Table of Contents	Introduction	Purpose	Definition of Area
PIP / PPP	Project Selection Process	Progress From Previous Year	Transportation Performance Management
Public Transportation Agency Safety Plan	Summary	Air Quality Issues	ADA
Grouped Statewide Projects	Highway Projects & Financial Summary	Transit Projects & Financial Summary	MPO Self-Certification
Glossary of Terms	Acronyms	Appendix A	Appendix B

Appendix 'B'

LWCAMPO FY 2025-2028 TIP Analysis

Performance Measures Timeline

Moving Ahead for Progress in the 21st Centruy (MAP-21)

July 6 2012

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

Fixing America's Surface Transpotation (FAST) Act

December 4 2015

The FAST Act continued the HSIP with only minor changes.

- The FAST Act confirmed the overall purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements.

Infrastructure Investment and Jobs Act (IIJA)

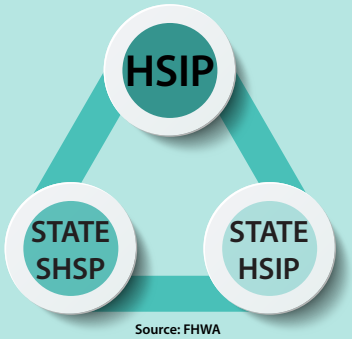
(Public Law 117-58, also known as the "Bipartisan Infrastructure Law (BIL)"

November 15 2021

The BIL continues the Highway Safety Improvement Program (HSIP) with several new requirements and increased funding levels (Note: Please refer to the BIL Fact Sheet for further Details).

- BIL emphasizes the importance of vulnerable road user safety as part of the HSIP by introducing a vulnerable road user safety special rule and requiring all States to develop a Vulnerable Road User Safety Assessment.
- BIL also allows States to use up to 10% of their HSIP funds on specified safety projects.

Relationship Between HSIP, State HSIP, And State SHSP



Source: FHWA

Purpose of the Highway Safety Improvement Program (HSIP)

The BIL continues the HSIP to achieve a significant reduction in traffic fatalities & serious injuries on all public roads, including non-State-owned public roads & roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

Vulnerable Road User Safety Special Rule

The BIL establishes a new special rule, which—

- applies to each State in which vulnerable road user fatalities account for not less than 15% of all annual crash fatalities; and
- requires a State subject to the special rule to obligate not less than 15% of its HSIP funds the following FY for highway safety improvement projects to address vulnerable road user safety. [§ 11111(a)(5); 23 U.S.C. 148(g)(3)]

Source: FHWA BIL Fact Sheet

Performance Measure Overview

Safety — PM1

- Number of Fatalities
- Rate of Fatalities
- Number of Serious Injuries
- Rate of Serious Injuries
- Number Non-Motorized Fatalities & Serious Injuries

Pavement & Bridge Condition — PM2

- IH Pavement *in Good Condition*
- IH Pavement *in Poor Condition*
- NHS Pavement *in Good Condition*
- NHS Pavement *in Poor Condition*
- Bridge Deck *in Good Condition*
- Bridge Deck *in Poor Condition*

Roadway System Performance — PM3

- IH Travel Time Reliability
- NHS Travel Time Reliability
- Freight Travel Time Reliability

Transit Asset Management — TAM

- **Rolling Stock** (*Revenue Vehicles*)
- **Equipment** (*Non-Revenue Vehicles*)
- **Facilities** (*Transit Economic Requirement Model (TERM) Rating*)
- **Infrastructure** (*Performance Restrictions*)

Public Transportation Agency Safety Plan — PTASP

- Number of Fatalities
- Rate of Fatalities
- Number of Injuries
- Rate of Injuries
- Number of Safety Events
- Mean Distance Between Major Mechanical Failures

Background: Transportation Performance Measurent

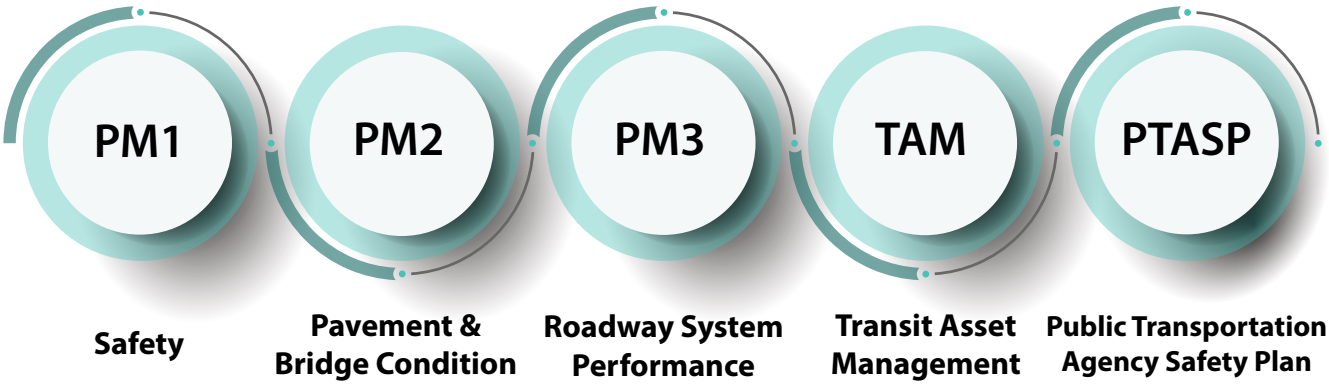
The Federal Highway Administration (FHWA) defines Transportation Performance Management (TPM) as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. State Departments of Transportation (State DOTs) and Metropolitan Planning 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 wells as the means to monitor the progress of attaining federal goals. MPO's, within Texas, may establish HSIP targets by either:

