

WEBB COUNTY, TEXAS	§	BEFORE THE:
	§	
AND	§	TEXAS TRANSPORTATION COMMISSION
	§	
CITY OF LAREDO, TEXAS	§	
	§	
JOINT PETITIONERS	§	

**AMENDED PETITION FOR AUTHORIZATION TO FORM
A
REGIONAL MOBILITY AUTHORITY**

WHEREAS, on August 18, 2013, the Commissioners Court of Webb County, Texas, approved a Resolution and Order authorizing the County Judge to coordinate with and assist the City of Laredo, and to take those actions necessary to insure the creation of a Joint Webb County-City of Laredo Regional Mobility Authority; and

WHEREAS, on April 15, 2013, the City Council of the City of Laredo, Texas, authorized the City Manager to coordinate with, assist, and take those actions necessary to insure the creation of Joint County of Webb – City of Laredo Regional Mobility Authority; and

WHEREAS, pursuant to provisions of Texas Transportation Code Chapter 370 and 43 Texas Administrative Code (TAC) , Section 26.11, Webb County and the City of Laredo Texas are each authorized to petition the Texas Transportation Commission for the creation of a Regional Mobility Authority; and

WHEREAS, Webb County and the City of Laredo have jointly resolved to petition the Texas Transportation Commission for approval to create a Regional Mobility Authority; and

WHEREAS, an initial petition was submitted, reviewed by the Texas Department of Transportation (TxDOT), and TxDOT required the submission of additional information.

NOW COME, Webb County and the City of Laredo (hereinafter referred to as Petitioners) and tender this, their Amended Petition for Authorization to Form the Webb County – Laredo Regional Mobility Authority and, as required by 43 TAC Section 26.11 , the Petitioner submits the following in support of their petition.

1. WEBB COUNTY AND CITY OF LAREDO APPROVAL

On August 18, 2013 the Webb County Commissioners Court approved of the creation of the Webb County – City of Laredo Regional Mobility Authority (hereinafter referred to as Webb-Laredo RMA). A copy of the Webb County Commissioners Court Resolution is attached hereto as Attachment 1.

On April 15, 2013 the City Council of the City of Laredo approved of the creation of the Webb County – City of Laredo Regional Mobility Authority (hereinafter referred to as Webb - Laredo RMA). A copy of the City Council Resolution is attached hereto as Attachment 2.

2. NEED FOR IMPROVED REGIONAL MOBILITY

The importance of effective and efficient transportation infrastructure is a highly-regarded concern of governmental entities, transportation officials, business owners and residents within the Webb County – City of Laredo - Mexico border region. Texas is a major gateway for trade between the United States, Mexico and countries south. Even while it appears that the existing ports of entry along the Texas-Mexico border have become somewhat congested the Petitioners recognizes that congestion and the resulting inefficiencies that continued growth have on the existing transportation infrastructure within Webb County and the City of Laredo quickly outpaces local, state and federal efforts to keep the region's transportation infrastructure well maintained and with sufficient capacity to provide efficient mobility.

The Petitioners recognize that the proposed RMA encompasses one of the nation's fastest growing Metropolitan Statistical Areas (MSA). Traffic data from the 2010-2035 Metropolitan Planning Organization (MPO) Laredo Urban Transportation Study Transportation Plan, December 1999 indicates that 2035-Build and No-Build will provide only level of service (LOS) E and F for the majority of roadway facilities in Webb County and the City of Laredo. The population of Webb County and the City of Laredo continues to grow at an accelerated rate. The 2010 Census population for Webb County was measured to be 250,304 and the population is expected to be 418,332 by 2030 as projected by the Texas Water Development Board (<http://www.twdb.state.tx.us/>). TxDOT's own "One-Stop Demographic Data Analysis Tool" indicates the 2030 population is expected to be 437,726. Therefore, improvements to transportation infrastructure within Webb County and the City of Laredo are vital to meet the demands resulting from this growth.

The formation of the Webb - Laredo RMA will allow an entity, under local control but working in cooperation with the TxDOT, to develop road projects and provide support to other transportation improvements in the region which otherwise might depend solely on state or federal funding. Thus, badly needed transportation infrastructure can be delivered to the region more quickly than would be the case without a regional mobility authority.

The Webb - Laredo RMA will benefit the State by relieving TxDOT of the burden of constructing certain transportation projects some of which are set forth in the following sections.

3. BENEFITS

The projects described herein are important links to the border infrastructure within the City of Laredo and Webb County. The Webb- Laredo RMA will benefit the ports of entry, governmental entities, transportation officials, import and export business, and commercial establishments the community in general by having increased local control over projects and a more direct impact on transportation planning decisions. The region will also have the opportunity to benefit from any surplus revenues generated by the Webb - Laredo RMA that may be used for other transportation projects in the region.

The traveling public will benefit by an improved system of roadways in the region which can be delivered sooner than would otherwise be possible under traditional methods of transportation funding and project development. Easing the traffic congestion which plagues the area encompassed by the Webb - Laredo RMA

will also enhance safety, air quality, decrease travel time, and generally improve the quality of life of citizens of the region.

4. LOOP 20/US 59 PROJECT DESCRIPTION

In 2006, the TxDOT – Laredo District with the full cooperation of Webb County, the City of Laredo and the Laredo MPO, began early planning and conceptual engineering studies to upgrade Loop 20 as it was then. For instance in 2005-06 the Laredo District prepared the final designs to implement a 7.25-mile southern extension of Loop 20 (locally known as Cuatro Vientos Road) and the SH 359 Interchange, which started construction in 2010 and were opened to traffic in 2011 and 2013 respectively.

