICP
LWCAMPO Director



Mayor Dr. Victor D. Treviño
LWCAMPO Chairperson