If an MPO agrees to support a State HSIP target, the MPO would...	If an MPO establishes its own HSIP target, the MPO would..
• Work with the State & safety stakeholders to address areas of concern for fatalities or serious injuries within the MPA • Coordinate with the State & include the safety performance measures and the State's HSIP targets for those measures in the MTP • Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures & targets described in other State safety transportation plans & processes such as applicable portions of the HSIP, including the SHSP • Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety target	• Establish HSIP targets for all public roads in the MPA in coordination with the State • Estimate vehicles miles traveled (VMT) for all public roads within the MPA for rate targets • Coordinate with the State & include the safety performance measures & the MPO's safety targets for those measures in the MTP • Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures & targets described in other State safety transportation plans & processes such as applicable portions of the HSIP, including the SHSP • Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets

Source: FHWA MPO Safety PM Fact Sheet

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 2024 targets for the PM1 Safety Targets, as well those of the 2023 PM2 Pavement and Bridge Conditions, and the PM3 Roadway System Performance. The aforementioned performance measures are detailed in Resolution(s) No. MPO 2024-03, No. MPO 2023-06, and No. MPO 2023-07, respectively. Thereafter, the respective targets for PM1, and PM2 have been updated in support of the most current TxDOT Targets, via Resolution(s) No. MPO 2025-02 (2025 PM1 Targets — February 19, 2025), followed by No. MPO 2026-03 (2026 PM1 Targets — January 21, 2026), and No. MPO 2025-03 (PM2 Targets — March 19, 2025). It should be noted,however, that the safety targets for 2025 remained the same as the 2024 safety targets, as instructed by TxDOT Transportation Planning and Programming Division (TPP) on December 18, 2024. The most current targets are illustrated in the following pages:

PM1— Safety Performance Measures

1. Number Of Traffic Related Fatalities

2026 Calendar Year Target

2. Rate Of Traffic Related Fatalities per 100 million VMT

2026 Calendar Year Target

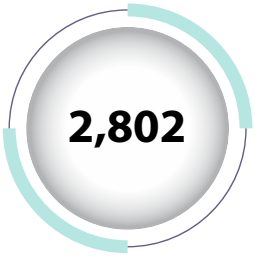
3. Number Of Traffic Related Serious Injuries

2026 Calendar Year Target

4. Rate Of Traffic Related Serious Injuries per 100 million VMT

2026 Calendar Year Target

5. Number Of Non-Motorized Fatalities & Serious Injuries

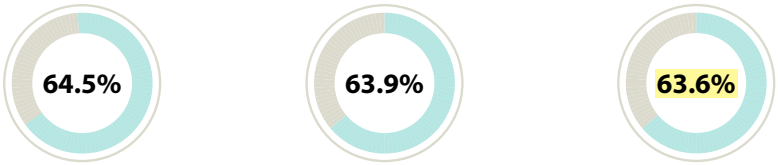


2026 Calendar Year Target

PM2— Pavement & Bridge Conditions

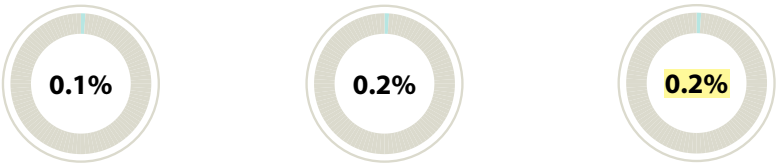
1. Percentage of Pavements of the Interstate System in Good Condition

FY 2025



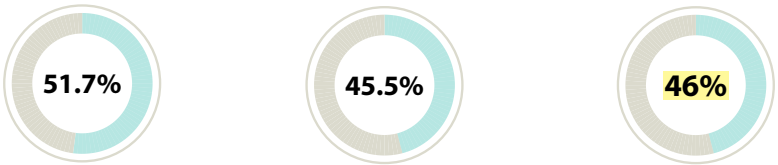
2. Percentage of Pavements of the Interstate System in Poor Condition