Approximately two years ago the petitioners began comprehensive studies to develop and define a transportation plan to upgrade Loop 20 to interstate standards. As part of this effort, the northern segment of Loop 20 from US 59 to World Trade International Bridge IV has now been recommended by the IH-69 Advisory Committee to be a future segment of the the IH 69 West corridor. Petitioners began a two part investigation that included meeting TxDOT guidelines as well as National Environmental Policy Act (NEPA) requirements for major highway improvements. The first phase of these detailed engineering and environmental studies included engineering design for three major interchanges, including at the IH 35 interchange (a.k.a. the Milo Interchange), at McPherson Road and at International Boulevard that would bring this segment of Loop 20 to interstate design standards. When funding became available for constructing the McPherson Interchange, the environmental process and engineering design (to interstate standards) was completed for this interchange with the construction undertaken in the early spring of 2013. The project to upgrade this segment of Loop 20 to interstate standards is now known as the Loop 20/US 59 Project. It should be noted that the highway designation of this portion of Loop 20 is proposed to be changed to US 59; this re-designation is pending Texas Transportation Commission approval in the near future. Along with this, the portion of US 59 from Loop 20 to IH 35 would then be re-designated by the Texas Transportation Commission as Business US 59. After the upgrades in the Loop 20/US 59 Project corridor are completed, TxDOT will apply to AASHTO and FHWA for designation of this roadway as a part of IH 69.

In late 2012, the Petitioners also began the process of extending the engineering and environmental studies further south to the US 59 overpass for the upgrade of this segment of Loop 20 to interstate design standards also. As part of these efforts, an engineering/environmental consultant has been hired to develop the preliminary design and additional right-of-way needs for this Loop 20 upgrade to interstate standards. In addition, the environmental studies are concurrently underway to determine the impacts to the human and

natural environments. Preliminary contacts with the adjacent land and business owners are also underway and will continue into the future as needed along with public meetings. The environmental consequences, including the outreach to the public is discussed in Section 4.c. below.

In addition to environmental and design studies, the Petitioners (Webb County and the City of Laredo) have committed to developing alternative financing mechanisms to bring local construction funds to use for the upgrade of Loop 20 to freeway/interstate standards. The City of Laredo has passed a resolution that contemplates the creation of Transportation Reinvestment Zones (TRZs) along the major travel corridors in Laredo (See Attachment 3). These TRZs would dedicate a portion of the property tax receipts to transportation uses without raising the total taxes paid by the property owners in the TRZs. These TRZs would be one of the mechanisms for the repayment of bonds that would be sold to pay for the construction of the Loop 20 upgrades. In addition, other sources of local funding that the City will consider for Loop 20 will be other existing municipal enterprise excess revenue. Another source of funding for the RMA arises from the implementation of §502.402, Texas Transportation Code, Optional County Fee for Transportation Projects. The Commissioners Court of Webb County has set forth an Order to begin collecting this ten dollar per vehicle fee in 2014 (See Attachment 4). Petitioners have recognized that the Loop 20/US 59 Upgrade project limits would extend from US 59 to the World Trade International Bridge IV (see Attachment 5 for the Loop 20 corridor with the US 59 segment).

(a) Consistency with the Metropolitan Transportation Plan. The Loop 20/US 59 Project is fully supported by the Laredo MPO (which has been recognized in the 2010-2035 Metropolitan Transportation Plan, which contemplates the upgrade of all of Loop 20 to a limited access facility) and by Webb County, the City of Laredo and the TxDOT – Laredo District. In addition, the IH 69 Advisory Committee has recommended the portion of Loop 20 from US 59 to the World Trade International Bridge IV be part of the IH 69 corridor. Webb County, with the cooperation of the TxDOT – Laredo District, has undertaken the engineering and environmental studies needed for this upgrade of Loop 20 to interstate standards. Studies on the northern segment are due to be completed by mid 2014 and the studies on the southern segment, started in 2013, are to be completed by late 2014. At the appropriate time, these studies will be transferred to the Webb-Laredo RMA.

(b) Description of Known Social, Economic, Cultural or Natural Resource Issues. The Petitioners recognize that Environmental studies, to investigate the possible impacts to the human and natural environments for the Loop 20/US 59 Project corridor, are essential. These studies will follow and comply with TxDOT and NEPA guidelines and requirements, including the identification of engineering and environmental

constraints and issues involving floodplains, wetlands and stream crossings, threatened and endangered species, natural vegetation, wildlife and their habitats, land uses, historical and archeological resources, the impacts to existing businesses and residents, community/civic/recreational facilities, hazardous materials and the remaining ranching enterprises in the vicinity of this corridor. Due to the current partially developed nature of the Loop 20/US 59 corridor conditions, no significant impacts to the human or natural environments are anticipated; whether these impacts would be significant will be documented with an Environmental Assessment.

The Texas Department of Transportation, Laredo District, based on its familiarity with the current road system and previous assessments relative to prior projects, recently compiled a “Preliminary Report on the Upgrade of Loop 20 to IH 69 Standards” dated November 21, 2013, which included the most current overview of environmental conditions, review and analysis needed. Following are the environmental issues that are anticipated to be studied in detail for the Loop 20/US 59 project:

- (i) Socio-Economic Factors: An analysis of the social and economic factors to be undertaken will include minority make-up, Limited English Proficiency, percent of the population with incomes below the current poverty level, and the median household incomes along the project corridor. While minorities live or work along this corridor, no disproportionate impacts to minorities (or low income) persons are anticipated. Overall, the improved Loop 20/US 59 roadway would present an improvement for the citizens of Laredo, Webb County, Texas and the United States, including for minority and low-income persons.
- (ii) Biological Factors, Including Threatened and Endangered Species: While the anticipated additional right-of-way along the project corridor contains vegetation typical to this portion of Webb County and the South Texas Plains ecological region, detailed studies of the impacted and adjacent vegetation types will be undertaken. Specific pedestrian surveys for two federally listed species, Ashy Dogweed and Johnston’s Frankenia, will be conducted by qualified biologists who are experienced with these endangered plant species. No federally listed species or their potential habitats, including Ashy Dogweed or Johnston’s Frankenia, are anticipated to be encountered based on previous knowledge of this portion of Webb County and of the Loop 20 corridor. Potential habitats for four state protected species – the Indigo Snake, Texas Tortoise, Horned Lizard and Reticulate Collared Lizard – are anticipated to be encountered with this project. Other species listed as species of concern by TPWD that have no legal protections under state or federal law are also anticipated to be encountered by this project.

