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MPO Policy Committee Meeting

www.laredompo.org

Meeting Date & Time: February 18, 2026 at 1:30 PM
Meeting Location: City Hall Council Chambers, 1110 Houston St., Laredo, Texas 78040
Meeting Link: http://laredotx.swagit.com/live
Laredo TV: Spectrum TV channel 1300

AGENDA:

I. CHAIRPERSON TO CALL MEETING TO ORDER

II. CHAIRPERSON TO CALL ROLL

III. CITIZEN COMMENTS

Speakers are required to fill out witness cards, which must be submitted to MPO Staff no later than 1:45 p.m. the day of the meeting. Speakers shall identify themselves at the microphone. Comments are limited to three (3) minutes per speaker. No more than three (3) persons will be allowed to speak on any side of an issue. Should there be more than three (3) people who wish to speak on a specific issue, they should select not more than three (3) representatives to speak on their behalf. The presiding officer may further limit public on the interest of order or time. Speakers may not transfer their minutes to any other speaker. Comments should be relevant to MPO business and delivered in a professional manner. No derogatory remarks shall be permitted.

IV. RECOGNITION OF SERVICE

A. Recognition of Roberto Rodriguez III for 26 years of dedicated public service with the Texas Department of Transportation (TxDOT) and his contributions to the MPO as a longstanding member of the Technical Committee.

V. ITEMS REQUIRING POLICY COMMITTEE ACTION:

A. Approval of the minutes for the meeting held on January 21, 2026.

B. Discussion with possible action to approve Resolution No. MPO 2026-04, supporting and adopting the revised Performance Measures and Targets of the Laredo Management Inc. (LTMI) 2025 Transit Asset Management (TAM) Plan.

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

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

B. TxDOT Project Updates.

C. Status update by City of Laredo Engineering on the Hachar-Reuthinger Rd. (SH 84) utility relocation.

D. Status update by City of Laredo Engineering on the Calton Road Grade Separation (CSJ 0922-33-093) and FM 1472/Flecha Ln. Realignment (CSJ 0922-33-076) projects.

VII. DIRECTOR'S COMMENTS

VIII. COMMUNICATIONS

IX. ADJOURNMENT

NOTICE INFORMATION:

Notice of this meeting was posted at the municipal government offices, 1110 Houston Street, Laredo, Texas, at a place convenient and readily accessible to the public at all times. Said notice was posted on Wednesday, February 11, 2026 by 5:00 PM. The agenda and meeting information was also posted online at https://www.laredompo.org/agendas-minutes/.

All meetings of the MPO Committee are open to the public. Persons who plan to attend this meeting and who may need auxiliary aid or services such as: interpreters for persons who are deaf or hearing impaired, readers of large print or Braille, or a translator for the Spanish language are requested to contact MPO Staff at (956) 794-1605, or via email at aavigil@ci.laredo.tx.us at least two working days prior to the meeting so that appropriate arrangements can be made. Materials in Spanish may also be provided upon request.

Disability Access Statement: This meeting is wheelchair accessible. The accessible ramps are located at 1110 Victoria and 910 Flores. Accessible parking spaces are located at City Hall, 1110 Victoria.

INFORMACIÓN DE AVISO:

Un aviso de esta reunión ha sido publicado en las oficinas del gobierno municipal ubicadas en el 1110 de la calle Houston St., Laredo, Texas, en un lugar conveniente y accesible en todo momento para el público. Dicho aviso fue publicado el miércoles, 11 de febrero del 2026 a las 5:00 PM. La agenda e información adicional sobre la reunión se han publicado también en línea en el siguiente enlace: https://www.laredompo.org/agendas-minutes/. Todas las reuniones del Comité del MPO están abiertas al público. Personas que planean asistir a esta reunión y que pueden necesitar ayuda o servicios auxiliares como: interpretes para personas con discapacidad auditiva, lectores de letra grande o en Braille, o un traductor para el idioma español deben comunicarse con el personal del MPO al (956) 794-1605 o por correo electrónico aavigil@ci.laredo.tx.us por lo menos

dos días laborales antes de la reunión para que se puedan hacer los arreglos apropiados. Material en español está disponible mediante una petición.

Declaración de Acceso a la Discapacidad: Esta reunión permite el acceso a personas en silla de ruedas. Las rampas de acceso se ubican en el 1110 de la calle Victoria y en el 910 de la avenida Flores. Los espacios de estacionamiento para discapacitados se encuentran en 1110 Victoria St.

Información en español: Si usted desea más información en español o si desea explicación sobre el contenido, favor de llamar al teléfono (956) 794-1605 o comunicarse con nosotros mediante correo electrónico a aavigil@ci.laredo.tx.us

POLICY COMMITTEE MEMBERSHIP:

LWCAMPO Chairperson
Honorable Dr. Victor D. Treviño, City of Laredo Mayor

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

City of Laredo Representatives
Honorable Ruben Gutierrez, Jr., City Councilmember, District V
Honorable Ricardo Rangel Jr., City Councilmember, District II

County of Webb Representatives
Honorable Jesse Gonzalez, Webb County Commissioner, Pct. 1
Honorable John Galo, Webb County Commissioner, Pct. 3

Laredo Mass Transit Board Representative
Honorable Vanessa Perez, City Councilmember, District VII

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

Member at Large Representative
Jed A. Brown

Ex-Officio Representatives
Honorable Judith Zaffirini, State Senator, District 21
Honorable Richard Raymond, State Representative, District 42
Honorable Don McLaughlin, State Representative, District 80

AGENDA REVIEWED:

Juan S. Mendive, AICP
LWCAMPO Director

for

Mario I. Maldonado, Jr.
Laredo City Secretary

LAREDO & WEBB COUNTY
AREA METROPOLITAN PLANNING ORGANIZATION

Item IV.A.

A. Recognition of Roberto Rodriguez III for 26 years of dedicated public service with the Texas Department of Transportation (TxDOT) and his contributions to the MPO as a longstanding member of the Technical Committee.

LAREDO & WEBB COUNTY
AREA METROPOLITAN PLANNING ORGANIZATION

Item V.A.

A. Approval of the minutes for the meeting held on January 21, 2026.

LAREDO & WEBB COUNTY
AREA METROPOLITAN PLANNING ORGANIZATION

POLICY COMMITTEE
MEETING MINUTES
January 21, 2026

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

I. CHAIRPERSON TO CALL MEETING TO ORDER

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

II. CHAIRPERSON TO CALL ROLL

Graciela S. Briones, MPO Planner III, 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, District VII – *arrived at 1:38 PM*
Honorable Jesse Gonzalez, Webb County Commissioner, Pct. 1 - *arrived at 1:31 PM*
Mr. Epigmenio "Epi" Gonzalez, P.E., TxDOT District Engineer
Mr. Jed A. Brown, Member-At-Large

Regular Members Not Present:

Honorable Ricardo "Richie" Rangel Jr. City Councilmember, District II
Honorable Ruben Gutierrez Jr., City Councilmember, District V
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
Graciela S. Briones, LWCAMPO Planner III
Julio A. Niño, LWCAMPO Planner III
Eduardo Bernal, LWCAMPO Planner III
Adriana A. Vigil, LWCAMPO Administrative Assistant

Others:

Ramon Chavez, COL Assistant City Manager
Vanessa Guerra, COL Planning
Eliud De Los Santos, COL Engineering
Eloisa Mascorro, El Metro Transit
Sara Garza, TxDOT
Luis Villarreal, TxDOT
Jesus Saavedra, TxDOT
Ana Duncan, TxDOT
Jose Vargas, TxDOT
Adelaido Uribe, Webb County Judge's Office
Anthony Garza, Webb County Consultant
Melissa Montemayor, WC-CL RMA/LJA Engineering
Blasita Lopez, WC-CL RMA/LJA Engineering
Jason Rodriguez, LJA Engineering
Antonio Rodriguez, LJA Engineering
Orlando Navarro, Killam Development
Roberto Rodriguez – Citizen
James Walker – Citizen
Victor Treviño Jr. – Citizen

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 November 19, 2025.

Judge Tijerina, made a motion to **approve** the minutes of November 19, 2025.

Second: Mr. Brown
For: 5
Against: 0

Abstained: 0

Motion carried unanimously.

B. Receive public testimony and approve Resolution No. MPO 2026-01, adopting the proposed amendment(s) to the 2025-2028 Transportation Improvement Program (TIP).

Mr. Mendive, MPO Director, presented the item.

Mayor Treviño, asked if anyone was present to speak for or against the item.

There were no comments received.

Mr. Mendive, addressed the Committee and stated that the item had previously been presented at the November 2025 meeting, at which time a public comment period was opened. He reported that no public comments were received during that period. Mr. Mendive, explained that the item before the Committee was an amendment to the Transportation Improvement Program (TIP). He reminded the Committee that all TIP documents are incorporated into the Statewide Transportation Improvement Program (STIP), and that the TIP may be amended by the Policy Committee at any time during its lifecycle. He stated that the proposed amendment was requested by TxDOT under the National Electric Vehicle Infrastructure (NEVI) Program, a federal grant program established to fund the installation, operation, and maintenance of direct current fast-charging stations throughout the State of Texas. The amendment pertained to the single NEVI project awarded within the Laredo-Webb County Metropolitan Planning Area. Mr. Mendive, explained that the purpose of the amendment was to revise the project details, including the project description, project sponsor, project location, and federal funding amounts, as requested by TxDOT. The project was moved to Fiscal Year 2026, and the charging station was identified to be located at 6627 San Dario. The project sponsor was listed as Tesla, Inc., and the total year-of-expenditure cost was $835,484, which included operations and maintenance.

Judge Tijerina, made a motion to approve Resolution No. MPO 2026-01, adopting the proposed amendment(s) to the 2025-2028 Transportation Improvement Program (TIP).

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

Motion carried unanimously.

C. Receive public testimony and approve Resolution No. MPO 2026-02, adopting the proposed revision(s) to the 2025-2050 Metropolitan Transportation Plan (MTP).

Mayor Treviño, asked if anyone was present to speak for or against the item.

There were no comments received.

Mr. Mendive, stated that this item was similar to the previous agenda item. He explained that when an amendment is made to the Transportation Improvement Program (TIP), a corresponding amendment must also be made to the Metropolitan Transportation Plan (MTP). He informed the Committee that the project was currently listed in the Metropolitan Transportation Plan and was the same project previously discussed under the TIP amendment. The purpose of this amendment was to revise the project details, including the project description, sponsor, location, and federal funding amounts, as requested by TxDOT. Mr. Mendive, clarified that while the format and appearance of the Metropolitan Transportation Plan project list differs from that of the TIP, the project details remained unchanged from those previously presented. He concluded by recommending approval of the resolution, provided there were no questions from the Committee.

Judge Tijerina, made a motion to approve Resolution No. MPO 2026-02, adopting the proposed revision(s) to the 2025-2050 Metropolitan Transportation Plan (MTP).

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

Motion carried unanimously.

D. Discussion with possible action to approve Resolution No. MPO 2026-03, adopting and supporting the 2026 Texas Department of Transportation (TxDOT) Safety Performance Measures (PM1) and Targets.

Mr. Mendive, stated that this was an item brought before the Committee annually in January for the adoption of the State's safety targets. He explained that Mr. Bernal, would provide a brief overview of the Performance Measure 1 (PM1) safety targets and present them for the Committee's review.

Mr. Eduardo Bernal, MPO Planner, greeted the Mayor, Vice Chair, and members of the Policy Committee and proceeded with the presentation. Mr. Bernal, presented the Performance Measure 1 (PM1) safety measures and targets for Calendar Year 2026. He stated that the MPO annually supports TxDOT's recommended safety targets, which are updated each year in coordination with the Federal Highway Administration, FTA and

TxDOT. Mr. Bernal, explained that, in addition to the federal highway performance measures, there are mandates from the Federal Transit Administration, including the Transit Asset Management Plan, which consists of four measures that are also updated annually. He further stated that the Federal Highway Administration has three performance measure mandates. The item being presented pertained specifically to the Safety Performance Measures (PM1), which include five core measures and are updated annually by MPOs in coordination with TxDOT. The remaining two federal highway performance measures are updated every two years and were completed the previous year; therefore, they would not be updated again in 2026. Mr. Bernal, reviewed the five core safety measures and corresponding statewide targets for Calendar Year 2026. The target for the number of traffic fatalities was 4,506, with a fatality rate of 1.44 per 100 million vehicle miles traveled. The target for the number of serious injuries was 18,884, with a serious injury rate of 6.30 per 100 million vehicle miles traveled. The target for the number of non-motorized fatalities and serious injuries was 2,802. He informed the Committee that the PM1 measures are required to be updated annually and noted that the target adoption deadline was February 27, 2026. Mr. Bernal, concluded the presentation and asked if there were any questions from the Committee.

