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

DATE: 07-16-25 ITEM: IV.C
SUBJECT: MOTION

Receive public testimony and initiate a 20-day public review and comment period for the draft 2025 Congestion Management Process (CMP) update.

INITIATED BY: STAFF SOURCE:

Staff Juan S. Mendive, MPO Director

PREVIOUS ACTION: None

BACKGROUND:

On May 18, 2015, the MPO Policy Committee received public testimony and approved Resolution No. MPO 2015-05 adopting the first Congestion Management Process (CMP) network and performance measures for the Laredo urbanized area.

MPOs in urbanized areas designated as a Transportation Management Area (TMA) are federally required to develop, implement and update a Congestion Management Process which is an integral part of the metropolitan planning process. Congestion Management is the application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods. The Laredo Webb County Area MPO (LWCAMPO), its staff, and with the support of WSP (consultant) through the contractual agreement for the development of the 2025-2050 Metropolitan Transportation Plan, has updated the Congestion Management Process for the Laredo TMA. Through the planning process associated with the 2025-2050 Metropolitan Transportation Plan (MTP), the Technical Committee was engaged in the development of the CMP objectives and network development. Additionally, Chapter 9 of the 2025-2050 MTP is dedicated to the CMP and serves as the framework in the development of the 2025 CMP update.

The 2025 CMP update includes:

- A two-tiered CMP network
- Congestion data and system performance measures that will be regularly monitored by MPO staff
- Systemwide and corridor level strategies that will be regularly monitored and evaluated for effectiveness by MPO staff
- A process for on-going and periodic data collection and evaluation, which creates a feedback loop that provides decision-makers with information for adjusting current and new strategies
- Graphs, maps, and visualizations to support the analysis of congestion data

Stakeholder collaboration is key to on-going monitoring and evaluation; through stakeholder input, data-sharing, and coordination, the CMP strategies will be adjusted as needed to meet the region's transportation needs. MPO staff is recommending to initiate a 20-day comment period to receive public testimony on the draft 2025 CMP update report which will then be presented to the MPO Policy Committee for adoption and be submitted to the Federal Highway (FHWA).

The full CMP document can be found at the following link:

https://www.laredompo.org/wp-content/uploads/2025/06/DRAFT 2025 CMP.pdf

COMMITTEE RECOMMENDATION:	STAFF RECOMMENDATION:
The Technical Committee recommends approval.	Staff recommends approval.



RESOLUTION NO. MPO 2025-11

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

ADOPTING THE 2025 CONGESTION MANAGEMENT PROCESS (CMP) UPDATE

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

WHEREAS, MPOs in urbanized areas exceeding the 200,000 population threshold designated as a Transportation Management Area (TMA) are federally required according to federal mandates (23 CFR 450.322) to develop, implement and update a Congestion Management Process which is an integral part of the metropolitan planning process; and,

WHEREAS, the 2025 Congestion Management Process Update is integrated into and advances the goals and objectives of LWCAMPO's Metropolitan Transportation Plan (MTP) 2025-2050; and,

WHEREAS, On May 18, 2015, the MPO Policy Committee approved Resolution No. MPO 2015-05 adopting the first Congestion Management Process (CMP) network and performance measures for the Laredo urbanized area; and,

WHEREAS, On July 16, 2025, a 20-day public review and comment period was initiated to solicit public input for the draft 2025 Congestion Management Process Update; and,

WHEREAS, On August 12, 2025, the MPO Technical Committee reviewed the 2025 Congestion Management Process Update and recommended that it for adoption by the Policy Committee; and,

WHEREAS, the LWCAMPO Policy Committee finds that the 2025 Congestion Management Process Update (CMP) meets federal and state requirements; and,

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

SECTION 1: LWCAMPO commits to ongoing data collection and performance monitoring to analyze

congestion challenges and needs, identify congestion management strategies, and

evaluate the effectiveness of implemented actions.