FY 2025



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

FY 2025

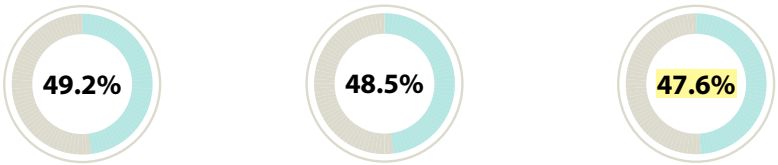


4. Percentage of Pavements of the Non-Interstate NHS in Poor Condition

FY 2025

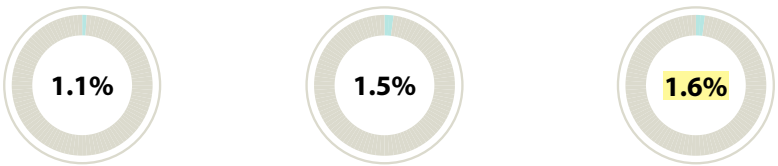
5. Percentage of NHS Bridges Classified in Good Condition

FY 2025



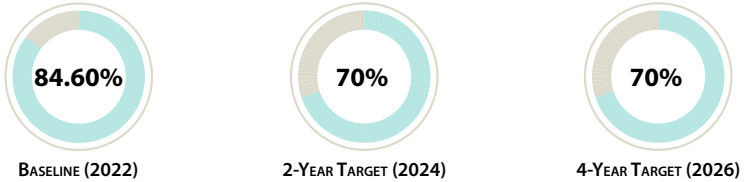
6. Percentage of NHS Bridges Classified in Poor Condition

FY 2025

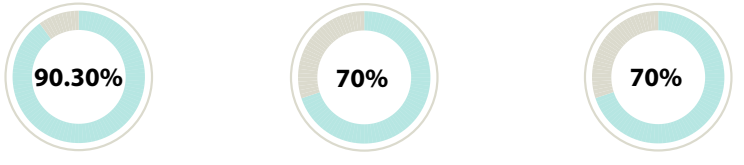


PM3— Roadway System Performance

1. Percentage of Person-Miles Traveled That Are Reliable



2. Percentage of the Person-Miles on the Non-Interstate NHS That Are Reliable



3. Truck Travel Time Reliability (TTTR) Index

Transportation Performance Measures & the 2025-2050 MTP

To support the regional vision, the 2025-2050 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.

Vision: Develop a transportation system that offers safe, efficient, affordable travel choices for people and goods, while supporting economic development & long-term quality of life

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.

Short Range Projects & Related PM Listed in the FY 2025-2028 TIP

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. It should be noted that the following revisions were approved by the MPO Policy Committee and implemented into the current TIP:

- On 11/20/2024 an Administrative Modification to the TIP updated the letting dates of the Calton and Santa Maria Interchange and the Replace Bridge at Uniroyal Projects, from FY 2025 to FY 2026, as well as updated the Springfield Extension Phase 4 Project's funding source from federal to local funding.
- On 04/16/2025 Resolution No. MPO 2025-04 amended the limits of the New Direct Connector (#'s 3, 4, and 6) Project (to read ***From*** 0.187 mi south of IH 35/US 59 int., ***To*** 0.205 mi north of IH 35/US 59 int.).
- On 10/15/2025 Resolution No. MPO 2025-12: Amended the existing Vallecillo Road project description of to read "Construction of Vallecillo Road 4-lane off-system highway with raised median" to adequately describe the construction phase(s).
  - Reprogrammed US 59 (SL 20) Interchange at Airport project by removing it from the current 2025-2028 TIP as the updated proposed letting date for this project has been changed to (October 2028) FY 2029 and is outside of the current TIP years.
  - Reprogrammed US 59 (SL 20) Reconstruction project by removing it from the current 2025-2028 TIP as the updated proposed letting date for this project has been changed to (October 2028) FY 2029 and is outside of the current TIP years.
  - Amended to include the Columbia International Bridge project to the current 2025-2028 TIP under FY2028.
  - Increased the estimated construction cost of the Replace the Bridge at Uniroyal Dr. project by $41,144,564 (i.e. from $254,133,312 to $295,277,876), via an Administrative Modification.
  - Decreased the estimated construction cost by $20,000,000 (i.e. from $113,505,334 to $93,505,334), via an Administrative Modification.
- On 01/21/2026 Resolution No. MPO 2026-01 revised the project details including the project description, project sponsor, project location, and federal funding amounts as requested by TxDOT.
  - Amended project description to read "Install 7 Direct Current Fast Charge Ports along the Electric Alt Fuel Corridors plus 5 years of operations and maintenance"
  - Amended the project sponsor from Circle K Stores, Inc. to Tesla, Inc.
  - Amended the project location from 619 Crossroads Ave. to 6627 San Dario Ave.
  - Decreased the construction cost from $1,304,115 to $835,484
  - Updated the letting year of the NEVI charging station project from FY 2025 to FY 2026

FY 2025-2028 TIP Short Range Project List

LWCAMPO has developed a TIP that contains projects that are consistent with the most current version of the 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.

