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FY 2027-2030

T RANSPORTATION

I MPROVEMENT

P ROGRAM

Public Meeting Dates:

April 15th, 2026

May 20th, 2026

Approved by Policy Committee:

May 20th, 2026



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INTRODUCTION

The Federal-Aid Highway Act of 1962 established that, effective July 1, 1965, the Secretary of Commerce shall not approve any program for highway projects within urbanized areas with populations exceeding 50,000 unless such projects are based on a continuing, comprehensive, and cooperative (3C) transportation planning process conducted jointly by state and local governments. This requirement forms the foundation of the metropolitan transportation planning process and is codified in 23 U.S.C. §134 and 23 CFR Part 450.

The Federal-Aid Highway Act of 1973 further strengthened this process by formally establishing Metropolitan Planning Organizations (MPOs) as the entities responsible for transportation planning in urbanized areas and authorizing the use of federal metropolitan planning (PL) funds.

In response to these federal mandates, the Laredo Urban Transportation Study (LUTS) was established to carry out the required planning process for the Laredo Urbanized Area (UZA). In 1979, the Governor of Texas officially designated the LUTS Steering Committee as the MPO for the region. A cooperative agreement between the former State Department of Highways and Public Transportation (SDHPT), the LUTS Steering Committee, and the City of Laredo established the roles and responsibilities of the State, MPO, and local governments in conducting the metropolitan transportation planning process. In 2020, LUTS was subsequently renamed as the Laredo-Webb County Area Metropolitan Planning Organization (LWCAMPO), which serves as the federally designated MPO for the region and, and, as such, is responsible for conducting the aforementioned federal 3C transportation process requirement(s) (for the Laredo UZA) in coordination with local governments, the Texas Department of Transportation (TxDOT), transit providers, and other stakeholders.

Ensuing federal transportation legislation, including the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Moving Ahead for Progress in the 21st Century Act (MAP-21), and the Fixing America's Surface Transportation (FAST) Act (signed into law on December 4, 2015), have continued to refine and reinforce the metropolitan planning process. While introducing performance-based planning requirements, these laws maintain the core programs and responsibilities established under prior legislation.

On November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58), commonly referred to as the Bipartisan Infrastructure Law (BIL), was signed into law. This legislation represents one of the most significant long-term investments in the nation's infrastructure and economy. The BIL provides approximately \$550 billion in new federal funding over fiscal years 2022 through 2026 to support a wide range of infrastructure improvements. Within the transportation sector, the law includes substantial investments in highways, bridges, public transportation, safety programs, freight and passenger rail, and active transportation infrastructure.

The legislation continues and builds upon existing federal transportation programs, reinforcing the performance-based planning framework and further emphasizing accessibility, system reliability, and multimodal connectivity. LWCAMPO incorporates the provisions and funding opportunities made available under the BIL into its transportation planning and programming



processes, including the development of the Transportation Improvement Program (TIP), in coordination with the Texas Department of Transportation (TxDOT), local agencies, and regional stakeholders.

Based on the 2010 U.S. Census, the Laredo UZA exceeded a population of 200,000 and was designated as a Transportation Management Area (TMA) effective July 18, 2012. As a TMA, LWCAMPO must comply with additional federal requirements, including enhanced planning, programming, and project selection responsibilities.

The Laredo UZA is currently in attainment for all National Ambient Air Quality Standards (NAAQS) and is not designated as a nonattainment area under the Clean Air Act; therefore, transportation conformity requirements do not apply.

METROPOLITAN TRANSPORTATION PLANNING PROCESS

The metropolitan transportation planning process is designed to support the safe and efficient movement of people and goods, while promoting economic development and improving quality of life. LWCAMPO carries out this process through the development of key planning documents, including the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), and the Unified Planning Work Program (UPWP).

The process is performance-based and considers both short- and long-term transportation needs. It integrates multimodal planning, including roadway, transit, freight, bicycle, and pedestrian facilities, while ensuring consistency with federal and state requirements.

FEDERAL PLANNING FACTORS

In accordance with 23 U.S.C. §134(h) and 23 CFR §450.306, LWCAMPO's planning process considers the following ten federal planning factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility for people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, people, and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system, and,
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and,
10. Enhance travel and tourism.



TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Federal law requires that Metropolitan Planning Organizations (MPOs) in cooperation with the State and affected transit operators develop Transportation Improvement Programs (TIPs) for their planning areas.

The Transportation Improvement Program (TIP) is a staged, multi-year program of transportation projects that are consistent with the goals and objectives of the Metropolitan Transportation Plan (MTP). The TIP identifies federally and regionally significant projects to be implemented over a four-year period and includes roadway, transit, bicycle, pedestrian, and other multimodal improvements.

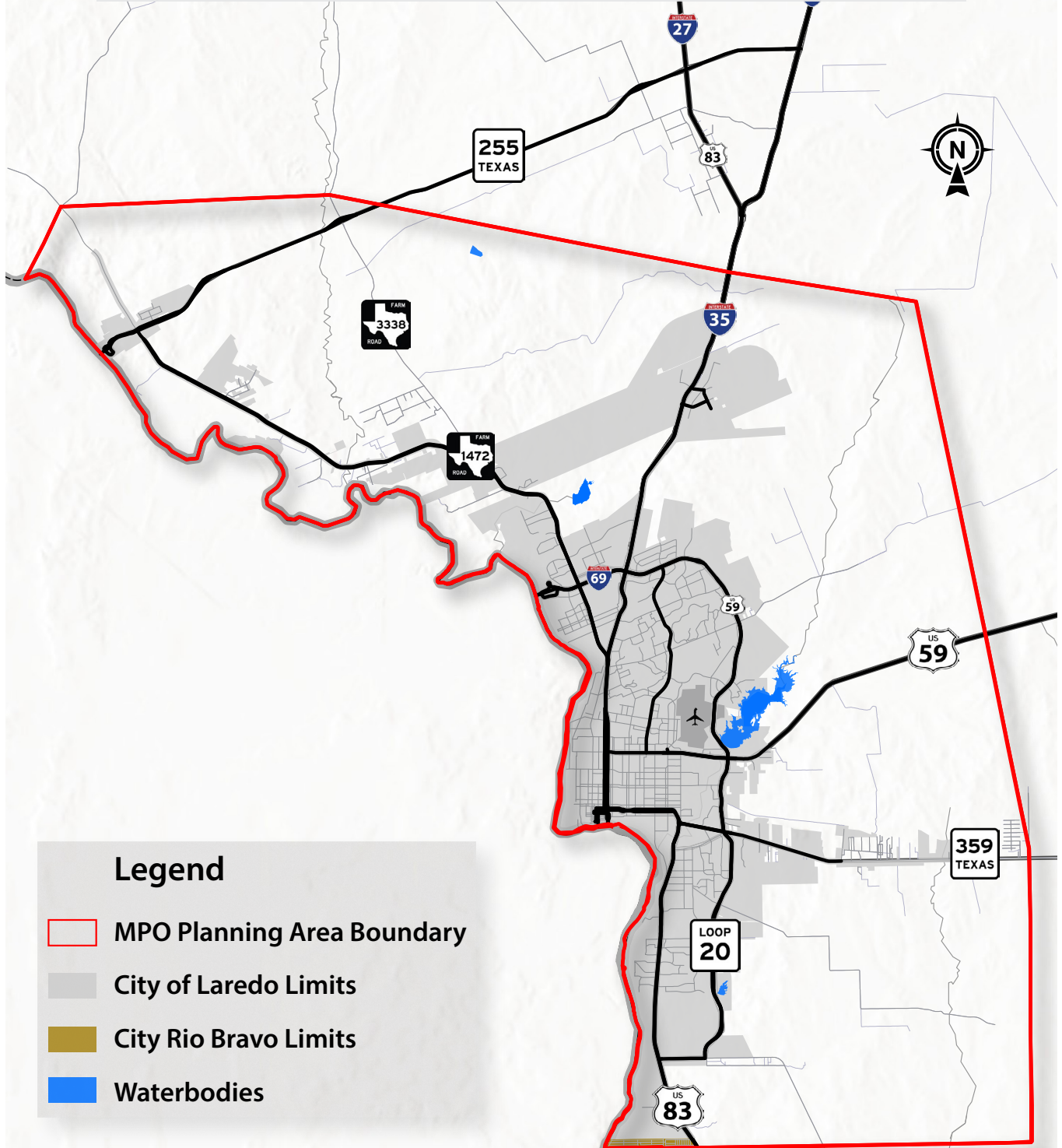
The TIP is developed in cooperation with TxDOT, local jurisdictions, and public transportation providers, and must be financially constrained, ensuring that programmed projects can be implemented using available or reasonably anticipated funding sources.

The development of the TIP follows LWCAMPO's Public Participation Plan (PPP), which provides opportunities for public review and comment prior to adoption. Upon approval by the MPO Policy Committee, the TIP is incorporated into the Statewide Transportation Improvement Program (STIP) for final approval.





DEFINITION OF THE AREA

The boundaries of the Metropolitan Planning Area (MPA) was approved by the MPO on April 8, 2004.

LAREDO WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION



Legend

-  MPO Planning Area Boundary
-  City of Laredo Limits
-  City Rio Bravo Limits
-  Waterbodies



PUBLIC PARTICIPATION PLAN (PPP)

LWCAMPO's Public Participation Plan (PPP) ensures that all stakeholders—including the general public, community groups, and agencies—have meaningful opportunities to participate in the metropolitan transportation planning process. The PPP is designed to ensure transparency, foster collaborative decision-making, and provide a framework for incorporating public input into transportation priorities, project selection, and policy development.

Key elements of the PPP include:

- Public review periods for key planning documents, including the MTP and TIP
- Public meetings and workshops
- Online surveys and virtual engagement options
- Coordination with transit providers, local governments, and community organizations

The Laredo MPO's Public Involvement Process (PIP) was originally adopted on June 9, 1994, and amended on November 22, 1996, and July 24, 2003. In coordination with the State of Texas and the Federal Highway Administration (FHWA), and in accordance with 23 C.F.R. §450.316, the MPO developed the Public Participation Plan (PPP) to provide structured opportunities for citizen involvement in the transportation planning process.

On May 15, 2017, following a required 45-day public review and comment period, the Laredo MPO Policy Committee adopted the current PPP, replacing the previous PIP to comply with the requirements of the FAST Act. The PPP was most recently updated and reaffirmed on September 21, 2022, ensuring that the public participation process continues to meet federal and state requirements and reflects best practices for inclusive and effective engagement.

TIP AMENDMENTS & ADMINISTRATIVE MODIFICATIONS

The TIP is a living document that may be updated as project scopes, costs, or schedules change. Updates are categorized as either:

AMENDMENTS:

- Major changes that add or delete projects, change project funding sources, or significantly alter project scope or schedule
- Require public review and MPO Policy Committee approval

ADMINISTRATIVE MODIFICATIONS:

- Minor changes that adjust project funding within the same phase or make technical corrections
- Do not require public review but are documented and reported to TxDOT and FHWA

These processes ensure that the TIP remains current, financially feasible, and consistent with the goals of the Metropolitan Transportation Plan while maintaining compliance with federal requirements.



TIP DEVELOPMENT PROCESS

PROJECT SOLICITATION & SELECTION PROCESS

The Metropolitan Transportation Plan (MTP) serves as the primary planning tool for selecting major projects for inclusion in the Unified Transportation Program (UTP) and the Transportation Improvement Program (TIP).

On January 15, 2025, the Laredo MPO adopted the current 2025–2050 MTP, including its Project Selection Procedures, during a publicly noticed meeting with the agenda posted in accordance with the Texas Open Meetings Act (TOMA).

The goals and objectives, for the 2025-2050 MTP, were developed through input from both the MPO Technical Committee and Policy Committee and, in turn, furnished the process to align them with those of the 2025 CMP. As a result, the following MTP Goals (and their respective objectives) were selected as part of the project evaluation criteria to assess an MTP project's contribution towards meeting CMP Goals (and vice-versa):

- System Reliability
- Innovation and Technology

The aforementioned 2025 CMP metrics consists of locally defined objectives, that are rooted in local needs, and serve as the primary connection between both documents, i.e. links their respective goals and objectives into quantifiable performance expectations as well as ensures that resources are allocated into transportation projects that will deliver the greatest benefit(s) across the region.

Moreover, only projects consistent with an FHWA/FTA-approved MTP and/or TIP are eligible for funds administered by FHWA or FTA. The approved TIP is used to program projects within the metropolitan area in accordance with 23 C.F.R. §450.330(a) and (c). A summary of the projects selected for inclusion in the 2027-2030 TIP and their respective contributions to meeting the adopted performance measures can be found in [Appendix B](#).

The current FY 2025–2028 TIP was adopted on June 20, 2024. A summary of the status of projects included in this TIP is provided in [Appendix A](#).



PERFORMANCE-BASED PLANNING & PROGRAMMING

TRANSPORTATION PERFORMANCE MANAGEMENT (TPM)

The previous and current federal transportation bills—the Fixing America’s Surface Transportation (FAST) Act and the Bipartisan Infrastructure Law (BIL)—establish requirements for Transportation Performance Management (TPM). TPM is a strategic approach that uses system information to guide investment and policy decisions to achieve national performance goals. Progress toward these goals is monitored through performance measures, which provide decision-makers with critical data to evaluate the impacts of investment decisions across transportation modes.

Since the passage of the Moving Ahead for Progress in the 21st Century (MAP-21) Act in 2012, the United States Department of Transportation (USDOT) has developed performance measures and target-setting requirements through the federal rulemaking process. MAP-21 introduced a streamlined, performance-based, multimodal program designed to increase accountability and transparency in federal transportation programs by improving investment decision-making through performance-based planning and programming.

MAP-21 also requires metropolitan and statewide transportation planning processes to incorporate performance goals, measures, and targets when identifying transportation needs and selecting projects. The FAST Act and the Infrastructure Investment and Jobs Act (IIJA) continued these requirements, specifying that States and Metropolitan Planning Organizations (MPOs) must:

- Use a set of federally established performance measures; and
- Set targets and monitor progress for each performance measure.

PERFORMANCE MEASURES & TARGETS

All established performance measures and targets should align with the seven national goals outlined in MAP-21:

1. **Safety** – Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **Infrastructure Condition** – Maintain the highway infrastructure asset system in a state of good repair.
3. **Congestion Reduction** – Achieve a significant reduction in congestion on the National Highway System.
4. **System Reliability** – Improve the efficiency of the surface transportation system.
5. **Freight Movement and Economic Vitality** – Improve the national freight network, strengthen rural communities’ access to trade markets, and support regional economic development.
6. **Environmental Sustainability** – Enhance the performance of the transportation system while protecting and improving the natural environment.
7. **Reduced Project Delivery Delays** – Reduce project costs, promote jobs, and expedite the movement of people and goods by eliminating delays in the project delivery process, including regulatory reviews and approvals.



MPO RESPONSIBILITIES

MPOs establish performance targets after national and state targets are set by USDOT and the Texas Department of Transportation (TxDOT). MPOs monitor federal and state performance requirements and implement applicable measures at the regional level. When necessary, the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) are amended to reflect updated performance measures and targets.

SAFETY (PM1)

LWCAMPO supports and programs projects that contribute to achieving TxDOT's safety targets. Safety is a key criterion in project selection, with technical scoring based on crash rates. Projects included in the FY 2027–2030 TIP are intended to support progress toward established safety targets.

The Federal Highway Administration (FHWA) established safety performance measures under the *Safety Performance Management Measures Final Rule* (effective April 14, 2016). These measures focus on reducing traffic fatalities and serious injuries.

Key legislative milestones include:

- May 30, 2019: Texas Transportation Commission adopted Minute Order #115481, directing TxDOT to reduce roadway deaths by 50% by 2035 and to zero by 2050.
- October 15, 2025: TxDOT adopted CY 2026 safety targets under the 2025 HSIP.
- January 21, 2026: LWCAMPO Policy Committee adopted these targets under Resolution MPO 2026-03 for the metropolitan planning area as follows:

Performance Measures	Performance Target
1. Number of traffic related fatalities	4,506
2. Rate of traffic related fatalities per 100 million VMT	1.44
3. Number of traffic related serious injuries	18,884
4. Rate of traffic related serious injuries per 100 million VMT	6.30
5. Number of non-motorized fatalities and serious injuries	2,802

Source: TxDOT Highway Safety Improvement Program (HSIP) 2025 Annual Report. As per the PM1 Performance measures the nonmotorized fatalities and serious injuries were combined



PAVEMENT & BRIDGE CONDITION MEASURES (PM2)

Under the FAST Act, States must set targets for pavement and bridge conditions on both Interstate and Non-Interstate NHS roadways. The State’s PM2 measures are:

1. Percentage of Interstate System pavements in Good condition
2. Percentage of Interstate System pavements in Poor condition
3. Percentage of Non-Interstate NHS pavements in Good condition
4. Percentage of Non-Interstate NHS pavements in Poor condition
5. Percentage of NHS bridges classified in Good condition
6. Percentage of NHS bridges classified in Poor condition

LWCAMPO coordinates with TxDOT to plan and prioritize projects that support the achievement of these targets.