Judge Tijerina, made a motion to approve Resolution No. MPO 2026-03, adopting and supporting the 2026 Texas Department of Transportation (TxDOT) Safety Performance Measures (PM1) and Targets.

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

Motion carried unanimously.

E. Discussion with possible action on programming $950,000 in Transportation Infrastructure Finance and Innovation Act (TIFIA) Redistribution Program funds to the PS&E phase of the I-35 Interchange at Vallecillo Road project, in coordination with TxDOT, and leveraging an additional $950,000 in Regional Mobility Authority (RMA) funds for the project.

Judge Tijerina, made a motion to program $950,000 in Transportation Infrastructure Finance and Innovation Act (TIFIA) Redistribution Program funds to the PS&E phase of the I-35 Interchange at Vallecillo Road project, in coordination with TxDOT, and leveraging an additional $950,000 in Regional Mobility Authority (RMA).

Second: CM. Perez
For: 6
Against: 0

Abstained: 0

Motion carried unanimously.

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

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

Mr. Jed Brown, Chairman of the Regional Mobility Authority (RMA), provided an update on the major projects, as outlined in the report included in the meeting packet. He also informed the Committee of an additional item not reflected in the report. Mr. Brown, stated that the RMA was prepared to move forward with the joint City of Laredo and Webb County Area Freight Study. He explained that the study had been discussed for some time and that the RMA had been awaiting confirmation of funding participation from the City of Laredo. He noted that funding was now available and that the project had come to the RMA through the City and the MPO for partnership. He further stated that it had been several years since the area freight study was last updated and confirmed that, to his understanding, funding had now been approved by all three entities. The RMA was ready to proceed once the City of Laredo and the MPO were prepared to move forward.

Mr. Brown, indicated that the report also included updates on Vision Zero and Vallecillo for the Committee's review. He then addressed the overpass project, clarifying that although it is a TxDOT project, the RMA had worked to help secure additional funding. He stated that the RMA had committed $950,000 in matching funds, bringing the total available to $1.9 million to assist TxDOT with continuing the design phase of the overpass. Additionally, Mr. Brown, reported that the RMA Board had approved an item earlier that morning to apply for a grant to obtain design funding for the overpass. He noted that approximately $50,000 would be expended between the present time and the end of the following month to prepare and submit the grant application. While acknowledging that grant awards are not guaranteed, he emphasized the RMA's commitment to pursuing all available funding opportunities to advance the project.

Mr. Brown, further informed the Committee that the RMA had been notified that it was unsuccessful in its application for a Safe Streets and Roads for All (SS4A) implementation grant. He stated that only one application within the State of Texas had been funded and that numerous entities statewide had been eligible to apply. He explained that less than $1 billion had been awarded nationwide, with the average grant request being approximately $20 million, making the competition highly competitive. He noted that a debrief with federal officials was scheduled to better understand the outcome and identify potential improvements for future applications. Mr. Brown, stated that the team had been proud of the submitted proposal, particularly the level of community involvement and the safety-related projects identified to help reduce fatalities and serious injuries. He expressed disappointment in not receiving the award but affirmed the

RMA's intent to pursue future funding opportunities. He offered to provide an update to the Committee following the federal debriefing and to outline next steps for continuing the safety initiatives.

Judge Tijerina, inquired whether the grant referenced was a federal or state grant.

Mr. Brown, clarified that it was a federal grant under the Safe Streets and Roads for All (SS4A) program. He explained that while funding had previously been awarded for the development of safety action plans, the implementation funding sought in this application was significantly more limited than anticipated. Mr. Brown, stated that although the RMA was unsuccessful in securing the implementation grant, efforts to advance safety initiatives within the community would continue. He emphasized that numerous safety improvements had been identified through the planning process and that advancing those projects remained a priority for all involved entities. He noted that the grant application represented a collaborative effort among the RMA, the City of Laredo, the MPO, and Webb County. The effort spanned approximately one year and included extensive public meetings and community engagement. Mr. Brown expressed pride in the comprehensive and coordinated work completed by the team, despite the outcome of the grant application. He concluded by stating that the RMA would continue evaluating next steps following the federal debriefing and would remain committed to pursuing funding opportunities to implement the identified safety projects.

Judge Tijerina, referred to the earlier update regarding the Freight Transportation Mobility Study and asked for clarification on the total cost of the study and the starting funding amount.

Mr. Brown, responded that the total cost of the study was $600,000. He stated that the RMA had committed $200,000 toward the study, the City of Laredo had allocated $150,000, and the MPO had committed $250,000. He further noted that, to his understanding, these funds had already been budgeted by the respective entities.

Mr. Mendive, added that the MPO had programmed $250,000 in the work program for a freight study. He explained that the intention was to partner with the City of Laredo and the RMA to help fast-track the project and expand its scope. He noted that the City also planned to include a truck route study component as part of the effort. Mr. Mendive, clarified that the MPO had originally planned to conduct the freight study as a standalone project, but discussions with the RMA and the City allowed for a collaborative approach, increasing the resources and overall scope. He emphasized that, while the $250,000 was programmed, the MPO Policy Committee had not yet taken action to enter into formal agreements with the RMA and the City, and that such agreements would be presented for consideration at a later date.

Judge Tijerina, asked whether the freight study would include data on the number of trucks entering and exiting the area, noting that he was interested in a comprehensive overview.

Mr. Brown, responded that, based on explanations he had received earlier and previously, the study would be very comprehensive. He stated that it originally focused on downtown traffic but had since expanded to address traffic congestion issues throughout the community, including key areas such as Carriers, Unitec and Uniroyal. He suggested that a representative from LJA provide further explanation of the study's full scope.

Jason Rodriguez, LJA Engineering, representing the RMA, provided additional details regarding the freight study. He explained that, as Mr. Mendive, had mentioned, a freight study for the MPO area was already programmed in the Unified Planning Work Program (UPWP). At the same time, the City of Laredo expressed interest in conducting a truck route study. The decision was made to combine both efforts into a single, coordinated study. Mr. Rodriguez, stated that, with the RMA's geographic area covering the entire County, the study would examine freight movement across Webb County, including traffic at the international bridges and throughout the region. The study would also incorporate future projections based on the MPO's transportation model, allowing for analysis of anticipated changes to roadways and freight patterns over time. One expected outcome of the study would be the identification of priority locations for targeted investments to improve freight traffic efficiency in the region. Additionally, the study would produce a truck route system within the City of Laredo to guide freight movement and support long-term transportation planning.

Judge Tijerina, asked for clarification regarding the County's involvement, noting that he wanted to ensure resources were being spent appropriately.

Mr. Brown, responded that the County had not been formally asked to participate. He explained that the project originated from the City of Laredo and the MPO, and that the decision to combine efforts with the RMA and the City allowed for a more comprehensive study with shared resources. He added that the outcome of the study would provide benefits for the entire region and noted that future coordination with the County would be considered to ensure all relevant stakeholders are included.

Mr. Ramon Chavez, Assistant City Manager, stated that the initiative originated from a City of Laredo agenda item in the previous year, during which the City was directed to explore the development of a potential truck route study. He explained that, following that direction, the City engaged in discussions with the RMA regarding collaboration and incorporation of the study components. Mr. Chavez, further stated that the City was currently reviewing the proposed scope of work in coordination with the Finance Department to determine the appropriate funding mechanism to support participation in the study.

CM. Perez, asked Mr. Chavez to clarify his statement regarding the City not having a funding mechanism identified for the study.

Mr. Chavez, explained that the City was currently working with its Finance Department to determine what funding sources might be available to support the project. He stated that while a specific funding mechanism had not yet been finalized, the City was actively coordinating internally to secure the necessary funds to participate in the study.

Mr. Brown, stated that he had previously understood that funding was available and noted some uncertainty regarding the current status.

Mr. Chavez reiterated that the City was in the process of identifying and securing the appropriate funding source.

CM. Perez, expressed concern that the absence of a clearly identified funding mechanism could potentially delay the project.

There were no further questions from the Committee.

The following report was included as part of the packet:

WC-CL RMA January 2026 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 –*** *This project is being led by the TxDOT Laredo District Office (LRD). It has an estimated construction cost of $130M and is programmed for an FY 2030 letting per the Draft 2026 UTP. To date, the project is not fully funded for construction. The MPO has allocated $16M of Category 2 funds to the construction of the project; thus, the project still has a $114M funding gap. The TxDOT LRD hosts a quarterly meeting with the City of Laredo, WC-CL RMA, Webb County, and the Killam Company to discuss the status of progress of the various sections of Vallecillo Road that is ongoing. At the last quarterly meeting that occurred on the week of August 19, 2025, TxDOT LRD is on track for PS&E to commence of FY 2030. On November 20, 2025, the WC-CL RMA, City of Laredo, Webb County and the TxDOT LRD met with Alex Meade of the Texas Transportation Commission to provide a status of the ongoing projects that will connect with the Vallecillo Overpass and discuss the need for design and construction funding. The Commissioner provided an update on the current funding levels through the State of Texas, and provided guidance of possible funding opportunities the community can explore to advance the project. The next quarterly meeting is scheduled for January 2026.*
4. ***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 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 is coordinating a meeting with the property owners to advance the donation agreement. The design is greater than 90% complete.

5. ***North Laredo Transportation Reinvestment Zone (TRZ)*** *- The North Laredo TRZ Study ILA is fully executed and in effect as of February 19, 2025. Currently, the WC-CL RMA is coordinating with the City of Laredo Director of Community Development, Ms. Tina Rodriguez, to commence meeting with the respective City of Laredo Department heads in January. The anticipated completion of the study is 6/1/2026.*
6. ***Cuatro Vientos Transportation Reinvestment Zone (TRZ) -*** *Regarding the Cuatro Vientos TRZ, the City would like to commence the process of implementing the TRZ with support from the WC-CL RMA. The Cuatro Vientos TRZ ILA was executed as of 3/19/2025. The WC-CL RMA and the City of Laredo conducted an implementation kick-off meeting on 6/12/2025. On 6/24/2025, the WC-CL RMA Team individually met with staff from various departments of the City of Laredo including Planning and Zoning, Engineering, Traffic, Economic Development, Finance, Budget and the Tax Departments to explain the implementation process and describe the roles of each department in the process. Currently, the WC-CL RMA is coordinating with the City of Laredo Director of Community Development, Ms. Tina Rodriguez, to commence meeting with the respective City of Laredo Department heads in January. The project is anticipated to be complete by 6/1/2026.*
7. ***Other Items****:*
    - *The WC-CL RMA is conducting a Board meeting on January 21, 2026.*

There were no questions from the Policy Committee on this report.

B. TxDOT Project Updates

Mr. Jose Vargas, TxDOT Laredo Area Engineer, provided a quick overview on ongoing TxDOT construction projects. He reported that TxDOT currently had approximately $700 million in active construction contracts, representing 20 active projects throughout Webb County and Duval County. He further stated that 15 projects had been completed and accepted during the previous calendar year. He noted that during his prior presentation, the total amount under contract had exceeded $100 million, and since that time, several projects had been closed while new projects had been initiated. Mr. Vargas, explained that the scope of the active projects varied and included full roadway reconstructions, roadway widenings, safety improvement contracts, and upgrades of highways to interstate standards.

CSJ: 0086-14-075 – US 59 Expansion

Mr. Vargas, reported the project was awarded to James Construction Group with a total construction investment of $344 million. The anticipated completion date remains the end of 2029. He stated that the project was approximately 35% complete. Ongoing work includes the placement of concrete pavement, construction of retaining walls, and installation of bridge components, including drilled shafts. Crews are also working on intersection tie-ins on the east side of Loop 20. Mr. Vargas, indicated that a traffic switch was anticipated around mid-year, approximately June or July.

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

Mr. Vargas, reported that a layer of hot mix asphalt had been placed from end to end of the project limits. The contractor was in the process of installing reinforcing steel. He stated that five of the six bridges associated with the project had been completed. TxDOT was coordinating with the contractor to begin placing concrete pavement, which was anticipated to start in mid-February. Mr. Vargas, also noted that work would take place along Mines Road to complete the connection from Hachar Road to Mines Road as part of the project improvements.

CM. Perez, asked whether the programmed completion date for the project was Fall 2027.

Mr. Vargas clarified that Fall 2027 remained the official contract completion date; however, the project was currently ahead of schedule, and TxDOT was targeting completion by the end of the current year.