SECTION 2: LWCAMPO will carry out a process for the periodic evaluation of congestion management

strategies using established performance measures. Evaluation results will be shared with the MPO Policy and Technical Committees, all relevant stakeholders, and the public to

guide the selection of future strategies.

SECTION 3: The 2025 Congestion Management Process Update and this resolution are officially

adopted and effective immediately.

SECTION 4: The LWCAMPO Policy Committee authorizes the MPO Director to publish the 2025

Congestion Management Process Update on behalf of the Policy Committee and transmit the document to the Texas Department of Transportation Planning and Programming

Division and the Federal Highway Administration for acceptance.

We certify that the above resolution was passed and adopted on this 17th day of September 2025, at a public meeting of the Policy Committee of the Laredo and Webb County Area Metropolitan Planning

Organization (LWCAMPO),

Honorable Dr. Victor D. Treviño City of Laredo Mayor and Chairperson

of the LWCAMPO Policy Committee

Gonzalez

District Engineer

Juan S. Mendive, AICP

MPO Director

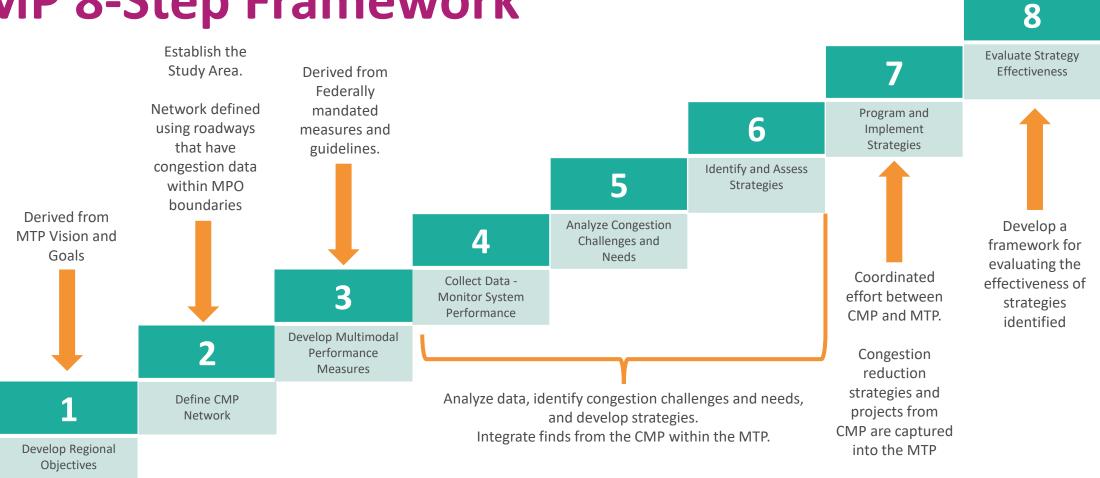


Overview of the Laredo Webb County Area MPO Congestion Management Process

CONGESTION
MANAGEMENT
PROCESS

CONGESTION **MANAGEMENT PROCESS**

CMP 8-Step Framework





Vision Statement

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



Goals and Objectives

Goal 1: Provide a safe transportation system.

• Objective: Promote policies and projects that reduce the number and severity of vehicle collisions.

Goal 2: Provide a reliable transportation system.

- Objective: Encourage a proactive approach to addressing future transportation needs.
- Objective: Promote policies and projects that reduce travel delay.



Goals and Objectives

Goal 3: Provide affordable travel choices for people and goods.

- Objective: Promote the increase of viable, affordable travel choices for people and goods.
- Objective: Promote policies and programs to increase transit ridership on existing services.
- Objective: Promote awareness of multimodal facilities.

Goal 4: A transportation system that promotes economic vigor and long-term quality of life.

- Objective: Promote the efficient and effective connection of people, jobs, goods, and services.
- Objective: Promote the minimization of environmental impact and improved environmental quality.
- Objective: Promote the unique identities and qualities of neighborhoods, communities, and region as a whole.