TxDOT provided updated PM2 guidance on December 18, 2024, as part of the Mid-Performance Period (MPP) Progress Report, approved by FHWA. One revision increased the target for Non-Interstate NHS pavements in Poor condition from 1.5 percent to 2.5 percent.

The LWCAMPO Policy Committee adopted TxDOT’s PM2 measures and targets on March 19, 2025, under Resolution No. MPO 2025-03. Projects included in the TIP are intended to support progress toward these targets as indicated below:

Performance Measures	Baseline	2-Year Target	4-Year Target	4-Year Adjustment
1. Percentage of Pavements of the Interstate System in Good condition	64.5%	63.9%	63.6%	
2. Percentage of Pavements of the Interstate System in Poor condition	0.1%	0.2%	0.2%	
3. Percentage of Pavements of the Non-Interstate NHS in Good condition	51.7%	45.5%	46.0%	
4. Percentage of Pavements of the Non-Interstate NHS in Poor condition	1.3%	1.5%	1.5%	2.5%
5. Percentage of NHS Bridges classified in Good condition	49.2%	48.5%	47.6%	
6. Percentage of NHS Bridges classified in Poor condition	1.1%	1.5%	1.6%	

Projects selected for inclusion in the TIP are intended to support the achievement of the pavement and bridge condition targets. LWCAMPO supports the planning and programming of projects that contribute to the achievement of these targets.

ROADWAY SYSTEM PERFORMANCE MEASURES (PM3)

PM3 measures evaluate system reliability and freight movement on the NHS.

These measures include:

1. Percentage of person-miles traveled on the Interstate system that are reliable (TTR-IH)
2. Percentage of person-miles traveled on the Non-Interstate NHS that are reliable (TTR Non-IH)
3. Truck Travel Time Reliability Index (TTTR)

LWCAMPO supports the planning and programming of projects that improve system reliability and freight movement.



The MPO Policy Committee adopted TxDOT’s PM3 targets on June 21, 2023, under Resolution No. MPO 2023-07. Projects included in the TIP are intended to support achieving these system performance targets, as follows:

Performance Measures	Baseline	2-Year Target (2024)	4-Year Target (2026)
Percentage of the Person-Miles Traveled that are Reliable	84.60%	70.00%	70.00%
Percentage of the Person-Miles on the Non-Interstate NHS that are Reliable	90.30%	70.00%	70.00%
Truck Travel Time Reliability (TTTR) Index	1.39	1.55	1.55

TRANSIT PERFORMANCE MEASURES

The Federal Transit Administration (FTA) requires transit agencies to establish targets for asset condition and transit safety. LWCAMPO coordinates with local transit providers to:

- Monitor and track transit asset performance under the TAM framework
- Support local transit agencies in meeting PTASP safety performance targets, including the reduction of reportable incidents, injuries, and fatalities

Through these coordinated efforts, LWCAMPO ensures that transportation planning and project selection within the metropolitan area align with federal and state performance targets, supporting safer, more reliable, and sustainable transportation infrastructure.

TRANSIT ASSET MANAGEMENT (TAM)

The Moving Ahead for Progress in the 21st Century (MAP-21) Act, and subsequently the Fixing America’s Surface Transportation (FAST) Act, required the Federal Transit Administration (FTA) to establish a rule for a strategic and systematic process to operate, maintain, and improve public transportation capital assets throughout their entire lifecycle.

Under the Transit Asset Management (TAM) Final Rule, the FTA established performance measures to assess the condition of transit assets and ensure they are maintained in a State of Good Repair (SGR). These measures apply to four categories of capital assets, as follows:

1. **Rolling Stock** – Percentage of revenue vehicles (by type) that have met or exceeded their useful life benchmark (ULB).
2. **Equipment** – Percentage of non-revenue service vehicles (by type) that have met or exceeded their useful life benchmark.
3. **Facilities** – Percentage of facilities rated below condition level 3 on the Transit Economic Requirements Model (TERM) scale.
4. **Infrastructure** – Percentage of track segments (for rail systems) with performance restrictions.



Asset Category	FTA established Performance Measure	Performance Target
1. Rolling Stock	% of revenue vehicles exceeding useable life benchmark (ULB)	85% of vehicles should be within their useable life benchmark (ULB)
2. Equipment	% of non-revenue service vehicles exceeding ULB	100% Equipment should be within their ULB
3. Facilities	% of facilities rated under 3.0 on the Transit Economic Requirements Model (TERM) scale	100% of facilities rated on a FTA TERM scale of 3.0 or above.
4. Infrastructure	% of track segments under performance restriction	Not Applicable

LWCAMPO coordinates with its public transportation provider, El Metro (Laredo Transit Management, Inc.), to support the implementation of TAM performance measures and targets.

As a result, El Metro, also known as the Laredo Transit Management, Inc. (LTMI), updated the performance measures and targets for its 2025 Transit Asset Management (TAM) Plan. The updated TAM Plan was approved and adopted by the Laredo Mass Transit Board on December 1, 2025. Subsequently, on February 18, 2026, under [Resolution MPO 2026-04](#), El Metro recommended that the Laredo & Webb County Area MPO Policy Committee adopt the revised performance measures and targets. These adopted measures and targets, associated with LTMI’s TAM Plan, are included in [Appendix B](#) of this document.

LWCAMPO supports the planning and programming of projects that contribute to the accomplishments of these transit performance measurement targets. The transit projects adopted in the TIP are intended to support achieving the targets established for the transit state of good repair.

PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)

The Public Transportation Agency Safety Plan (PTASP) regulation, established by the Federal Transit Administration (FTA) under the authority of the Moving Ahead for Progress in the 21st Century (MAP-21) Act, requires public transportation providers to develop and implement a comprehensive safety plan. This plan includes safety performance targets, risk management strategies, and performance monitoring to improve the safety of public transportation systems.

PTASP performance measures include:

1. **Fatalities** – Total number of reportable fatalities and rate per total vehicle revenue miles
2. **Injuries** – Total number of reportable injuries and rate per total vehicle revenue miles
3. **Safety Events** – Total number of reportable events and rate per total vehicle revenue miles
4. **System Reliability** – Mean distance between major mechanical failures

Federal law requires transit agencies to make their safety performance targets available to States and Metropolitan Planning Organizations (MPOs) to support the planning process. MPOs are responsible for incorporating PTASP performance measures and targets into regional transportation planning and programming activities.

The PTASP for the Laredo & Webb County Area was developed by the Texas Department of Transportation (TxDOT) on behalf of the Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO) and the Laredo Transit Management, Inc. (LTMI), in accordance with the requirements of 49 C.F.R. Part 673 applicable to small public transportation providers.



The seventh version of the PTASP was adopted by the Laredo Mass Transit Board on April 20, 2026. The LWCAMPO Policy Committee approved the seventh version for adoption on May 20, 2026 ([Resolution No. MPO 2026-07](#)).

LWCAMPO coordinates with El Metro (Laredo Transit Management, Inc.) to support the development and implementation of PTASP requirements. The MPO incorporates transit safety performance into its planning and programming processes and supports projects that enhance system safety and reliability. Established safety targets are reflected, as appropriate, in key regional planning documents, including the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP).

Through continued coordination with TxDOT and local transit providers, LWCAMPO monitors transit safety performance and ensures that transportation planning and project selection align with federal and state performance requirements, supporting a safer, more reliable, and efficient multimodal transportation system.

While safety has long been a core component of transit operations, the adoption of the El Metro Transit Agency Safety Plan represents a comprehensive, system-wide approach to improving safety outcomes. The Safety Performance Targets (SPTs) reflect the understanding that implementation of Safety Management Systems (SMS) will generate improved data and insights, enabling the development of more accurate and meaningful safety targets over time.

Fixed Route (Bus) Performance Measures	BASELINE	TARGET
Fatalities	0	0
Rate of Fatalities per 100,000 VRM	0.00%	0.00%
Injuries	1.6	1.6
Rate of Injuries per 100,000 VRM	0.736%	0.736%
Safety Events	1.6	1.6
Rate of Safety Events per 100,000 VRM	0.332%	0.332%
Mean Distance Between Major Mechanical Failure	69,096.46	69,096.46

Rate = total number for the year x 100,000/total vehicle revenue miles traveled.

Demand Response (Van) Performance Measures	BASELINE	TARGET
Fatalities	0	0
Rate of Fatalities per 100,000 VRM	0.00%	0.00%
Injuries	0	0
Rate of Injuries per 100,000 VRM	0.00%	0.00%
Safety Events	0	0
Rate of Safety Events per 100,000 VRM	0.00%	0.00%
Mean Distance Between Major Mechanical Failure	34,579.60	34,579.60

Rate = total number for the year x 100,000/total vehicle revenue miles traveled.

SUMMARY

The use of a performance-based transportation planning process is required in the development of the Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP). Part of the performance-based planning process requires the adoption of performance targets in key areas including Safety (PM1), Pavement and Bridge Conditions (PM2), System Performance and Freight Performance Measures (PM3) for on-system facilities as well as Transit Asset Management (TAM) and Transit Safety (PTASP).



AIR QUALITY & ENVIRONMENTAL CONSIDERATIONS

AIR QUALITY ISSUES

The Laredo metropolitan planning area is considered to be in attainment for ozone and carbon monoxide. The Laredo Mass Transit Board (El Metro) is currently in the process of replacing its diesel vehicles with those which utilize compressed natural gas. Over 50% of all City buses currently operate on compressed natural gas.

AMERICANS WITH DISABILITIES ACT (ADA)

El Metro has created the El Lift Program to address ADA considerations. El Metro actively pursues the strengthening of this program through their development and participation in the ADA Paratransit Study, sponsored by the MPO, and completed in 2013 which reviewed the program in its entirety with an emphasis on identification of areas for improvement.

GROUPED STATEWIDE PROJECTS

In accordance with 23 C.F.R. § 450.324(i), projects proposed for Federal Highway Administration (FHWA) and/or Federal Transit Administration (FTA) funding that are not considered to be of appropriate scale for individual identification in a given program year may be grouped. These projects may be categorized by function, geographic area, and work type using applicable classifications under 23 C.F.R. § 771.117(c) and (d).



In nonattainment and maintenance areas, such classifications must also be consistent with the exempt project categories defined in the U.S. Environmental Protection Agency (EPA) transportation conformity regulations (40 C.F.R. Part 51).

The Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO) participates in this process by grouping certain projects in the Transportation Improvement Program (TIP) that are included in the Texas Statewide Transportation Improvement Program (STIP).

The Texas STIP can be located at:

<https://www.txdot.gov/inside-txdot/division/transportation-planning/stips.html>

Financial responsibility for these grouped projects is maintained at the statewide level through the STIP. As such, these projects are not included in the financial summary totals for the LWCAMPO TIP. Additionally, these projects are classified as exempt from transportation conformity requirements and do not require individual Policy Committee approval for administrative revisions.

See the following grouped project categories, and the "Definition of Grouped Projects."



GROUPED PROJECT CSJ'S

DEFINITION OF GROUPED PROJECTS FOR USE IN THE STIP

REVISED FEBRUARY 23, 2021

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, passing, non-added capacity) or drainage improvements associated with rehabilitation [See Note 3].
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity.
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Projects including bicycle and pedestrian lanes, paths and facilities (e.g., sidewalks, shared use paths, side paths, trails, bicycle boulevards, curb extensions, bicycle parking facilities, bikeshare facilities, etc.). Safe Routes to School non-infrastructure related activities (e.g. enforcement, tools, and education programs).
5000-00-917	Safety Rest Areas and Truck Weigh Stations.	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, preventative maintenance of transit vehicles and facilities, acquisition of third-party transit services, and transit marketing, and mobility management/coordination. Additionally, includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet [See Note 4].
5000-00-919	Recreational Trails Program	Off-Highway Vehicle (OHV), Equestrian, Recreational Water/Paddling Trails and related facilities; Recreational Trails related education and safety programs.

Note 1: Projects eligible for grouping include associated project phases (Preliminary Engineering, Right-Of-Way and Construction)

Note 2: Projects funded with Congestion Mitigation Air Quality funding require a Federal eligibility determination, and are not approved to be grouped

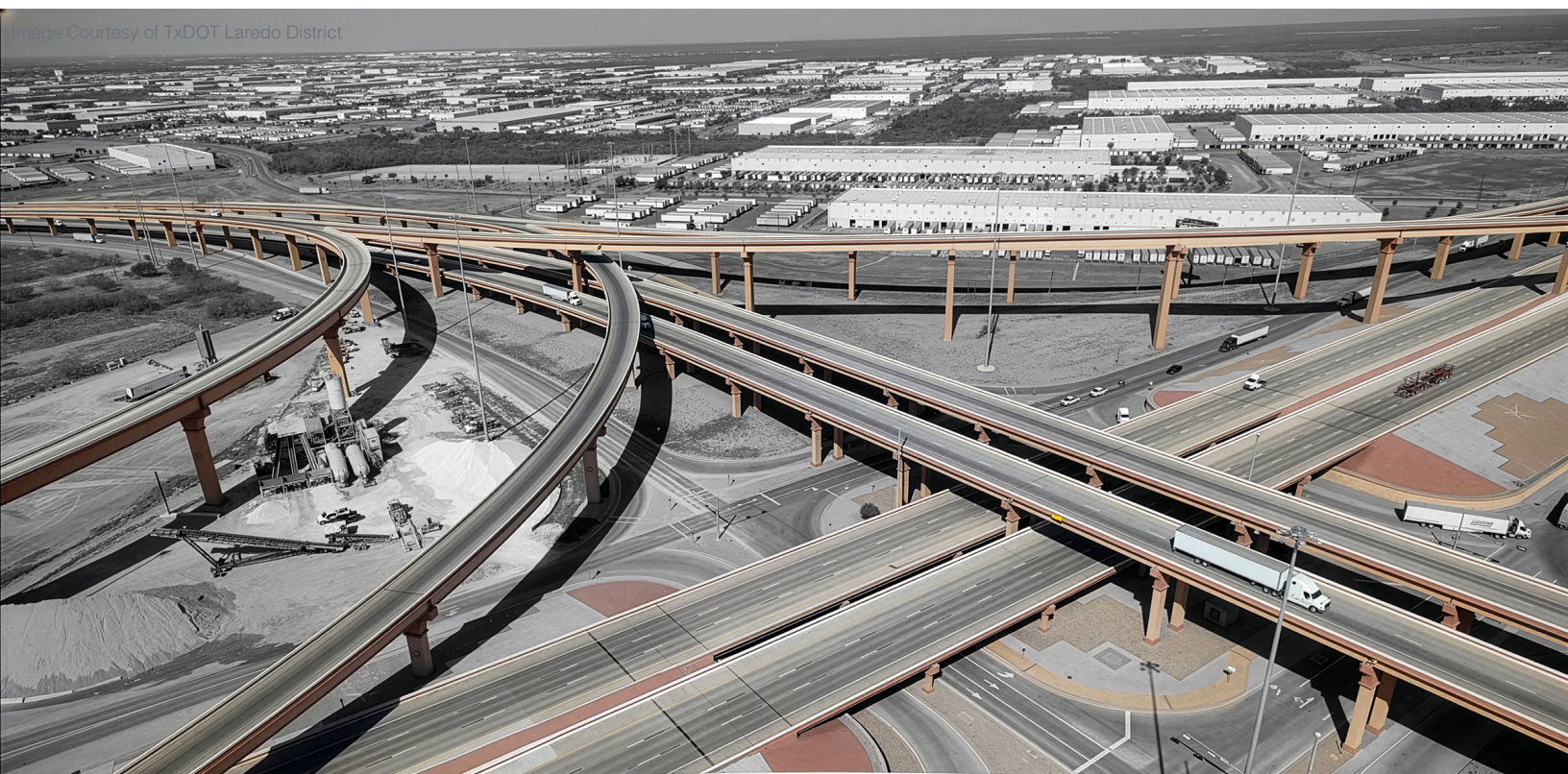
Note 3: Passing lanes include "SUPER 2" lanes consistent with TxDOT's Roadway Design Manual