Judge Tijerina, inquired whether any significant change orders had been issued for the project.

Mr. Vargas, responded that two change orders had been processed. One involved specifying a different type of rail, and the other was minor in nature. He stated that the changes were minimal relative to the overall project cost and did not represent substantial additional expenditures.

CM. Perez, asked whether any utility-related issues, including AEP line relocations, could potentially delay the project.

Mr. Vargas, explained that while the AEP transmission line had not yet been fully adjusted at the time of his last site visit, the contractor proposed and implemented an alternative construction method to mitigate impacts and avoid delays. TxDOT worked with the contractor to approve the modified approach, which allowed construction to continue.

Mr. Gonzalez, TxDOT District Engineer, added that although progress had been made, utility conflicts remained a concern. He noted that the timing of power outages required

for transmission line adjustments is limited due to seasonal energy demand. He emphasized the urgency of resolving outstanding utility adjustments, as unresolved conflicts could delay final project completion and the opening of the roadway to traffic.

Ms. Anna Duncan, TxDOT Project Manager, provided an update on utility coordination. She stated that the AEP transmission line work had been completed, pending final confirmation letter from the City. Once confirmation was received, TxDOT would finalize documentation and address any associated costs attributable to the City. Ms. Duncan, further explained that an additional utility issue involved AEP distribution poles along FM 1472, which also carried Spectrum lines. While AEP had installed the new underground lines, Spectrum must relocate its attachments before the existing poles could be removed. The presence of the remaining poles constitutes a conflict and could delay project completion if not resolved.

CM. Perez, asked whether the Spectrum relocation was the City's responsibility, and Ms. Duncan confirmed that it was.

Mr. Chavez stated that the City would follow up with Spectrum to obtain a schedule for relocating the lines and removing the old poles. He indicated that he did not anticipate a significant issue but acknowledged the importance of avoiding delays to the TxDOT contractor.

CM. Perez, requested that an update be provided at the next meeting to ensure the matter was addressed in a timely manner.

CSJ: 0086-01-073 – SH 359 Widening

Mr. Vargas, stated that the contractor, Anderson Columbia, had completed approximately 72% of the work. Current activities include placement of flexible base in sections of the roadway, followed by hot mix asphalt to complete the pavement. Remaining work includes installation of rails and miscellaneous items. The total investment in the project was $50 million, and the expected completion is spring 2026.

Judge Tijerina, asked whether there had been a decrease in accidents along SH 359, given prior safety concerns and ongoing construction.

Mr. Vargas, confirmed that accident rates had declined and stated that once traffic was shifted to the new divided highway, safety conditions were expected to improve further.

Judge Tijerina, noted that accidents previously occurred almost monthly and observed that traffic behavior appeared more cautious during construction.

Mayor Treviño, raised a concern about turning lanes into subdivisions along SH 359, where traffic congestion prevents safe turns.

Mr. Vargas, indicated that TxDOT could review the intersections in coordination with the City of Laredo, which maintains the traffic signals.

CM. Gonzalez, suggested specific areas, including San Enrique and San Carlos. He then shifted the discussion to another area of the city. He noted concerns while traveling westbound from Loop 20 into the Track 3 Points area, explaining that lane striping during sunset can be confusing and potentially hazardous. He described how changes to medians and lane markings over time have contributed to driver confusion.

Mr. Vargas, acknowledged the issue and stated that TxDOT would assess the area, including the possibility of adding shadow striping to improve lane visibility during critical times of the day. He stated that something will be done about the issue.

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

Mr. Vargas, provided an update on project. The contractor, Anderson Columbia, was managing a $50 million investment and the project was currently 16% completed. Ongoing work includes removal of the existing barrier and preparation for the center barrier. Construction crews were also preparing the base for the new frontage road and creating space to begin building the overpass at the intersection of Lomas Del Sur. The expected completion date was for the project is April 2028.

CSJ: 3596-02-006 – SH 255 Rehabilitation

Mr. Vargas, reported that reconstruction had been completed and that the intermediate layer of hot mix had been placed. The final surface was still pending. At the time of the report, the project was 63% complete, with an expected completion in fall 2026. The total investment for the project was $25 million.

Mr. Vargas, noted that TxDOT had active projects throughout the city and reminded the public to exercise caution and patience around construction zones.

There were no further questions from the Committee.

VI. DIRECTOR'S COMMENTS

Director's Report January 21, 2026

Mr. Mendive, MPO Director, presented the following report, which was included in the meeting packet:

1. **MPO Staff Updates:**

    - On January 7th, the MPO Director virtually joined the South Segment Working Group meeting for TxDOT's I-35 Texas Corridor Study: A Path to 2050 from the Oklahoma to Mexico borders.

- The MPO is coordinating with TxDOT Laredo District on an administrative amendment to the 2025-2050 Metropolitan Transportation Plan (MTP) Illustrative Project List to add the Green Corridors project for reference purposes. Adding the project to the MTP whether by reference or to a project list, is necessary for the project sponsor to secure approval from the Texas Transportation Commission for an international bridge project.
- TxDOT Laredo District has also requested an administrative revision to the 2025-2050 MTP Illustrative Projects List to add project CSJ 0542-01-105 to construct new location extension of US 59 corridor 4-lane divided and direct connectors (future I-69 W) from Shiloh Dr. to 7.5 miles east of US59/SL20 intersection. Adding projects to the Illustrative Projects List of the MTP does not require formal Policy Committee action and may be added administratively.

2. **Texas Transportation Commission Meetings**:

   - January 29, 2026
   - February 26, 2026
   - March 25, 2026

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

3. **TxDOT Border Trade Advisory Committee (BTAC) Meeting:**

   - The BTAC will be meeting in Eagle Pass on February 10, 2026.
   - BTAC provides a forum for the exchange of communications between the Texas Transportation Commission, TxDOT, the governor, and committee members representing border trade interests.
   - BTAC information and agendas can be found at the following link: https://www.txdot.gov/about/advisory-committees/border-trade-advisory-committee.html#meetings

4. **Upcoming regularly scheduled MPO meetings:**

   - Active Transportation Committee – January 28, 2026
   - Technical Committee – February 10, 2026
   - Policy Committee – February 18, 2026

   There were no questions regarding the report.

VII. COMMUNICATIONS

CM. Perez, took the opportunity to formally recognize Mr. Roberto Rodriguez for his service at TxDOT. She stated that the Committee wished to honor Mr. Rodriguez at the next MPO Policy Committee meeting and also at City Council, acknowledging his many years of dedication and significant contributions to the community. She expressed her personal appreciation for having had the pleasure of collaborating with him and thanked him for his hard work.

Mr. Roberto Rodriguez, responded, expressing his appreciation for the recognition. He stated that it had been an honor to work with the committee and the City to accomplish important projects for Laredo. Although retired, he indicated that he would remain engaged as a concerned citizen and continue to support the community in any way he could.

Judge Tijerina, added that, on behalf of Webb County, they sincerely thanked Mr. Rodriguez for his service, congratulated him on his well-deserved retirement, and wished him enjoyment in the coming weeks, noting that he would likely be quickly recruited for new opportunities.

Mayor Treviño also expressed his gratitude, thanking Mr. Rodriguez for his years of dedicated service.

All members of the Policy Committee thanked Mr. Rodriguez for his service.

VIII. ADJOURNMENT

Judge Tijerina, made a motion to **adjourn** the meeting at 2:14 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

LAREDO & WEBB COUNTY
AREA METROPOLITAN PLANNING ORGANIZATION

Item V.B.

B. Discussion with possible action to approve Resolution No. MPO 2026-04, supporting and adopting the revised Performance Measures and Targets of the Laredo Management Inc. (LTMI) 2025 Transit Asset Management (TAM) Plan.

LAREDO & WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION
ACTION ITEM

DATE: 02-18-2026	**ITEM:** V.B.
SUBJECT: RESOLUTION Discussion with possible action to approve Resolution No. **MPO 2026-04**, supporting and adopting the revised performance measures and targets of the Laredo Transit Management Inc. (LTMI) 2025 Transit Asset Management (TAM) Plan.	
INITIATED BY: Staff	**STAFF SOURCE:** Juan S. Mendive, MPO Director Robert J. Garza, Transit General Manager
PREVIOUS ACTION: On May 15, 2024, the Policy Committee approved Resolution No. **MPO 2024-06** adopting the Laredo Transit Management, Inc. (LTMI) 2024 Transit Asset Management (TAM) Plan performance measures and targets.	

BACKGROUND: The current and previous federal transportation bills, the Bipartisan Infrastructure Law and the FAST Act, respectively, included a series of requirements for Transportation Performance Management (TPM). Since the passage of federal transportation bill Moving Ahead for Progress in the 21st Century (MAP-21), the United States Department of Transportation has worked through the federal rulemaking process to establish a series of performance measures and corresponding target setting requirements. The Federal Highway Administration (FHWA) established performance measures for Safety (PM1), Pavement and Bridge condition (PM2) and System Performance and Freight (PM3). Federal Transit Administration (FTA) established performance measures for Transit Asset Management (TAM) and transit safety.

As a result, the Laredo transit public transportation provider, El Metro, also known as the Laredo Transit Management Inc. (LTMI), is recommending for the Laredo and Webb County Area MPO Policy Committee to adopt the revised performance measures and targets in the TAM Plan. The LTMI's updated TAM plan was adopted and approved by the Laredo Mass Transit Board on December 1, 2025. Attached, is the LTMI's revised 2025 TAM plan.

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 that plans and programs as part of the metropolitan planning process support achieving these targets.

Update: *Table 3.1: Performance Measures and Targets*

Asset Class	Performance Measure	Target
Rolling Stock	Mileage	85% of vehicles should be within their ULB
Equipment	Age	100% Equipment should be within their ULB
Facilities	Condition	100% of facilities rated on FTA TERM scale of 3.0 or above

COMMITTEE RECOMMENDATION: The Technical Committee recommends approval of Resolution No. MPO-2026-04.	**STAFF RECOMMENDATION**: Staff recommends approval of Resolution No. MPO-2026-04.

LAREDO & WEBB COUNTY
AREA METROPOLITAN PLANNING ORGANIZATION

RESOLUTION NO. MPO 2026-04

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

SUPORTING AND ADOPTING THE REVISED PERFORMANCE MEASURES AND TARGETS OF THE LAREDO TRANSIT MANAGEMENT INC. (LTMI) 2025 TRANSIT ASSET MANAGEMENT (TAM) PLAN.

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

WHEREAS, In 2012, Congress passed the Moving Ahead for Progress in the 21st Century Act (MAP-21), required metropolitan and statewide transportation planning processes include the incorporation of performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection; and

WHEREAS, Fixing America's Surface Transportation Act of 2015 (FAST Act), continued the requirements established by MAP-21, and stipulated that States and MPOs must: use a set of federally established performance measures, set targets and monitor progress for each of the performance measures and in 2021 Congress passed the Infrastructure Investment and Jobs Act (IIJA), continuing the performance-based planning program; and

WHEREAS, the regulations require certain operators of public transportation systems that receive federal funds under the Federal Transit Administration (FTA) Urbanized Area Formula Grants to develop a Transit Asset Management (TAM) plan that includes performance measures and targets; and

WHEREAS, the Laredo Transit Management Inc. 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; and

WHEREAS, the Laredo Transit Management Inc. has revised, identified, reviewed, and calculated their TAM plan performance measures and targets that includes rolling stock, equipment and facilities; and

WHEREAS, On December 1, 2025, the Laredo Mass Transit Board approved and adopted the revised LTMI's 2025 TAM plan. measures and targets; and

NOW THEREFORE BE IT RESOLVED, that the Laredo and Webb County Area Metropolitan Planning Organization (LWCAMPO), hereby agrees to support and adopt the LTMI 2025 TAM plan performance measures and targets as shown on Exhibit No. 1.

We certify that the above resolution was passed and adopted on this 18th day of February 2026, at a public meeting of the Policy Committee of the Laredo and Webb County Area Metropolitan Planning Organization.