- (iii) Waters of the U.S. (WOTUS): WOTUS crossings that would be encountered by the project are anticipated to be ephemeral in nature, with water present only after rainfall events. All of the crossings are anticipated to be separate and distinct with impacts within the Ordinary High Water Marks (OHWMs) totaling less than 0.10-acre at each crossing. Each crossing is anticipated to be a single and complete crossing. No wetlands or other special aquatic features are anticipated to be encountered in the areas of work. Because of these factors, it is anticipated that the Clean Water Act Section 404 that is overseen by the U.S. Corps of Engineers (USACE) would be complied with by the use of the Nationwide Permit 14 (NWP 14) without a Pre-Construction Notification (PCN).
- (iv) Impacts to Historical Structures or Historical Districts: An analysis of the potential historic properties that would be impacted by the project will be undertaken by District staff and a qualified historian. Due to previous experience with other projects on Loop 20 as well as the recent age of the Loop 20 roadway and the surrounding buildings, no impacts to historic-age buildings or historic districts are anticipated.
- (v) Section 4(f)/6(f) Impacts: Impacts to the Casa Blanca International State Park and/or the Casa Blanca Golf Course should be anticipated to trigger a Section 4(f) or 6(f) analysis and possible coordination with FHWA. It is anticipated that the potential impacts to either of these facilities would be minor in nature and would result in a no adverse effect ("de minimus") determination by FHWA under Section 4(f) of the 1966 U.S. Department of Transportation Act.
- (vi) Impacts to Archeological Resources: A qualified archeologist will survey the project corridor and determine the extent of impacts to any archeological resources in the existing right-of-way and the additionally proposed right-of-way, especially for the right-of-way that is currently undeveloped. Based on previous experience in this portion of Webb County, there is a strong likelihood of encountering archeological resources or sites that would require site specific ground surveys.
- (vii) Air Quality Impacts: Air quality in Laredo and Webb County are well within all air quality limits. While the project is not anticipated to pose a substantial likelihood of leading to any substantial impacts to air quality, a qualitative air quality analysis will be required.
- (viii) Noise Impacts: An analysis of the potential noise impacts to adjacent human noise receivers will be completed following the current noise guidelines. It should be anticipated that a noise wall analysis

would be required along a short section of the loop where residences back up to the existing right-of-way just on the northwest quadrant of the Del Mar intersection.

- (ix) Impacts To or From Hazardous Materials: Database and field studies will be completed for the project corridor. Oil-field sites (e.g. wells, tanks, pipelines, etc.) are not anticipated to be impacted but any potential site will also be determined and avoided where possible. It is anticipated that there is a low likelihood of encountering hazardous material sites with this project due to the recent age of Loop 20, the low numbers of businesses that could be expected to generate hazardous material situations (e.g. gas stations with leaking tanks, dry-cleaners, etc.) and because much of the corridor is currently undeveloped ranchland.
 - (x) Utilities: Standard design engineering practices will be used to identify utility and pipeline locations. Any potential impacts will be determined using standard measures; any required utility relocations are not anticipated to be onerous.
 - (xi) Indirect and Cumulative Impacts Analysis: An Indirect and Cumulative Impacts (ICI) analysis will be completed based on the current information available from local governmental planning and zoning staffs, landowners and other knowledgeable persons. This analysis will follow the current TxDOT ICI guidance.
 - (xii) Public Involvement: Public involvement will include a series of meetings with the affected property and business owners (MAPO) and one or more public meetings as well as one public hearing. All formal public outreach will be held in the vicinity of the project site. The public hearing will only be held after construction funding is assigned to a substantial portion of the project and after the environmental document is approved for further processing (i.e. the approval to go to the public hearing). Because of the potential for impacts and right-of-way acquisitions to the Casa Blanca Golf Course or the Casa Blanca International State Park, it is anticipated that the Section 4(f) of the 1966 U.S. Department of Transportation Act and Section 26.002 of the Texas Parks and Wildlife Code requirements would apply.
- (c) **Known Opposition or Controversy Regarding the Project.** No opposition or controversy regarding the upgrade of Loop 20 to an expressway configuration was received during the 2006 public outreach conducted by the TxDOT – Laredo District. The Petitioners are aware of no known significant opposition to, or controversies regarding the Loop 20/US 59 Project.