FY 2025

	CSJ	PROJECT	LIMITS FROM	LIMITS TO	PM1	PM2	PM3	TAM	PTASP	COMMENTS
1	0086-16-008	SL 20 Interchange at Lomas Del Sur Blvd.	0.580 MILES SOUTH OF LOMAS DEL SUR BLVD.	0.721 MILES NORTH OF LOMAS DEL SUR BLVD.	●		●			**Primary Goal Addressed:** Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements) / **Secondary Goal Addressed:** Promote Safety (Reduce crashes & fatalities through targeted infrastructure improvements)
2	0922-33-076	FM1472 / Flecha Lane	INTERSECTION OF FM 1472 AND FLECHA LN.	0.174 MILES EAST OF FM 1472	●		●			**Primary Goals Addressed**: Promote Safety (Reduce crashes & fatalities through targeted infrastructure improvements) & Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements)

FY 2026

	CSJ	PROJECT	LIMITS FROM	LIMITS TO	PM1	PM2	PM3	TAM	PTASP	COMMENTS
1	**0018-05-089**	**Replace Bridge at Uniroyal Dr**	0.47 MI S OF UNIROYAL INTERCHANGE	3.22 MI N OF UNIROYAL INTERCHANGE	●	●	●			**Primary Goal Addressed**: Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements) / **Secondary Goals Addressed**:Promote Safety (Reduce crashes & fatalities through targeted infrastructure improvements) & Preserve Our Assets (Maintain and preserve system / asset conditions throught targeted infrastructure rehabilitation, restoration, & replacement)
2	**0018-06-185**	**Direct Connector # 3, 4, & 6**	**0.187 mi south of IH35/US59 int.**	**0.205 mi north of IH35/US59 int.**	●		●			**Primary Goal Addressed**: Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements) / **Secondary Goal Addressed**: Promote Safety (Reduce crashes & fatalities through targeted infrastructure improvements)
3	**Local Funding**	**SPRINGFIELD Extension PH 4**	Hospitality Drive	US 59 NBFR	●		●			**Primary Goal Addressed**: Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements) **Secondary Goal Addressed**: Promote Safety (Reduce crashes and fatalities through targeted infrastructure improvements, technology applications & education)
3	**5000-00-234**	**NEVI charging station**	**6627 San Dario Ave, LAREDO, TX**				●			**Primary Goal Addressed**: Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements)

FY 2027

	CSJ	PROJECT	LIMITS FROM	LIMITS TO	PM1	PM2	PM3	TAM	PTASP	COMMENTS
1	**0922-33-093**	**Calton and San Maria Interchange**	0.25 MI EAST OF CALTON/SANTA MARIA INTERSECTION	0.25 MI WEST OF CALTON/SANTA MARIA INTERSECTION	●		●			**Primary Goals Addressed**: Promote Safety (Reduce crashes & fatalities through targeted infrastructure improvements) & Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements)
2	**0922-33-177**	**River Vega Trail**	ANA PARK	LCC CAMPUS	●					**Primary Goal Addressed**: Promote Safety (Reduce crashes & fatalities through targeted infrastructure improvements) **Secondary Goal Addressed**: Optimize System Performance for TAP-Trails Network (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements)

FY 2028

	CSJ	PROJECT	LIMITS FROM	LIMITS TO	PM1	PM2	PM3	TAM	PTASP	COMMENTS
1	**0922-33-205**	**Vallecillo Road**	FM 1472	IH 35	●		●			**Primary Goal Addressed**: Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements) / **Secondary Goal Addressed**: Promote Safety (Reduce crashes & fatalities through targeted infrastructure improvements, i.e. *raised median*)
2	0922-33-213	World Trade Bridge Expansion	WORLD TRADE BRIDGE		●	●	●			**Primary Goal Addressed**: Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements) / **Secondary Goals Addressed**: Promote Safety (Reduce crashes & fatalities through targeted infrastructure improvements) & Preserve Our Assets (Maintain and preserve system / asset conditions throught targeted infrastructure rehabilitation, restoration, & replacement) / **Note**: this project will also address improving/investing in Border Transportation Infrastructure (i.e. fomenting Economic Opportunities as well as Border & Port Connectivity)
3	**0922-33-242**	**Colombia International Bridge Project**	**COLOMBIA INTERNATIONAL BRIDGE PROJECT**		●	●	●			**Primary Goal Addressed**: Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements) / **Secondary Goals Addressed**: Promote Safety (Reduce crashes & fatalities through targeted infrastructure improvements) & Preserve Our Assets (Maintain and preserve system / asset conditions throught targeted infrastructure rehabilitation, restoration, & replacement) / **Note**: this project will also address improving/investing in Border Transportation Infrastructure (i.e. fomenting Economic Opportunities as well as Border & Port Connectivity)