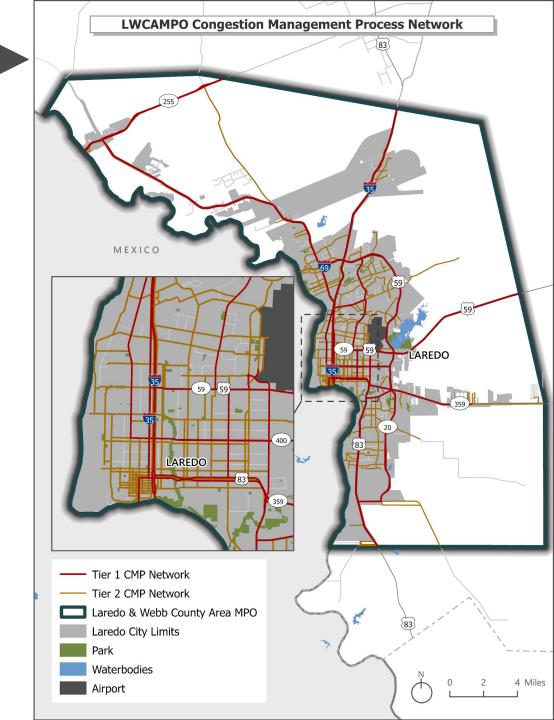
CMP Network

Geographic area of application

System components

- Tier 1 National Performance Management Research Data Set (NPMRDS) Traffic Message Channel (TMC) links.
- Tier 2 Stakeholder defined network links inclusive of the TxDOT Top 100 Congested Roadways, the Strategic Highway Network, the Texas Highway Freight Network, and the TxDOT Roadway Inventory.







Performance Measures

Systemwide Performance Measures

- Speed: A measure of the average speed in miles per hour (mph)
- Travel Time Index (TTI): A measure of average conditions that tells one how much longer, on average, travel times are during congestion compared to during light traffic.
- Planning Time Index (PTI): A measure of how much total time a traveler should allow to ensure on-time arrival.
- **Buffer Time Index (BTI)**: A measure of the extra time (or time cushion) that travelers must add to their average travel time when planning trips to ensure on-time arrival.

Corridor Performance Measures

- Travel Time Index (TTI): A measure of average conditions that tells one how much longer, on average, travel times are during congestion compared to during light traffic.
- Level of Travel Time Reliability (LOTTR): A measure of a traveler's ability to reach a destination within an anticipated timeline.
- Truck Travel Time Reliability (TTTR): A measure of a truck's ability to reach a
 destination within an anticipated timeline.
- Peak-Hour Excessive Delay (PHED): A measure of the annual hours of peak hour
 excessive delay (PHED) per capita; the threshold for excessive delay is based on the
 travel times at 20 miles per hour or 60 percent of the posted speed limit travel time,
 whichever is greater.





Data Collection

Multiple datasets were processed and integrated into a single file. Several data attributes were sourced and integrated into a single GIS shapefile from a variety of datasets.

National Performance Management Research Data Set (NPMRDS) - travel time, speed data, and Average Daily Traffic (AADT)

TxDOT Roadway Inventory – number of lanes, shoulder widths, roadway characteristics

TxDOT Crash Records Information System (CRIS) — crash data

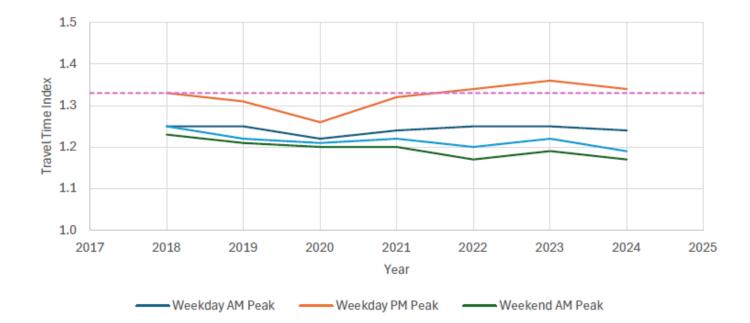




Systemwide Challenges and Needs

Travel Time Index

	Travel Time Index						
	Wee	kday	Weekend				
Year	AM Peak PM Peak		AM Peak	PM Peak			
2018	1.25	1.33	1.23	1.25			
2019	1.25	1.31	1.21	1.22			
2020	1.22	1.26	1.20	1.21			
2021	1.24	1.32	1.20	1.22			
2022	1.25	1.34	1.17	1.20			
2023	1.25	1.36	1.19	1.22			
2024	1.24	1.34	1.17	1.19			