(d) Preliminary Loop 20/US 59 Project Financing Plan. The project estimates for the segments of the Loop 20/US 59 Project logical segments are set forth in Table (i) below. The currently available potential funding for the overall Loop 20/US 59 Project is included in Table (II) below; the Loop 20/US 59 Project will be required to be phased until additional funding becomes available:

[Remainder of Page Intentionally Left Blank]

(i) Estimated Project Costs*								
Project Number	Projects	Construction Cost	Planning & Engineering	Construction Phase Engineering	Right-of-Way	Utility Relocations	Environmental Mitigation	ESTIMATED TOTAL
		<u>In Million \$</u>						
1	<u>Loop 20 Main lanes Over IH 35 (including bridges and approach roadways per the limits of the project under design)</u>	\$39.4 M	CSJ-0086-14-051	1.9M	No Additional ROW	None Anticipated	None Anticipated	\$41.3 M
2	<u>Loop 20 Main lanes Over International Blvd. (including bridges and approach roadways to Havana Rd.)</u>	\$22.2 M	\$.675 M PE \$.275 M ROW	\$1.1 M PSE	No Additional ROW	None Anticipated	None Anticipated	\$24.2 M
3	<u>Loop 20 Direct Connectors (two at I.H. 35):</u> - IH 35 to Loop 20 East - Loop 20 Westbound to IH 35	\$38.9 M	\$3.1 M PSE	\$1.9 M PSE	\$.275 M	None Anticipated	None Anticipated	\$44.2 M.
4	<u>Loop 20 Upgrade to Interstate Standards</u> (From East of Havana Rd.to US 59) High Mast \$7,052,394 Roadway \$68,263,742 Shiloh Overpass \$15,699,593 Del Mar Overpass \$15,699,593 University Overpass \$15,699,592 Jacaman Overpass \$15,699,592 Airport Overpass \$15,699,593	\$153.8 M	\$7.7 M PE \$.6 M ROW	\$7.53 M PSE	\$217.3 M	\$4.5 M	None Anticipated	\$391.4 M
								\$501.10 M
<p>* Note that these are only rounded estimates and actual figures may vary considerably once additional information becomes available.</p> <p>1. PE, ROW AND PS&E COSTS ARE BASED ON EXISTING NEGOTIATED CONTRACT WITH ADDED INFLATION TO ACCOUNT FOR WIDENING OF MAINLANES TO ULTIMATE CONDITION</p> <p>2. PE AND ROW COSTS ARE BASED ON NON-NEGOTIATED CONSULTANT RATES FOR EXISTING CONTRACT; PS&E COST IS ANTICIPATED COST BASED ON CURRENT VALUES</p> <p>3. FOR DIRECT CONNECTORS, ANTICIPATED COST IS ESTIMATED BASED ON CURRENT VALUES AND IS STRICTLY ROW (INCLUDING UTILITIES) AND PS&E</p>								

(ii) Funding								
Available State							Available Funds	Total Project Cost
	CBI CSJ 0086-14-950	US 59/Loop 20 Interchange					\$48,367,669	
Available Local								
	County Registration Fee	Approved by Webb County and effective 2014	\$1,840,000 beginning 2014 – projected through 2034				\$11,000,000	
	Other City sources						\$89,000,000	
					Total Available		\$148,367,669.00	
								\$501,208,612.00
	Balance remaining							\$352,840,943.00
	Potential							
	MPO Cat 7 Funds							
	State and Federal							

Based on available State funding and Local participation of \$148,367,699, Projects 1, 2 and 3 (total estimated \$109,809,516) can be completed and the balance of the available funds (\$38,558,153) may be used for advance ROW acquisition for Project 4.

5. COMMITMENT TO SECURE ENVIRONMENTAL APPROVALS

The development of the Loop 20/US 59 Project, as well as other major roadway infrastructure projects, in the Laredo area was undertaken using a comprehensive approach by the local governments and the TxDOT – Laredo District. This approach will continue to incorporate all applicable TxDOT guidelines and the National Environmental Policy Act (NEPA) requirements for major highway improvements. Webb County has undertaken the development of the preliminary engineering design and environmental studies as well as a right-of-way analysis needed for the upgraded Loop 20 corridor. The northern segment of the corridor is scheduled to have these studies completed in mid-2014; the more southern (down to US 59) segment studies are underway with these studies and public outreach undertaken in the next year.

Any previous studies completed by Webb County, TxDOT and the Laredo District will be provided to the Webb County – Laredo Regional Mobility Authority (RMA) at the appropriate times. The Webb County – Laredo RMA will be responsible for preparing any required updates, and to the extent not otherwise undertaken by Webb County, the City of Laredo, TxDOT or the TxDOT – Laredo District, will be responsible for identifying and securing all additional federal and state environmental permits, issues and commitments (EPICs) necessary for the development of the Loop 20/US 59 Corridor Project and any other projects deemed to be needed in the Laredo area by the Webb County-Laredo RMA.

6. ADDITIONAL PROJECTS FOR RMA CONSIDERATION

The projects cited herein below are in planning stages but exemplify the types of projects the RMA may want to consider in addition to the Loop 20/US 59 Project discussed in Sections 4 and 5 above.

Loop 20 Projects Other Than the Loop 20/US 59 Project. In order to provide for the most efficient route between US 83 and the predominately residential areas in south Laredo to the commercial, international trade/ trucking/warehouse areas in north Laredo, continuing upgrades of Loop 20 south of the proposed Loop 20/US 59 segment is also under consideration in addition to the Loop 20/US 59 Project in northern Laredo. Having an efficient route between these two portions of Laredo would provide for enhanced travel times for residents traveling to

and from work as well as for commercial traffic wishing to use a more efficient travel route over the congested US 83 corridor in south Laredo (a.k.a. Zapata Highway) to reach points further south. These other proposed Loop 20 upgrades south of US 59 include:

- The construction of the Loop 20 interchange at Spur 400 (a.k.a. Clark Boulevard) and the widening of the Kansas City Railroad bridge that are scheduled to be implemented in the summer of 2014 and completed in early 2016.
- The future, as yet unscheduled, 2.25-mile southern extension of Loop 20 (a.k.a. the Cuatro Vientos Road Southern Extension) to US 83 near the town of Rio Bravo, and
- The construction of four interchanges at the major arterial street intersections as contained in the Laredo Long Range Thoroughfare Plan.

These additional Loop 20 projects will be developed in a manner consistent with funding availability and the analysis of reasonable alternatives and alignments.