_____

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

_____

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

_____

Juan S. Mendive, AICP
LWCAMPO Director

PERFORMANCE TARGETS AND MEASURES

Update: *Table 3.1: Performance Measures and Targets*

Asset Class	Performance Measure	Target
Rolling Stock	Mileage	85% of vehicles should be within their ULB
Equipment	Age	100% Equipment should be within their ULB
Facilities	Condition	100% of facilities rated on FTA TERM scale of 3.0 or above

EL METRO ASSET MANAGEMENT PLAN

Prepared by:

CDM Smith

January 2017
February 2024
Updated: November 2025

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1 Introduction and Background

In 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) mandated—and in 2015 the Fixing America's Surface Transportation Act (FAST) reauthorized—Federal Transit Agency (FTA) to develop a rule to establish a strategic and systematic process of operating, maintaining and improving public transportation capital assets effectively through their entire life cycle. FTA's national Transit Asset Management (TAM) System Rule:

- Defines "state of good repair" (SGR)
- Requires grantees to develop a TAM plan
- Establishes performance measures
- Establishes annual reporting requirements to the National Transit Database
- Requires FTA to provide technical assistance

TAM requirements in this Final Rule are part of a larger performance management context. MAP-21 created a performance-based and multimodal program to strengthen the U.S. transportation system, which is comprised of a series of nine rules overseen by FTA and the Federal Highway Administration (FHWA). The rule also requires transit providers to coordinate with States and with Metropolitan Planning Organizations (MPOs), to the maximum extent practicable, in the selection of State and MPO performance targets. MPO's should integrate the transit agency plans, performance measures, and targets in their planning process.

Transit Asset Management (TAM) is a strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage performance, risks, and costs over their life cycles. This oversight helps to provide safe, cost-effective, and reliable public transportation. TAM uses transit asset condition to guide how to manage capital assets and prioritize funding to improve or maintain a state of good repair.

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 35 buses for its 25 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 168 people, has an operating budget of $22.4 million, and an annual ridership of approximately 1.7 million passengers.

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 El Metro TAMP is a living, single source of information to help manage agency's assets to deliver target service. The TAMP consists of asset inventory, condition assessment, a decision support tool, and a prioritization approach.

The asset inventory consisted of all El Metro assets, either owned or leased, used to deliver public transportation services. The condition assessment included performance measures and targets required by the agency's assets to achieve the goal. The decision support tool was used for organizing asset inventory and prioritization. The prioritization approach considered numerous factors to develop a list of projects needed to address needs and help streamline the operations of El Metro.

1.1 VISION AND GOALS

EL Metro TAMP is meant to be a management tool for monitoring the assets owned by El Metro. EL Metro's vision is to effectively and efficiently provide a safe, clean, reliable, and comfortable transportation system for use by its customers and operators.

Goals of El Metro TAMP are:

- Use condition-based approaches, and predictive and preventative maintenance strategies, to reduce overall costs and provide a reliable transportation system.
- Provide a cleaner and safer transportation service by improving the service operations and on-time performance of vehicles through effective asset monitoring.
- Improve efficiency of the system by providing more accurate and timely data to communicate with oversight boards and customers.

1.2 TAMP UPDATE SCHEDULE

The El Metro TAMP will be updated in its entirety every four years at a minimum. The plan should include at least four years, and will be amended when there is a significant change during the horizon period. In addition, the asset inventory of El Metro within the TAMP will be updated annually.

1.3 ROLES & RESPONSIBILITIES

Table 1.1 provides a list of individuals involved in El Metro's Asset Management Plan, along with their roles and responsibilities.

Table 1.1: Roles and Responsibilities

Department/Individual	Role (Title and/or Description)	Agency
Robert J. Garza	Director of Asset Management	El Metro
Rosa Soto	Assistant General Manager of Operations & Asset Mgmt	El Metro
Monica Garcia	Assistant General Manager of Planning/Administration	El Metro
Adrian Chavera	Interim Fleet Maintenance Manager	El Metro
James R. Bautista	Shop Foreman	El Metro
Elia Y. Rodriguez*	Maintenance Asset Officer	El Metro

*The Maintenance Asset Officer of LTMI, is the designated Accountable Executive for El Metro Transit System's TAM Plan. As defined by 49 CFR Part 625, Elia Y. Rodriguez is designated as the single, identifiable Accountable Executive who is responsible for ensuring the TAM Plan is developed and implemented in accordance with 49 CFR 5326 and 5329(d) and has control over the human and capital resources needed to develop the TAM Plan in accordance with Federal regulations.

1.4 STATE OF GOOD REPAIR

State of Good Repair (SGR) is a condition in which assets are fit for their intended purpose (full performance). Sufficiently maintained assets are instrumental to an agency's ability to provide reliable service, as well as minimize operating and maintenance costs over the lifecycle of rolling stock, equipment, and facilities.

The following objectives are required by El Metro to be in a SGR:

- EL Metro possesses and maintains a comprehensive list of its capital assets.
- The agency possesses an asset management plan, which is integrated into the management processes and practices of the transit agency.
- A set percentage of El Metro's assets are within their useful life and remaining assets are performing at their designed function.

Useful Life or Useful Life Benchmark (ULB) is the expected lifecycle of a capital asset for a transit provider's operating environment.

2 ASSET INVENTORY

Asset inventory is a listing or database of assets - vehicles, equipment, and facilities owned, operated, and/or maintained by El Metro - that support the delivery of public transportation services. For purposes of the El Metro TAMP, assets are defined as:

1. Rolling Stock (Passenger service vehicles),

2. Facilities (with a replacement value of $50,000 or greater), and
3. Equipment (with a replacement value of $50,000 or greater).

El Metro doesn't own any Infrastructure asset class hence it is not included. For asset inventory classification and prioritization of tasks. the TAMP utilizes the Transit Asset Prioritization Tool (TAPT), an FTA tool described in the Transit Cooperative Research Program (TCRP) report 172. El Metro performed this inventory on November, 2016.

2.1 TAPT

The TAPT supports a range of different asset types for inventory. In addition, the tool predicts future conditions and performance, as well as helps prioritize asset rehabilitation and replacement.

The tool includes three basic models:

- A model for vehicle assets that can be modeled based on mileage,
- A model for non-vehicle assets that can be modeled based on age, and
- A model for non-vehicle assets that can be modeled based on condition.

In addition to describing the existing asset inventory, each of these models predict how condition and performance of inventory will vary over time.

2.1.1 ROLLING STOCK

El Metro's fleet includes 35 buses for its **25** fixed bus routes, and **16** vans for demand response service. **As of 2025,** the average bus fleet age was **8.4** years and the average van fleet age was **5.3** years. El Metro's bus fleet is powered mainly by compressed natural gas (CNG), which is more environmentally friendly and less expensive than regular gasoline or diesel fuel. In addition, all new model buses have bike racks capable of carrying two bicycles.

To assist passengers with mobility impairments, all buses have ramps or lifts that can accommodate wheelchairs. They also feature priority seating areas with an easier-to-reach stop call bell and securement belts for wheelchairs. To accommodate passengers with visual or hearing impairments, El Metro buses are equipped with larger, lighted destination signs inside and outside, and have lighted stop request signs and announcements at major stops.

Complementing the El Metro service, the El Lift paratransit service focuses on providing door-to-door transit service to people who are unable to use the fixed-route service. El Lift services use wheelchair accessible transit vans and ridership is restricted to the city limits of Laredo. Prior to using the service, riders must be verified for eligibility by El Metro.

Using the TAPT, the rolling stock of El Metro was categorized under vehicle-based model. The different vehicle asset classifications under rolling stock are bus, small bus,

and van. Under these different asset classes, the vehicles were further classified by asset groups. **Table 2.1** shows vehicle asset class and the asset groups that fall under them.

Table 2.1 Asset Class and Asset Group Classification

Asset Category	Asset Class	Asset Group
Rolling Stock	Bus	CNG, Diesel, Hybrid/Diesel-Electric
	Small Bus	Unleaded SM
	Van (Demand Response)	DR-Unleaded

Table 2.2 shows the vehicle inventory description. The *project code* provides the ability to analyze a group of assets together. The *units of assets* indicate the total number of assets within the sub-fleet. *Accumulated mileage* is the total miles accumulated on all active vehicles in the sub-fleet (since the date of manufacture) divided by the number of active vehicles in the sub-fleet. Replace *year* specifies the year when the assets are scheduled for replacement regardless of budget constraints.

Table 2.2: Vehicle Inventory Description

Asset Type/Class	Asset Group	Project Code	Units of assets	Accumulated Mileage	Replace Year
Bus (Fixed Route)	CNG	CNGB01-2015	2	930,684	2031
		CNGB02-2017	2	841,480	2033
		CNGB03-2019	5	1,693,405	2035
		CNGB04-2020	1	250,262	2036
		CNGB05-2021	1	247,216	2037
		CNGB05-2022	1	106,487	2038
		CNGB05-2025	19	231,242	2041
	CNG	CNGB01-2015 (Spares)	7	3,361,708	2031
		CNGB02-2017 (Spare)	1	412,337	2033
		CNGB03-2019 (Spares)	2	653,338	2035
	Diesel	DB01-2009 (Spare)	1	639,876	2025
		DB02-2011 (Spares)	3	1,706,672	2027
	Hybrid-Diesel Electric	HYB01-2021	1	178,437	2037
Small Bus (Fix Route)	Unleaded Sm	UnldSM-Cir-01-2020	1	198,366	2030
		UnldSM-Cir-01-2025	2	20,179	2035
		UnldSM-Cir-01-2020 (Spares)	2	376,278	2030
Van (Demand Response)	DR-Unleaded	DR-Unld-01-2014	1	72,765	2026
		DR-Unld-02-2017	2	337,755	2027
		DR-Unld-03-2018	2	309,895	2028
		DR-Unld-04-2019	3	426,558	2029
		DR-Unld-05-2020	2	214,240	2030
		DR-Unld-06-2021	2	123,683	2031
		DR-Unld-07-2023	2	70,888	2033
		DR-Unld-08-2023	2	33,468	2033

FTA DISPOSAL

As per FTA C 5010.1F Date 11/01/2024 Chapter IV: 3. Equipment and Supplies (Including Rolling Stock). Federal management standards apply to equipment, rolling stock, and supplies purchased with federal assistance. Rolling stock includes vehicles used to transport passengers, such as buses, vans, railcars, and ferryboats, while light-duty vehicles used for administrative or maintenance purposes are considered equipment. The requirements cover acquisition, use, management, and disposition of these federally assisted assets.

If federally funded equipment or supplies are no longer needed and sold for $10,000 or less, the recipient keeps all proceeds. For sales over $10,000, the recipient may keep $5,000 plus their local share percentage, and must return the Federal share to the FTA. Selling or handling costs cannot be deducted.

Any exchange involving money, equipment, or services for federally funded property is considered a sale, and the Federal share is calculated accordingly. Recipients cannot adjust the sale price to reduce the Federal share. If a sale is authorized, proper procedures must be followed to ensure the highest possible return for the asset.

Federally funded property can only be replaced after reaching its minimum useful life. For buses and rail vehicles, this is measured by years of service or mileage when the new vehicle begins operation. Accurate property records or Rolling Stock Status Reports showing replacement and expansion plans must be available for FTA review upon request.

Vehicle components are generally treated as part of the vehicle until it is disposed of. However, if a recipient keeps certain components after disposal, those parts must be recorded and managed as federally funded equipment. The FTA retains a proportional federal interest in any retained or repurposed components, which must be properly valued at the time they are removed from the vehicle.

With prior FTA approval, a federally funded asset that has not reached its useful life may be transferred to a public agency for non-transit use if: the asset will remain in public use for at least five years; no eligible transit purpose exists; the transfer provides greater overall benefit than returning the Federal share; and, for facilities or land, no Federal interest exists in acquiring the asset.

2.1.2 EQUIPMENT

Equipment of El Metro was categorized under age-based model. All equipment with a replacement value of $50,000 or greater is included in the inventory. Equipment is classified into two asset classes – building utilities and maintenance. **Table 2.3** shows the asset classes and asset groups of El Metro's equipment.

Update: *Table 2.3: Equipment Asset Class and Asset Group Classification*

Asset Category	Asset Class	Asset Group
Equipment	Building Utilities – Elevators and Conveying Systems	Elevators TC
	Maintenance Equipment	Mobile Lifts, Wrecker#36, Stakebed w/Crane Truck #42, Cordless Mobile Lifts, Ticket Vending Mach (TVM), Scrubber/Sweeper, Pay Station

Table 2.4 the *Units of Assets* column denotes the quantity of assets in the sub-group. The *Age of Assets* column provides age of the asset since the first budget year it was acquired or installed. Values for Replace Year were provided for assets whose year of replacement is known irrespective of budget constraints.