---- Congestion Threshold

Weekend PM Peak

Refer to Appendix A for full analysis

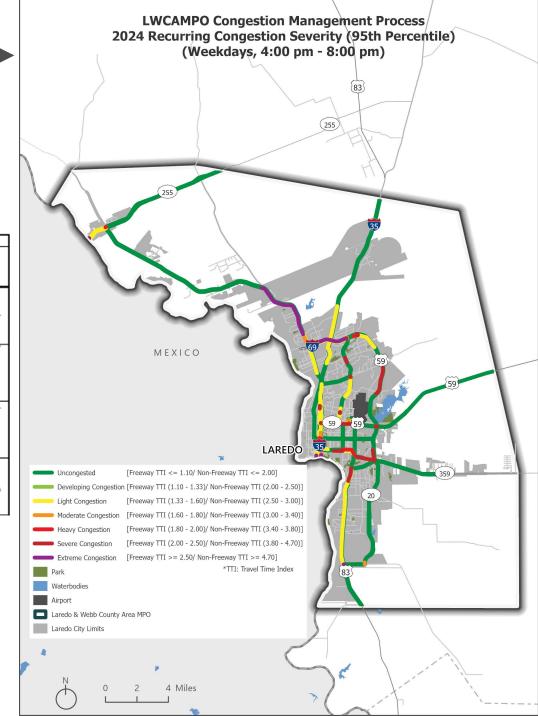


Corridor Challenges and Needs

							ТП		LOTTR		TTTR		PHED
Highway	Segment	Direction	TMC Code	Cross Street and/or Interchange	Period	2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024	2024	Trend 2018-2024
Mines Rd	From I-69W To TX	S			6:00 am - 10:00 am	1.13	^	1.08	~~~		l		
	255			FM-3338/Las	10:00 am - 4:00 pm	1.14		1.05					
			112-16338	Tiendas Rd	4:00 pm - 8:00 pm	1.14		1.06					
				i iciiuas nu	Overnight	1.19	<u></u>	1.07					
					Weekend	1.15		1.07					
					6:00 am - 10:00 am	1.69		1.17					/
				Killam Industrial	10:00 am - 4:00 pm	2.39		1.28					
			112-16337	Blvd	4:00 pm - 8:00 pm	3.18		1.59				319212	
				Diva	Overnight	1.44		1.12	$\overline{}$	<u> </u>			
					Weekend	1.46		1.14	~~				/
					6:00 am - 10:00 am	1.49		1.17	<u> </u>	ļ			
					10:00 am - 4:00 pm	2.12		1.16	<u> </u>	<u> </u>		16815	/
			112-16336	TX-20-LOOP	4:00 pm - 8:00 pm	2.61		1.22		ļ			
					Overnight	1.39		1.18	\				
					Weekend	1.39		1.18	\				
					6:00 am - 10:00 am	1.80		1.27		ļ			\land
					10:00 am - 4:00 pm	2.03		1.17		ļ			/ \
			112N16336		4:00 pm - 8:00 pm	2.32		1.28		ļ		37279	/ \
					Overnight	1.62		1.25		ļ			/
					Weekend	1.66	~	1.33	^\				/

Refer to Appendix B for full analysis







Systemwide Congestion Management Strategies

- Transit Operations and Management
- Travel Demand Management
- Arterial Management
- Freeway management
- Freight Management
- Emergency/Incident Management

- Work Zone Management
- Special Event Management
- Travel Weather Management
- Traveler Information
- Non-Motorized Transportation
 Strategies
- Capacity Adding Strategies



Corridor Congestion Management Strategies

Recurring Congestion Strategies

Strategies that aim at resolving recurring congestion. Recurring congestion is generally predictable, regularly occurring, and typically caused by excess demand compared to the capacity of the system.