Note 4: In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan

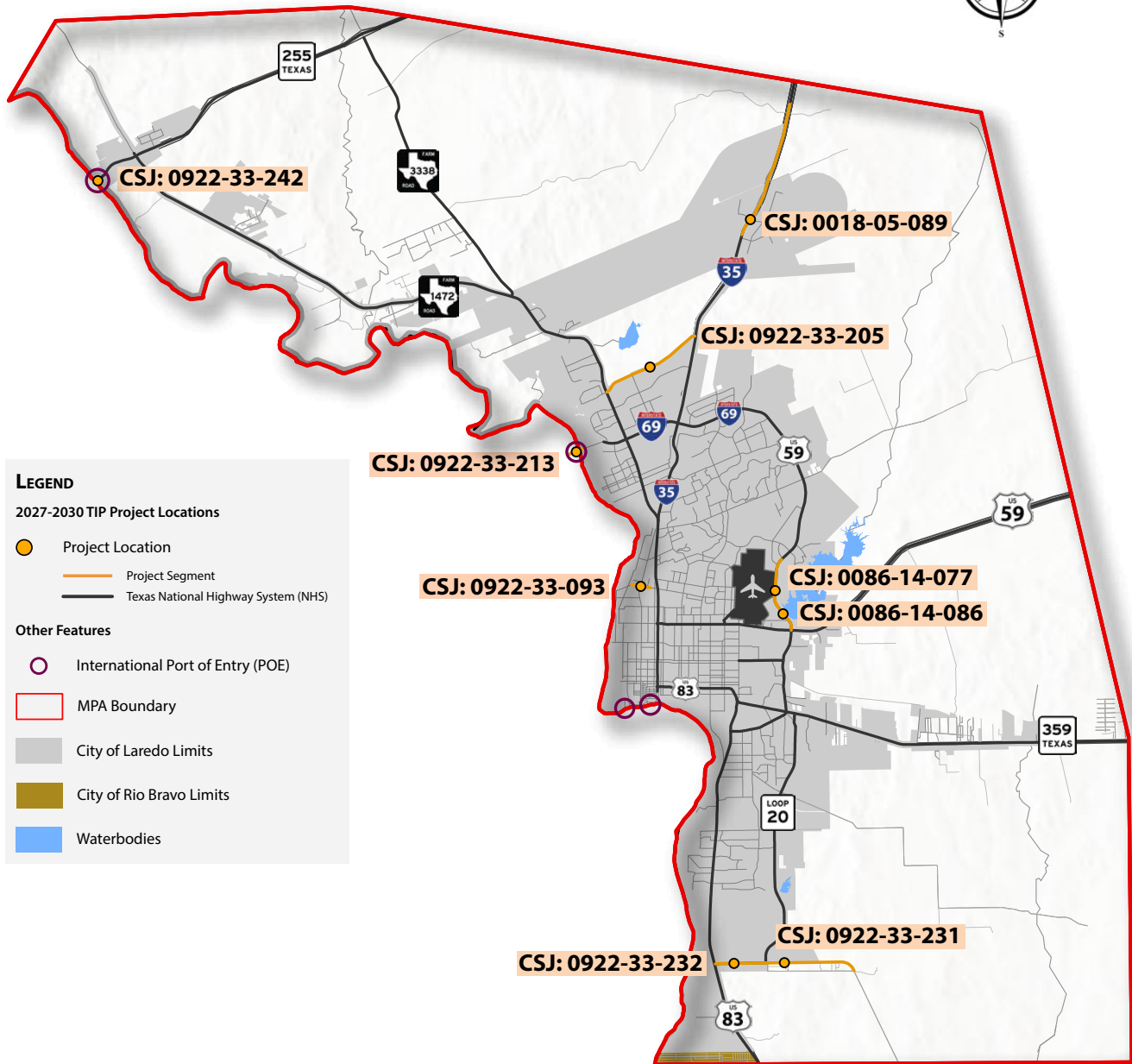
Note 5: Projects funded as part of the Recreational Trails Program (RTP) and Transportation Alternatives (TA) Program consistent with the grouped project category definitions may be grouped. RTP or TA funded projects that are not consistent with the grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). Road diet projects may not be grouped

FEDERAL HIGHWAY NON-GROUPED PROJECTS & FINANCIAL SUMMARY

Image Courtesy of TxDOT Laredo District



2027 – 2030 TIP Projects



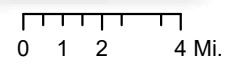
LEGEND

2027-2030 TIP Project Locations

- Project Location
- Project Segment
- Texas National Highway System (NHS)

Other Features

- International Port of Entry (POE)
- MPA Boundary
- City of Laredo Limits
- City of Rio Bravo Limits
- Waterbodies





**Laredo & Webb County Area MPO
Transportation Improvement Program (TIP)
FY2027 - FY2030 Project List**

FY 2027							
CSJ	PROJECT NAME	DESCRIPTION	LIMITS		PROJECT SPONSOR	CATEGORY	YOE COST
			FROM	TO			
0018-05-089	Replace Bridge at Uniroyal Dr.	IH-35 Reconstruction & Interchanges (Reconstructed/New) @ Uniroyal Dr. & SH 84	0.47 mi. south of Uniroyal Interchange	3.22 mi. north of Uniroyal Interchange	TxDOT	12, 4U, 2, 11	\$295,277,876

1 Project in FY 2027 for a total of: \$295,277,876

FY 2028							
CSJ	PROJECT NAME	DESCRIPTION	LIMITS		PROJECT SPONSOR	CATEGORY	YOE COST
			FROM	TO			
0922-33-213	World Trade Bridge Expansion	Construction for the Expansion of the World Trade Bridge consisting of 8 lanes by building a new 8 lane bridge adjacent to the existing bridge for a total of 16 lanes after completion of the project.	World Trade Bridge		City of Laredo	3LC, 7	\$30,900,000
0922-33-205	Vallecillo Road	Construction of Vallecillo Road 4-Lane Off-System HWY with raised median	FM 1472	IH 35	RMA	3LC, 7, 10, 12	\$35,099,344

2 Projects in FY 2028 for a total of: \$65,999,344

FY 2029							
CSJ	PROJECT NAME	DESCRIPTION	LIMITS		PROJECT SPONSOR	CATEGORY	YOE COST
			FROM	TO			
0086-14-077	US 59 (Loop 20) Interchange at Airport	Construction of interchange at Airport	0.50 mi. south of E. Corridor Rd. (Airport)	0.50 mi. north of E. Corridor Rd. (Airport)	TxDOT	2, 12	\$37,329,691
0086-14-086	US 59 (Loop 20) Reconstruction	Converting a 6-lane non-freeway facility to a 6 lane freeway facility with auxiliary lanes and frontage roads	Business 59	0.28 miles south of Jacaman Rd.	TxDOT	12	\$79,634,871
0922-33-242	Colombia International Bridge Project	Port Infrastructure of the Colombia International Bridge expansion to construct a new 4-lane span for southbound commercial traffic and a new 4-lane span for northbound commercial traffic	Colombia International Bridge		City of Laredo	3LC, 12	\$26,500,000

3 Projects in FY 2029 for a total of: \$143,464,562

FY 2030							
CSJ	PROJECT NAME	DESCRIPTION	LIMITS		PROJECT SPONSOR	CATEGORY	YOE COST
			FROM	TO			
0922-33-093	Calton and Santa Maria Interchange	Construction of a grade separation interchange	0.25 mi. east of Calton/Santa Maria intersection	0.25 mi. west of Calton/Santa Maria intersection	City of Laredo	10	\$16,240,154
0922-33-231	Mangana-Hein widening Segment 1	Widen Mangana-Hein Roadway from 2 lanes to 4 lanes	2.43 mi. east of SH 20 (Cuatro Vientos Blvd.)	SH 20 (Cuatro Vientos Blvd.)	Webb County	7	\$13,662,500
0922-33-232	Mangana-Hein widening Segment 2	Widen Mangana-Hein Roadway from 2 lanes to 4 lanes	SH 20 (Cuatro Vientos Blvd.)	US 83	Webb County	7,12_RMA	\$7,560,000

3 Projects in FY 2030 for the total of: \$37,462,654

9 Projects in the 2027-2030 TIP for a total of: \$542,204,436

Funding Category Types

CAT 1: Preventive Maintenance and Rehabilitation

CAT 2: Metropolitan and Urban Corridor Projects

CAT 3: Non-Traditionally Funded Transportation Projects - includes state bond funds, proposition 12 or 14, etc.

CAT 4: Statewide Connectivity Corridor Projects (Urban Connectivity)

CAT 7: Metropolitan Mobility and Rehabilitation

CAT 9: Transportation Alternatives Set-Aside Program (TASA)

CAT 10: Supplemental Transportation Programs

CAT 11: District Discretionary

CAT 12: Strategic Priority - addresses project with priority to State

Proposition 1: Effective in 2015 Highway Trust Fund allocation from gas tax revenue

Proposition 7: MPO allocations from formula funds diverted from state general sales, use tax, vehicle sales, and rental tax



PROJECT SUMMARY TABLES

HIGHWAY PROJECTS

**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
LAREDO MPO - HIGHWAY PROJECTS
FY 2027**

2027-2030 STIP		07/2026 Revision: Pending Approval							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
LAREDO	LAREDO	WEBB	0018-05-089	2027	IH 35	C	LAREDO	\$ 295,277,876	
LIMITS FROM 0.47 MI SOUTH OF UNIROYAL INTERCHANGE		PROJECT SPONSOR TxDOT							
LIMITS TO 3.22 MI NORTH OF UNIROYAL INTERCHANGE							REVISION DATE 07/2026		
PROJECT IH-35 RECONSTRUCTION & INTERCHANGES (RECONSTRUCTED/NEW) @ UNIROYAL DR & SH 84						MPO PROJ NUM			
DESCR						FUNDING CAT(S) 12, 4U, 2, 11			
REMARKS This project was previously programmed for FY 2026 P7 in the 2025-2028 TIP.				PROJECT HISTORY					
EST TOTAL PROJECT COST INFORMATION			PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	0		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	2,512,337	COST OF	12	\$ 195,419,980	\$ 21,713,331	\$ 0	\$ 0	\$ 0	\$ 217,133,311
CONSTR \$	295,277,876	APPROVED	4U	\$ 41,045,922	\$ 4,560,658	\$ 0	\$ 0	\$ 0	\$ 45,606,580
CONST ENG \$	0	PHASES	2	\$ 11,284,186	\$ 1,253,799	\$ 0	\$ 0	\$ 0	\$ 12,537,985
CONTING \$	0	\$ 295,277,876	11	\$ 18,000,000	\$ 2,000,000	\$ 0	\$ 0	\$ 0	\$ 20,000,000
INDIRECT \$	0		TOTAL	\$ 265,750,088	\$ 29,527,788	\$ 0	\$ 0	\$ 0	\$ 295,277,876
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	297,790,213								

Phase: **C** = CONSTRUCTION, **E** = ENGINEERING, **R** = ROW, **T** = TRANSFER



**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
LAREDO MPO - HIGHWAY PROJECTS
FY 2028**

2027-2030 STIP		07/2026 Revision: Pending Approval							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
LAREDO	LAREDO	WEBB	0922-33-205	2028	VARIOUS	C	LAREDO	\$ 35,099,344	
LIMITS FROM FM 1472		PROJECT SPONSOR RMA							
LIMITS TO IH 35							REVISION DATE	07/2026	
PROJECT CONSTRUCTION OF VALLECILLO ROAD 4-LANE OFF-SYSTEM HIGHWAY WITH RAISED MEDIAN							MPO PROJ NUM		
DESCR							FUNDING CAT(S) 3LC, 7, 10 OTHER, 12		
REMARKS This project was previously programmed in the 2025-P7 2028 TIP				PROJECT HISTORY					
EST TOTAL PROJECT COST INFORMATION			PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	0		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0	COST OF	3LC	\$ 0	\$ 0	\$ 0	\$ 0	\$ 9,242,941	\$ 9,242,941
CONSTR \$	35,099,344	APPROVED	7	\$ 14,250,074	\$ 2,101,886	\$ 0	\$ 1,460,632	\$ 0	\$ 17,812,592
CONST ENG \$	0	PHASES	10 OTHER	\$ 2,400,000	\$ 0	\$ 0	\$ 600,000	\$ 0	\$ 3,000,000
CONTING \$	0	\$ 35,099,344	12	\$ 4,035,049	\$ 1,008,762	\$ 0	\$ 0	\$ 0	\$ 5,043,811
INDIRECT \$	0		TOTAL	\$ 20,685,123	\$ 3,110,648	\$ 0	\$ 2,060,632	\$ 9,242,941	\$ 35,099,344
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	35,099,344								

2027-2030 STIP		07/2026 Revision: Pending Approval							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
LAREDO	LAREDO	WEBB	0922-33-213	2028	CS	C	LAREDO	\$ 30,900,000	
LIMITS FROM WORLD TRADE BRIDGE		PROJECT SPONSOR CITY OF LAREDO							
LIMITS TO WORLD TRADE BRIDGE							REVISION DATE	07/2026	
PROJECT CONSTRUCTION FOR THE EXPANSION OF THE WORLD TRADE BRIDGE CONSISTING OF 8 LANES B							MPO PROJ NUM	1113	
DESCR Y BUILDING A NEW 8-LANE BRIDGE ADJACENT TO THE EXISTING BRIDGE FOR A TOTAL OF 16 LANES AFTER COMPLETION OF THE PROJCT.							FUNDING CAT(S) 3LC, 7		
REMARKS This project was previously programmed in the 2025-P7 2028 TIP.				PROJECT HISTORY					
EST TOTAL PROJECT COST INFORMATION			PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	0		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0	COST OF	3LC	\$ 0	\$ 0	\$ 0	\$ 0	\$ 29,650,000	\$ 29,650,000
CONSTR \$	30,900,000	APPROVED	7	\$ 1,000,000	\$ 0	\$ 0	\$ 250,000	\$ 0	\$ 1,250,000
CONST ENG \$	0	PHASES	TOTAL	\$ 1,000,000	\$ 0	\$ 0	\$ 250,000	\$ 29,650,000	\$ 30,900,000
CONTING \$	0	\$ 30,900,000							
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	30,900,000								

Phase: **C** = CONSTRUCTION, **E** = ENGINEERING, **R** = ROW, **T** = TRANSFER



STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
LAREDO MPO - HIGHWAY PROJECTS
FY 2029

2027-2030 STIP		07/2026 Revision: Pending Approval							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
LAREDO	LAREDO	WEBB	0922-33-242	2029	VARIOUS	C	LAREDO	\$	26,500,000
LIMITS FROM Colombia International Bridge								PROJECT SPONSOR City of Laredo	
LIMITS TO Colombia International Bridge								REVISION DATE 07/2026	
PROJECT Port Infrastructure of the Colombia International Bridge Expansion to construct								MPO PROJ NUM [REDACTED]	
DESCR a new 4-Lane span for SB commercial traffic and a new 4-Lane span for NB commercial traffic.								FUNDING CAT(S) 3LC, 12	
REMARKS The expansion project will add a total of 8 new lanes to the existing 8 lanes for a total of 16 lanes. This project was previously programmed in the 2025-2028 TIP.		PROJECT HISTORY							
EST TOTAL PROJECT COST INFORMATION				PROPOSED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	0	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL	
ROW PURCH \$	0	3LC	\$ 0	\$ 0	\$ 0	\$ 0	\$ 25,500,000	\$ 25,500,000	
CONSTR \$	25,500,000	12	\$ 800,000	\$ 200,000	\$ 0	\$ 0	\$ 0	\$ 1,000,000	
CONST ENG \$	0	TOTAL	\$ 800,000	\$ 200,000	\$ 0	\$ 0	\$ 25,500,000	\$ 26,500,000	
CONTING \$	0	COST OF APPROVED PHASES							
INDIRECT \$	0	\$ 26,500,000							
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST	\$ 25,500,000								

2027-2030 STIP		07/2026 Revision: Pending Approval							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
LAREDO	LAREDO	WEBB	0086-14-086	2029	US 59	C	LAREDO	\$	79,634,871
LIMITS FROM BUSINESS 59								PROJECT SPONSOR TxDOT	
LIMITS TO 0.28 MILES SOUTH OF JACAMAN RD.								REVISION DATE 07/2026	
PROJECT CONVERTING A 6-LANE NON-FREEWAY FACILITY TO A 6-LANE FREEWAY FACILITY WITH AUXILIARY LANES AND FRONTAGE ROADS.								MPO PROJ NUM [REDACTED]	
DESCR IARY LANES AND FRONTAGE ROADS.								FUNDING CAT(S) 12	
REMARKS This project was previously programmed in the 2025-2028 TIP.		PROJECT HISTORY							
EST TOTAL PROJECT COST INFORMATION				PROPOSED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	3,902,109	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL	
ROW PURCH \$	48,377,844	12	\$ 63,707,897	\$ 15,926,974	\$ 0	\$ 0	\$ 0	\$ 79,634,871	
CONSTR \$	79,634,871	TOTAL	\$ 63,707,897	\$ 15,926,974	\$ 0	\$ 0	\$ 0	\$ 79,634,871	
CONST ENG \$	2,771,294	COST OF APPROVED PHASES							
CONTING \$	95,562	\$ 79,634,871							
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	5,757,602								
TOTAL CST	\$ 140,539,282								

2027-2030 STIP		07/2026 Revision: Pending Approval							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
LAREDO	LAREDO	WEBB	0086-14-077	2029	US 59	C	LAREDO	\$	37,329,691
LIMITS FROM 0.50 MI SOUTH OF E CORRIDOR RD. (AIRPORT)								PROJECT SPONSOR TxDOT	
LIMITS TO 0.50 MI NORTH OF E CORRIDOR RD. (AIRPORT)								REVISION DATE 07/2026	
PROJECT CONSTRUCTION OF INTERCHANGE AT AIRPORT								MPO PROJ NUM [REDACTED]	
DESCR								FUNDING CAT(S) 2, 12	
REMARKS This project was previously programmed in the 2025-2028 TIP.		PROJECT HISTORY							
EST TOTAL PROJECT COST INFORMATION				PROPOSED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	1,829,155	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL	
ROW PURCH \$	0	2	\$ 7,999	\$ 2,000	\$ 0	\$ 0	\$ 0	\$ 9,999	
CONSTR \$	37,329,691	12	\$ 29,855,754	\$ 7,463,938	\$ 0	\$ 0	\$ 0	\$ 37,319,692	
CONST ENG \$	1,855,286	TOTAL	\$ 29,863,753	\$ 7,465,938	\$ 0	\$ 0	\$ 0	\$ 37,329,691	
CONTING \$	933,243	COST OF APPROVED PHASES							
INDIRECT \$	0	\$ 37,329,691							
BOND FIN \$	0								
PT CHG ORD \$	1,239,346								
TOTAL CST	\$ 43,186,721								