Transit Asset Management (TAM)

El Metro's Transit Asset Management Plan (TAMP) specifies activities (maintenance, replacement, etc.), resources, and timescales required for a group of assets to achieve the agency's service and asset management objectives. The Laredo Transit Management Inc. (LTMI) is the only designated recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307 in the Laredo MPO Urbanized Planning Area. El Metro is the primary transit provider in the Laredo region, which includes two distinct transit services: El Metro and El Lift.

- El Metro operates 49 buses for its 21 fixed bus routes.
- El Lift operates 16 vans for its ADA paratransit service.

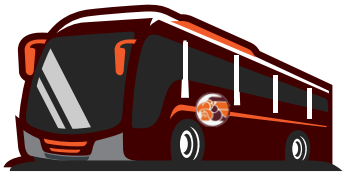
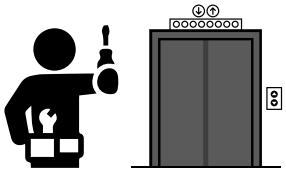
On January 1, 2022, a new management company, Hendrickson Transportation Group (HTG) out of Waco, Texas now administers the operational duties of El Metro and the Transit Center. Currently, El Metro employs about 187 people, has an operating budget of $20.6 million, and an annual ridership of approximately 1.6 million passengers.

The LTMI has revised, identified, reviewed, and calculated their most current TAM Plan performance measures and targets, approved on April 2, 2024 by the Laredo Mass Transit Board and by the LWCAMPO Policy Committee on May 15, 2024 (Resolution No. MPO 2024-06), that includes rolling stock, equipment and facilities. All three asset classes are well above the set performance measure target. The following performance measure summary provides an overview of EL Metro 's asset classes based on the inventory and condition assessment performed by El Metro. **It is important to note that there is no risk to federal funding within the metropolitan planning area if these performance targets are not met.** However, the MPO will coordinate with El Metro to ensure to ensure that plans and programs as part of the metropolitan planning process support achieving these targets.

Transit Asset Management (TAM)

Performance Measure Summary:

El Metro's 3 Asset Classes, based on the inventory & condition assessment (performed by El Metro), *are well above the set perfomance measure target.*

Asset Class	El Metro Asset Condition	
 **Rolling Stock (El Metro's Fleet)** Performance Measure: Milage	**69%**	**Percent of vehicles are within their useful life benchmark (ULB)**
 **Equipment** Performance Measure: Age	**100%**	**Percent of equipment is within their useful life benchmark (ULB)**
Facilities Performance Measure: Condition	**100%**	**Percent of facilities are on a FTA TERM scale of 3.0 or above**

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).

The LWCAMPO Policy Committee adopted the sixth version of the Laredo Transit Management Inc. (LTMI) PTASP for calendar year 2025 on May 21,2025 (Resolution No. MPO 2025-07). As per the current PTASP, El Metro has met the following STPs in the 2024 Calendar Year (**It is important to note that there is no risk to federal funding within the metropolitan planning area if these performance targets are not met.** *However, the MPO will coordinate with El Metro to ensure to ensure that plans and programs as part of the metropolitan planning process support achieving these targets*):

2024 Calender Year	
Fixed Route	**Demand Response**
☑ Total Number of Fatalities	☑ Total Number of Fatalities
☑ Total Number of Injuries	☑ Rate of Fatalities (per 100k VRM)
	☑ Total Number of Injuries
	☑ Rate of Injuries (per 100k VRM) Total
	☑ Number of Safety Events
	☑ Total Number of Major Mechanical Failures
	☑ System Reliability (failures/VRM)

*Vehicle Revenue Miles (VRM)

Calendar Year 2024 Safety Performance Targets

	Fixed Route				Demand Response			
	Target	Calendar Year 2024	SPT 2024	Target Met	Target	Calendar Year 2024	SPT 2024	Target Met
1	Fatalities	0	0	y	Fatalities	0	0	y
2	Rate of Fatalities (per 100k VRM)	0.00	0.00	y	Rate of Fatalities (per 100k VRM)	0.00	0.00	y
3	Injuries	1.8	1.2	N	Injuries	0.2	0.2	y
4	Rate of Injuries (per 100k VRM)	0.49	0.07	N	Rate of Injuries (per 100k VRM)	0.11	0.11	y
5	Safety Events	2.4	2	N	Safety Events	0.4	0.4	y
6	Rate of Safety Events (per 100k VRM)	0.37	0.11	N	Rate of Safety Events (per 100k VRM)	0.23	0.23	y
7	System Reliability Failures Mean Distance Between Mechanical Failures	2.1 99,728.20	14.6 158,264.00	N	System Reliability Failures Mean Distance Between Mechanical Failures	5.4 41,052.34	6.8 35,736	y
	Annual VRM	1,318,913	1,668,854		Annual VRM	203,633	209,265	