Non-recurring Congestion Corridor Strategies

Strategies that aim at resolving non-recurring congestion. Non-recurring congestion causes unreliable travel times and is caused by transient events such as traffic incidents, weather conditions, work zones, or special events.

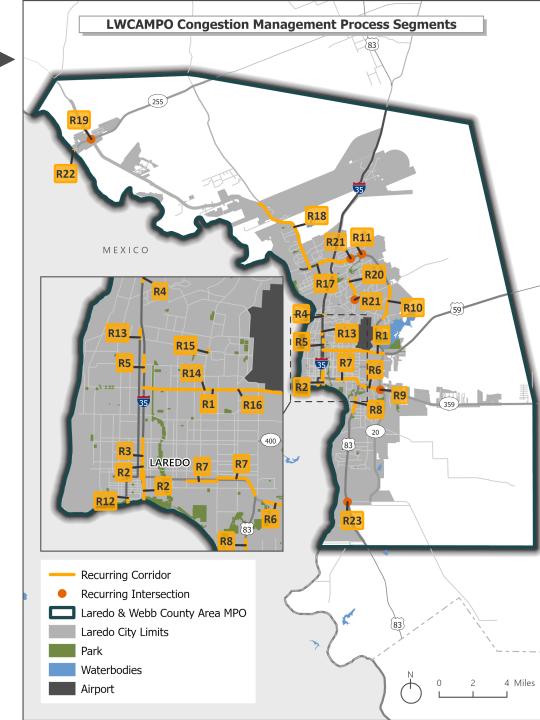


Recurring Congestion Strategies

Corridor ID	Corridor	Recommended Strategy
R1	Lloyd Bentsen Hwy From IH-35 To Bob Bullock Loop	Improve Signal Operations
R2	IH-35 from Juarez-Lincoln POE to Park St	Monitor Facility Performance
R3	IH-35 from US 83 to Park St	Recommendation is an ICE Study and Intersection Improvement
R4	IH-35 SB at Exit 2	Provide Adequate Weaving Distance (e.g. Ramp Relocation)
R5	IH-35 NB at Exit 4	Provide Adequate Weaving Distance (e.g. Ramp Relocation or Auxiliary Lane)
R6	SH 359 from US 83 to Loop 20	Access Management and Intersection/interchange improvements
R7	US 83 from Cedar Ave to SH 359	Signal Optimization and Coordination, Increase Capacity
R8 U	US 83 from San Luis St to Jaime Zapata Memorial Highway	Signal Optimization and Coordination, Increase Capacity and Access
		Management
R9	Interchange of Bob Bullock Loop at SH 359	ICE Study and Signal Optimization
R10	Bob Bullock Loop from Jacaman Rd to Del Mar Blvd	Increase Capacity, Signal Optimization
R11	Interchange of Bob Bullock Loop at International Blvd	ICE Study
R12	Convent Avenue POE	Implement TSMO strategy to POE Operation
R13	San Bernardo Ave at W Calton Rd	Increase Capacity, Signal Optimization
R14	McPherson Ave at US 59	Increase Capacity, Signal Optimization
R15	McPherson Ave at E Calton Rd	Increase Capacity, Signal Optimization
R16	N Bartlett Ave at US 59	Increase Capacity, Signal Optimization
R17	IH-69 W from FM-1472 to McPherson Ave	Capacity Improvement
R18	FM 1472 from Las Tiendas Rd to IH-69W	Capacity Improvement and ICE
R19	TX 255 at FM 1472	ICE Study
R20	McPherson Ave from Shiloh Dr to International Blvd	Increase Capacity, Signal Optimization, ICE Study
R21	McPherson Ave at Del Mar Blvd and	Increase Capacity, Signal Optimization, ICE Study
	McPherson Ave at Bob Bullock Loop	·
		Local Control TCM 40 student to DOF Occupies
R22	Colombia POE	Implement TSMO strategy to POE Operation