Phase: **C** = CONSTRUCTION, **E** = ENGINEERING, **R** = ROW, **T** = TRANSFER



**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
LAREDO MPO - HIGHWAY PROJECTS
FY 2030**

2027-2030 STIP		07/2026 Revision: Pending Approval							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
LAREDO	LAREDO	WEBB	0922-33-231	2030	CS	C,R	N/A	\$ 13,662,500	
LIMITS FROM 2.43 mi. east of SH 20 (Cuatro Vientos Blvd.)		PROJECT SPONSOR Webb County							
LIMITS TO SH 20 (Cuatro Vientos Blvd.)		REVISION DATE 07/2026							
PROJECT Widen Mangana-Hein Roadway from 2 lanes to 4 lanes		MPO PROJ NUM [REDACTED]							
DESCR		FUNDING CAT(S) 7							
REMARKS New project added from 2025-2050 MTP		PROJECT HISTORY							
P7									
EST TOTAL PROJECT COST INFORMATION			PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	0	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL	
ROW PURCH \$	100,000	7	\$ 10,930,000	\$ 1,600,375	\$ 0	\$ 1,132,125	0	\$ 13,662,500	
CONSTR \$	12,500,000	TOTAL	\$ 10,930,000	\$ 1,600,375	\$ 0	\$ 1,132,125	0	\$ 13,662,500	
CONST ENG \$	1,062,500	COST OF APPROVED PHASES							
CONTING \$	0	\$ 13,662,500							
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	13,662,500								

2027-2030 STIP		07/2026 Revision: Pending Approval							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
LAREDO	LAREDO		0922-33-232	2030	CS	C,R	LAREDO	\$ 7,560,000	
LIMITS FROM SH 20 (Cuatro Vientos Blvd.)		PROJECT SPONSOR Webb County							
LIMITS TO US 83		REVISION DATE 07/2026							
PROJECT Widen Mangana-Hein Roadway from 2 lanes to 4 lanes		MPO PROJ NUM [REDACTED]							
DESCR		FUNDING CAT(S) 7, 12_RMA							
REMARKS New project being added from 2050 MTP.		PROJECT HISTORY							
P7									
EST TOTAL PROJECT COST INFORMATION			PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	0	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL	
ROW PURCH \$	100,000	7	\$ 5,808,000	\$ 844,880	\$ 0	\$ 607,120	0	\$ 7,260,000	
CONSTR \$	6,800,000	12_RMA	\$ 240,000	\$ 60,000	\$ 0	\$ 0	0	\$ 300,000	
CONST ENG \$	660,000	TOTAL	\$ 6,048,000	\$ 904,880	\$ 0	\$ 607,120	0	\$ 7,560,000	
CONTING \$	0	COST OF APPROVED PHASES							
INDIRECT \$	0	\$ 7,560,000							
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	7,560,000								

2027-2030 STIP		07/2026 Revision: Pending Approval							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
LAREDO	LAREDO	WEBB	0922-33-093	2030	CS	C	LAREDO	\$ 16,240,154	
LIMITS FROM 0.25 M EAST OF CALTON/SANTA MARIA INTERSECTION		PROJECT SPONSOR City of Laredo							
LIMITS TO 0.25 M WEST OF CALTON/SANTA MARIA INTERSECTION		REVISION DATE 07/2026							
PROJECT CONSTRUCTION OF A GRADE SEPARATION INTERCHANGE		MPO PROJ NUM [REDACTED]							
DESCR		FUNDING CAT(S) 10, 10							
REMARKS This project was previously programmed for FY 2027		PROJECT HISTORY							
P7 in the 2025-2028 TIP									
EST TOTAL PROJECT COST INFORMATION			PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	0	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL	
ROW PURCH \$	3,450,000	10	\$ 9,047,740	\$ 0	\$ 0	\$ 2,261,935	0	\$ 11,309,675	
CONSTR \$	16,240,154	10	\$ 4,930,479	\$ 0	\$ 0	\$ 0	0	\$ 4,930,479	
CONST ENG \$	0	TOTAL	\$ 13,978,219	\$ 0	\$ 0	\$ 2,261,935	0	\$ 16,240,154	
CONTING \$	0	COST OF APPROVED PHASES							
INDIRECT \$	0	\$ 16,240,154							
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	19,690,154								

Phase: **C** = CONSTRUCTION, **E** = ENGINEERING, **R** = ROW, **T** = TRANSFER

TIP Financial Summary

District/MPO: LRD - Laredo & Webb County Area MPO

STIP Window: 2027 - 2030

STIP Revision: 7/1/2026

Funding Categories

Category	Description	FY 2027		FY 2028		FY 2029		FY 2030		Total FY 2027 - 2030	
		Programmed FY 2027	Authorized FY 2027	Programmed FY 2028	Authorized FY 2028	Programmed FY 2029	Authorized FY 2029	Programmed FY 2030	Authorized FY 2030	Total Programmed FY 2027 - 2030	Total Authorized FY 2027 - 2030
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Metropolitan and Urban Area Corridor Projects	\$12,537,985	\$12,537,985	\$0	\$0	\$9,999	\$9,999	\$0	\$0	\$12,547,984	\$12,547,984
3 Non-Traditional	Non-Traditionally Funded Transportation Projects	\$0	\$0	\$38,892,941	\$38,892,941	\$25,500,000	\$25,500,000	\$0	\$0	\$64,392,941	\$64,392,941
3 DB	Design Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Statewide Connectivity Corridor Projects	\$45,606,580	\$45,606,580	\$0	\$0	\$0	\$0	\$0	\$0	\$45,606,580	\$45,606,580
5	Congestion Mitigation and Air Quality Improvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures Replacement and Rehabilitation (Bridge)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metropolitan Mobility and Rehabilitation	\$0	\$0	\$19,062,592	\$19,062,592	\$0	\$0	\$20,922,500	\$20,922,500	\$39,985,092	\$39,985,092
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Transportation Alternatives Set-Aside Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation Programs	\$0	\$0	\$3,000,000	\$3,000,000	\$0	\$0	\$16,240,154	\$16,240,154	\$19,240,154	\$19,240,154
11	District Discretionary	\$20,000,000	\$20,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000,000	\$20,000,000
12	Strategic Priority	\$217,133,311	\$217,133,311	\$5,043,811	\$5,043,811	\$117,954,563	\$117,954,563	\$300,000	\$300,000	\$340,431,685	\$340,431,685
Other										\$0	\$0
SW PE	Statewide Budget PE									\$0	\$0
SW ROW	Statewide Budget ROW									\$0	\$0
Funding Categories Total		\$295,277,876	\$295,277,876	\$65,999,344	\$65,999,344	\$143,464,562	\$143,464,562	\$37,462,654	\$37,462,654	\$542,204,436	\$542,204,436

* 3 Non-Traditional funding category will include the total of all Non-Traditional funding categories except 3 TDC. Category 10 funding will include the total of all Category 10 funding except 10 TPWD.

Category 1- 12 Funding Breakdown

Source	Description	FY 2027	FY 2028	FY 2029	FY 2030	Total FY 2027 - 2030
		Programmed FY 2027	Programmed FY 2028	Programmed FY 2029	Programmed FY 2030	Total Programmed FY 2027 - 2030
Federal		\$265,750,088	\$21,685,123	\$94,371,650	\$30,956,219	\$412,763,080
State		\$29,527,788	\$3,110,648	\$23,592,912	\$2,505,255	\$58,736,603
Local Match			\$2,310,632	\$0	\$4,001,180	\$6,311,812
Regional						\$0
Category 1- 12 Funding Source Total		\$295,277,876	\$27,106,403	\$117,964,562	\$37,462,654	\$477,811,495

Non-Traditional Funding

Category	Description	FY 2027	FY 2028	FY 2029	FY 2030	Total FY 2027 - 2030
		Programmed FY 2027	Programmed FY 2028	Programmed FY 2029	Programmed FY 2030	Total Programmed FY 0
3 LC	Local Contributions		\$38,892,941	\$25,500,000		\$64,392,941
3 RTR	Regional Toll Revenue					\$0
3 TMF	Texas Mobility Fund					\$0
Other						\$0
SW PE	Statewide Budget PE					\$0
SW ROW	Statewide Budget ROW					\$0
Non-Traditional Funding Source Total		\$0	\$38,892,941	\$25,500,000	\$0	\$64,392,941

Category 1 - 12 and Non-Traditional Breakdown Total \$295,277,876 \$65,999,344 \$143,464,562 \$37,462,654 \$542,204,436

* Category 1 - 12 and Non-Traditional Total will include all funding categories from Category 1-12 Funding Source and Non-Traditional Funding Source Tables. 3 TDC and 10 TPWD are excluded.

3 TDC & 10 TPWD

Category	Description	FY 0	FY 2028	FY 2029	FY 2030	Total FY 2027 - 2030
		Programmed FY 0	Programmed FY 2028	Programmed FY 2029	Programmed FY 2030	Total Programmed FY
3 TDC	Transportation Development Credits					\$0
10 TPWD	Texas Parks and Wildlife Department					\$0
Total		\$0	\$0	\$0	\$0	\$0

* Programmed funding may exceed the authorized amount in a given year, as long as the total programmed funding across the four-year cycle does not surpass the overall authorized funding.

TRANSIT PROJECTS FINANCIAL SUMMARY





**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
LAREDO MPO - TRANSIT PROJECTS
FY 2027**

2027-2030 STIP		07/2026 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	LAREDO	APPORTIONMENT YEAR:	2027
PROJECT SPONSOR:	City of Laredo	FISCAL YEAR:	2027
MPO PROJECT NUMBER:	LRD17530	FEDERAL FUNDING CATEGORY:	5307
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 1,196,624
PROJECT TYPE:	CAPITAL, OPERATING, ADMINISTRATION, PLANNING	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Funds will be used for capital expenditure for bus operation and maintenance. 80/20 share.	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 299,156
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 1,495,780
REMARKS:		TOTAL PROJECT COST:	\$ 1,495,780
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
2027-2030 STIP		07/2026 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	LAREDO	APPORTIONMENT YEAR:	2026
PROJECT SPONSOR:	City of Laredo	FISCAL YEAR:	2027
MPO PROJECT NUMBER:	LRD17480	FEDERAL FUNDING CATEGORY:	5307
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 1,196,624
PROJECT TYPE:	CAPITAL, OPERATING, ADMINISTRATION, PLANNING	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Funds will be used for capital expenditure for bus operation and maintenance. 80/20 share.	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 299,156
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 1,495,780
REMARKS:	The purpose is to roll over \$1,495,780 balance from apportionment year 2026 to the 2027-2030 STIP	TOTAL PROJECT COST:	\$ 1,495,780
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
2027-2030 STIP		07/2026 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	LAREDO	APPORTIONMENT YEAR:	2024
PROJECT SPONSOR:	City of Laredo	FISCAL YEAR:	2027
MPO PROJECT NUMBER:	LRD16621	FEDERAL FUNDING CATEGORY:	5339
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 403,228
PROJECT TYPE:	CAPITAL, ADMINISTRATION, PLANNING	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Funds will be used for replacing heavy-duty buses/light-duty buses, support vehicles, software and hardware purchases, project administration, shop equipment, and bus facility improvements.	OTHER STATE FUNDS:	\$ 100,807
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 504,035
REMARKS:	The purpose is to roll over \$504,035 balance from apportionment year 2024 to 2027-2030 TIP.	TOTAL PROJECT COST:	\$ 504,035
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
2027-2030 STIP		07/2026 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	LAREDO	APPORTIONMENT YEAR:	2023
PROJECT SPONSOR:	City of Laredo	FISCAL YEAR:	2027
MPO PROJECT NUMBER:	LRD16620	FEDERAL FUNDING CATEGORY:	5339
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 375,982
PROJECT TYPE:	CAPITAL, ADMINISTRATION, PLANNING	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Funds will be used for replacing heavy-duty buses/light-duty buses, support vehicles, software and hardware purchases, project administration, shop equipment, and bus facility improvements.	OTHER STATE FUNDS:	\$ 93,996
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 469,978
REMARKS:	The purpose is to roll over \$469,978 balance from apportionment year 2023 to the 2027-2030 TIP.	TOTAL PROJECT COST:	\$ 469,978
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None



STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
LAREDO MPO - TRANSIT PROJECTS
FY 2027

2027-2030 STIP		07/2026 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	LAREDO	APPORTIONMENT YEAR:	2027
PROJECT SPONSOR:	City of Laredo	FISCAL YEAR:	2027
MPO PROJECT NUMBER:	LRD15120	FEDERAL FUNDING CATEGORY:	5310
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 258,831
PROJECT TYPE:	CAPITAL, OPERATING	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Funds will be used to purchase paratransit vans, software purchase, equipment purchase, project administration and operating assistance.	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 45,676
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 304,507
REMARKS:	Project was programmed in the 2025-2028 TIP	TOTAL PROJECT COST:	\$ 304,507
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	LAREDO	APPORTIONMENT YEAR:	2027
PROJECT SPONSOR:	City of Laredo	FISCAL YEAR:	2027
MPO PROJECT NUMBER:	LRD15119	FEDERAL FUNDING CATEGORY:	5339
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 405,787
PROJECT TYPE:	CAPITAL, ADMINISTRATION, PLANNING	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Funds will be used for replacing heavy-duty buses/light-duty buses, support vehicles, software and hardware purchases, project administration, shop equipment, and bus facility improvements.	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 101,446
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 507,233
REMARKS:	Project was programmed in the 2025-2028 TIP	TOTAL PROJECT COST:	\$ 507,233
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	LAREDO	APPORTIONMENT YEAR:	2027
PROJECT SPONSOR:	City of Laredo	FISCAL YEAR:	2027
MPO PROJECT NUMBER:	LRD15118	FEDERAL FUNDING CATEGORY:	5307
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 3,589,871
PROJECT TYPE:	CAPITAL, OPERATING, ADMINISTRATION, PLANNING	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Funds will be used for operating assistance for bus operations and maintenance. 50/50 share.	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 3,589,871
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 7,179,742
REMARKS:	Project was programmed in the 2025-2028 TIP	TOTAL PROJECT COST:	\$ 7,179,742
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	LAREDO	APPORTIONMENT YEAR:	2026
PROJECT SPONSOR:	City of Laredo	FISCAL YEAR:	2027
MPO PROJECT NUMBER:	LRD15116	FEDERAL FUNDING CATEGORY:	5339
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 405,787
PROJECT TYPE:	CAPITAL, ADMINISTRATION, PLANNING	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Funds will be used for replacing heavy-duty buses/light-duty buses, support vehicles, software and hardware purchases, project administration, shop equipment, and bus facility improvements.	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 101,446
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 507,233
REMARKS:	The purpose is to roll over \$507,233 balance from apportionment year 2026 to the 2027-2030 TIP.	TOTAL PROJECT COST:	\$ 507,233
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None



**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
LAREDO MPO - TRANSIT PROJECTS
FY 2027**

2027-2030 STIP		07/2026 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	LAREDO	APPORTIONMENT YEAR:	2026
PROJECT SPONSOR:	City of Laredo	FISCAL YEAR:	2027
MPO PROJECT NUMBER:	LRD15115	FEDERAL FUNDING CATEGORY:	5307
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 3,589,871
PROJECT TYPE:	CAPITAL, OPERATING, ADMINISTRATION, PLANNING	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Funds will be used for operating assistance for bus operations and maintenance. 50/50 share.	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 3,589,871
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 7,179,742
REMARKS:	The purpose is to roll over \$7,179,742 balance from apportionment year 2026 to the 2027-2030 TIP	TOTAL PROJECT COST:	\$ 7,179,742
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	LAREDO	APPORTIONMENT YEAR:	2025
PROJECT SPONSOR:	City of Laredo	FISCAL YEAR:	2027
MPO PROJECT NUMBER:	LRD15113	FEDERAL FUNDING CATEGORY:	5339
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 405,787
PROJECT TYPE:	CAPITAL, ADMINISTRATION, PLANNING	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Funds will be used for replacing heavy-duty buses/light-duty buses, support vehicles, software and hardware purchases, project administration, shop equipment, and bus facility improvements.	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 101,446
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 507,233
REMARKS:	The purpose is to roll over \$507,233 balance from apportionment year 2025 to the 2027-2030 TIP.	TOTAL PROJECT COST:	\$ 507,233
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	LAREDO	APPORTIONMENT YEAR:	2026
PROJECT SPONSOR:	City of Laredo	FISCAL YEAR:	2027
MPO PROJECT NUMBER:	LRD13545	FEDERAL FUNDING CATEGORY:	5310
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 258,831
PROJECT TYPE:	CAPITAL, OPERATING	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Funds will be used to purchase paratransit vans, software purchase, equipment purchase, project administration and operating assistance.	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 45,676
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 304,507
REMARKS:	The purpose is to roll over \$304,507 balance from apportionment year 2026 to the 2027-2030 TIP	TOTAL PROJECT COST:	\$ 304,507
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None



