

**Webb County – City of Laredo  
Regional Mobility Authority (RMA)  
Board of Directors Meeting  
Monday, November 16, 2015  
9:00 AM**

**Minutes**

The Webb County – City of Laredo Regional Mobility Authority Board of Directors convened in a meeting at 9:20 a.m. on Monday, November 16, 2015 at City Hall, 1110 Houston St., Laredo, TX.

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Minutes are as follows:

**Present:** Ruben Soto, Jr., Chairman and Presiding Officer; Albert Muller, Sr., Jose Murillo, Alfonso Mendiola, Arturo Dominguez, Steve LaMantia and Oscar Lopez

**Absent:** Paul Saenz and Board Member for Precinct 1 (Unassigned)

**Others:** Melisa Montemayor, TxDOT District Administrator  
Mike Graham, Environmental Coordinator, TxDOT Laredo District  
Marissa Montoya, Office Technician, TxDOT Laredo District (Note taker)  
Araceli Rangel, Staff Assistant, CPA Office of Ruben Soto, Jr. (Note taker)  
Richard Ridings, HNTB  
Brian Cassidy, Locke Lord, LLP (Legal Counsel)  
Stephen Trautmann, Jr., J. Cruz & Associates, LLC (Legal Counsel)  
Pete Sepulveda, Cameron County RMA (Speaker)

**1. Open Meeting and Establish Quorum**

After establishing a quorum, Presiding Officer, Ruben Soto, Jr., called the meeting to order at 9:20 a.m. He then announced the following Board Members present; Steve LaMantia, Oscar Lopez, Arturo Dominguez, Alfonso Mendiola, Albert Muller, Sr., Jose Murillo, and himself, Ruben Soto, Jr. He notified everyone present that the meeting was posted in accordance with the Texas Open Meetings Act, then asked everyone to stand for the Invocation and Pledge of Allegiance.

**2. Welcome and Opening Remarks – Ruben Soto (WC-CL RMA Presiding Officer)**

Chairman Soto informed all present that the meeting was being recorded and thanked the City of Laredo hosting. He thanked Mike Graham, Marissa Montoya and Araceli Rangel for assisting with the minutes and preparations for the meeting.

**3. Action Item: Discussion, Consideration, and Approval of October 19, 2015 WC-CL RMA Regular Board Meeting Minutes**

Chairman Soto stated that the Board Members had been supplied a copy of the October 19, 2015 meeting minutes for review. He then asked for a motion to approve the minutes for the Webb County - City of Laredo RMA meeting that took place on October 19, 2015, as presented.

Albert Muller, Sr. made a motion, seconded by Alfonso Mendiola to approve the meeting minutes. No discussion was held. Motion passed unanimously.

**4. Action Item (Resolution 15-11): Discussion, Consideration, and Possible Action to Designate an Additional Signatory for the WC-CL RMA Bank Account**

Chairman Soto stated that in the last meeting the Board passed a resolution selecting Commerce Bank as their depository. For the Board's consideration, Mr. Soto stated that he would like to add the Secretary as a person authorized to sign on the account in the event that the other officers would be out of town. Mr. Soto asked for a motion to amend the Resolution regarding the selection of Commerce Bank to provide bank depository services to include the RMA secretary with authority to sign.

Oscar Lopez made a motion, seconded by Albert Muller, Sr. to amend the Resolution regarding the selection of Commerce Bank to provide bank depository services to include the RMA secretary with authority to sign. No discussion was held. Motion passed unanimously.

Please view attached document for additional information.

**5. Action Item (Resolution 15-12): Discussion, Consideration And Possible Action To Approve an Agreement for Financial Advisory Services with Estrada Hinojosa & Company**

Chairman Soto stated that since the last meeting, there were several areas of the agreement that needed to be addressed. Since then, an agreement had been reached. Mr. Soto asked for Brian Cassidy to address the Board regarding the additional details in the agreement.