- ICE = Intersection Control Evaluation
- TSMO = Transportation Systems Management & Operations
- POE = Port of Entry

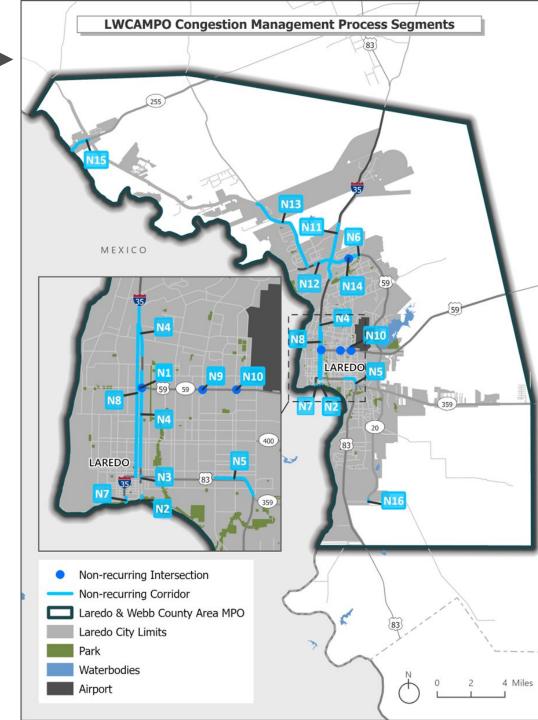


Non-recurring Congestion Strategies

Corridor ID	Corridor	Recommended Strategy
N1	IH-35 at Lloyd Bentsen Hwy	Improve Signal Operations
N2	IH-35 from Juarez-Lincoln POE to Park St	Advance Warning Signs, Implement ITS Solutions to POE
N3	San Dario Ave at US 83	Install Lane Assignment and Advance Warning Sign
N4	IH-35 Southbound between US 83 and Mann Rd	Frontage Road Operation, and/or Potential Ramp Relocation, and/or Driver Education Campaigns
N5	US 83 from N Meadow Ave and SH 359	Improve Existing Traffic Signal, Conduct ICE Study, Install Advance Warning Sign
N6	IH-69 W from Sandia Dr to International Blvd	Frontage Road Operation, and/or Potential Ramp Relocation, and/or Driver Education Campaigns
N7	Convent Avenue POE	Advance Warning Signs, Implement ITS Solutions to POE
N8	San Bernardo Ave	ICE Study
N9	Intersection of McPherson Ave at Saunders St, Southbound Approach Receiving Lane	Install High Visibility Lane Marking and Advance Warning Sign
N10	Intersection of N Bartlett Ave at E Saunders St, Southbound Approach	Install High Visibility Lane Marking, Advance Warning Sign and Driver Education Campaigns
N11	laterale and a between HI 25 and HI COM	December 1 Advantage Marries Circ
N12	Interchange between IH-35 and IH-69 W	Reconfigure Interchange, Advance Warning Sign
N13	FM 1472 from FM 3338 to IH-69 W	Truck Lane Assignment, Advance Warning Sign
N14	Interchange of US 59 and McPherson Rd	Access Management and ICE Study
N15	Colombia POE	Advance Warning Signs, Implement ITS Solutions to POE
N16	Intersection of Cuatro Vientos Rd at Mangana Hein Rd	ICE Study



- ICE = Intersection Control Evaluation
- ITS = Intelligent Transportation Systems
- POE = Port of Entry





Implementation Levels

Regional

- Responsible: MPO
- Mechanism: Fiscally constrained
 MTP and TIP
- Funding: State/Federal