Update: *Table 2.4: Equipment Inventory Description*

Asset Type/Class	Asset Group	Project Code	Units of Assets	Age of Assets	Replace Year
Building Utilities – Elevators and Conveying Systems	Elevators TC	ELV01-Main RS	1	28	N/A
		ELV02-Main LS	1	28	N/A
		ELV03-SE_Greyhnd	1	0	N/A
Maintenance Equipment	Mobile lifts	ML-01	4	17	2023
		ML-02	4	12	2028
		ML-03 (cordless)	8	5	2040
	International Wrecker #36	WR01	1	12	2033
	Stakebed w/ Crane Truck#42	SD-01	1	7	2033
	Ticket Vending Machine (TVM)	TVM-01	2	5	2026
	Tennant Sweeper-Scrubber	SS-01	1	4	2032
	Amano Pay Station	PS-02	1	3	2032

2.1.3 FACILITIES

All the facilities of El Metro were categorized under the condition-based model. They were classified into three asset classes – Administrative, Maintenance, and Access and Parking - with different asset groups within them. El Metro's major transportation facility is the five-story Laredo Transit Center located in downtown Laredo. The transit center serves as a multimodal transportation terminal for the Laredo region and is the main point of transfer for El Metro routes, El Aguila rural routes, and inter-city services like Valley Transit and Greyhound. It also houses El Metro's administrative offices and a

public parking garage for downtown visitors. **Table 2.5** shows the asset classes and asset groups of El Metro's facilities.

Table 2.5: Asset Class and Asset Group Classification

Asset Category	Asset Class	Asset Group
Facilities	Administrative Building	Facility Operations
		HVAC Opt.
		Roof Opt.
		Surveillance System
	Maintenance Building	Facility Maintenance
		HVAC Maintenance
		Roof Maintenance
	Access and Parking	Facility Transit Center
		HVAC TC
		Roof TC

In **Table 2.6**, the Asset Condition column provides the condition of an asset based on a 1-5 TERM scale (see section 3.1.3.1) with 5 being excellent and 1 being poor. A rating of 0 designates asset failure. The Units of Assets column refers to the number of square feet.

Update: *Table 2.6: Facilities Inventory Description*

Asset Type/Class	Asset Group	Project Code	Units of Assets	Asset Condition	Replace Year
Administrative Building	Facility Operations	Opt-01	4,920 Sq. ft.	4-Good	2036
	HVAC Opt.	Opt01	4,920 Sq. ft.	5-Excellent	2036
	Roof Opt.	Opt01	4,920 Sq. ft.	5-Excellent	2036
	Surveillance Sys.	SurvSys_OP01	27 units	4-Good	2022
Maintenance Building	Facility Maintenance	Maint 01_Shop & Adm	17,163 Sq. ft.	3-Adequate	2018
		Maint 01_Svc Island	3,735 Sq. ft.	4-Good	2021
		Maint 01_Bus Wash	1,728 Sq. ft.	2-Marginal	2020
		Maint 01_V&B Prkg	34,812 Sq. ft.	4-Good	2024
		Maint 01_CNG Plant	884 Sq. ft.	2-Marginal	2017
		Maint 01_Bus Pathways	49,618 Sq. ft.	3-Adequate	2019
		Undgrd Fuel Tanks	301 Sq. ft.	4-Good	2036
	HVAC Maint.	Maint01-Parts Rm	512 Sq. ft.	4-Good	2036
		Maint02-Adm	2,249 Sq. ft.	2-Marginal	2017
	Roof Maint.	Maint01	16,268 Sq. ft.	5-Excellent	2036
Access and Parking	Facility Transit Center	TC01	227,081 Sq. ft.	4-Good	2038
	HVAC TC	TC-01-West Side	136,249 Sq. ft.	4-Good	2034
		TC-01 East Side	90,832 Sq. ft.	4-Good	2017
	Roof TC	TC01	227,081 Sq. ft.	3-Adequate	2021
	Surveillance Sys.	SurvSys_TC01	75 units	4-Good	2032

3 PERFORMANCE TARGETS AND MEASURES

3.1 CONDITION ASSESSMENT

Condition assessment is a systematic process of inspecting and evaluating the visual and/or measured condition assets. A well-established condition assessment process can help predict failure, identify unacceptable safety risks, initiate evaluation of their root causes, and integrate directly with proactive planning for the investments required to maintain good performance on El Metro's most critical assets. Condition assessment is conducted at the individual asset class level.

A performance measure, or a condition, is chosen for each asset class. A performance target is set and the performance measure is used to assess the asset class against the set target. If a gap exists between the target and the condition of assets, activities and strategies required to bring the assets to targeted condition were identified.

3.1.1 ROLLING STOCK PERFORMANCE MEASURES

ULB is a key element is gauging the performance of rolling stock. ULB can be expressed as mileage, years, or other factors appropriate for the system. The El Metro TAMP uses mileage as the performance measure for assessing vehicles.

3.1.2 EQUIPMENT PERFORMANCE MEASURES

Age is used as a performance measure for assessing equipment of El Metro. All equipment valued $50,000 or greater is listed under the age-based model and evaluated based on their age.

3.1.3 FACILITIES PERFORMANCE MEASURES

Facilities of El Metro are assessed based on their condition. FTA's Transit Economics Requirements Model (TERM) scale is used by the condition-based model to evaluate the facilities.

3.1.3.1 TERM SCALE

The TERM scale is used in estimating the physical condition of an asset. It consists of a 5-point scale ranging from poor (scored as 1) to excellent (scored as 5). TERM determines the level of investment required to maintain or improve the condition and performance of transit assets. It also assesses the impact of constrained investment and cost effectiveness of an asset on future condition or performance.

Table 3.1 summarizes the performance measures and targets set for each asset class. The target column in the table indicates the required number of assets of an asset class to be present within their ULB or TERM scale rating to maintain El Metro in a SGR.

Update: *Table 3.1: Performance Measures and Targets*

Asset Class	Performance Measure	Target
Rolling Stock	Mileage	85% of vehicles should be within their ULB
Equipment	Age	100% Equipment should be within their ULB
Facilities	Condition	100% of facilities rated on FTA TERM scale of 3.0 or above

It should be noted that, even though all the performance measures and targets were established in the TAMP, the TAPT tool has a built-in algorithm which calculates the asset condition and checks for useful life based on the magnitude of its performance measures. Based on parameters entered for an asset, the asset condition summary provided by TAPT will be directly used in the prioritization model to understand the replacement and rehabilitation scenario for an asset, instead of manually calculating it based on ULB.

After the asset inventory was updated, the next step was to understand the condition of assets and their performance. Knowing an asset condition helps to make choices such as to replace or rehabilitate based on remaining useful life and/or the added benefit of keeping the asset rather than replacing. **Table 3.1** summarizes the performance measures of EL Metro's asset classes based on the inventory and condition assessment performed by El Metro. All three asset classes are well above the set performance measure target.

Update: *Table 3.2: Performance Measures Summary of El Metro Assets*

Asset Class	Performance Measure	EL Metro Asset Condition
Rolling Stock	Mileage	85% of vehicles are within their ULB
Equipment	Age	100% of Equipment are within their ULB
Facilities	Condition	100% of facilities rated on FTA TERM scale of 3.0 or above

4 ASSET PRIORITIZATION

After the asset conditions was updated, the next step was to identify the immediate needs and the plan to keep the performance measures on target. To keep El Metro under the SGR requires prioritizing assets which need immediate focus to either replace or rehabilitate.

With resource and funding constraints, selected activities or projects should be prioritized. Prioritization of projects in TAMP provides a ranked listing of recommended priorities for asset rehabilitation and replacement. Projects are ranked per a Prioritization Index (PI) which represents the cost savings resulting from performing the project (relative to deferring it) divided by the project cost. Thus, a PI greater than 0 represents a project that, if performed, is expected to reduce lifecycle costs. The ranked listing of proposed projects and activities are ordered by implementation of maintenance and/or capital program. Priorities are identified locally based on policies and critical needs. Items ranked as high priority reflect unacceptable safety risks identified in the condition assessment, as well as needs to meet accessibility requirements. Further, project prioritization also considers estimated funding sources available to implement the proposed projects and can be linked to STIP and/or TIP. The prioritization model within the TAPT tool was used for prioritizing El Metro's assets.

4.1 INVESTMENT SCENARIOS

Using the TAPT to run the prioritization model, scenarios were chosen based on budget/funding levels to evaluate and compare outcomes in certain situations. These comparisons helped in finalizing a prioritized list of asset replacement/rehabilitation needs that more appropriately reflected El Metro's goals.

The prioritization model was run using three different scenarios:

- Unconstrained budget Model Run,
- Do-Nothing budget Model run, and
- Annual Budget Model run.

The unconstrained budget model run was a scenario where the budget would not be a limiting factor for asset replacements. Running a prioritization model with an unconstrained budget allows the agency to better understand the model's recommendations. To run the model in an unconstrained scenario, the budget for asset replacement and rehabilitation was set to $999,999,999/year for years 2017 through 2026 to cover the 10-year plan in the TAMP.

The Do-Nothing budget model run was a scenario where budget was not provided for asset replacements. Such a scenario helps understand how assets deteriorate if no

funding was available. For the Do-Nothing model run, the budget for asset replacement and rehabilitation was set to $0/year for years 2017 through 2026.

The third scenario involved the constrained annual budget of El Metro for asset replacement and rehabilitation. This model run helps understand the prioritization of project selection based on limited budget over the 10-year span. For the Annual budget model run, the budget for asset replacement and rehabilitation was set to $1,000,000/year for years 2017 through 2026. This is an assumption suggested by El Metro.

Appendix A and **Appendix B** contain outputs from the unconstrained and the do-nothing model runs, respectively. **Table 4.1** shows the ranked program list for the prioritization run. The table provides a list of projects categorized by year and ranked, as well as replacement costs for each asset group the year they were recommended for replacement.

In **Table 4.1**, *Asset ID code* column references the project detail in the TAPT tool. *Description* column provide information about the respective asset groups and details of the need. The *Estimated Cost* column shows the replacement, repair or rehabilitation cost for the asset, whichever is economical within the available budget. Replace column indicates whether a particular asset group being replaced is in it replace year or not.

Table 4.2 is a summary table providing information based on yearly needs of the agency. The TAPT tool's built-in algorithm ensures projects which are the ones replaced first. In this table, the *Amount* column refers to the total needs of El Metro for a year. This annual total needs are based on an unconstrained budget run and the improvements needed are listed in Appendix A by year. This amount is what the El Metro ideally would like to have as a budget to replace or rehabilitate all the assets. The *Percentage* column represents the percentage of El Metro assets needs rehabilitation or replacement. The *Budget* column represents an annual budget of $1 million dollars and shows the remaining available every year once the needs from previous year are addressed. The *Expenditures from Budget* column represents the needs that should be planned for any particular year based on the asset performance and condition. The *Remaining Backlog* column represent the unmet needs for any given year. The entire table represents the need for additional funds to meet the annual needs to maintain El Metro's assets in state of good repair.