**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
LAREDO MPO - TRANSIT PROJECTS
FY 2028**

2027-2030 STIP		07/2026 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	LAREDO	APPORTIONMENT YEAR:	2028
PROJECT SPONSOR:	City of Laredo	FISCAL YEAR:	2028
MPO PROJECT NUMBER:	LRD17534	FEDERAL FUNDING CATEGORY:	5307
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 1,196,624
PROJECT TYPE:	CAPITAL, OPERATING, ADMINISTRATION, PLANNING	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Funds will be used for capital expenditure for bus operation and maintenance. 80/20 share.	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 299,156
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 1,495,780
REMARKS:		TOTAL PROJECT COST:	\$ 1,495,780
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None
2027-2030 STIP		07/2026 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	LAREDO	APPORTIONMENT YEAR:	2028
PROJECT SPONSOR:	City of Laredo	FISCAL YEAR:	2028
MPO PROJECT NUMBER:	LRD15123	FEDERAL FUNDING CATEGORY:	5310
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 258,831
PROJECT TYPE:	CAPITAL, OPERATING	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Funds will be used to purchase paratransit vans, software purchase, equipment purchase, project administration and operating assistance.	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 45,676
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 304,507
REMARKS:	This project was previously programmed in the 2025-2028 TIP	TOTAL PROJECT COST:	\$ 304,507
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None
2027-2030 STIP		07/2026 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	LAREDO	APPORTIONMENT YEAR:	2028
PROJECT SPONSOR:	City of Laredo	FISCAL YEAR:	2028
MPO PROJECT NUMBER:	LRD15122	FEDERAL FUNDING CATEGORY:	5339
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 405,787
PROJECT TYPE:	CAPITAL, ADMINISTRATION, PLANNING	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Funds will be used for replacing heavy-duty buses/light-duty buses, support vehicles, software and hardware purchases, project administration, shop equipment, and bus facility improvements.	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 101,446
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 507,233
REMARKS:	This project was previously programmed in the 2025-2028 TIP.	TOTAL PROJECT COST:	\$ 507,233
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None
2027-2030 STIP		07/2026 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	LAREDO	APPORTIONMENT YEAR:	2028
PROJECT SPONSOR:	City of Laredo	FISCAL YEAR:	2028
MPO PROJECT NUMBER:	LRD15121	FEDERAL FUNDING CATEGORY:	5307
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 3,589,871
PROJECT TYPE:	CAPITAL, OPERATING, ADMINISTRATION, PLANNING	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Funds will be used for operating assistance for bus operations and maintenance. 50/50 share.	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 3,589,871
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 7,179,742
REMARKS:	Project was programmed in the 2025-2028 TIP	TOTAL PROJECT COST:	\$ 7,179,742
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None



STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
LAREDO MPO - TRANSIT PROJECTS
FY 2029

2027-2030 STIP		07/2026 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	LAREDO	APPORTIONMENT YEAR:	2029
PROJECT SPONSOR:	City of Laredo	FISCAL YEAR:	2029
MPO PROJECT NUMBER:	LRD17556	FEDERAL FUNDING CATEGORY:	5307
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 1,196,624
PROJECT TYPE:	CAPITAL, OPERATING, ADMINISTRATION, PLANNING	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Funds will be used for capital expenditure for bus operation and maintenance. 80/20 share.	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 299,156
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 1,495,780
REMARKS:	New Project	TOTAL PROJECT COST:	\$ 1,495,780
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	LAREDO	APPORTIONMENT YEAR:	2029
PROJECT SPONSOR:	City of Laredo	FISCAL YEAR:	2029
MPO PROJECT NUMBER:	LRD17099	FEDERAL FUNDING CATEGORY:	5310
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 258,831
PROJECT TYPE:	CAPITAL, OPERATING	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Funds will be used to purchase paratransit vans, software purchase, equipment purchase, project administration and operating assistance.	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 45,676
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 304,507
REMARKS:	New Project	TOTAL PROJECT COST:	\$ 304,507
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	LAREDO	APPORTIONMENT YEAR:	2029
PROJECT SPONSOR:	City of Laredo	FISCAL YEAR:	2029
MPO PROJECT NUMBER:	LRD17093	FEDERAL FUNDING CATEGORY:	5339
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 405,787
PROJECT TYPE:	CAPITAL, ADMINISTRATION, PLANNING	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Funds will be used for replacing heavy-duty buses/light duty buses, support vehicles, software and hardware purchases, project administration, shop equipment, and bus facility improvements.	OTHER STATE FUNDS:	\$ 101,446
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 0
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 507,233
REMARKS:	New Project	TOTAL PROJECT COST:	\$ 507,233
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	LAREDO	APPORTIONMENT YEAR:	2029
PROJECT SPONSOR:	City of Laredo	FISCAL YEAR:	2029
MPO PROJECT NUMBER:	LRD17090	FEDERAL FUNDING CATEGORY:	5307
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 3,589,871
PROJECT TYPE:	CAPITAL, OPERATING, ADMINISTRATION, PLANNING	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Funds will be used for operating assistance for bus operation and maintenance. 50/50 share.	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 3,589,871
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 7,179,742
REMARKS:	New Project	TOTAL PROJECT COST:	\$ 7,179,742
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None



STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
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FY 2030

2027-2030 STIP		07/2026 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	LAREDO	APPORTIONMENT YEAR:	2030
PROJECT SPONSOR:	City of Laredo	FISCAL YEAR:	2030
MPO PROJECT NUMBER:	LRD17557	FEDERAL FUNDING CATEGORY:	5307
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 1,196,624
PROJECT TYPE:	CAPITAL, OPERATING, ADMINISTRATION, PLANNING	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Funds will be used for capital expenditure for bus operation and maintenance. 50/50 share.	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 299,156
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 1,495,780
REMARKS:	New Project	TOTAL PROJECT COST:	\$ 1,495,780
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	LAREDO	APPORTIONMENT YEAR:	2030
PROJECT SPONSOR:	City of Laredo	FISCAL YEAR:	2030
MPO PROJECT NUMBER:	LRD17102	FEDERAL FUNDING CATEGORY:	5310
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 258,831
PROJECT TYPE:	CAPITAL, OPERATING	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Funds will be used to purchase paratransit vans, software purchase, equipment purchase, project administration and operating assistance.	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 45,676
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 304,507
REMARKS:	New Project.	TOTAL PROJECT COST:	\$ 304,507
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	LAREDO	APPORTIONMENT YEAR:	2030
PROJECT SPONSOR:	City of Laredo	FISCAL YEAR:	2030
MPO PROJECT NUMBER:	LRD17101	FEDERAL FUNDING CATEGORY:	5339
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 405,787
PROJECT TYPE:	CAPITAL, ADMINISTRATION, PLANNING	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Funds will be used for replacing heavy-duty buses/light-duty buses, support vehicles, software and hardware purchases, project administration, shop equipment, and bus facility improvements.	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 101,446
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 507,233
REMARKS:	New Project	TOTAL PROJECT COST:	\$ 507,233
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	LAREDO	APPORTIONMENT YEAR:	2030
PROJECT SPONSOR:	City of Laredo	FISCAL YEAR:	2030
MPO PROJECT NUMBER:	LRD17100	FEDERAL FUNDING CATEGORY:	5307
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 3,589,871
PROJECT TYPE:	CAPITAL, OPERATING, ADMINISTRATION, PLANNING	STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Funds will be used for operating assistance for bus operation and maintenance. 50/50 share.	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	01/01/1900	OTHER SOURCE FUNDS:	\$ 3,589,871
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 7,179,742
REMARKS:	New Project	TOTAL PROJECT COST:	\$ 7,179,742
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

Transit Financial Summary

Laredo Metropolitan Planning Organization

FY 2027- 2030 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Transit Program		FY 2027			FY 2028			FY 2029		
		Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$9,572,990	\$7,778,054	\$17,351,044	\$4,786,495	\$3,889,027	\$8,675,522	\$4,786,495	\$3,889,027	\$8,675,522
2	Sec. 5307 - Urbanized Formula <200K			\$0			\$0			\$0
3	Sec. 5339 - Bus & Bus Facilities >200k	\$1,996,571	\$499,141	\$2,495,712	\$405,787	\$101,446	\$507,233	\$405,787	\$101,446	\$507,233
4	Sec. 5310-Seniors&People w/Disabilities >200k	\$517,662	\$91,352	\$609,014	\$258,831	\$45,676	\$304,507	\$258,831	\$45,676	\$304,507
5	Sec. 5339 (c) - Bus & Bus Facilities >200k			\$0			\$0			\$0
6	Sec. 5311 - Nonurbanized Formula			\$0			\$0			\$0
7	Sec. 5316 - JARC >200K			\$0			\$0			\$0
8	Sec. 5316 - JARC <200K			\$0			\$0			\$0
9	Sec. 5316 - JARC Nonurbanized			\$0			\$0			\$0
10	Sec. 5317 - New Freedom >200K			\$0			\$0			\$0
11	Sec. 5317 - New Freedom <200K			\$0			\$0			\$0
12	Sec. 5317 - New Freedom Nonurbanized			\$0			\$0			\$0
13	Regionally Significant or Other			\$0			\$0			\$0
Total Funds		\$12,087,223	\$8,368,547	\$20,455,770	\$5,451,113	\$4,036,149	\$9,487,262	\$5,451,113	\$4,036,149	\$9,487,262
Transportation Development Credits Requested				\$0			\$0			\$0
Transportation Development Credits Awarded				\$0			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

Transit Program		FY 2030			FY 2027-2030 Total		
		Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$4,786,495	\$3,889,027	\$8,675,522	\$23,932,475	\$19,445,135	\$43,377,610
2	Sec. 5307 - Urbanized Formula <200K			\$0	\$0	\$0	\$0
3	Sec. 5339 - Bus & Bus Facilities >200k	\$405,787	\$101,446	\$507,233	\$3,213,932	\$803,479	\$4,017,411
4	Sec. 5310-Seniors&People w/Disabilities >200k	\$258,831	\$45,676	\$304,507	\$1,294,155	\$228,380	\$1,522,535
5	Sec. 5339 (c) - Bus & Bus Facilities >200k			\$0	\$0	\$0	\$0
6	Sec. 5311 - Nonurbanized Formula			\$0	\$0	\$0	\$0
7	Sec. 5316 - JARC >200K			\$0	\$0	\$0	\$0
8	Sec. 5316 - JARC <200K			\$0	\$0	\$0	\$0
9	Sec. 5316 - JARC Nonurbanized			\$0	\$0	\$0	\$0
10	Sec. 5317 - New Freedom >200K			\$0	\$0	\$0	\$0
11	Sec. 5317 - New Freedom <200K			\$0	\$0	\$0	\$0
12	Sec. 5317 - New Freedom Nonurbanized			\$0	\$0	\$0	\$0
13	Regionally Significant or Other			\$0	\$0	\$0	\$0
Total Funds		\$5,451,113	\$4,036,149	\$9,487,262	\$28,440,562	\$20,476,994	\$48,917,556
Transportation Development Credits Requested				\$0			\$0
Transportation Development Credits Awarded				\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars



Metropolitan Planning Organization Self-Certification

In accordance with the 23 Code of Federal Regulations (CFR) 450.336, the Laredo and Webb County Area Metropolitan Planning Organization, hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

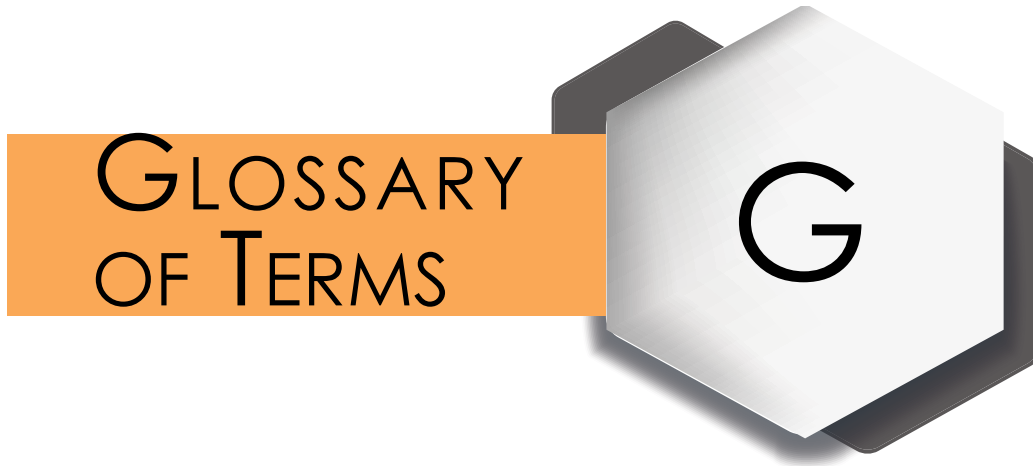
- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

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

4/15/2026

 Date

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TERMS

CSJ - Control Section Job (number) - This is a TxDOT assigned number for projects entered into the Project Development Program (PDP).

PROJ ID - Project Identification Number - This is a number or code assigned by the MPO for local tracking or identification of a project and is intended to relate projects to the Metropolitan Transportation Plan (MTP).

F. CLASS - Federal Functional Classification - This identifies the Federal Functional classification of streets and highways according to functional operating characteristics.

The Federal Functional Classifications are:

- 1 – Interstate
- 2 – Other Freeways and Expressways
- 3 – Other Principal Arterials
- 4 – Minor Arterials
- 5 – Major Collectors
- 6 – Minor Collectors
- 7 – Local Streets

CATEGORY - Federal Funding Category - The current major federal funding categories as established by the Intermodal Surface Transportation Equity Act of 1991 (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21), the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Moving Ahead for Progress in the 21st Century (MAP 21), and the FAST Act are:

- Category 1. Preventive Maintenance and Rehabilitation
- Category 2. Metropolitan and Urban Corridor Projects
- Category 3. Non-Traditionally Funded Transportation Projects
- Category 4. Statewide Connectivity Corridor Projects
- Category 5. Congestion Mitigation and Air Quality Improvement
- Category 6. Structures Replacement and Rehabilitation (Bridge)
- Category 7. Metropolitan Mobility and Rehabilitation
- Category 8. Safety
- Category 9. Transportation Alternatives Set-Aside
- Category 10. Supplemental Transportation
- Category 11. District Discretionary
- Category 12. Strategic Priority

FLHP - Federal Land Highway Program

FTA - Federal Transit Administration Funding

PHASE - Project Phase for Fed



ACRONYMS

Transportation Improvement Program	
Acronym	Definition
ADA	Americans With Disabilities Act
AFA	Advanced Federal Agreement
APL	Annual Listing of Obligated Projects
ARF	Area Resource File System
CAT	TxDOT Funding Category Type
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation & Air Quality Improvement
CRIS	Crash Record Information System
CSJ	Control Section Job Number
EPA	United States Environmental Protection Agency
FARS	Fatality Analysis Reporting System
FAST Act	The Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FLHP	Federal Land Highway Program
FTA	Federal Transit Administration
FY	Fiscal Year
HSIP	Highway Safety Improvement Program
IH	Interstate Highway
ISTEA	The Intermodal Surface Transportation Efficiency Act of 1991
ITS	Intelligent Transportation Systems
IVHS	Intelligent Vehicle Highway Systems
LTMI	Laredo Transit Management Incorporated
LUTS	Laredo Urban Transportation Study
LWCAMPO	Laredo & Webb County Area Metropolitan Planning Organization
MAP-21	The Moving Ahead for Progress in the 21 st Century
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NHS	Non-Interstate Highway
NSP	National Transportation Safety Plan
NTD	National Transit Database
OHV	Off-Highway Vehicle
PE	Preliminary Engineering
PIP	Public Involvement Process
PL	Planning Funds
PM	Performance Measure



Transportation Improvement Program	
Acronym	Definition
PPP	Public Participation Plan
PTASP	Public Transportation Agency Safety Plan
ROW	Right of Way
RTP	Recreational Trails Program
SAFETY-LU	The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SDHPTT	State Department of Highways & Public Transportation
SGR	State of Good Repair
SHSP	Strategic Highway Safety Plan
SMS	Safety Management Systems
SPT	Safety Performance Targets
State HSIP	State Highway Safety Improvement Program
State SHSP	State Strategic Highway Safety Plan
STIP	Statewide Transportation Improvement Program
TA / TASA	Transportation Alternatives Set-Aside Program
TAM	Transit Asset Management
TEA-21	The Transportation Equity Act for the 21 st Century
TERM	Transit Economic Requirements Model
TIP	Transportation Improvement program
TMA	Transportation Management Area
TOMA	Texas Open Meetings Act
TPM	Transportation Performance Management
TTC	Texas Transportation Committee
TTR	Travel Time Reliability
TTTR	Truck Travel Time Reliability
TxDOT	Texas Department of Transportation
ULB	Usable Life Benchmark
USC / U.S.C.	United States Code
USDOT	United States Department of Transportation
UTP	Unified Transportation Program
UA	Urban Area (Census Bureau statistical data collection & reporting)
UZA	Urbanized Area (FHWA - transportation planning, funding, & functional classification)
VMT	Vehicle Miles Traveled
VRM	Vehicle Revenue Miles
WCCLRMA	Webb County-City of Laredo Regional Mobility Authority
YOE	Year of Expenditure