Corridor

- Responsible: TxDOT, El Metro, City of Laredo, Webb County, RMA
- Mechanism: Capital improvement programs
- Funding: Local/State/Federal

Project

- Responsible: TxDOT, El Metro, City of Laredo, Webb County, RMA
- Mechanism: Capital improvement programs
- Funding: Local/State/Federal



Integration of MTP and CMP

- Establishing the linkage between the CMP and the longrange transportation process is important for developing cohesive solutions to regional congestion.
- The recommendations of the CMP are reflected in the 2025-2050 MTP.
- CMP was considered and incorporated throughout the MTP project identification, evaluation, prioritization, and financially constrained project list.

• Two MTP object project evaluation criteria assessed project contribution to the CMP:

System Reliability
Innovation and Technology

 Not applicable to LWCAMPO: For MPOs in nonattainment of air quality standards, capacity adding projects programmed in the MTP must be identified as congestion management strategies in the CMP.



CONGESTION MANAGEMENT PROCESS

Integration of MTP & CMP

#	MTP 2050 GOAL	Evaluation Criteria	Data Source	Data Analysis	Scoring Methodology
4	System Reliability - Provide an efficient surface transportation system that maintains travel time reliability and reduces congestion	Does the project address a currently congested facility? For new location roadways, does the project address a parallel facility that is currently congested? Is the project located on the CMP Network?	Texas Department of Transportation - LWCAMPO Travel Demand Model	Utilize LOS of base year TDM	 LOS F -10 Points LOS E - 8 Points LOS D - 6 Points LOS C - 4 Points LOS B - 2 Points LOS A - 0 Points All bicycle, pedestrian, and transit improvements receive 10 Points Located on CMP Network, receives 10 points automatically
5	Innovation and Technology - Leverage latest research and technologies to enhance the transportation system	Does the project support alternative fuel stations and corridors? Does the project serve as a congestion management strategy from the Congestion Management Process (CMP)? Does the project deliver improvements through innovation and technology?	Texas Department of Transportation Statewide Planning Map - Texas Alternative Fuel Corridors, EV Charging Study Areas, Alternative Fuel Stations	Connectivity to Texas Alternative Fuel Corridors, EV Charging Study Areas, Alternative Fuel Stations. Project description for congestion management strategies, ITS, etc.	Yes - 10 PointsNo - 0 points