Table 4.1: Program List for Annual Budget Prioritization Run

Program Year	Asset ID Code	Description	Estimated Cost	Replace-Lined?
2017	HVAC-Maint. 2	Repair/rehabilitate HVAC system for the administrative building of the Maintenance Center	$ 22,600	Yes
2017	HVAC-TC 2	Repair/rehabilitate HVAC system for the East side of Transit Center	$ 1,907,472	Yes
2018	DR-DV 1	Replace 14 Demand Response Diesel Chevy Vans	$ 1,386,000	Yes
2018	Facility_Maintenance 1	Repair/rehabilitate 17,163 Sq. ft. of Administration building and Repair shop at the Maintenance Center	$ 308,934	Yes
2019	Facility_Maintenance 6	Repair/rehabilitate 49,618 Sq. ft. of Bus pathway at the Maintenance Center	$ 893,124	Yes
2020	CNGSM 1	Replace 5 CNG small Blue Bird buses	$ 2,365,000	Yes
2020	Facility_Maintenance 3	Repair/rehabilitate 1,728 Sq. ft. of Bus wash area at the Maintenance Center	$ 31,104	Yes
2021	CNGSM 2	Replace 5 CNG small Blue Bird buses	$ 2,365,000	Yes
2021	DR-Unleaded 1	Replace 3 Demand Response Vans	$ 116,268	Yes
2021	Facility_Maintenance 2	Repair/rehabilitate 3,735 Sq. ft. of Service island at the Maintenance Center	$ 67,230	Yes
2021	Roof_TC 1	Repair/rehabilitate the roof at Transit Center	$ 529,099	Yes
2022	Surveillance System 2	Replace/rehabilitate Video Surveillance Camera System Scott & Farragut Facility	$ 27,783	Yes
2023	Diesel SM 1 (1142,1143)	Replace 2 Diesel Champion Buses (2011)	$ 1,179,448	Yes
2023	Mobile Lifts 1	Replace/rehabilitate 4 Mobile Lifts	$ 30,000	Yes
2024	Facility_Maintenance 4	Repair/rehabilitate 34,812 Sq. ft. of Van and Bus Parking Area at Maintenance Center	$ 626,616	Yes
2025	Diesel 1	Replace 11 Diesel Gillig Buses (2009)	$ 5,455,466	Yes
2026	Diesel 2	Replace 12 Diesel Gillig Buses (2011)	$ 5,951,417	Yes

Table 4.2: Summary of Annual Budget Prioritization

Year	Needs		Budget ($)	Expenditures from Budget ($)	Remaining Backlog ($)
	Amount ($)	Percent			
2017	$ 7,299,904	19.39%	$ 1,000,000	$ 1,930,052	$ 5,369,852
2018	$ 6,755,852	17.94%	$ 69,948	$ 1,694,934	$ 5,060,918
2019	$ 6,026,690	16.01%	$ (624,986)	$ 893,124	$ 5,133,566
2020	$ 5,133,566	13.64%	$ (518,110)	$ 2,396,104	$ 2,737,462
2021	$ 5,777,829	15.35%	$ (1,914,214)	$ 3,077,597	$ 2,700,232
2022	$ 2,728,015	7.25%	$ (3,991,811)	$ 27,783	$ 2,700,232
2023	$ 2,700,232	7.17%	$ (3,019,594)	$ 1,209,448	$ 2,542,890
2024	$ 3,169,506	8.42%	$ (2,176,936)	$ 626,616	$ 2,542,890
2025	$ 12,796,577	33.99%	$ (1,803,552)	$ 5,455,466	$ 7,341,112
2026	$ 14,874,492	39.51%	$ (6,259,018)	$ 5,951,417	$ 8,923,075

It can be seen from **Table 4.2** that the need for project capital related to replacement or rehabilitation are exceeding the existing budget. The existing available funding is less than the needs for a fiscal year. This list will serve as a good resource for El Metro to focus on the prioritized tasks ranked by year, helping spend limited capital more efficiently. Prioritized yearly spending of capital on selected projects ensures the agency is under the State of Good Repair

5 Conclusion

The TAMP for 2017-2026 provides El Metro with the ability to understand and utilize its assets efficiently. The investment scenario of Annual Budget reinforces that transportation needs to maintain the system in a SGR are exceeding funds provided. It was also observed that with the existing annual budget of El Metro, the annual capital backlog for asset replacement needs is going to increase. Also noted was the mean distance between vehicle failures among decreasing over the next ten-year period. Due to the constrained budget, capital funds in the prioritized list were only assigned for replacement tasks when assets reached their replace years. This process lead to a backlog of replacing or rehabilitating vehicles, thereby decreasing their mean distance between failures.

However, the TAPT tool provided a finalized set of prioritized and ranked list of asset replacement projects for the 10-year period that best reflected El Metro's vison. It helped in achieving the goals associated with the TAMP to maintain the agency provide a safer, cleaner, and efficient transportation system.

The asset inventory of El Metro in this report will be updated annually. Keeping the inventory up-to-date helps to ensure that each vehicle sub-fleet, equipment, and facility were maintained in a SGR and are used efficiently. In complying with FTA's new rule (49 CFR Parts 625 and 630), annual reporting of El Metro's asset information will be conducted through the National Transit Database (NTD). NTD annual reporting includes projected targets for a following year, condition assessment, performance results, and a narrative report on changes in the transit system and progress toward achieving previous performance targets.

APPENDIX A: UNCONSTRAINED BUDGET RUN SUMMARY

Appendix A includes the summary of the unconstrained budget run. As mentioned in section 4.1, the budget was set to $999,999,999 for each year for the period 2017 to 2026. This unconstrained value eliminated budget constraints to understand the TAPT model's recommendations for El Metro's requirements.

Unconstrained Budget Run

Program Year	Asset ID Code	Description	Estimated Cost	Replace-Lined?
2017	CNGSM 1	Replace 5 CNG small Blue Bird buses	$ 2,365,000	
2017	Diesel SM 1	Replace 2 Diesel Champion Buses (2011)	$ 127,342	
2017	CNGSM 2	Replace 5 CNG small Blue Bird buses	$ 318,355	
2017	Elevators TC 1	Replace Elevator in Transit Center	$ 210,000	
2017	Elevators TC 2	Replace Elevator in Transit Center	$ 210,000	
2017	Elevators TC 3	Replace Elevator in Transit Center	$ 210,000	
2017	Facility Maintenance 1	Repair/rehabilitate 17,163 Sq. ft of Administration building and Repair shop at the Maintenance Center	$ 308,934	
2017	Facility Maintenance 3	Repair/rehabilitate 1,728 Sq. ft of Bus wash area at the Maintenance Center	$ 31,104	
2017	Facility Maintenance 5	Repair/rehabilitate CNG Plant	$ 1,907,472	Yes
2017	HVAC-Maint. 2	Repair/rehabilitate HVAC system for the administrative building of the Maintenance Center	$ 22,600	Yes
2018	DR-DV 1	Replace 14 Demand Response Diesel Chevy Vans	$ 1,386,000	Yes
2018	Facility_Maintenance 1	Repair/rehabilitate 17,163 Sq. ft of Administration building and Repair shop at the Maintenance Center	$ 308,934	Yes
2019	Facility_Maintenance 2	Repair/rehabilitate 3,735 Sq. ft of Service island at the Maintenance Center	$ 67,230	
2019	Facility_Maintenance 6	Repair/rehabilitate 49,618 Sq. ft of Bus pathway at the Maintenance Center	$ 893,124	Yes
2019	Facility_Maintenance 7	Repair/rehabilitate 301 Sq. ft flooring of Underground Fuel Tanks at Maintenance Center	$ 5,418	
2020	CNGSM 1	Replace 5 CNG small Blue Bird buses	$ 2,365,500	Yes
2020	Facility_Maintenance 3	Repair/rehabilitate 1,728 Sq. ft of Bus wash area at the Maintenance Center	$ 318,355	Yes
2021	CNGSM 2	Replace 5 CNG small Blue Bird buses	$ 2,365,500	Yes
2021	DR-Unleaded 1	Replace 3 Demand Response Vans	$ 116,268	Yes
2021	Facility_Maintenance 2	Repair/rehabilitate 3,735 Sq. ft of Service island at the Maintenance Center	$ 67,230	Yes
2021	Mobile Lifts 1	Replace/rehabilitate 4 Mobile Lifts	$ 30,000	
2021	Roof_TC 1	Repair/rehabilitate the roof at Transit Center	$ 529,099	Yes
2022	Surveillance System 2	Replace/rehabilitate Video Surveillance Camera System Scott & Farragut Facility	$ 27,783	Yes
2023	Diesel SM 1 (1142,1143)	Replace 2 Diesel Champion Buses (2011)	$ 1,179,448	Yes
2023	Mobile Lifts 1	Replace/rehabilitate 4 Mobile Lifts	$ 30,000	Yes
2024	Facility_Maintenance 4	Repair/rehabilitate 34,812 Sq. ft of Van and Bus Parking Area at Maintenance Center	$ 626,616	Yes
2025	Diesel 1	Replace 11 Diesel Gillig Buses (2009)	$ 5,455,466	Yes

2025	Facility Transit Center 1	Repair/rehabilitate 227,081 Sq.t Transit Center Building at Farragut St	$ 4,798,222	
2026	DR-DV 1	Replace 14 Demand Response Diesel Chevy Vans	$ 1,386,000	
2026	Diesel 2	Replace 12 Diesel Gillig Buses (2011)	$ 5,951,417	Yes
2026	Facility-Operations 1	Repair/rehabilitate 4,920 Sq.t of Operations and Paratransit Admin Building at Scott St	$ 195,964	

Summary of Unconstrained Prioritization Run

Year	Needs		Budget ($)	Expenditures from Budget ($)	Remaining Backlog ($)
	Amount ($)	Percent			
2017	$ 7,299,904	19.39%	$ 999,999,999	$ 7,299,904	-
2018	$ 1,694,934	4.50%	$ 1,992,700,094	$ 1,694,934	-
2019	$ 965,772	2.57%	$ 2,991,005,159	$ 965,772	-
2020	$ 2,396,104	6.36%	$ 3,990,039,386	$ 2,396,104	-
2021	$ 3,107,597	8.25%	$ 4,987,643,281	$ 3,107,597	-
2022	$ 27,783	0.07%	$ 5,984,535,683	$ 27,783	-
2023	$ 1,209,448	0.42%	$ 6,984,507,899	$ 1,209,448	-
2024	$ 626,616	1.66%	$ 7,984,350,556	$ 626,616	-
2025	$ 10,253,687	27.24%	$ 8,983,723,939	$ 10,253,687	-
2026	$ 7,533,381	20.01%	$ 9,973,470,251	$ 7,533,381	-

APPENDIX B: DO-NOTHING MODEL RUN SUMMARY

Appendix B includes the summary of a do-nothing scenario, where no budget was provided for any asset replacement or rehabilitation. A budget of $0 was provided for the period of 2017 to 2026. This scenario shows the how the need for capital keeps increasing over each year to keep the agency in a SGR when no budget is provided.

Do-Nothing Prioritization Run

Program Year	Asset ID Code	Description	Replacement Costs	Replace-Lined?
2017	HVAC-Maint. 2	Repair/rehabilitate HVAC system for the administrative building of the Maintenance Center	$22,600	Yes
2017	HVAC-TC 2	Repair/rehabilitate HVAC system for the East side of Transit Center	$1,907,472	Yes
2018	DR-DV 1	Replace 14 Demand Response Diesel Chevy Vans	$1,386,000	Yes
2018	Facility_Maintenance 1	Repair/rehabilitate 17,163 Sq. ft. of Administration building and Repair shop at the Maintenance Center	$308,934	Yes
2019	Facility_Maintenance 6	Repair/rehabilitate 49,618 Sq. ft. of Bus pathway at the Maintenance Center	$893,124	Yes
2020	CNGSM 1	Replace 5 CNG small Blue Bird buses	$2,365,000	Yes
2020	Facility_Maintenance 3	Repair/rehabilitate 1,728 Sq. ft. of Bus wash area at the Maintenance Center	$31,104	Yes
2021	CNGSM 2	Replace 5 CNG small Blue Bird buses	$2,365,000	Yes
2021	DR-Unleaded 1	Replace 3 Demand Response Vans	116,268	Yes
2021	Facility_Maintenance 2	Repair/rehabilitate 3,735 Sq. ft. of Service island at the Maintenance Center	$67,230	Yes
2021	Roof_TC 1	Repair/rehabilitate the roof at Transit Center	$529,099	Yes
2022	Surveillance System 2	Replace/rehabilitate Video Surveillance Camera System Scott & Farragut Facility	$27,783	Yes
2023	Diesel SM 1 (1142,1143)	Replace 2 Diesel Champion Buses (2011)	$1,179,448	Yes
2023	Mobile Lifts 1	Replace/rehabilitate 4 Mobile Lifts	$30,000	Yes
2024	Facility_Maintenance 4	Repair/rehabilitate 34,812 Sq. ft. of Van and Bus Parking Area at Maintenance Center	$626,616	Yes
2025	Diesel 1	Replace 11 Diesel Gillig Buses (2009)	$5,455,466	Yes
2026	Diesel 2	Replace 12 Diesel Gillig Buses (2011)	$5,951,417	Yes

Summary of Do-Nothing Prioritization Run

Year	Needs		Budget ($)	Expenditures from Budget ($)	Remaining Backlog ($)
	Amount ($)	Percent			
2017	$ 7,299,903.96	19.39%	$ -	$ 1,930,051.96	$ 5,369,852.00
2018	$ 6,755,852.00	17.94%	$ (1,930,051.96)	$ 1,694,934.00	$ 5,060,918.00
2019	$ 6,026,690.00	16.01%	$ (3,624,985.96)	$ 893,124.00	$ 5,133,566.00
2020	$ 5,133,566.00	13.64%	$ (4,518,109.96)	$ 2,396,104.00	$ 2,737,462.00
2021	$ 5,777,828.73	15.35%	$ (6,914,213.96)	$ 3,077,596.73	$ 2,700,232.00
2022	$ 2,728,015.00	7.25%	$ (9,991,810.69)	$ 27,783.00	$ 2,700,232.00
2023	$ 2,700,232.00	7.17%	$ (10,019,593.69)	$ 157,342.00	$ 2,542,890.00
2024	$ 3,169,506.00	8.42%	$ (10,176,935.69)	$ 626,616.00	$ 2,542,890.00
2025	$ 12,796,577.37	33.99%	$ (10,803,551.69)	$ 5,455,465.84	$ 7,341,111.53
2026	$ 14,874,492.41	39.51%	$ (16,259,017.53)	$ 5,951,417.28	$ 8,923,075.13

APPENDIX C: ANNUAL BENCHMARKS (NTD)

Appendix C includes all the El Metro – Transit buses and van for the Fiscal Year of 2024 to 2025.