Mr. Cassidy stated that the general terms of the agreement is a 5 year term, which is consistent with what was published in the RFP. There is a one year possible renewal upon the agreement's term of 30 days' notice by the RMA at any time. However, it can be terminated at any time. The compensation is based on a debt issuance basis for any time there is a debt issuance. The back of the agreement explains how, depending on the size of the debt issuance, they will be paid. There is a separate hourly rate schedule if it's pursuing a TxDOT loan or TxDOT grant. If there is a combination of a debt issuance and a TxDOT loan, it will be paid on the debt issuance with a credit of 3 months' worth of the TxDOT fees. Some services are hourly and some are on the debt issuance itself.

Mr. Soto asked for a motion to authorize Resolution 15-12 for Financial Advisory Services with Estrada Hinojosa & Company.

Oscar Lopez made a motion seconded by Jose Murrillo to authorize the agreement with Estrada Hinojosa & Company for Financial Advisory Services. No discussion was held. All board members voted in favor, Albert Muller opposed.

Please view attached document for additional information.

**6. Report: Update by HNTB on Work Authorization No. 1 on Phase 1 of the Development of the Vallecillo Road Project**

Chairman Soto then asked Richard Ridings, Project Manager from HNTB to give the board a narrative of the various funding alternatives available to fund the RMA project. Mr. Riley proceeded to inform the Board that he had previously provided a Technical Memorandum that summarized the study and the report. He noted that the technical memorandum suggested that the RMA look into a partnership with the City of Laredo to create a Transportation Investment Zone (TRZ) along the Vallecillo Rd. project. This method would allow for a long term financing for this and other projects. A portion of the incremental tax funds would pay off the debt of the project, thereby, getting to rapid deployment of the project.

Also included was the environment constraints report. He went on to say they had created various maps that were colored coded and showed what was going on in the property regarding some of the environmental issues which included drainage and possible bridge locations. In summary, they found no major concerns.

It was also recommended that the construction go through a design-build process. The process would include selection of a developer to do a design build to move the project forward. Mr. Ridings also recommend that the RMA use its own funding to jumpstart the project once the agreement with the city had been reached. The design-build process would be broken down into two different design build alternatives. The first alternative mentioned was an agreement with the developer or the land owner of the project in progress. The contract between the developer or owner and the RMA would include what expenses the RMA would reimburse them for. The other alternative was to go through the design-build process RFB (request for bids) from the outside. The RMA would manage those through legal and GEC staff or manage those processes, paid proposals, and bids in terms of the most qualified proposer. The RMA would enter into an agreement with that proposer, to get the project underway and get the project constructed and completed.

Board member Steve La Mantia then asked if the City of Laredo had ever done any TRZs? Mr. Ridings responded that the City did not have experience with TRZs and to the best of his knowledge, the TRZ did not exist in the area.

The Chairman then asked if he could address the subject. He stated some facts that he had come across with the aid of the appraisal district and Chief Appraiser Martin Villarreal and staff. As an example, the Killam Industrial Park was used. The Killam Industrial Park since 1990 had a 4% average increase in value per year of about 9.5 million dollars. In 1990, the agriculture value for 875 acres was \$40,250.00 and today it was valued at \$245,586,130.00. The current taxes assessed amounted to more or less \$6,821,000.00. The information provided summarizes the RMA's idea of the potential growth in that area once construction takes place and fund the TRZ. There is a lot of room for growth, room for providing tax revenues to pay

for the project and also paying the city for police, fire protection, or for whatever else is needed.

Mr. Lopez then asked, if the RMA went ahead with the agreement with the City of Laredo for a TRZ, what portion of the increment of taxes would be allotted to the RMA to help pay for the debt service on Vallecillo Rd. and for how long. Mr. Ridings mentioned that, again, all that depended on the agreement between the RMA and the City of Laredo, regarding the terms of the portion of the revenue tax, which would come in off of that property and the percentage the City of Laredo would apply to this project. At this time, he did not know what that would be.

Mr. Ridings did mention that the project would move faster with the payback to the overall construction process and the city's value would go up quicker which is the reason that the RMA was looking at a way to expedite construction with a base value right now. But the base value will change when development comes in and the property value will increase, therefore, the incremental part, if the city agrees, to share with the RMA.