*Vehicle Revenue Miles (VRM)

The FY 2025-2028 TIP programmed a total of $80,979,804 (federal and local match) for transit projects. Programmed funding includes: $77,864,232 in FTA 5307 formula funding to be used for assistance of El Metro Transit bus operations and maintenance; $1,218,028 in 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; and $1,897,544 in FTA 5339 formula funding to be used for replacing heavy-duty buses and paratransit vans, and bus facility improvements. **It is important to note, however, that:**

- Resolution No. MPO 2025-04: Amended the existing Project Description of the Transit Federal Funding ***Category 5339*** to include "support vehicles" to read: "Funds will be used for replacing heavy-duty buses, paratransit vans, support vehicles, and bus facility improvements" for FY 2025 through FY 2028; and
- Resolution No. MPO 2025-12: Amended the existing project description of ***Category 5339*** to include "light-duty buses, software and hardware purchases, project administration, shop equipment" to read: "Funds will be used for replacing heavy-duty buses/light-duty buses, support vehicles, software and hardware purchases, project administration, shop equipment, and bus facility improvements"
  - Amended the existing project description of ***Category 5310*** to include "project administration" to the existing project description to read: "Funds will be used to purchase paratransit vans, software purchase, equipment purchases, project administration, and operating assistance"

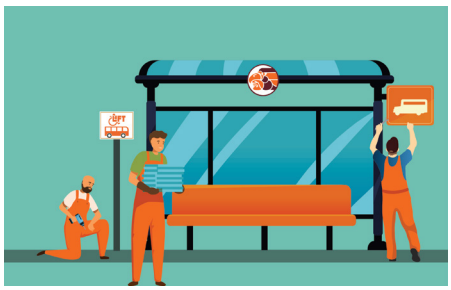
as demonstrated bellow:

EL METRO PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)

FY 2025-2028 TIP PROGRAMMED FUNDING SUMMARY:

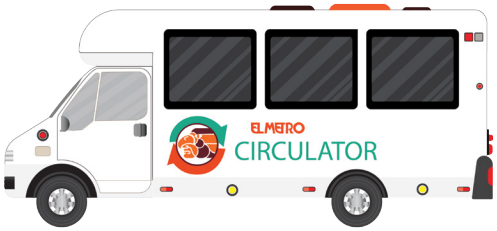
The FY 2025-2028 TIP programmed a total of **$80,979,804** (federal & local match) for transit projects. Programmed funding includes:

$77,864,232 in *FTA 5307* formula funding — ***Assistance of El Metro Bus Operations & Maintenance***



Assistance of El Metro Bus Operations & Maintenance

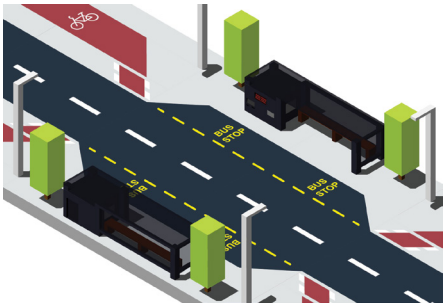
$1,218,028 in *FTA 5310* formula funding — ***Seniors & People With Disabilities***



Capital Investments & Operational Assistance to Improve Mobility for Seniors & Individuals With Disabilities by Removing Barriers to Transportation Services & Expanding Mobility Options

Public Transportation Agency Safety Plan (PTASP)

$1,897,544 in *FTA 5339* formula funding — ***Bus & Bus Facilities***



Replacing Heavy Duty Buses, Paratransit Vans, Support Vehicles & Bus Facility Improvements

PTASP's Interconnection with the Congestion Management Process (CMP)

TAM & PTASP Targets are interconnected to LWCAMPO's adopted PMs as well as to the goals/targets of the Congestion Management Process (CMP), as determined in the following manner:

- **PM1:** Reducing the number of deaths in Texas roadways by half by the year 2035 (prevents/reduces safety incidents that may potentially result in severe injuries or fatal crashes, e.g. mechanical failures, visibility issues around transit facilities).
- **PM3:** Improve/maintain Interstate Reliability, Non-Interstate national Highway System Reliability & Truck Travel Time Reliability (TTTR) (prevents/reduces mechanical failures/safety incidents that would adversely affect the reliability of the Transportation Network and/or the TTTR Index).
- **Congestion Management:** The reliability of the regional transit provider (El Metro) that compliments LWCAMPO's short range projects efforts to mitigate/manage congestion, e.g. instills confidence in its ridership that reduces the number of vehicles on the network, contributes to economic vitality y (i.e. enhances movement of people to their respective destination, such as work or leisure destinations).