Annual Benchmarks

Veh No	T	Make	Ft.	Model	Year	Active / In-Active	Veh Age	ULB Grant Life (Cir 5010.IE)	Meets / Exceed sMinm. ULB	TAM's ULB (Cheat Sheet)	Meets / Exceeds Max ULB	FUEL Gas/Diesel	Condition Fair/New	PM Intervals	LifeMiles Update 09/30/25
0905	B	Gillig	35	G27D102N4	2009	I	16	12	Yes	14	Yes	Diesel	Fair	6000	692524
0908	B	Gillig	35	G27D102N4	2009	I	16	12	Yes	14	Yes	Diesel	Fair	6000	687231
0909	B	Gillig	35	G27D102N4	2009	I	16	12	Yes	14	Yes	Diesel	Fair	6000	733189
0910	B	Gillig	35	G27D102N4	2009	I	16	12	Yes	14	Yes	Diesel	Fair	6000	637629
1130	B	Gillig	40	G27D102N4	2011	I	14	12	Yes	14	No	Diesel	Fair	6000	564818
1134	B	Gillig	40	G27D102N4	2011	I	14	12	Yes	14	No	Diesel	Fair	6000	647552
1138	B	Gillig	35	G27B102N4	2011	I	14	12	Yes	14	No	Diesel	Fair	6000	573419
1135	B	Gillig	40	G27D102N4	2011	I	14	12	Yes	14	No	Diesel	Fair	6000	583027
1137	B	Gillig	35	G27B102N4	2011	I	14	12	Yes	14	No	Diesel	Fair	6000	612955
1140	B	Gillig	35	G27B102N4	2011	I	14	12	Yes	14	No	Diesel	Fair	6000	590188
0906	B	Gillig	35	G27D102N4	2009	A	16	12	Yes	14	Yes	Diesel	Fair	6000	639876
1133	B	Gillig	40	G27D102N4	2011	A	14	12	Yes	14	No	Diesel	Fair	6000	627768
1136	B	Gillig	35	G27B102N4	2011	A	14	12	Yes	14	No	Diesel	Fair	6000	542839
1141	B	Gillig	35	G27B102N4	2011	A	14	12	Yes	14	No	Diesel	Fair	6000	536065
0929	B	Gillig (trolley)	30	627E102N2	2009	A	16	10	Yes	14	Yes	Diesel	Fair	6000	467766
2168	B	Gillig LLC(Hyb)	35	G30B	2021	A	4	12	No	14	No	Diesel/ Electric	Fair	3000	178437
1544	B	Gillig LLC	40	G27D102N4	2015	A	10	12	No	14	No	CNG	Fair	3000	475073
1545	B	Gillig LLC	40	G27D102N4	2015	A	10	12	No	14	No	CNG	Fair	3000	458284
1547	B	Gillig LLC	40	G27D102N4	2015	A	10	12	No	14	No	CNG	Fair	3000	461914
1548	B	Gillig LLC	40	G27D102N4	2015	A	10	12	No	14	No	CNG	Fair	3000	459837
1549	B	Gillig LLC	40	G27D102N4	2015	A	10	12	No	14	No	CNG	Fair	3000	544737
1550	B	Gillig LLC	40	G27D102N4	2015	A	10	12	No	14	No	CNG	Fair	3000	462956
1551	B	Gillig LLC	40	G27D102N4	2015	A	10	12	No	14	No	CNG	Fair	3000	498907
1754	B	Gillig LLC	40	G31D102N4	2017	A	8	12	No	14	No	CNG	Fair	3000	412337
1959	B	Gillig LLC	40	G31D102N4	2019	A	6	12	No	14	No	CNG	Fair	3000	355830
1962	B	Gillig LLC	35	G31B102N4	2019	A	6	12	No	14	No	CNG	Fair	3000	297508
1546	B	Gillig LLC	40	G27D102N4	2015	A	10	12	No	14	No	CNG	Fair	3000	485772
1552	B	Gillig LLC	40	G27D102N4	2015	A	10	12	No	14	No	CNG	Fair	3000	444912
1753	B	Gillig LLC	40	G31D102N4	2017	A	8	12	No	14	No	CNG	Fair	3000	418826
1755	B	Gillig LLC	40	G31D102N4	2017	A	8	12	No	14	No	CNG	Fair	3000	422654
1956	B	Gillig LLC	40	G31D102N4	2019	A	6	12	No	14	No	CNG	Fair	3000	332667
1957	B	Gillig LLC	40	G31D102N4	2019	A	6	12	No	14	No	CNG	Fair	3000	351172
1958	B	Gillig LLC	40	G31D102N4	2019	A	6	12	No	14	No	CNG	Fair	3000	327849
1960	B	Gillig LLC	40	G31D102N4	2019	A	6	12	No	14	No	CNG	Fair	3000	358599
1961	B	Gillig LLC	40	G31D102N4	2019	A	6	12	No	14	No	CNG	Fair	3000	323118
2065	B	Gillig LLC(BRT)	35	G31B	2020	A	5	12	No	14	No	CNG	Fair	3000	250262
2167	B	Gillig LLC	35	G31B	2021	A	4	12	No	14	No	CNG	Fair	3000	247216
2270	B	GILLIG	29	G31E	2022	A	3	10	No	14	No	CNG	Fair	3000	106487
2573	B	GILLIG	35	G31B	2025	A	0	12	No	14	No	CNG	New	3000	19077
2574	B	GILLIG	35	G31B	2025	A	0	12	No	14	No	CNG	New	3000	18167
2575	B	GILLIG	35	G31B	2025	A	0	12	No	14	No	CNG	New	3000	16409
2576	B	GILLIG	35	G31B	2025	A	0	12	No	14	No	CNG	New	3000	2406
2577	B	GILLIG	35	G31B	2025	A	0	12	No	14	No	CNG	New	3000	18237
2578	B	GILLIG	35	G31B	2025	A	0	12	No	14	No	CNG	New	3000	20018
2579	B	GILLIG	35	G31B	2025	A	0	12	No	14	No	CNG	New	3000	13392
2580	B	GILLIG	35	G31B	2025	A	0	12	No	14	No	CNG	New	3000	2635
2581	B	GILLIG	35	G31B	2025	A	0	12	No	14	No	CNG	New	3000	14125
2582	B	GILLIG	35	G31B	2025	A	0	12	No	14	No	CNG	New	3000	12490
2583	B	GILLIG	35	G31B	2025	A	0	12	No	14	No	CNG	New	3000	15464
2584	B	GILLIG	35	G31B	2025	A	0	12	No	14	No	CNG	New	3000	7181

Annual Benchmarks (Cont.)

Veh No	T	Make	Ft.	Model	Year	Active / In-Active	Veh.Age	ULB Grant Life (Cir 5010.IE)	Meets / Exceed sMinm. ULB	TAM's ULB (Cheat Sheet)	Meets / Exceeds Max ULB	FUEL Gas/Diesel	Condition Fair/New	PM Intervals	LifeMiles Update 09/30/25
2585	B	GILLIG	35	G31B	2025	A	0	12	No	14	No	CNG	New	3000	16320
2586	B	GILLIG	29	G31E	2025	A	0	10	No	10	No	CNG	New	3000	15172
2587	B	GILLIG	29	G31E	2025	A	0	10	No	10	No	CNG	New	3000	13168
2588	B	GILLIG	40	G31D	2025	A	0	12	No	14	No	CNG	New	3000	12592
2589	B	GILLIG	40	G31D	2025	A	0	12	No	14	No	CNG	New	3000	6709
2590	B	GILLIG	40	G31D	2025	A	0	12	No	14	No	CNG	New	3000	7680
2591	B	GILLIG	40	G31D	2025	A	0	12	No	14	No	CNG	New	3000	0
2063	LD	ChampionBus	26.5	LF Transport	2020	A	5	5	No	10	No	Gas	Fair	3000	204507
2066	LD	ChampionBus	26.5	LF Transport	2020	A	5	5	No	10	No	Gas	Fair	3000	171771
2064	LD	ChampionBus	26.5	LF Transport	2020	A	5	5	No	10	No	Gas	Fair	3000	198366
2571	LD	Ford-Arboc	28	Freedom	2025	A	0	5	No	10	No	Gas	New	3000	10308
2572	LD	Ford-Arboc	28	Freedom	2025	A	0	5	No	10	No	Gas	New	3000	9871

Veh No	T	Make	Ft.	Model	Year	Active / In-Active	Veh.Age	ULB Grant Life (Cir 5010.IE)	Meets / Exceed sMinm. ULB	TAM's ULB (Cheat Sheet)	Meets / Exceeds Max ULB	FUEL Gas/Diesel	Condition Fair/New	PM Intervals	LifeMiles Update 09/30/25
1429	V	Other	17	MV-1	2014	A	11	5	Yes	8	Yes	Gas	Fair	3000	72765
1732	V	Glaval Universal	23	Ford-E450 (Cutaway)	2017	A	8	5	Yes	10	No	Gas	Fair	3000	206789
1733	V	Glaval Universal	23	Ford-E450 (Cutaway)	2017	A	8	5	Yes	10	No	Gas	Fair	3000	130966
1834	V	Glaval Universal	23	Ford-E450 (Cutaway)	2018	A	7	5	No	10	No	Gas	Fair	3000	141913
1835	V	Glaval Universal	23	Ford-E450 (Cutaway)	2018	A	7	5	No	10	No	Gas	Fair	3000	167982
1936	V	Glaval Universal	23	Ford-E450 (Cutaway)	2019	A	6	5	No	10	No	Gas	Fair	3000	136745
1937	V	Glaval Universal	23	Ford-E450 (Cutaway)	2019	A	6	5	No	10	No	Gas	Fair	3000	143829
1938	V	Glaval Universal	23	Ford-E450 (Cutaway)	2019	A	6	5	No	10	No	Gas	Fair	3000	145984
2039	V	Champion	24'8"	Ford LF-E450 (Cutaway)	2020	A	5	5	No	10	No	Gas	Fair	3000	105238
2040	V	Champion	24'8"	Ford LF-E450 (Cutaway)	2020	A	5	5	No	10	No	Gas	Fair	3000	109002
2141	V	Champion	24'8"	Ford LF-E450 (Cutaway)	2021	A	4	5	No	10	No	Gas	Fair	3000	56996
2142	V	Champion	24'8"	Ford LF-E450 (Cutaway)	2021	A	4	5	No	10	No	Gas	Fair	3000	66687
2343	V	Arboc	28	Spirit LF-E450 (Cutaway)	2023	A	2	5	No	10	No	Gas	Fair	3000	35332
2344	V	Arboc	28	Spirit LF-E450 (Cutaway)	2023	A	2	5	No	10	No	Gas	Fair	3000	35556
2345	V	STARCRAFT	23'	ALLSTAR (Cutaway)	2023	A	2	5	No	10	No	Gas	Fair	3000	17513
2346	V	STARCRAFT	23'	ALLSTAR (Cutaway)	2023	A	2	5	No	10	No	Gas	Fair	3000	15955

Plan Update: NOV/2025

Robert J. Garza
LTMI General Manager
Director of Asset Management

LAREDO & WEBB COUNTY
AREA METROPOLITAN PLANNING ORGANIZATION

Item VI.A.