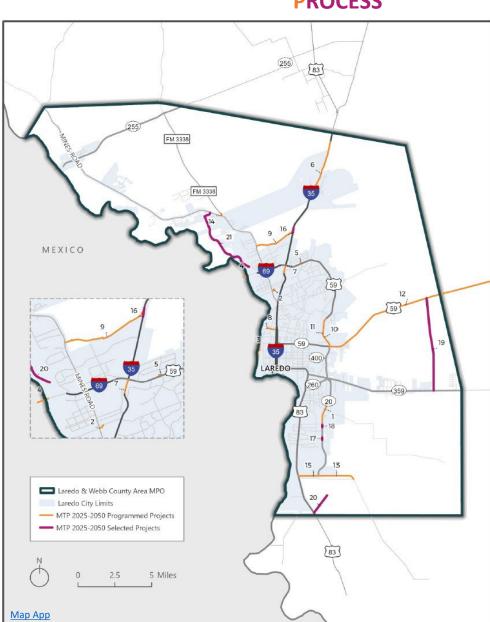


2025-2050 MTP Fiscally Constrained Project List on CMP Network

Map#	Project Name	Let Year	Project Description	On CMP Network
1	SL 20 Interchange at Lomas Del Sur Blvd.	2025	Construction Of Interchange Improvement at Lomas Del Sur Blvd	/
2	FM1472 / Flecha Lane		Realignment Of Flecha and Las Cruces	✓
3	River Vega Trail 20.		Construction Of River Vega Multiuse Alternative Transportation Trail	
4	4 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 Lanes By Building A New 8-Lane Bridge Adjacent To The Existing Bridge For A Total Of 16 Lanes After Completing Of The Project.	*
5	NEVI Charging Station	2025	Install 8 Direct Current Fast Charge Ports Along the Electric Alternative Fuel Corridors (IH 35)	*
6	Replace Bridge at Uniroyal Dr.	2026	Ih-35 Reconstruction & Interchanges (Reconstructed/New) @Uniroyal Dr & SH84	1
7	Direct Connector #3 and # 6	2026	New Direct Connector (#3, #4 And #6) Northbound And Southbound IH35 To US59 EB	1
8	Calton and Santa Maria Interchange	2026	Construction of a Grade Separation Interchange	✓
9	Vallecillo Road	2027	Construction of Vallecillo Road 4-Lane Off-System Hwy with Continuous Turn Lane	
10	US 59 (Loop 20) Interchange at Airport 2028		Construction of Interchange at Airport	1
11	US 59 (Loop 20) Reconstruction 2028		Converting a 6-Lane Non-Freeway Facility to a 6-Lane Freeway Facility with Auxiliary Lanes and Frontage Roads	✓
12	US 59 Widening (Future IH 69)	2031	Widen Existing Roadway to 4-Lane Divided (Future I-69 Corridor)	✓
13	Mangana-Hein Expansion Segment 1	2033	Widen Mangana-Hein Roadway From 2 Lanes To 4 Lanes	
14	FM 3338 / FM 1472 Realignment	2033	Realignment Of Intersection FM 1472/FM 3338	1
15	Mangana-Hein Expansion Segment 2	2034	Widen Mangana-Hein Roadway From 2 Lanes To 4 Lanes	1
16	Vallecillo Road Interchange at IH 35	2030	New Interchange at Vallecillo Roadway	1
17	SL 20 Interchange at Cielito Lindo Blvd.	2030	Construction Of Interchange Improvement at Cielito Lindo Blvd	✓
18	SL 20 Interchange at Sierra Vista Blvd.	2030	Construction Of Interchange Improvement at Sierra Vista Blvd	✓
19	Laredo Outer Loop, Segment 5	2034	Construction New 4-Lane Divided Highway - Future Laredo Outer Loop Segment 5	
20	Loop 20 Extension, Segment 3B	2034	Construction New 4-Lane Divided Highway Rio Bravo Extension Segment 3B	
21	River Road	2040	New Location Roadway Serving as A Non-Commercial Parallel Alternate Route to FM 1472 That Will Also Have Connectivity To FM 1472 From Existing Developments Between The Two. This Is 4-Lane Divided with Shared Use Paths on Both Sides.	



CONGESTION MANAGEMENT PROCESS





Strategy Effectiveness

Evaluation of strategy effectiveness is an on-going process as part of the living CMP. The primary goal of this step is to ensure that implemented strategies are effective at addressing congestion as intended, and to make changes based on the findings as necessary.

System-level performance evaluation

Regional analysis of historical trends to identify improvement or degradation in system performance, in relation to objectives.

Strategy effectiveness evaluation

Project-level or program-level analysis of conditions before and after the implementation of a congestion mitigation effort.



On-Going Evaluation & Update Cycle

Ongoing Evaluations

- On-going and periodic data collection and strategy evaluation process creates a feedback loop that provides decision-makers with information for adjusting current strategies or envisioning new strategies. (i.e. PM analysis, recent FM1472 traffic signal optimization)
- Strategies will be regularly monitored by MPO staff and communicated to the MPO Technical and Policy Committees.
 An annual report will be provided to the Committees.
- Stakeholder collaboration is key to on-going monitoring and evaluation; through stakeholder input, data-sharing, and coordination, the CMP strategies will be adjusted as needed to meet the region's transportation needs.

Formal Updates

- The LWCAMPO commits to linking the formal CMP update to the MTP development cycle.
- This linkage allows the update of the CMP to inform the development and selection of projects in the MTP that are inclusive of congestion management strategies.
- The MPO submits the System Performance Reporting to USDOT to provide evaluation (i.e. PM 3)