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Appendix 'A'

LAREDO DISTRICT MPO STATUS OF MAJOR PROJECT FROM FY2025-FY2028 TIP

FISCAL YEAR	ESTIMATE D LET DATE	CONTROL SECTION JOB (CSJ)	HIGHWAY	PROJECT DESCRIPTION	LIMITS FROM	LIMITS TO	AUTHORIZED AMOUNT	LOW BID AMOUNT	PROJECT STAGE	NOTES
2025	Oct-24	0922-33-207	Mcperson Rd	INSTALL TRAFFIC SIGNAL AT THE INTERSECTION OF ALTA VISTA DR.	0.1 MI N OF ALTA VISTA DR	0.1 MI S OF ALTA VISTA DR	\$292,747.43	\$237,455.04	Construction	
2025	Oct-24	0922-33-210	Sanchez St	INTERCONNECT SIGNALS ALONG SANCHEZ ST FROM SAN EDUARDO AVE. TO SAN ENRIQUE AVE.	SAN EDUARDO	SAN ENRIQUE	\$185,755.00	\$162,697.50	Construction	
2025	Oct-24	0922-33-211	Gustavus St	INTERCONNECT SIGNALS ALONG GUSTAVUS ST FROM SPRINGFIELD AVE. TO MEADOW AVE.	SPRINGFIELD	MEADOW	\$215,101.02	\$189,814.50	Construction	
2025	Nov-24	0086-16-008	SL 20	CONSTRUCTION OF INTERCHANGE IMPROVEMENT AT LOMAS DEL SUR BLVD	0.580 MILES SOUTH OF LOMAS DEL SUR BLVD	0.721 MILES NORTH OF LOMAS DEL SUR BLVD	\$45,389,785.00	\$45,239,784.76	Construction	
2025	Jul-25	3586-02-007	SH 255	REHABILITATION OF EXISTING ROADWAY TREAT FLEXBASE, HMA TY-B, SMA-C, MBGF, & PAVEMENT MARKING, & UPGRADE DRAINAGE STRUCTURES	FM 1472 INTERSECTION	0.48 MILES EAST OF FM 3338 INT	\$31,168,270.71	\$26,042,349.50	Construction	
2026	Dec-25	0922-33-076	Flecha LN	REALIGNMENT OF FLECHA LN/LAS CRUCES ALONG FM 1472	INTERSECTION OF FM 1472 AND FLECHA	0.174 MILES EAST OF FM 1472	\$4,935,337.84	\$4,457,592.74	PS&E	
2026	Jun-26	0018-06-185	IH 35	NEW DIRECT CONNECTORS (#3, #4 AND #6) NORTHBOUND AND SOUTHBOUND IH35 TO US59 EB	0.187 MI SOUTH OF IH 35/US 59 INT.	0.205 MI NORTH OF IH 35/ US 59 INT.	\$93,505,335.00	\$0.00	PS&E	Revised construction cost (Decreased from \$113,505,334) on 10/15/25
2026	Opening in 2026	5000-00-234	IH 35	NEVI CHARGING STATIONS	6627 SAN DARIO AVE. LAREDO, TX		\$835,484.00	\$0.00	Planning	Revised project description, decreased construction cost (from \$1,304,115), & moved from FY2025 to FY2026 on 01/21/2026
2027	Oct-26	0922-33-230	VARIOUS	INSTALLATION OF NEW SIDEWALK AND CURB RAMPS ALONG PENA DR, ORQUIDIA LN, AND LIMON ST LOCATED INSIDED THE CITY OF RIO BRAVO	VARIOUS LOCATIONS IN RIO BRAVO		\$858,201.00	\$0.00	PS&E	
2027	Jun-27	0018-05-089	IH 35	IH-35 RECONSTRUCTION & INTERCHANGES(RECONSTRUCTED/NEW) @ UNIROYAL DR & SH 84	0.47 MI S OF UNIROYAL INTERCHANGE	3.22 MI N OF UNIROYAL INTERCHANGE	\$295,277,876	\$0.00	PS&E	Updated construction cost for FY2027-2030 TIP (Increased from \$254,133,312)
2027	Sep-28	0922-33-177	CS	RIVER VEGA	ANA PARK	LCC CAMPUS	\$696,850.00	\$0.00	PS&E	GROUPED (FY2027-2030 TIP)
2028	Sep-27	0922-33-213	VARIOUS	EXPANSION OF EXISTING WORLD TRADE BRIDGE CONNECTION NUEVO LAREDO, TAMAULIPAS, MEXICO & LAREDO, TEXAS	WORLD TRADE BRIDGE	CITY OF LAREDO TOLL PLAZA	\$30,900,000.00	\$0.00	PS&E	Revised construction cost for FY2027-2030 TIP (Increased from \$18,600,000)
2028	Jan-28	0922-33-149	CS	CONSTRUCTION OF A PEDESTRIAN TRAIL AT CHACON CREEK	SPUR 400	US 59	\$1,710,488.00	\$0.00	PS&E	
2028	May-28	0922-33-200	VARIOUS	EAST CHACON CREEK MULTIUSE HIKE BIKE PHASE 1 SECTION	INDEPENDENCE HILLS PARK & MERIDA	BLUEBONNET LANE	\$216,000.00	\$0.00	PS&E	
2028	May-28	0922-33-201	VARIOUS	PLUM AND MIER STREET SHARED USE PATH	TILDEN AVE/ MIER ST.	URBAHN AVE/ GUERRERO ST	\$1,101,600.00	\$0.00	PS&E	
2028	May-28	0922-33-227	VARIOUS	INSTALLATION OF 12 NEW CITY OF LAREDO BUS STOPS	CITY OF LAREDO		\$1,080,000.00	\$0.00	PS&E	
2028	May-28	0922-33-228	VARIOUS	CONSTRUCTION OF A 10-FOOT-WIDE FT SHARED-USE PATH WITHIN EXISTING ROW	US 83	SL 20 (CUATRO VIENTOS)	\$1,120,000.00	\$0.00	PS&E	
2028	May-28	0922-33-229	VARIOUS	CONSTRUCTION OF A 10-FOOT-WIDE SHARED-USE PATH WITHIN EXISTING ROW	SL 20 (CUATRO VIENTOS)	2.5 MILES EAST OF SL 20	\$2,000,001.00	\$0.00	PS&E	
2028	Jun-28	0922-33-226	Salinas Ave	CONSTRUCTION OF SIDEWALKS, CURB & GUTTER, PAVEMENT MARKINGS, LIGHTING, LANDSCAPING, AND UTILITY RELOCATION	SALINAS AVE FROM WATER ST	SALINAS AVE TO VICTORIA ST.	\$1,120,000.00	\$0.00	PS&E	
2028	Aug-28	0922-33-205	VARIOUS	CONSTRUCTION OF VALLECILLO ROAD 4-LANE OFF-SYSTEM HWY WITH CONCRETE RAISED MEDIAN	FM 1472	IH 35	\$35,099,344	\$0.00	PS&E	Updated construction cost for FY2027-2030 TIP (Decreased from \$37,956,556)
2029	Oct-28	0086-14-077	US 59	CONSTRUCTION OF INTERCHANGE AT AIRPORT	0.50 MI. SOUTH OF E. CORRIDOR RD (ARIPORT)	0.50 MI. NORTH OF E. CORRIDOR RD (AIRPORT)	\$37,329,691.00	\$0.00	PS&E	Moved from FY2028 to FY2029 on 10/15/25
2029	Oct-28	0086-14-086	US 59	CONVERTING A 6-LANE NON-FREEWAY FACILITY TO A 6-LANE FREEWAY FACILITY WITH AUXILIARY LANES & FRONTAGE ROADS	BUSINESS 59	0.28 MI. SOUTH OF JACAMAN RD.	\$79,634,871.00	\$0.00	PS&E	Moved from FY2028 to FY2029 on 10/15/25
2029	Sep-29	0922-33-242	VARIOUS	COLOMBIA INTERNATIONAL BRIDGE	COLOMBIA INTERNATIONAL BRIDGE		\$26,500,000.00	\$0.00	PS&E	Moved from FY2028 to FY2029 (FY2027-2030 TIP)
2030	Sep-29	0922-33-093	CS	CALTON & SANTA MARIA	0.25 MI. EAST OF CALTON/SANTA MARIA INT.	0.25 MI. WEST OF CALTON/SANTA MARIA INT.	\$16,240,154.00	\$0.00	PS&E	Moved from FY2027 to FY 2030 (FY2027-2030 TIP)

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Appendix 'B'

LWCAMPO FY 2027-2030 TIP ANALYSIS



PERFORMANCE MEASURES TIMELINE

MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY (MAP-21)

MAP-21 introduced a set of performance measures to:

2012
6. July

- Increase the accountability & transparency of federal highway & transit programs; and,
- Improve project decision-making through performance-based planning & programming

FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT

The FAST Act continued the HSIP with only minor changes.

2015
4. December

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

INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)

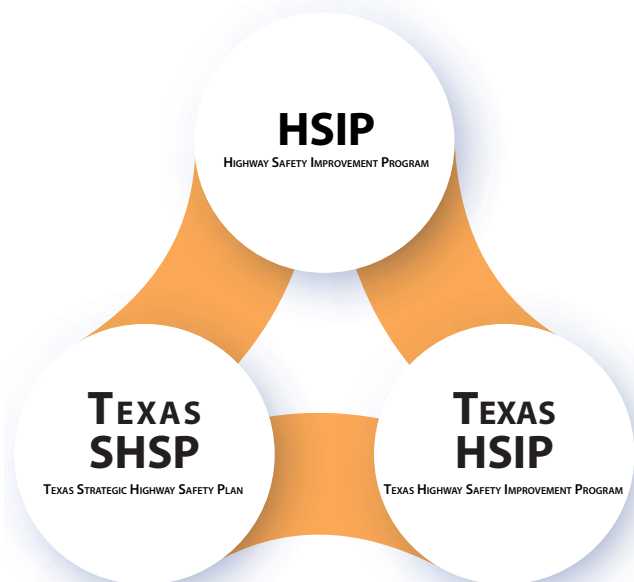
(Public Law 117-58, also known as the "Bipartisan Infrastructure Law (BIL)")

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

2021
15. November

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

RELATIONSHIP BETWEEN HSIP, TEXAS HSIP, & TEXAS SHSP



Source: FHWA

PURPOSE OF THE HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

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

Source: FHWA — [Highway Safety Improvement Program \(HSIP\)](#)

VULNERABLE ROAD USER SAFETY SPECIAL RULE

The BIL establishes a new special rule, which—

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

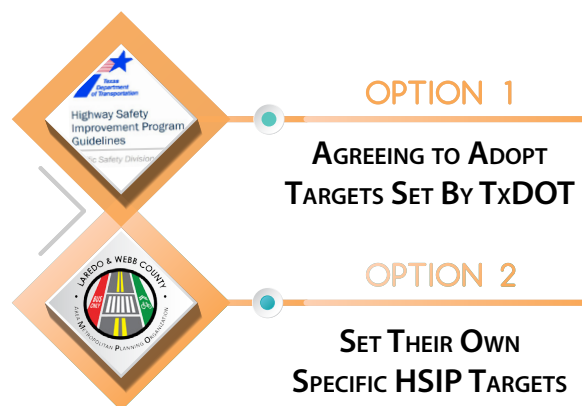
Source: FHWA Bill Fact Sheet

PERFORMANCE MEASURE OVERVIEW



BACKGROUND: TRANSPORTATION PERFORMANCE MEASURES

The Federal Highway Administration (FHWA) defines Transportation Performance Management (TPM) as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. State Departments of Transportation (State DOTs) and Metropolitan Planning Organizations (MPO's) are required to set Highway Safety Improvement Program (HSIP) targets to meet safety performance measures. Said safety measures are a component of the Safety Performance Measures (Safety PM) that support HSIP and provide both State DOTs and MPOs with the framework to implement TPM requirements, i.e., provide directional goals for related plans and programs as well as the means to monitor the progress of attaining federal goals. MPO's, within Texas, may establish HSIP targets by either:

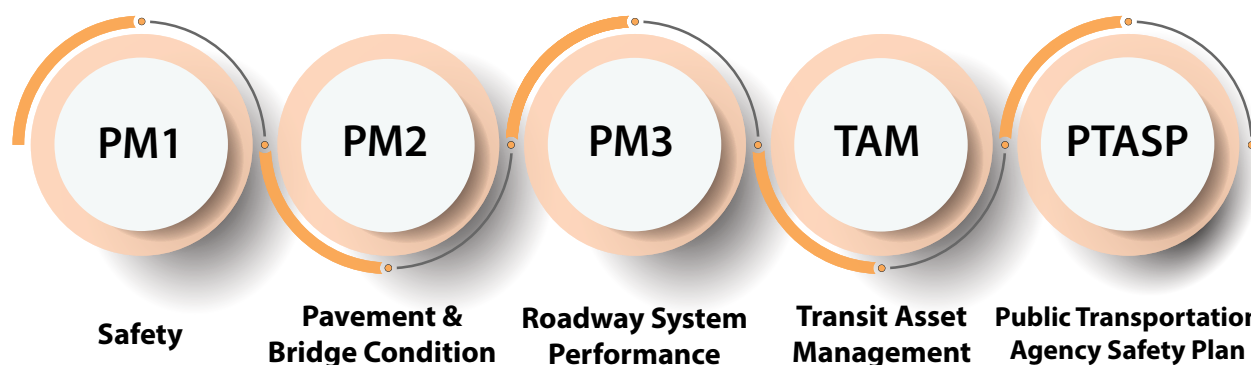


If an MPO agrees to support a State HSIP target, the MPO would...	If an MPO establishes its own HSIP target, the MPO would...
<ul style="list-style-type: none"> • Work with the State & safety stakeholders to address areas of concern for fatalities or serious injuries within the MPA • Coordinate with the State & include the safety performance measures and the State's HSIP targets for those measures in the MTP • Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures & targets described in other State safety transportation plans & processes such as applicable portions of the HSIP, including the SHSP • Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety target 	<ul style="list-style-type: none"> • Establish HSIP targets for all public roads in the MPA in coordination with the State • Estimate vehicles miles traveled (VMT) for all public roads within the MPA for rate targets • Coordinate with the State & include the safety performance measures & the MPO's safety targets for those measures in the MTP • Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures & targets described in other State safety transportation plans & processes such as applicable portions of the HSIP, including the SHSP • Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets

Source: [FHWA MPO Safety PM Fact Sheet](#)

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

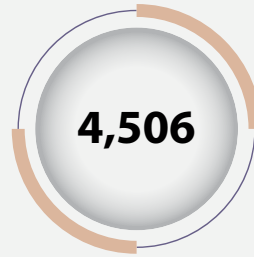
If the process of implementing performance measures requires additions or changes to the MTP and TIP, the documents will be amended in the future. The adopted targets include the following key areas:



LWCAMPO adopted TxDOT's 2026 targets for the PM1 Safety Targets, as well those of the 2025 PM2 Pavement and Bridge Conditions, and the 2023 PM3 Roadway System Performance. The aforementioned performance measures are detailed in Resolution(s) [No. MPO 2026-03](#) (2026 PM1 Targets — January 21, 2026), and [No. MPO 2025-03](#) (PM2 Targets — March 19, 2025), and [No. MPO 2023-07](#) (PM3 Targets — June 21, 2023), respectively, as well as illustrated in the following pages:

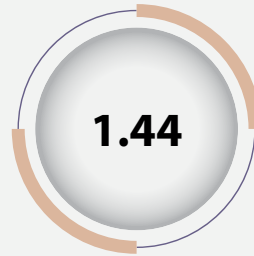
PM1 — SAFETY PERFORMANCE MEASURES

1. NUMBER OF TRAFFIC RELATED FATALITIES



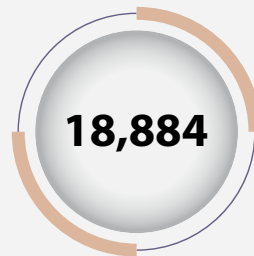
2026 CALENDAR YEAR TARGET

2. RATE OF TRAFFIC RELATED FATALITIES PER 100 MILLION VMT



2026 CALENDAR YEAR TARGET

3. NUMBER OF TRAFFIC RELATED SERIOUS INJURIES



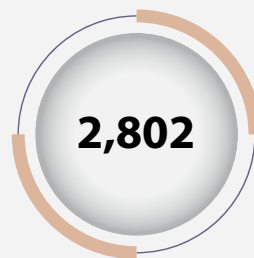
2026 CALENDAR YEAR TARGET

4. RATE OF TRAFFIC RELATED SERIOUS INJURIES PER 100 MILLION VMT



2026 CALENDAR YEAR TARGET

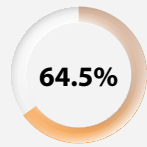
5. NUMBER OF NON-MOTORIZED FATALITIES & SERIOUS INJURIES



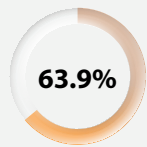
2026 CALENDAR YEAR TARGET

PM2— PAVEMENT & BRIDGE CONDITIONS

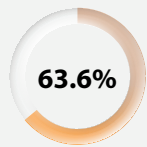
1. PERCENTAGE OF PAVEMENTS OF THE INTERSTATE SYSTEM IN GOOD CONDITION



BASELINE

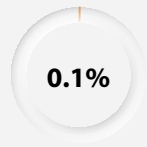


2-YEAR TARGET

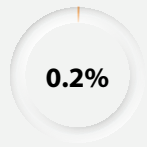


4-YEAR TARGET

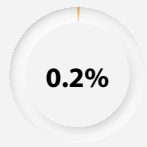
2. PERCENTAGE OF PAVEMENTS OF THE INTERSTATE SYSTEM IN POOR CONDITION



BASELINE

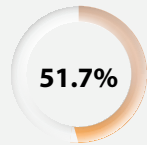


2-YEAR TARGET

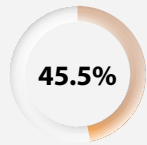


4-YEAR TARGET

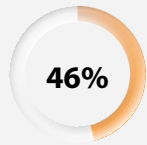
3. PERCENTAGE OF PAVEMENTS OF THE NON-INTERSTATE NHS IN GOOD CONDITION



BASELINE

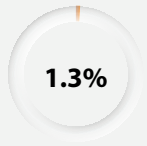


2-YEAR TARGET

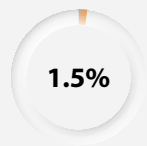


4-YEAR TARGET

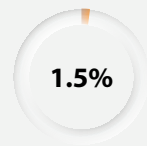
4. PERCENTAGE OF PAVEMENTS OF THE NON-INTERSTATE NHS IN POOR CONDITION



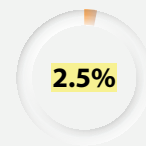
BASELINE



2-YEAR TARGET

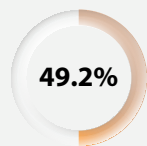


4-YEAR TARGET

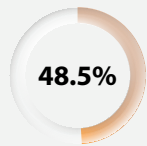


4-Yr ADJUSTMENT

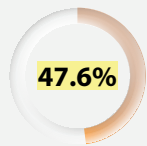
5. PERCENTAGE OF NHS BRIDGES CLASSIFIED IN GOOD CONDITION



BASELINE

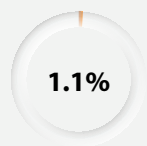


2-YEAR TARGET

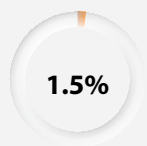


4-YEAR TARGET

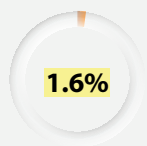
6. PERCENTAGE OF NHS BRIDGES CLASSIFIED IN POOR CONDITION



BASELINE



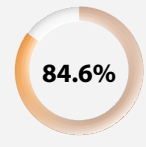
2-YEAR TARGET



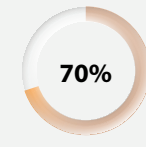
4-YEAR TARGET

PM3— ROADWAY SYSTEM PERFORMANCE

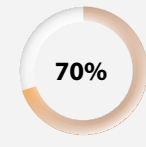
1. PERCENTAGE OF PERSON-MILES TRAVELED THAT ARE RELIABLE



BASELINE (2022)

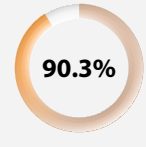


2-YEAR TARGET (2024)

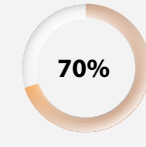


4-YEAR TARGET (2026)

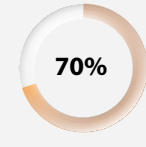
2. PERCENTAGE OF THE PERSON-MILES ON THE NON-INTERSTATE NHS THAT ARE RELIABLE



BASELINE (2022)



2-YEAR TARGET (2024)



4-YEAR TARGET (2026)

3. TRUCK TRAVEL TIME RELIABILITY (TTTR) INDEX



BASELINE (2022)



2-YEAR TARGET (2024)



4-YEAR TARGET (2026)

INTEGRATING TRANSPORTATION PERFORMANCE MEASURES & THE 2025-2050 MTP & 2025 CMP

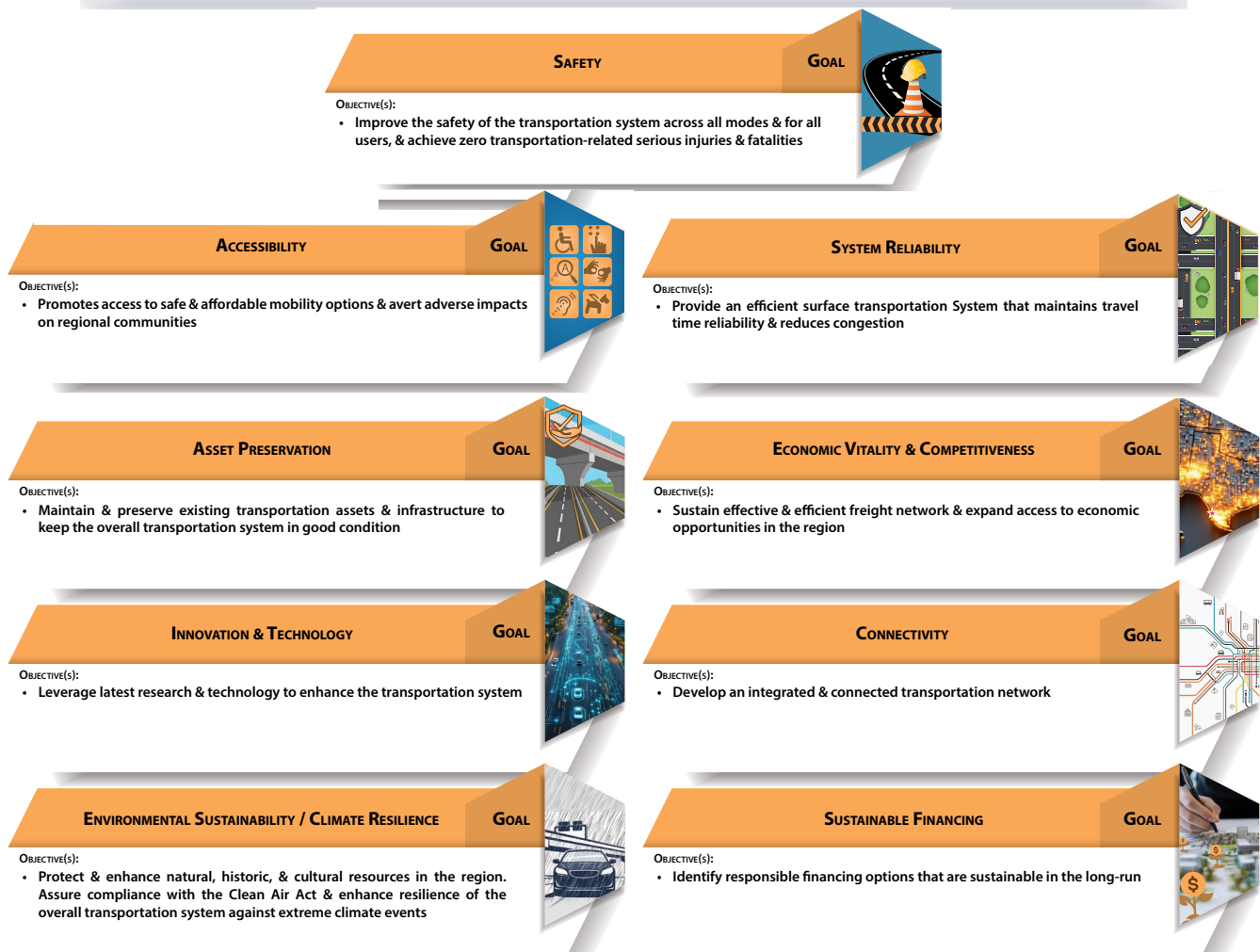
LWCAMPO monitors the performance of the regional transportation system and infrastructure to promote economic vitality as well as improve the region's quality of life. Transportation performance metrics provide MPOs with the framework to incorporate a results-driven approach into their long-term and short-term plans and/or programs. Specifically, it enables LWCAMPO to make informed decisions by setting clear goals, measuring progress, and utilizing data to guide investments, i.e. ensure that public funds are spent effectively to improve safety, mobility, and the regional infrastructure.

The 2025-2050 MTP and the 2025 Congestion Management Process (CMP) were developed as complementary approaches that integrate performance measures into their respective goals and objectives. Despite their difference in scale, scope, and planning timeframe, both the MTP and CMP work help ensure that our regional transportation system will continue to evolve in a sustainable, adaptable, and innovative manner as well as align with the federal transportation planning requirements of:

- The Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21);
- Fixing America's Surface Transportation Act of 2015 (FAST Act); and
- The 2021 Infrastructure Investment and Jobs Act (IIJA)

LWCAMPO MISSION STATEMENT

"To set transportation related policy, identify existing & future local transportation needs in cooperation with TxDOT, & propose & recommend projects for all modes of transportation including mass transit & active transportation, with special attention to freight"

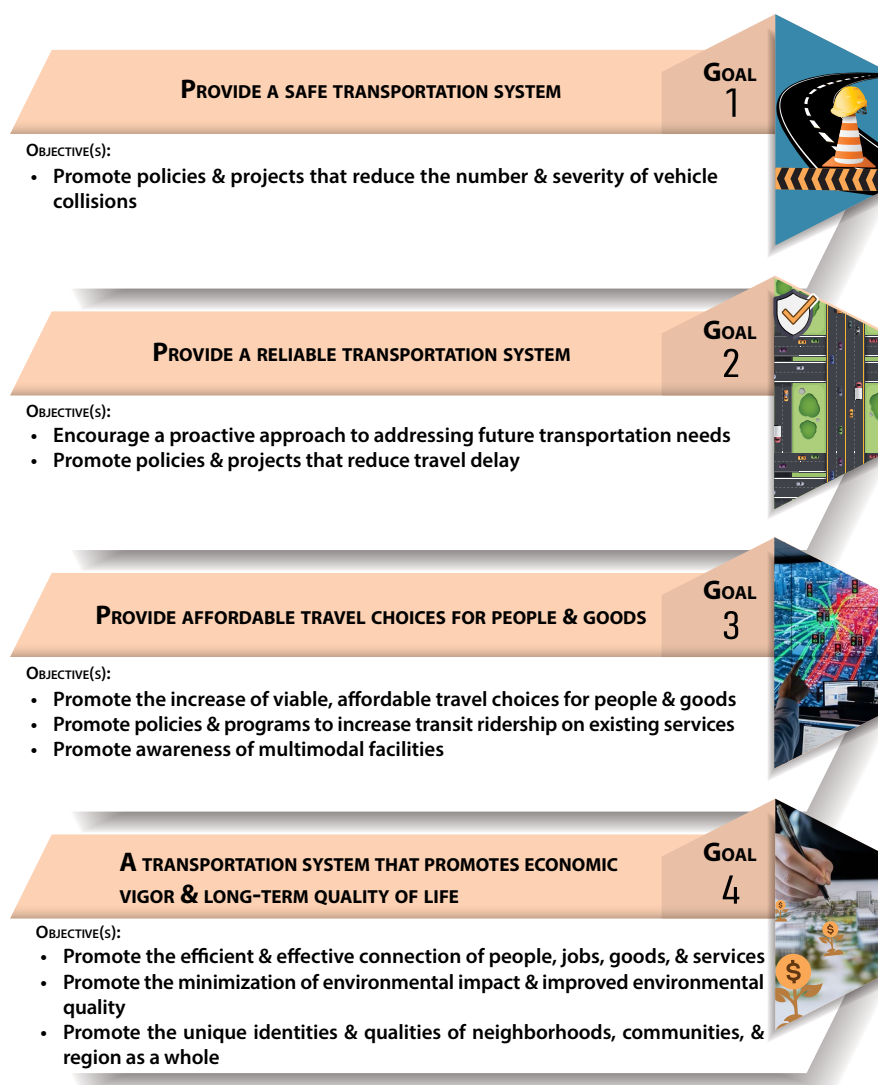


To support the aforementioned regional vision, the goals and objectives, for the 2025-2050 MTP, were developed through input from both the MPO Technical Committee and Policy Committee and, in turn, furnished the process to align them with those of the 2025 CMP. As a result, the following MTP Goals (and their respective objectives) were selected as part of the project evaluation criteria to assess an MTP project's contribution towards meeting CMP Goals (and vise-versa):

- System Reliability
- Innovation and Technology

CMP VISION STATEMENT

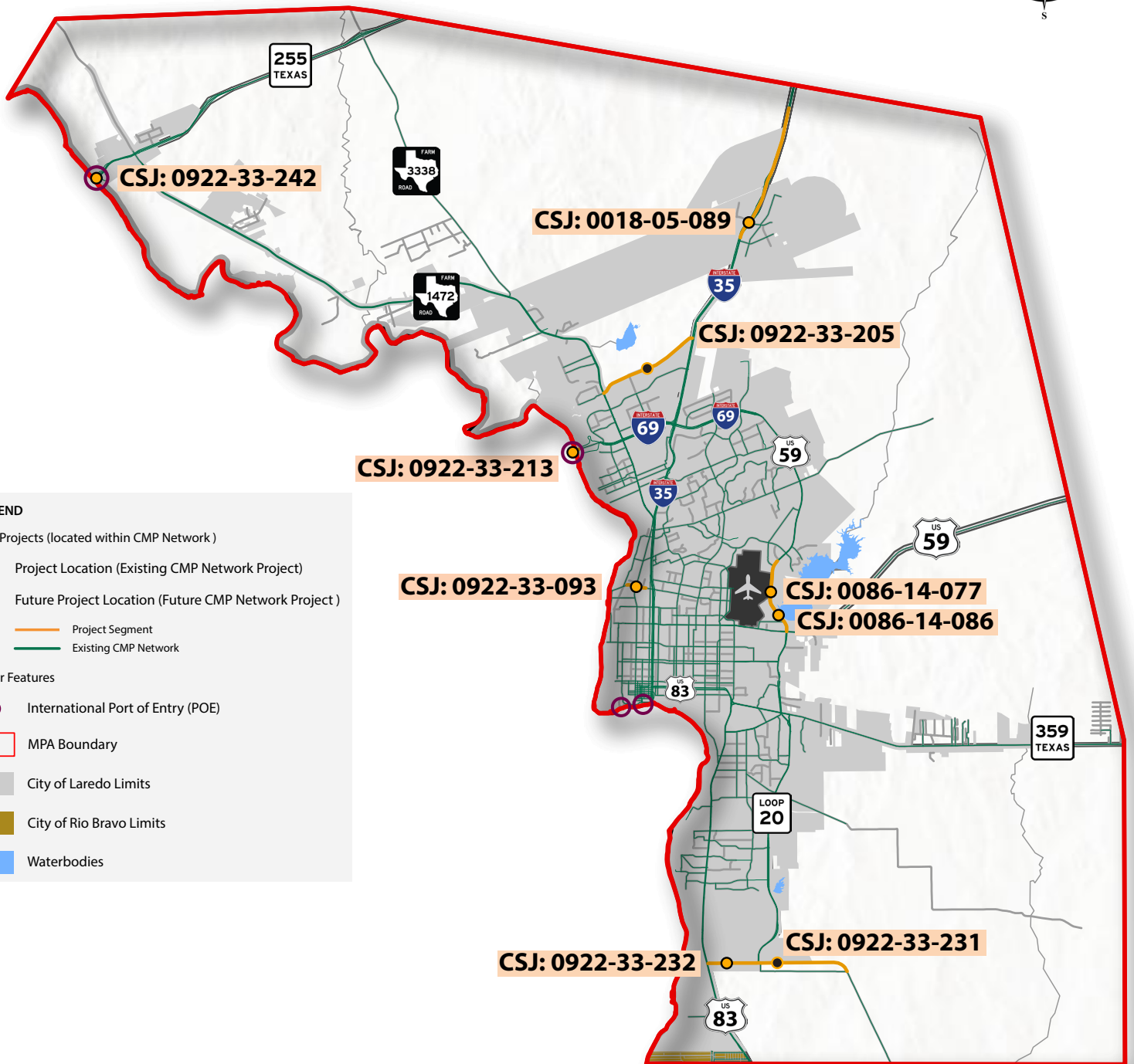
To develop a transportation system that offers safe, efficient, & affordable travel choices for people & goods, while supporting economic development & long-term quality of life



The aforementioned 2025 CMP metrics consists of locally defined objectives, that are rooted in local needs, and serve as the primary connection between both documents, i.e. links their respective goals and objectives into quantifiable performance expectations as well as ensures that resources are allocated into transportation projects that will deliver the greatest benefit(s) across the region (as Illustrated in the following pages).