US 59/IH69 Project (In Webb County outside of Laredo). The upgrade of US 59 from the Laredo city limits to the Duval County line to IH 69 design standards may also be consideration by the Webb County-Laredo RMA. The upgrade of this 42.8-mile portion of US 59 would be a component of the IH 69 – Laredo component of the overall IH 69 project will be developed in a manner consistent with funding availability, the analysis of reasonable alternatives and alignments as well as engineering and environmental requirements.

Green Ranch Parkway This new roadway is planned as a 400 ft. right-of-way. It is designed to connect F.M. -1472 (slightly south of the intersection of F.M. 1472 and F.M. 3338) to IH 35 at a point approximately 1 mile north of the Uniroyal Drive/Beltway Parkway.

Laredo Outer Loop As part of meeting the long-term traffic needs in the rapidly growing Laredo community, the Laredo Outer Loop Project has been under preliminary development by TxDOT – Laredo. To date, a project corridor has been identified in the preliminary analysis. The purpose of the Outer Loop project would be to provide for an improved, approximately 40-mile long bypass route around the urbanized portions of Laredo for through-traffic. The logical termini for this project has been determined to be at IH 35 in the vicinity of the Camino-

Colombia Toll Road (Toll 255) which ties into the Colombia-Solidarity International Bridge III north of Laredo and US 83 south of Laredo.

The Laredo Outer Loop Project will be developed in a manner consistent with funding availability and the analysis of reasonable alternatives and alignments.

7. BOARD COMPOSITION

The initial Board of Directors for the Webb - Laredo RMA will consist of nine (9) members. Four (4) directors shall be appointed by the Webb County Commissioners Court and four (4) directors shall be appointed by the City Council of the City of Laredo in the following manner: . County Commissioners shall appoint one (1) member from precinct one, one (1) member from precinct 2, one (1) member from precinct 3, and one (1) member from precinct 4 and Joint Petitioner City of Laredo shall appoint one (1) member from City Council Districts 1 &2, one (1) member from City Council Districts 3&4, one (1) member from City Council Districts 5&6, and one (1) member from City Council Districts 7&8. (See Attachment 6 for District and Precinct Map). One (1) member (the Presiding Officer), shall be appointed by the Governor of the State of Texas.

The Petitioners will make appointments according to Texas Transportation Code Section 370.251 ensuring that appointees adequately represent Webb County and the City of Laredo as a whole. The Petitioners believes that the proposed composition of the Board of Directors for the Webb – Laredo RMA and the common interest in the region shared by all board members will result in adequate representation of all political subdivisions within the geographic area of the Webb - Laredo RMA.


REQUEST FOR PUBLIC HEARING AND APPROVAL

The foregoing sets forth all information required by 43 TAC Section 26.11. The Petitioners requests that TxDOT review the petition and conduct a Public Hearing as required by 43 TAC Section 26.12 as soon as possible. Thereafter, the Petitioner requests that the Texas Transportation Commission review the petition and any supplemental information concerning public support for the Webb – Laredo RMA, and that the Texas Transportation Commission issue a Minute Order authorizing the formation of the Webb - Laredo Regional Mobility Authority.

Respectfully submitted,

Webb County:

SIGNED THIS 27th **day of** January, 2014.



The Honorable Danny Valdez
Webb County Judge

ATTESTED BY:


The Honorable Margie Ramirez Ibarra
Webb County Clerk



APPROVED AS TO FORM:



The Honorable Marco A. Montemayor
Webb County Attorney

City Of Laredo:

SIGNED THIS 22nd **day of** January, 2014.

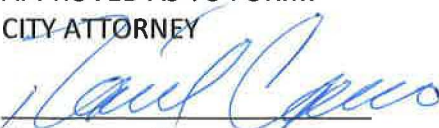

Carlos R. Villarreal
City Manager

ATTEST:


Gustavo Guevara, Jr.
City Secretary



APPROVED AS TO FORM:
CITY ATTORNEY


Raul Casso, IV

ATTACHMENTS:

ATTACHMENT 1 - Copy of Commissioners Court Resolution

ATTACHMENT 2 - Copy of City of Laredo Resolution

ATTACHMENT 3 - Copy of City of Laredo TRZ Resolution

**ATTACHMENT 4 - Order Webb County Commissioners Court Adopting
\$10.00 Vehicle Registration Fee**

ATTACHMENT 5 - Loop 20 Corridor with the US 59 Segment

ATTACHMENT 6 - Map of City Districts and County Precincts

ATTACHMENT 1

Copy of Commissioners Court Resolution

STATE OF TEXAS

COUNTY OF WEBB

RESOLUTION AND ORDER

TO ESTABLISH A JOINT REGIONAL MOBILITY AUTHORITY (RMA) WITH THE CITY OF LAREDO TO FINANCE, ACQUIRE, DESIGN, CONSTRUCT, OPERATE, MAINTAIN, EXPAND OR EXTEND CITY-COUNTY TRANSPORTATION PROJECTS.

WHEREAS, both Webb County, Texas and the City of Laredo, Texas are authorized by state law to form a regional mobility authority pursuant to the provisions of Chapter 370, Transportation Code and as further promulgated through 43 Texas Administrative Code (TAC), §26.11; and

WHEREAS, the County of Webb and the City of Laredo agree that the formation of a Joint Regional Mobility Authority would be the most economical and efficient mechanism for the financing, acquisition, design, construction, operation, maintenance, expansion and/or extension of City-County transportation projects and more specifically the enhancement of those sections of on system state highway from the World Trade Bridge to U.S. Highway 83 in South Laredo (State Loop 20).