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

WC-CL RMA February 2026 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 –** This project is being led by the TxDOT Laredo District Office (LRD). It has an estimated construction cost of $130M and is programmed for an FY 2030 letting per the Draft 2026 UTP. To date, the project is not fully funded for construction. The MPO has allocated $16M of Category 2 funds to the construction of the project; thus, the project still has a $114M funding gap. The TxDOT LRD hosts a quarterly meeting with the City of Laredo, WC-CL RMA, Webb County, and the Killam Company to discuss the status of progress of the various sections of Vallecillo Road that is ongoing. At the last quarterly meeting that occurred on the week of August 19, 2025, the TxDOT LRD is on track for PS&E to commence on FY 2030. On November 20, 2025, the WC-CL RMA, City of Laredo, Webb County, and the TxDOT LRD met with Alex Meade of the Texas Transportation Commission to provide a status of the ongoing projects that will connect with the Vallecillo Overpass and discuss the need for design and construction funding. The Commissioner provided an update on the current funding levels through the State of Texas, and provided guidance of possible funding opportunities the community can explore to advance the project. The next quarterly meeting is scheduled for February 2026. The WC-CL RMA and LWCAMPO respectively passed action in January, to dedicate $950,000 for a total of $1,900,000 to the implementation of the project. The WC-CL RMA also passed action in January to develop and submit a BUILD grant application to FHWA for the design of the project.
4. **BUILD Planning Grant Application** – The WC-CL RMA has received an estimated cost from TxDOT LRD for the development of the plans, specifications and estimate for the Vallecillo Overpass project in the amount of $4,680,000. TxDOT LRD has pledged $500,000 to the design of the project. This amount along with the $1,900,000 from the WC-CL RMA and the LWCAMPO can account for 51.3% of the anticipated design cost. The BUILD Grant Application will request $2,280,000; thus, we will demonstrate that we can for more than the minimum 20% match required by the Grant Application and increase the competitiveness of the application. The application will be submitted at the end of February.
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 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 has received draft agreements and is working with the property owners to finalize the details of the agreements. The City will move forward with letting once the agreements are finalized and executed.
6. **North Laredo Transportation Reinvestment Zone (TRZ)** - The North Laredo TRZ Study ILA is fully executed and in effect as of February 19, 2025. Currently, the WC-CL RMA has met with the City of Laredo Director of Community Development/ Interim Economic Development Director, Ms.

Tina Rodriguez, to commence meetings with the respective City of Laredo Department. The WC-CL RMA will continue with the development of the Study. The anticipated completion of the study is 6/1/2026.

7. **Cuatro Vientos Transportation Reinvestment Zone (TRZ) -** Currently, the WC-CL RMA is coordinating with the City of Laredo Director of Community Development/Interim Economic Development Director, Ms. Tina Rodriguez, to commence meeting with the respective City of Laredo Department heads in January. The project is anticipated to be complete by 6/1/2026.
8. **Joint Area WC-CL RMA, LWCAMPO and City of Laredo Freight Study** – The WC-CL RMA and the City of Laredo are in discussions for development of the Inter Local Agreement (ILA) to codify the financial obligations from the WC-CL RMA, City of Laredo and the LWCAMPO as well as the role and responsibilities for the development of the Freight Study. Upon completion and execution of the ILA, the WC-CL RMA will commence the Study.
9. **Other Items**:
    - The WC-CL RMA conducted a Board meeting on 1/21/26.
    - The WC-CL RMA is targeting the next Board meeting in March or April.

Monthly Report to the LWCAMPO from the WC-CL RMA

Project: Vision Zero Webb Laredo Safety Action Plan by SS4A

Purpose: January 2025 Monthly Overview Report to LWCAMPO

Date Submitted: February 12, 2026

Since adoption of the Vision Zero Webb Laredo Comprehensive Transportation Plan by the WCCL RMA, LWCAMPO, and City of Laredo in Spring of 2025, the RMA submitted an application **requesting $19,921,576 in federal funding** through the FY25 SS4A Grant Program, and supported the City of Laredo in moving forward with a LWCAMPO TA Set-Aside application for the implementation of recommended quick-build improvements around each campus tied to that pilot study. More information about the Plan can be found at visionzerowebblaredo.com.

On December 23, 2025, the U.S. Department of Transportation announced **$982,231,998 in awards for the FY25 SS4A program** to develop comprehensive safety action plans, conduct supplemental planning and demonstration activities, and implement projects at the local level. The RMA was informed at that time that our application for Design and Construction of Capital Projects in **Laredo was not selected** to receive SS4A grant program funding this round. The RMA debrief meeting with Federal Highway Administration (FHWA) regarding their review of our Implementation Grant Application was on January 23, 2026. **No other activities occurred during the month of January. The WCCL-RMA will evaluate applying for future implementation grant funds when they become available.**

End of Memorandum

Monthly Report to the LWCAMPO from the WC-CL RMA

Project: Vallecillo Road from FM 1472 to IH 35 SBFR

Purpose: November to December Monthly Overview Report to LWCAMPO

Date Submitted: February 12, 2026

Ongoing Partnership Coordination:

Since the start of the development of the project in the Summer of 2023, the WC-CL RMA has been in frequent coordination with its partners in the development of the project. Since the initial kick off meeting with TxDOT LRD on 8/24/2023, the WC-CL RMA has been coordinating frequently with TxDOT LRD, the City of Laredo and the Killam Company who have all fiscally contributed to the development of the project or have oversight responsibility to its completion. Since 2023, the WC-CL RMA has conducted the following recurring meetings:

- Meet with the City of Laredo for a status of the progress of the project monthly. As of January 2025, TxDOT LRD is invited to those meetings to contribute information as needed to the City of Laredo.
- Meet with TxDOT LRD Project Manager Ana Duncan on a bi-weekly basis to track progress.
- Meet quarterly as a group at the TxDOT LRD Office. Attendees include the WC-CL RMA, City of Laredo, TxDOT LRD, Webb County and the Killam Company. Union Pacific Railroad. The most recent meeting occurred on 8/19/2025. Due to scheduling conflicts and limited availability among several participants, the IH 35/Vallecillo Quarterly meetings will resume in February 2026.
- These meetings will continue for the duration of the project.

The following items have been completed to date:

- The WC-CL RMA submitted the signed and sealed parcel plats for review by the TxDOT LRD in October 2025. They provided comments and we are addressing for finalization.
- Environmental studies are complete. The WC-CL RMA submitted the environmental documents to TxDOT LRD in late August 2025. **TxDOT approved the environmental on 10/2/2025.**
- The Traffic forecast modeling and report development is complete. The team has completed the Traffic Impact Analysis for submittal to the City of Laredo Traffic Department for the City annexation process of the ROW being acquired for Vallecillo Road. The team is meeting with the Killam Company for concurrence on the documents to be submitted for facilitation of the annexation. The WC-CL RMA anticipates the annexation process being completed in the July 2026 cycle.
- Utility coordination is on-going with all utility providers along the route. The proposed utility test holes have been submitted to TxDOT in September 2025. The WC-CL RMA is awaiting approval.
- The WC-CL RMA is developing a White Paper for approval by TxDOT to incorporate raised medians in the project in place of a two-way left turn lane. A raised median is being constructed to **improve safety**, particularly along this corridor where high traffic volumes are anticipated. By limiting mid-block left turn movements and reducing conflict points, the median will help prevent crashes and enhance pedestrian safety in this busy area. In addition to the safety benefits, the median will reduce the construction cost with the decrease of continuous reinforced concrete pavement. A draft of the White Paper is complete. We are setting up a separate meeting with first responders. All meetings are complete, except for a final meeting with first responder leadership. The WC-CL RMA is

conducted the meeting in January 2026. This task will be closed out and submitted to TxDOT.

Update to the overall schedule:

CRANE engineering completed the preparation of the new revised draft ROW parcel plats and strip map. This reflects the additional ROW required due to TxDOT's overpass project. These have been submitted to TxDOT LRD and the City of Laredo for their review. Once final approval is received from TxDOT, we will issue final certified surveys and legal descriptions of the proposed ROW. TxDOT LRD provided comments, and the WC-CL RMA is addressing for finalization. We anticipate submitting final documents to the City of Laredo in February 2026 so they can begin the ROW acquisition process.

Now that the project is cleared environmentally, the City of Laredo can advance the process of ROW acquisition for the project.

1. The 60% Submittal to TxDOT and the City of Laredo is anticipated in early March 2026.
2. The ROW acquisition process is estimated to be complete by late Summer 2026.
3. Upon completion, the new ROW will need to be cleared for the relocation of the existing utilities at the intersections of IH 35 and FM 1472 ROW to the new ROW limits. ROW clearing and grubbing is estimated to last approximately 3 months. To accelerate this process, the WC-CL RMA is considering requesting right of entry or a possession in use agreement from the Killam Company to allow utilities to commence their relocation sooner.
4. Standard utility construction relocation time for utilities is nominally 12 months. Construction for utility relocation is estimated to commence in Summer 2026 and be complete by late Spring 2027.
5. Upon completion of utility relocation, the RMA anticipates approval by TxDOT for bid advertisement to be received in Fall 2027. Bid advertisement and letting is anticipated for late 2027.
6. **Construction is anticipated to commence in the Spring of 2028 and construction completion is anticipated for the Summer of 2029**.

Agreements Update:

1. The City of Laredo is continuing the development of the ROW agreement with the Killam Company.
2. The RMA and the City of Laredo will need to amend their Inter Local Agreement to define roles and responsibilities for the construction of the project. The RMA will be advertising and constructing the project, and the RMA will require access to the City of Laredo ROW to commence the work. The RMA approved execution of the amendment to the ILA to account for these updates on 11/6/2024.
3. On 4/2/2025, the RMA met with HUD to begin the coordination and reporting for the Congressional Earmark funds that will be utilized for construction on the project. Now that the project is environmentally cleared by FHWA, the RMA will submit the environmental documents and FONSI for review and concurrence by HUD.
4. As the project sponsor, the executed Advanced Funding Agreement (AFA) is solely between TxDOT Laredo District and the RMA.
    a. The AFA Amendment from TxDOT to account for the updated funding for the project was approved on 10/18/2024.
    b. The WC-CL RMA received the Federal Project Authorization and Agreement (FPAA) from the Laredo District to commence reimbursement requests for the schematic, environmental and PS&E development of the project on 12/19/2024.
    c. The WC-CL RMA submitted Amendment No. 2 for the project to TxDOT to update the project budget in December 2025.

End of Memorandum

LAREDO & WEBB COUNTY
AREA METROPOLITAN PLANNING ORGANIZATION

Item VI.B.

B. TxDOT Project Updates

LAREDO & WEBB COUNTY
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Item VI.C.

C. Status update by City of Laredo Engineering on the Hachar-Reuthinger Rd. (SH 84) utility relocation.

LAREDO & WEBB COUNTY
AREA METROPOLITAN PLANNING ORGANIZATION

Item VI.D.

D. Status update by City of Laredo Engineering on the Calton Road Grade Separation (CSJ 0922-33-093) and FM 1472/Flecha Ln. Realignment (CSJ 0922-33-076) projects.

LAREDO & WEBB COUNTY
AREA METROPOLITAN PLANNING ORGANIZATION

Item VII.

DIRECTOR'S COMMENTS

LAREDO & WEBB COUNTY
AREA METROPOLITAN PLANNING ORGANIZATION

Director's Report
February 18, 2026

1. **MPO Staff Updates:**

   - On February 10th, Graciela Briones, Planner III, attended the Border Trade Advisory Committee (BTAC) meeting in Eagle Pass, Texas.

   - The development of the 2027-2030 Transportation Improvement Program (TIP) is in progress in coordination with project sponsors. The MPO recently met with project sponsors to discuss project changes and or new projects to be added in the 2027-2030 TIP. A draft TIP will be presented to the Policy Committee at the April meeting with final approval expected at the May meeting.

   - The RMA has requested a letter of support for their application for funding through the Better Utilizing Investments to Leverage Development (BUILD) Grant Program. The grant request is for funds to support the design of the Vallecillo Interchange at I-35, which is a project prioritized on the MPO's 2025-2050 Metropolitan Transportation Plan (MTP) fiscally constrained list. The letter of support will highlight the MPO Policy Committee's previous actions in support of the project.

   - A Request for Proposals (RFP) for the South Laredo Transportation Planning Study programmed in our FY 2026 Unified Planning Work Program (UPWP) has been developed and is anticipated to be released in late February/ early March.

   - TxDOT has developed a new MPO Planning & Programming Handbook along with MPO representatives that served on the Handbook Advisory Group. The Handbook is designed to be the primary reference for MPO processes, and is intended to serve Texas MPOs, TxDOT, and other planning and programming partners. The Handbook is available online at the following link: https://www.txdot.gov/about/partnerships/metropolitan-planning-organizations/mpo-handbook.html

2. **Texas Transportation Commission Meetings**:

   - February 26, 2026
   - March 25, 2026

- April 30, 2026

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

3. **Upcoming regularly scheduled MPO meetings:**

- Active Transportation Committee – February 25, 2026
- Technical Committee – March 10, 2026
- Policy Committee – March 18, 2026

LAREDO & WEBB COUNTY
AREA METROPOLITAN PLANNING ORGANIZATION

Item VIII.

COMMUNICATIONS

LAREDO & WEBB COUNTY
AREA METROPOLITAN PLANNING ORGANIZATION

Item IX.

ADJOURNMENT