FY 2027				
CSJ	Project Name	Let Year	On Existing CMP Network	To be Added to Existing CMP Network
0018-05-089	Replace Bridge at Uniroyal Dr.	2027	✓	
FY 2028				
CSJ	Project Name	Let Year	On Existing CMP Network	To be Added to Existing CMP Network
0922-33-213	World Trade Bridge Expansion	2028		✓
0922-33-205	Vallecillo Road	2028	✓	
FY 2029				
CSJ	Project Name	Let Year	On Existing CMP Network	To be Added to Existing CMP Network
0086-14-077	US 59 (Loop 20) Interchange at Airport	2029	✓	
0086-14-086	US 59 (Loop 20) Reconstruction	2029	✓	
0922-33-242	Colombia International Bridge Project	2029	✓	
FY 2030				
CSJ	Project Name	Let Year	On Existing CMP Network	To be Added to Existing CMP Network
0922-33-093	Calton and Santa Maria Interchange	2030	✓	
0922-33-231	Mangana-Hein Expansion Segment 1	2030		✓
0922-33-232	Mangana-Hein Expansion Segment 2	2030	✓	

2027 – 2030 TIP Projects on CMP Network



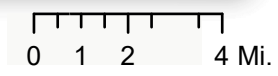
LEGEND

MTP Projects (located within CMP Network)

- Project Location (Existing CMP Network Project)
- Future Project Location (Future CMP Network Project)
- Project Segment
- Existing CMP Network

Other Features

- International Port of Entry (POE)
- MPA Boundary
- City of Laredo Limits
- City of Rio Bravo Limits
- Waterbodies





In both the current MTP and CMP, performance measures were integrated as guiding principles (i.e. a framework to benchmark performance) that provides feedback on the metrics being met by any given project. As, at its core, continued evaluation and monitoring of the CMP incorporates a feedback loop that provides local decision-makers with a valuable mechanism for measuring the success of previously implemented congestion management strategies.

SHORT RANGE PROJECTS & RELATED PM LISTED IN THE FY 2027-2030 TIP

As per federal law, LWCAMPO staff have reviewed projects in the TIP for compliance with the aforementioned performance measures. The following tables provide a summary of said review as well as a detailed description of the listed short-range projects' respective contribution towards meeting the adopted performance measures.

Moreover, staff will review any amendments made, hereafter to the TIP, for the purpose of determining their relevance and contribution(s) towards attaining the previously mentioned goals and targets.

FY 2027-2030 TIP SHORT RANGE PROJECT LIST

FY 2027									
CSJ	PROJECT	LIMITS		PM1	PM2	PM3	TAM	PTASP	COMMENTS
		FROM	TO						
0018-05-089	Replace Bridge at Uniroyal Dr.	0.47 mi. South of Uniroyal Interchange	3.22 mi. North of Uniroyal Interchange	●	●	●			Primary Goal Addressed: Optimize System Performance — <u>Mobility</u> (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements) / Secondary Goals Addressed: <u>Safety</u> (Reduce crashes & fatalities through targeted infrastructure improvements) & <u>Preservation</u> (Maintain and preserve system / asset conditions through targeted infrastructure rehabilitation, restoration, & replacement)
FY 2028									
CSJ	PROJECT	LIMITS		PM1	PM2	PM3	TAM	PTASP	COMMENTS
		FROM	TO						
0922-33-213	World Trade Bridge Expansion	World Trade Bridge		●	●	●			Primary Goal Addressed: Optimize System Performance — <u>Mobility</u> (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements) / Secondary Goals Addressed: <u>Safety</u> (Reduce crashes & fatalities through targeted infrastructure improvements) & <u>Preservation</u> (Maintain and preserve system / asset conditions through targeted infrastructure rehabilitation, restoration, & replacement) / Note: this project will also address <u>Connectivity</u> — Improve multimodal and intermodal connectivity at local, regional, statewide, national, and international level / <u>Economic Vitality</u> — Develop transportation systems that support the movement of people and goods to enhance quality of life and promote personal and statewide economic growth
0922-33-205	Vallecillo Road	FM 1472	IH 35	●		●			Primary Goal Addressed: Optimize System Performance — <u>Mobility</u> (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements) / Secondary Goal Addressed: <u>Safety</u> (Reduce crashes & fatalities through targeted infrastructure improvements, i.e. <u>raised median</u>)

FY 2029

CSJ	PROJECT	LIMITS		PM1	PM2	PM3	TAM	PTASP	COMMENTS
		FROM	TO						
0086-14-077	US 59 (Loop 20) Interchange at Airport	0.50 mi. South Of E. Corridor Rd (Airport)	0.50 mi. North Of E. Corridor Rd (Airport)	●		●			Primary Goal Addressed: Optimize System Performance — <u>Mobility</u> (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements — New Interchange Construction) / Secondary Goal Addressed: <u>Safety</u> (Reduce crashes & fatalities through targeted infrastructure improvements — New Interchange Construction)
0086-14-086	US 59 (Loop 20) Reconstruction	Business 59	0.28 mi. South Of Jacaman Rd	●	●	●			Primary Goal Addressed: Optimize System Performance — <u>Mobility</u> (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements) / Secondary Goals Addressed: <u>Safety</u> (Reduce crashes & fatalities through targeted infrastructure improvements) & Preserve Our Assets (Maintain and preserve system / asset conditions through targeted infrastructure rehabilitation, restoration, & replacement)
0922-33-242	Colombia International Bridge Project	Colombia International Bridge		●	●	●			Primary Goal Addressed: Optimize System Performance — <u>Mobility</u> (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements) / Secondary Goals Addressed: <u>Safety</u> (Reduce crashes & fatalities through targeted infrastructure improvements) & <u>Preservation</u> (Maintain and preserve system / asset conditions through targeted infrastructure rehabilitation, restoration, & replacement) / Note: this project will also address <u>Connectivity</u> — Improve multimodal and intermodal connectivity at local, regional, statewide, national, and international level / <u>Economic Vitality</u> — Develop transportation systems that support the movement of people and goods to enhance quality of life and promote personal and statewide economic growth

FY 2030

CSJ	PROJECT	LIMITS		PM1	PM2	PM3	TAM	PTASP	COMMENTS
		FROM	TO						
0922-33-093	Calton and San Maria Interchange	0.25 mi. East of Calton / Santa Maria Intersection	0.25 mi. West of Calton / Santa Maria Intersection	●		●			Primary Goals Addressed: <u>Safety</u> (Reduce crashes & fatalities through targeted infrastructure improvements — Grade Separation Construction) & Optimize System Performance — <u>Mobility</u> (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements)
0922-33-231	Mangana-Hein Widening Segment 1	2.43 mi. East of SH 20 (Cuatro Vientos Blvd)	SH 20 (Cuatro Vientos Blvd)	●		●			Primary Goals Addressed: Optimize System Performance — <u>Mobility</u> (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements) / Secondary Goals Addressed: <u>Safety</u> (Reduce crashes & fatalities through targeted infrastructure improvements) & <u>Preservation</u> — (Maintain and preserve system / asset conditions through targeted infrastructure rehabilitation, restoration, & replacement)
0922-33-232	Mangana-Hein Widening Segment 2	SH 20 (Cuatro Vientos Blvd.)	US 83	●		●			Primary Goals Addressed: Optimize System Performance — <u>Mobility</u> (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements — Non-Highway Widening) / Secondary Goals Addressed: <u>Safety</u> (Reduce crashes & fatalities through targeted infrastructure improvements) & <u>Preservation</u> — (Maintain and preserve system / asset conditions through targeted infrastructure rehabilitation, restoration, & replacement)

TRANSIT ASSET MANAGEMENT (TAM)

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



TRANSIT ASSET MANAGEMENT (TAM)

EL METRO OPERATES THE FOLLOWING ASSETS:



39 BUSES FOR ITS **25 FIXED BUS ROUTES**



16 VANS FOR ITS **ADA PARATRANSIT SERVICE**

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


The LTMI has revised, identified, reviewed, and calculated their most current TAM Plan performance measures and targets, approved on December 1, 2025 by the Laredo Mass Transit Board and by the LWCAMPO Policy Committee on February 18, 2026 ([Resolution No. MPO 2026-04](#)), that includes rolling stock, equipment and facilities. All three asset classes are well above the set performance measure target. The following performance measure summary provides an overview of EL Metro 's asset classes based on the inventory and condition assessment performed by El Metro. **It is important to note that there is no risk to federal funding within the metropolitan planning area if these performance targets are not met.** However, the MPO will coordinate with El Metro to ensure to ensure that plans and programs as part of the metropolitan planning process support achieving these targets.



TRANSIT ASSET MANAGEMENT (TAM)

PERFORMANCE MEASURE (PM) SUMMARY:

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

ASSET CLASS	EL METRO ASSET CONDITION	EL METRO ASSET CONDITION DESCRIPTION
 Rolling Stock (El Metro's Fleet) Performance Measure: Mileage	85%	Percent of vehicles are within their useful life benchmark (ULB)



TRANSIT ASSET MANAGEMENT (TAM)



Equipment
Performance Measure: Age

100%

Percent of equipment is within their useful life benchmark (ULB)



Facilities
Performance Measure: Condition

100%

Percent of facilities are on a FTA TERM scale of 3.0 or above

PTASP SAFETY PERFORMANCE FOR EL METRO BY MODE OF SERVICE

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

The LWCAMPO Policy Committee adopted the sixth version of the Laredo Transit Management Inc. (LTMI) PTASP for calendar year 2025 on May 21, 2025. Subsequently, the Laredo Mass Transit Board adopted the seventh version of the PTASP, for calendar year 2026, on April 20, 2026. LWCAMPO Policy Committee approved the seventh version for adoption on May 20, 2026 ([Resolution No. MPO 2026-07](#)). As per the current PTASP, El Metro has met the following STPs in the 2025 Calendar Year. **It is important to note that there is no risk to federal funding within the metropolitan planning area if these performance targets are not met.** However, the MPO will coordinate with El Metro to ensure that plans and programs as part of the metropolitan planning process support achieving these targets:

2025 Calendar Year — Targets Met	
Fixed Route	Demand Response
✓ Total Number of Fatalities	✓ Total Number of Fatalities
✓ Rate of Fatalities (per 100k VRM)	✓ Rate of Fatalities (per 100k VRM)
✓ Total Number of Injuries	✓ Total Number of Injuries
✓ Rate of Injuries (per 100k VRM)	✓ Rate of Injuries (per 100k VRM)
✓ Total Number of Safety Events	✓ Total Number of Safety Events
✓ Rate of Safety Events (per 100k VRM)	✓ Rate of Safety Events (per 100k VRM)

*Vehicle Revenue Miles (VRM)



Calendar Year 2025 Safety Performance Targets

Fixed Route				Demand Response			
Target	Calendar Year 2025	SPT 2025	Target Met	Target	Calendar Year 2025	SPT 2025	Target Met
1 Fatalities	0	0	Y	1 Fatalities	0	0	Y
2 Rate of Fatalities (per 100k VRM)	0.00	0.00	Y	2 Rate of Fatalities (per 100k VRM)	0.00	0.00	Y
3 Injuries	1.6	1.8	Y	3 Injuries	0	0.2	Y
4 Rate of Injuries (per 100k VRM)	0.736	0.49	Y	4 Rate of Injuries (per 100k VRM)	0.0	0.116	Y
5 Safety Events	1.6	2.4	Y	5 Safety Events	0	0.4	Y
6 Rate of Safety Events (per 100k VRM)	0.332	0.378	Y	6 Rate of Safety Events (per 100k VRM)	0.00	0.234	Y
7 System Reliability Failures	35	21	N	7 System Reliability Failures	6.6	5.4	N
Mean Distance Between Mechanical Failures	69,096.46	99,728.30		Mean Distance Between Mechanical Failures	34,579.60	41,052.26	
Annual VRM	1,665,316	1,318,913		Annual VRM	224,639	203,633	

*Vehicle Revenue Miles (VRM)

The FY 2027-2030 TIP programmed a total \$48,917,556 (federal and local match) for transit projects. Programmed funding includes: \$43,337,610 in FTA 5307 formula funding to be used for operating assistance for bus operation and maintenance; \$1,522,535 in FTA 5310 formula funding to be used for replacing heavy-duty buses/light-duty buses, support vehicles, software and hardware purchases, project administration, shop equipment, and bus facility improvements; and \$4,017,411 in FTA 5339 formula funding to be used for replacing heavy-duty buses/light-duty buses, support vehicles, software and hardware purchases, project administration, shop equipment, and bus facility improvements. **It is important to note, however, that:**

- [Resolution No. MPO 2025-04](#): Amended the existing Project Description of the Transit Federal Funding **Category 5339** to include “support vehicles” to read: “Funds will be used for replacing heavy-duty buses, paratransit vans, support vehicles, and bus facility improvements” for FY 2027 through FY 2030; and
- [Resolution No. MPO 2025-12](#): Amended the existing project description of **Category 5339** to include “light-duty buses, software and hardware purchases, project administration, shop equipment” to read: “Funds will be used for replacing heavy-duty buses/light-duty buses, support vehicles, software and hardware purchases, project administration, shop equipment, and bus facility improvements”
- Amended the existing project description of **Category 5310** to include “project administration” to the existing project description to read: “Funds will be used to purchase paratransit vans, software purchase, equipment purchases, project administration, and operating assistance”

As demonstrated bellow:

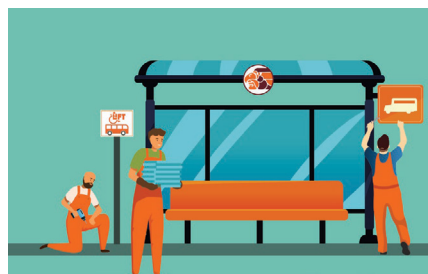


PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)

FY 2027-2030 TIP PROGRAMMED FUNDING SUMMARY:

The FY 2027-2030 TIP programmed a total of **\$48,917,556** (federal & local match) for transit projects. Programmed funding includes:

\$43,337,610 in FTA 5307 formula funding — Assistance of El Metro Bus Operations & Maintenance



Assistance of El Metro Bus Operations & Maintenance



PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)

\$1,522,535 in FTA 5310 formula funding — *Seniors & People With Disabilities*



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

\$4,017,411 in FTA 5339 formula funding — *Bus & Bus Facilities*



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

PTASP'S INTERCONNECTION WITH THE CONGESTION MANAGEMENT PROCESS (CMP)

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

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

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

FY 2027-2030

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

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Summary	Air Quality & Environmental Considerations	ADA	Grouped Statewide Projects
Federal Non-Grouped Projects & Financial Summary	Map of FY 2027-2030 TIP Projects	Highway Project Summary Tables	Highway Financial Summary
Transit Projects Financial Summary - STIP Tables	Transit Financial Summary	MPO Self-Certification	Glossary of Terms
Acronyms	Appendix A	Appendix B	Appendix C





Appendix 'C'

PUBLIC COMMENTS ON DRAFT FY 2027-2030 TIP

The draft 2027-2030 Transportation Improvement Program (TIP) was available for public review and comment from April 17, 2026 to May 8, 2026. The draft 2027-2030 TIP was available online for public review. Any persons requiring assistance in accessing the draft document were encouraged to contact the LWCAMPO for accommodation assistance. Additionally, the public was provided an opportunity to comment at the MPO Policy Committee meeting held on April 15th, 2026, where the draft 2027-2030 TIP was presented. The following table shows the comments received and associated responses provided by LWCAMPO.

#	Comment Received	MPO Response to Comment
1	Instead of the Mangana Hein widening project going 2.43 ME of SH 20, I recommend extending the widening another 0.5 miles so that it goes past the Becerra Creek bridge that is slated to be replaced in 2027 (0922-33-234). The current limit of construction for the widening project is at RM 6703A, and even at the current two lane width, turning left / north from 6703A onto Mangana Hein is very dangerous due to the limited site visibility of cars travelling east / southeast on MH. Once Mangana Hein goes to four lanes, it will be even more dangerous. Extending the widening past the Becerra Creek Bridge will allow enough room for private development of a large road connector, providing a safer way to enter Mangana Hein northbound. Additionally, the Becerra Creek Bridge replacement should be for the full four lane width, not the current two lane width, because there will be a considerable increase in traffic once the Outer Loop is constructed approximately one mile to the south of the bridge.	This comment is acknowledged. The LWCAMPO will share this comment with Webb County as the project sponsor for the Mangana Hein widening project, and with the Texas Department of Transportation regarding the referenced Becerra Creek Bridge project and related safety concerns for their consideration.

Image Courtesy of TxDOT Laredo District



LAREDO & WEBB COUNTY
AREA METROPOLITAN PLANNING ORGANIZATION