WHEREAS, an authority may not be created without the approval of the Texas Transportation Commission; and

WHEREAS, on April 15, 2013, the City Council of the City of Laredo, Texas, approved the submission of a Petition to the Texas Department of Transportation (TxDOT) requesting authorization to form the Webb County – City of Laredo County Regional Mobility Authority (the "Webb County - Laredo RMA") as required by 43 TAC Section 26.11; and

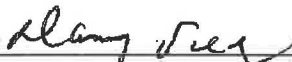
WHEREAS, on May 13, 2013 the Commissioners Court of Webb County, Texas resolved to coordinate with the City of Laredo to petition the Texas Department of Transportation (TxDOT) to form a Joint Webb County - Laredo RMA for those areas of Laredo and Webb County, Texas encompassed by the boundaries of the Laredo Metropolitan Planning Organization (MPO).

NOW THEREFORE, BE IT RESOLVED AND ORDERED BY THE WEBB COUNTY COMMISSIONERS COURT OF WEBB COUNTY, TEXAS THAT:

- Section 1: It supports and agrees with the creation of a Joint Webb County-City of Laredo Regional Mobility Authority for the Laredo Metropolitan Planning Organization (MPO) boundaries;
- Section 2: It authorizes the County Judge to coordinate with, assist the City of Laredo and take those actions necessary to insure the creation of a Joint Webb County- City of Laredo Regional Mobility Authority; and

Section 3: It directs the Webb County Clerk, to send a certified copy of this Resolution and Order to the City of Laredo and the Texas Department of Transportation, Laredo District Administrator.

**PASSED BY THE COMMISSIONERS COURT ON THE 12th DAY OF AUGUST, 2013
AND APPROVED BY THE COUNTY JUDGE ON THIS THE 18th DAY OF AUGUST,
2013.**


The Honorable Danny Valdez
Webb County Judge



The Honorable Mike Montemayor
Webb County Commissioner Pct. 1


The Honorable Rosaura "Wawi" Tijerina
Webb County Commissioner Pct. 2


The Honorable John Galo
Webb County Commissioner Pct. 3

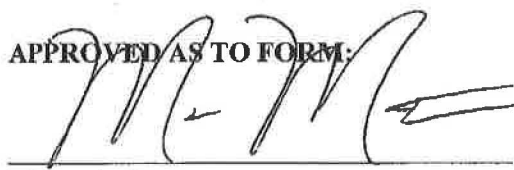

The Honorable Jaime Canales
Webb County Commissioner Pct. 4

ATTEST:


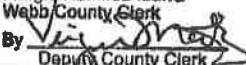

Margie Ramirez Ibarra
Webb County Clerk



APPROVED AS TO FORM:


Marco A. Montemayor
Webb County Attorney

*By law, the county attorney's office may only advise or approve contracts or legal documents on behalf of its clients. It may not advise or approve a contract or legal document on behalf of other parties. Our review of this document was conducted solely from the legal perspective of our client. Our approval of this document was offered solely for the benefit of our client. Other parties should not rely on this approval, and should seek review and approval of their own respective attorney(s).

I, Margie Ramirez Ibarra, County Clerk, Webb County, do hereby certify that this is a true and correct copy, as the same appears of record in my office.	
Witness my hand and seal of office on	
AUG 19 2013	
	Margie Ramirez Ibarra Webb County Clerk By  Deputy County Clerk

ATTACHMENT 2

Copy of City of Laredo Resolution

RESOLUTION 2013-R-032

AUTHORIZING THE CITY MANAGER TO COORDINATE WITH WEBB COUNTY TO ESTABLISH A JOINT WEBB COUNTY – CITY OF LAREDO REGIONAL MOBILITY AUTHORITY (RMA) TO FINANCE, ACQUIRE, DESIGN, CONSTRUCT, OPERATE, MAINTAIN, EXPAND OR EXTEND CITY – COUNTY TRANSPORTATION PROJECTS.

WHEREAS, Webb County is authorized by state law to form a regional mobility authority; and

WHEREAS, Webb County has, on April 8, 2013, acted to begin the process of submitting a joint application to the Texas Transportation Commission for the creation of a Webb County – City of Laredo Joint Regional Mobility Authority; and

WHEREAS, the City of Laredo is authorized by state law to form a regional mobility authority; and

WHEREAS, a municipality creating or participating in an authority has the same powers and duties as a county participating in an authority; and

WHEREAS, the governing body of the municipality has the same powers and duties as the commissioners court of a county participating in an authority; and

WHEREAS, an elected member of the municipality's governing body has the same powers and duties as a commissioner of a county that is participating in an authority; and

WHEREAS, an authority may not be created without the approval of the Texas Transportation Commission; and

WHEREAS, the City of Laredo and County of Webb agree that the formation of a Joint Regional Mobility Authority would be the most economical and efficient mechanism for the financing, acquisition, design, construction, operation, maintenance, expansion and/or extension of City – County transportation projects and more specifically the enhancement of those sections of on system roadways from the World Trade Bridge to U.S. Highway 83 in South Laredo (State Loop 20) as well as U.S. Highway 59 from Loop 20 to the Webb County Line.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LAREDO THAT:

Section 1: It supports and agrees with the creation of a Joint Webb County – City of Laredo Regional Mobility Authority; and

Section 2: It authorizes the City Manager to coordinate with, assist, and take those actions necessary to insure the creation of Joint County of Webb – City of Laredo Regional Mobility Authority; and

Section 3: It directs the City Secretary to send a certified copy of this resolution to the Webb County Commissioners Court and the Texas Department of Transportation, Laredo District Administrator.