The following table provides a detailed extend of the aforementioned interconnection(s):

FY 2025

	FEDERAL FUNDING CATEGORY (> 200k)	FUNDING CATEGORY DESCRIPTION	PM1	PM2	PM3	TAM	PTASP	GOALS ADDRESSED	INTERCONNECTION W/ TRANSPORTATION PMs & CONGESTION Mgt
1	**5307** - Urbanized Formula	Funds will be used for assistance for El Metro Transit bus operations & maintenance	●		●	●	●	**TAM Goals Addressed**: Improve and/or maintain transit system's Lifecycle Management & Customer Level of Service (i.e. ability to provide safe, cost effective & reliability service to current & future customers). **PTASP Goals Addressed**: Reduction and/or prevention of major mechanical failures & reduces/prevents secondary effects that may result in safety events, injuries, and/or fatalities (to operators, passengers, and/or pedestrians/3rd parties) for both Fixed Route (Buses) & Demand Response (Vans)	Achieving TAM & PTASP Targets has a direct impact on: **PM1** Reducing the number of deaths in Texas roadways by half by the year 2035 (prevents/reduces safety incidents that may potentially result in severe injuries or fatal crashes, e.g. mechanical failures, visibility issues around transit facilities). **PM3**: Improve/maintain Interstate Reliability, Non-Interstate national Highway System Reliability & Truck Travel Time Reliability (TTTR) (prevents/reduces mechanical failures/safety incidents that would adversely affect the reliability of the Transportation Network and/or the TTTR Index). **Congestion Management**: The reliability of the regional transit provider (El Metro) that compliments LWCAMPO's short range projects efforts to mitigate/manage congestion, e.g. instills confidence in its ridership that reduces the number of vehicles on the network, contributes to economic vitality y (i.e. enhances movement of people to their respective destination, such as work or leisure destinations).
2	**5310** - Seniors & People with Disabilities	Funds will be use to purchase paratransit vans, software purchase, equipment purchase, project administration, & operating assistance	●		●	●	●	**TAM Goals Addressed**: Improve and/or maintain Customer Level of Service (i.e. ability to provide safe, cost effective & reliability service to current & future customers) by increasing/improving/maintaining/enhancing accessibility, connectivity & safety for seniors & individuals (via purchase/maintenance/construction of Rolling Stock, Equipment, Transit Facilities, and/or Transit Programs/Personnel Training Programs. **PTASP Goals Addressed**: Reduction and/or prevention of major mechanical failures & reduces/prevents secondary effects that may result in safety events, injuries, and/or fatalities (to operators, passengers, and/or pedestrians/3rd parties for Transit Facilities, Fixed Route (Buses) & Demand Response (Vans)	
3	**5339** - Bus & Bus Facilities	Funds will be used for replacing heavy-duty buses/light-duty buses, support vehicles, software & hardware purchases, project admininstration, shop equipment, & bus facility improvements	●		●	●	●	**TAM Goals Addressed**: Preserve Assets (replacement of Rolling Stock that have exceeded its ULB) & Improves and/or maintain Customer Level of Service (i.e. ability to provide safe, cost effective & reliability service to current & future customers) via bus facility improvements. **PTASP Goals Addressed**: Reduction and/or prevention of major mechanical failures & reduces/prevents secondary effects that may result in safety events, injuries, and/or fatalities (to operators, passengers, and/or pedestrians/3rd parties) for Fixed Route (Buses), Demand Response (Vans), & Support Vehicles.	