Jose Murrillo mentioned that since Mr. Ridings had proposed 2 options for financing, which one did he recommend and which one would be most beneficial. Mr. Ridings mentioned that they were both a design-build project. In the first design build, the landowner or developer would be responsible for getting the bids out and then working with the RMA for reimbursements for costs incurred. On the second design build option, the RMA would have more control in terms of issuing the documents and reviewing the proposal. There would be more public involvement to ensure that everyone was satisfied with the process. The decision is ultimately up to the RMA. One thing to consider when making the agreement is whether the RMA wants to make an agreement with the developer or landowner or does the RMA want to go out on a bid proposal and select a recommended best developer or contractor to build the project. Instead of working with just one proposal, the RMA would be working on several proposals. The decision is up to the RMA; it needs to be one that the RMA will feel most confident and know it will be a success.

Oscar Lopez asked if once the road was paid for by the incremental revenue, what would happen to the road. Would the RMA maintain it or would it be turned over to the City of Laredo? Mr. Ridings explained that once the road was completed, it would be turned over to the City of Laredo and they would maintain the road.

**7. Action Item: Discussion with Possible Action on Development of Proposed Work Authorization by HNTB Related to Development of the Loop 20/I69 Project**

Mr. Ridings mentioned they were in constant communication with TxDOT, who is currently doing all the analysis and alternative schematic levels and reviews of the project. Last month, Mr. Ridings indicated they reported they were going to start working on the information, but as we discussed with TxDOT, we were informed that they were already conducting their own study. Therefore, it was strongly suggested to wait until TxDOT completes their information and there is a base on which to work with, instead of duplicating the work. Mr. Ridings' recommendation is not to move forward until discussions with TxDOT are completed and there is direction from TxDOT as to the preferred method to proceed. The RMA is waiting

for TxDOT to complete the financial study to avoid duplication of efforts and costs that way the GEC can use that information as a base.

**8. Report: Update on the Status of Projects in the TxDOT Laredo District - Melisa D. Montemayor (TxDOT Laredo District Administrator and Staff)**

Chairman Soto asked Melisa Montemayor for an update on the local projects. Ms. Montemayor stated that there are several projects that are currently under construction. The Spur 400 project Loop 20 utility work continues. That project is ongoing and moving forward rapidly. The project adjacent to it, the Kansas City Southern widening of the rail road overpass and the construction of the frontage roads is slated to begin very rapidly. She mentioned that they are working closely together with SER and Oscar Renda, which has the KCS project. The reason they want the contractors to work very closely is because of traffic control and the way it impacts the traveling public. They have met with both contractors and both have agreed to work together to make sure the traveling public have the easiest facilitated passage through that construction area for the next 30 months. Updates will be made to the public as work continues to move forward. She also mentioned that the Loop 20 International Overhead project was slated to let for bids in December, that is the project next to the McPherson RD. and construction should begin 3 months after that.

On Mines Rd., changes were made to the inside lane, which widens the road to allow for a travel lane for traffic during construction. Traffic is moving smoother since the changes were made and that project will be coming to conclusion very soon. The southbound third lane will be the next phase of the project. Another project to open up is to stripe it for a third lane. Mines Rd will have an additional capacity lane when the project is finished. She stopped there and continued that there were some smaller projects occurring throughout the county. Ms. Montemayor then opened the update to any questions or concerns.

Mr. Soto asked if there were any plans on Mines Rd. to do a similar project on the northbound lane, as far as, adding a lane. Ms. Montemayor added that as they look at projects, they are worked on as needed, based on relieving traffic congestion. They are working on a project for a north bound lane on Mines Rd., it's not funded for construction, but it is in a design phase. They are working to prepare a set of plans to build a parallel third lane northbound on Mines Rd. should funds be identified for funding that project. The TTI presentations that have been made to the MPO in the last few months, are part of the mid-term phase of improvements to Mines Rd., so that third lane being designed would be one of those mid-term phase improvements.

Steve LaMantia asked if there were any plans for a north bound fly over from Loop 20 to Mines Rd. Ms. Montemayor replied that at this time, a direct connector was not planned out, but that they had it in the schematic phase which, was done several years ago when the Milo project was designed. The fly over is in the long range plan, but it is not funded for construction today.