**PASSED BY THE CITY COUNCIL ON THE 15 DAY OF April, 2013 AND
APPROVED BY THE MAYOR ON THIS 15 DAY OF April, 2013.**


RAUL G. SALINAS
MAYOR

ATTEST:


GUSTAVO GUEVARA, JR.
CITY SECRETARY



APPROVED AS TO FORM:
CITY ATTORNEY


RAUL CASSO, IV

STATE OF TEXAS
COUNTY OF WEBB
CITY OF LAREDO

I, Gustavo Guevara, Jr., City Secretary for the City of Laredo, Texas do hereby certify that the above and foregoing is a true and correct copy of Resolution 2013-R-032 of the City of Laredo, Texas

WITNESS MY HAND AND THE CORPORATE SEAL OF THE CITY OF LAREDO, TEXAS, ON THIS THE 24 DAY OF April


Gustavo Guevara, Jr.
City Secretary

ATTACHMENT 3

Copy of City of Laredo TRZ Resolution

RESOLUTION NO. 2012-R-093

EXPRESSING THE CITY OF LAREDO'S INTENT AND COMMITMENT TO WORK JOINTLY WITH WEBB COUNTY TO CREATE A TRANSPORTATION REINVESTMENT ZONE (TRZ) OR ZONES ALONG LOOP 20 FROM ITS INTERSECTION WITH I-35 TO ITS INTERSECTION WITH U.S. HIGHWAY 59 AND U.S. HIGHWAY 59 FROM ITS INTERSECTION WITH LOOP 20 EAST TO ITS INTERSECTION WITH THE WEBB COUNTY LINE WHICH SAID SECTIONS ARE BEING CONSIDERED FOR I-69 STATUS ONCE THEY MEET U.S. INTERSTATE HIGHWAY STANDARDS.

WHEREAS, current trade numbers show Laredo is ranked #4 of all ports in the United;
and

WHEREAS, State Loop 20 (Bob Bullock Loop) currently operates at a "D" Level Of Service; and

WHEREAS, traffic forecasts for 2035 show almost 35,000 vehicles per day along the Laredo section of US 59 and State Loop 20 which indicates an urgent need to prepare for the inevitable growth and congestion that will occur along this corridor; and

WHEREAS, the City and County agree there must be a plan which sets forth the priorities to be implemented; and

WHEREAS, Loop 20 has been recognized by the Texas Transportation Commission' I-69 Advisory Committee and the I-69 Segment Four and Five Committees for future project development; and

WHEREAS, this segment's unique geographic port to port connection (being Corpus Christi, La Quinta to Laredo, World Trade Bridge) must be maintained and enhanced; and

WHEREAS, the City and County agree that a first priority is the upgrade and construction of Loop 20 to Interstate Highway Standards; and

WHEREAS, the City of Laredo and Webb County are working as a unified team to move the development of State Loop 20 and U.S. Highway 59 to Interstate Highway standards.

WHEREAS, a Transportation Reinvestment Zone ("TRZ") is an economic development tool that the City may use to finance needed transportation improvements and enhance infrastructure within the city; and

WHEREAS, pursuant to the Texas Transportation Code, and Texas Administrative Code, the governing body of a municipality and a county commissioners court, may each, designate a contiguous geographic area within their respective jurisdictions to be a TRZ; and

WHEREAS, the City of Laredo and County of Webb agree there is no better way to insure that Federal and State support continue than by the City and County actively participating in the funding of this project, creating the framework for a strategic partnership between Webb County the City of Laredo, TxDOT and FHWA, with each partner contributing to the overall goal; and

WHEREAS, the City of Laredo and County of Webb desire to develop and implement Transportation Reinvestment Zones which may include all sections of Loop 20 as well as a substantial portion of US 59 east toward Freer to promote transportation projects that will cultivate development or redevelopment within the Zone.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LAREDO THAT:

Section 1. The City of Laredo is committed to working with the County of Webb to develop and create Transportation Reinvestment Zones for the purpose of financing public transportation projects along the Loop 20-U.S. Highway 59 corridor.

Section 2. The City Manager is directed and authorized to work with Webb County and further authorized to proceed to implement the City of Laredo's goals as set forth herein.

Section 3. This Resolution shall take effect on the date of passage hereof.

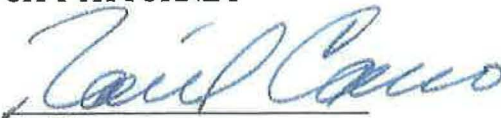
PASSED AND APPROVED this 5th day of November 2012.



RAUL G. SALINAS
MAYOR

ATTEST:


GUSTAVO GUEVARA, JR.
CITY SECRETARY

APPROVED AS TO FORM:
CITY ATTORNEY


RAUL CASSO, IV

STATE OF TEXAS
COUNTY OF WEBB
CITY OF LAREDO
I, Gustavo Guevara, Jr., City Secretary for the City of Laredo, Texas do hereby certify that the above and foregoing is a true and correct copy of the City of Laredo, Texas
WITNESS MY HAND AND THE CORPORATE SEAL OF THE CITY OF LAREDO, TEXAS, ON THIS 5th DAY OF November 2012.

Gustavo Guevara, Jr.
City Secretary

ATTACHMENT 4

Order Webb County Court Adopting

\$10.00 Vehicle Registration Fee

**ORDER OF THE COMMISSIONERS COURT
OF WEBB COUNTY, TEXAS**

ADOPTING AN ADDITIONAL FEE FOR A VEHICLE REGISTERED IN THE COUNTY TO FUND LONG-TERM TRANSPORTATION PROJECTS OF A REGIONAL MOBILITY AUTHORITY (RMA) IN WEBB COUNTY, TEXAS PURSUANT TO §502.402, TRANSPORTATION CODE AS AMENDED BY TEXAS HOUSE BILL 1198 (83RD LEGISLATURE REGULAR SESSION)