FY 2026

	FEDERAL FUNDING CATEGORY (> 200k)	FUNDING CATEGORY DESCRIPTION	PM1	PM2	PM3	TAM	PTASP	COMMENTS	INTERCONNECTION W/ TRANSPORTATION PMs & CONGESTION Mgt
1	**5307** - Urbanized Formula	Funds will be used for assistance for El Metro Transit bus operations & maintenance	●		●	●	●	**TAM Goals Addressed**: Improve and/or maintain transit system's Lifecycle Management & Customer Level of Service (i.e. ability to provide safe, cost effective & reliability service to current & future customers). **PTASP Goals Addressed**: Reduction and/or prevention of major mechanical failures & reduces/prevents secondary effects that may result in safety events, injuries, and/or fatalities (to operators, passengers, and/or pedestrians/3rd parties) for both Fixed Route (Buses) & Demand Response (Vans)	Achieving TAM & PTASP Targets has a direct impact on: **PM1** Reducing the number of deaths in Texas roadways by half by the year 2035 (prevents/reduces safety incidents that may potentially result in sever or fatal crashes, e.g. mechanical failures, visibility issues around transit facilities). **PM3**: Improve/maintain Interstate Reliability, Non-Interstate national Highway System Reliability & Truck Travel Time Reliability (TTTR) (prevents/reduces mechanical failures/safety incidents that would adversely affect the reliability of the Transportation Network and/or the TTTR Index). **Congestion Management**: The reliability of the regional transit provider (El Metro) that compliments LWCAMPO's short range projects efforts to mitigate/manage congestion, e.g. instills confidence in its ridership that reduces the number of vehicles on the network, contributes to economic vitality (i.e. enhances movement of people to their respective destination, such as work or leisure destinations).
2	**5310** - Seniors & People with Disabilities	Funds will be use to purchase paratransit vans, software purchase, equipment purchase, project administration, & operating assistance	●		●	●	●	**TAM Goals Addressed**: Improve and/or maintain Customer Level of Service (i.e. ability to provide safe, cost effective & reliability service to current & future customers) by increasing/improving/maintaining/enhancing accessibility, connectivity & safety for seniors & individuals (via purchase/maintenance/construction of Rolling Stock, Equipment, Transit Facilities, and/or Transit Programs/Personnel Training Programs. **PTASP Goals Addressed**: Reduction and/or prevention of major mechanical failures & reduces/prevents secondary effects that may result in safety events, injuries, and/or fatalities (to operators, passengers, and/or pedestrians/3rd parties for Transit Facilities, Fixed Route (Buses) & Demand Response (Vans)	
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FY 2027

	FEDERAL FUNDING CATEGORY (> 200k)	FUNDING CATEGORY DESCRIPTION	PM1	PM2	PM3	TAM	PTASP	COMMENTS	INTERCONNECTION W/ TRANSPORTATION PMs & CONGESTION Mgt
1	**5307** - Urbanized Formula	Funds will be used for assistance for El Metro Transit bus operations & maintenance.	●		●	●	●	**TAM Goals Addressed**: Improve and/or maintain transit system's Lifecycle Management & Customer Level of Service (i.e. ability to provide safe, cost effective & reliability service to current & future customers). **PTASP Goals Addressed**: Reduction and/or prevention of major mechanical failures & reduces/prevents secondary effects that may result in safety events, injuries, and/or fatalities (to operators, passengers, and/or pedestrians/3rd parties) for both Fixed Route (Buses) & Demand Response (Vans)	Achieving TAM & PTASP Targets has a direct impact on: **PM1** Reducing the number of deaths in Texas roadways by half by the year 2035 (prevents/reduces safety incidents that may potentially result in severe injuries or fatal crashes, e.g. mechanical failures, visibility issues around transit facilities). **PM3**: Improve/maintain Interstate Reliability, Non-Interstate national Highway System Reliability & Truck Travel Time Reliability (TTTR) (prevents/reduces mechanical failures/safety incidents that would adversely affect the reliability of the Transportation Network and/or the TTTR Index). **Congestion Management**: The reliability of the regional transit provider (El Metro) that compliments LWCAMPO's short range projects efforts to mitigate/manage congestion, e.g. instills confidence in its ridership that reduces the number of vehicles on the network, contributes to economic vitality (i.e. enhances movement of people to their respective destination, such as work or leisure destinations.
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FY 2028

	FEDERAL FUNDING CATEGORY (> 200k)	FUNDING CATEGORY DESCRIPTION	PM1	PM2	PM3	TAM	PTASP	COMMENTS	INTERCONNECTION W/ TRANSPORTATION PMs & CONGESTION Mgt
1	**5307** - Urbanized Formula	Funds will be used for assistance for El Metro Transit bus operations & maintenance	●		●	●	●	**TAM Goals Addressed**: Improve and/or maintain transit system's Lifecycle Management & Customer Level of Service (i.e. ability to provide safe, cost effective & reliability service to current & future customers). **PTASP Goals Addressed**: Reduction and/or prevention of major mechanical failures & reduces/prevents secondary effects that may result in safety events, injuries, and/or fatalities (to operators, passengers, and/or pedestrians/3rd parties) for both Fixed Route (Buses) & Demand Response (Vans)	Achieving TAM & PTASP Targets has a direct impact on: **PM1** Reducing the number of deaths in Texas roadways by half by the year 2035 (prevents/reduces safety incidents that may potentially result in severe injuries or fatal crashes, e.g. mechanical failures, visibility issues around transit facilities). **PM3**: Improve/maintain Interstate Reliability, Non-Interstate national Highway System Reliability & Truck Travel Time Reliability (TTTR) (prevents/reduces mechanical failures/safety incidents that would adversely affect the reliability of the Transportation Network and/or the TTTR Index). **Congestion Management**: The reliability of the regional transit provider (El Metro) that compliments LWCAMPO's short range projects efforts to mitigate/manage congestion, e.g. instills confidence in its ridership that reduces the number of vehicles on the network, contributes to economic vitality (i.e. enhances movement of people to their respective destination, such as work or leisure destinations).
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