WHEREAS, on May 13, 2013 the Commissioners Court of Webb County, Texas resolved to petition the Texas Department of Transportation (TxDOT) to request authorization to form a joint regional mobility authority (RMA) with the City of Laredo and on August 12, 2013 approved the submission of a Petition to TxDOT to form the **Webb County-City of Laredo Regional Mobility Authority** (the **Webb County-Laredo RMA**) pursuant to the provisions of Chapter 370, Texas Transportation Code and 43 Texas Administrative Code (TAC), §26.11; and

WHEREAS, §502.402, Texas Transportation Code as amended by Texas House Bill 1198 (83rd Legislature, Regular Session) provides authority for the Webb County Commissioners Court to impose an additional county fee, not to exceed \$10.00, for a vehicle registered in the county to fund long-term transportation projects of a regional mobility authority; and

WHEREAS, the Webb County Commissioners Court finds that the adoption of an additional county fee for the registration of a vehicle in Webb County, Texas will be an essential component to fund much needed transportation infrastructure as further recognized in the joint Resolution and Petition for the Webb County-Laredo RMA; and


WHEREAS, pursuant to the provisions of §502.401(c), Texas Transportation Code, a fee may take effect only on January 1 of a year while the county must adopt the Order and notify the Texas Department of Motor Vehicles not later than September 1 of the year preceding the year in which the fee takes effect;

NOW, THEREFORE BE IT ORDERED BY THE COMMISSIONERS COURT OF WEBB COUNTY, TEXAS that:

1. Effective January 1, 2014, the Webb County Commissioners Court adopts an additional fee of \$10.00 to be collected by the Webb County Tax Assessor-Collector for a vehicle registered in Webb County, Texas pursuant to the provisions of §502.402, Texas Transportation Code, as may be amended;
2. A certified copy of this Order shall be delivered to the Texas Department of Motor Vehicles in accordance with the Department's rules and policies no later than September 1, 2013 in compliance with the notification provisions of §502.401(c), Texas Transportation Code; and


3. All revenue collected for a fee imposed under this Order shall be set out in a special revenue account and may only be sent to a regional mobility authority located in the County to fund long-term transportation projects in the County.

On motion of the Honorable County Judge Danny Valdez, seconded by the Honorable County Commissioner John Galo, duly put and carried, this **ORDER IS HEREBY APPROVED** by the Commissioners Court of Webb County, Texas, duly convened and acting in its capacity as governing body of Webb County on this the 12th day of August, 2013.




Honorable Danny Valdez
Webb County Judge

APPROVED AS TO FORM:




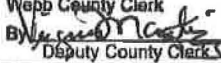
Honorable Marco A. Montemayor
Webb County Attorney

ATTESTED BY:



Honorable Margie Ramirez Ibarra
Webb County Clerk



I, Margie Ramirez Ibarra, County Clerk, Webb County, do hereby certify that this is a true and correct copy, as the same appears of record in my office.	
Witness my hand and seal of office on	
AUG 22 2013	
	Margie Ramirez Ibarra Webb County Clerk By  Deputy County Clerk




Patricia A. Barrera, RTA
WEBB COUNTY TAX ASSESSOR-COLLECTOR

P.O. Box 420128 Laredo, TX 78042-8128 Tel. (956) 523-4200

MEMORANDUM

TO: Leroy Medford
Executive Administrator to County Judge

FROM: Patricia A. Barrera 

DATE: December 13, 2013

RE: 2014 Anticipated County Road and Bridge Collections –
RMA (Regional Mobility Authority)

We anticipate the 2013 County Road and Bridge Tax Collection to be \$1,785,000 (\$10 tax for 178,500 registrations).

We, conservatively, anticipate the 2014 County Road and Bridge Tax Collection to be \$1,840,000 (\$10 tax for 184,000 registrations).

Therefore, the anticipated RMA Collection will be \$1,840,000 (\$10 tax for 184,000 registrations).

If you have any further questions, please contact me.

ATTACHMENT 5

Loop 20 Corridor/US 59 Segment

Loop 20-McPherson Ave. Overpass

Status:

- Environmentally Cleared
- Under Schematic and PS&E Development
- December 2012 Letting
- Construction Bid - \$14.85 Million
- Funding - Prop. 14 (20%) and Federal (80%)
- *This project has been let and is under construction - Est. completion March 2014.*

Loop 20 / US 59 Proposed Improvements

Laredo, Webb County, Texas

Loop 20- Mainlanes over IH-35 (1.3 miles)
PS&E 07/2013

Loop 20 IH 35 Connectors
IH 35 South to Loop 20 East
Loop 20 West to IH 35 South
PS&E Complete 08/2014

Loop 20 Expressway Project - Northern Segment

Construct Loop 20 Mainlanes (6-Lanes):

From 0.5-mile west of IH 35 to East of International

Interchanges:

At Mainlanes over IH 35 & International Blvd.

Status:

- Under Schematic, Preliminary Environmental & PS&E Development by the Webb County Consultant (~80% Currently Complete/Completed by December 2012).
- Current Construction Estimate - \$40 Million
- Innovative construction funding is being developed by the City of Laredo, Webb County and TxDOT-Laredo.

Loop 20 Expressway Project - Southern Segment

Widen Loop 20 Mainlanes from 4 to 6-Lanes:

From East of International to US 59

Interchanges:

At Shiloh/Del Mar/University/Jacaman/Airport

Status:

- In the Consultant Procurement Process by Webb County for Schematic, Preliminary Environmental & PS&E Development.
- Current Construction Estimate (\$120 Million)
- Currently Unfunded for Construction.

Loop 20- International Blvd. Overpass

Loop 20- Shiloh Blvd. Overpass

Loop 20-Del Mar Blvd. Overpass

Loop 20-University Blvd. Overpass

Loop 20-Jacaman Blvd. Overpass

Loop 20-Airport Overpass

Loop 20-US 59 Overpass
(Completed)

ATTACHMENT 6

Map of City Districts and County Precincts