**9. Discussion with Possible Action Regarding HB 2861 and Matters Related Thereto**

Chairman Soto then asked Brain Cassidy, legal counsel to bring the Board up to date on HB 2861. Mr. Cassidy proceeded to explain that at the last legislature, HB 2861 had been passed. HB 2861 deals with overweight permits and fees for trucks. The permitting program,

empowered to the city of Laredo, addresses certain trucks coming out of Mexico that were not weight compatible with what's permitted in Webb County and the City of Laredo. The permit was the only way to allow the trucks to come into the area without having to unload and reload to the acceptable weight requirements. The Transportation Commission authorized the City of Laredo to issue oversize, overweight permits to a maximum permit fee of up to \$200.00. There is a CPI index, which is applied to that from year to year. The permit would allow transportation in specific corridors specifically 1472 between I-20 and the World Trade Center Loop; 1472 between World Trade Center Loop and Hachar Loop, (if Hachar Loop is ever constructed) and Hachar Loop between 1472 and I-35; and Beltway Parkway between Hachar Loop and I35. General provision allows the city for overweight travel allocations between the city and state, pertaining on who owns the roads. The money collected may be used only for the operation and maintenance of the roadways described. The city's administrative cost may not exceed 15%. This bill was passed as a way for the city to raise funds for those specific corridors.

Arturo Dominguez shared information that this bill actually started because of the regional mobility authority in the valley. In 2013, the City felt that the port in Laredo was at a disadvantage because trucks would bring 125,000 lbs of cargo and turn them into 2 or 3 trailers. The brokers spoke to TxDOT as an organization about implementing or trying to reach to the legislature to introduce this type of bill. It was noticed legislation had already introduced something to the city, but the city never reached out to anybody as to what roads or what they were going to use it for. Mr. Dominguez further informed the RMA that in the valley, the RMA issues the permits and collects the fees.

Steve LaMantia asked if this this permit would cover interstate or just designated roads within the county. Brian Cassidy replied that in our area, only designated corridors.

#### **10. Report: Presentation by Pete Sepulveda from Cameron County RMA**

Chairman Soto then introduced Pete Sepulveda, Executive Director from the Cameron County RMA and Cameron County Judge. Mr. Sepulveda was invited to share his experience in running the Cameron County RMA since he was involved with the RMA before it was ever created in Cameron County. He stressed that his views are strictly his own and what worked in Cameron County may not work in other areas of the state. He felt that his experiences with the startup of Cameron County's RMA might help us better understand the dealings of the capital partnerships and capital commitments that they received from governmental entities within the county. They have succeeded in planning transportation infrastructure for Cameron County and South Texas. The number of projects developing now have been in the works for years. When the RMA first began in 2004, they had 2 projects and it has now grown to 25. They had no funding to start the projects. They approached Cameron County and were funded a loan for \$275,000.00. They proceeded to approach different economic development corporations within Cameron County, South Padre Island, Port Isabel, Harlingen, San Benito, and Brownsville, which were key areas that were going to be impacted. The RMA went before the leadership of those communities and obtained funding to help pay for legal, financial, and engineering expenses that had arisen. As per Mr. Sepulveda, Cameron County has always played a role and to this day continues to do so and that has made the RMA successful. The county provided resources such as staff for the first 5 or 6 years that helped in the planning process for projects. In 2008, the delegation in the valley passed a local bill that would impose

an additional vehicle registration fee for up to \$10.00; two courts Hidalgo and Cameron were already charging \$10.00 for public roads and road and bridge. The additional \$10.00 helped generate annually an additional 3 million dollars. Those 3 million dollars helped develop additional projects within the next 5 year span. In 2010, the RMA issued 28 million dollars in bonds backed up by the vehicle registration fees that was about 45% of capacity of their vehicle registration fees. It allowed them to provide funding bond proceeds for the development of about 7 projects, which were identified in their system map. In 2010, they went back to commissioner's court and requested the county create the transportation reinvestment zone (TRZ) for the RMA. Their TRZ is from the county. The uses of the county TRZ are somewhat similar to the city's TRZ, although the city TRZ has more flexibility than the county's. He mentioned they currently have 5 TRZs with the county and that their consultant helped develop a net present value by utilizing the historical growth of the county's tax rate and projected it over a 50 year period, and its present net value was approximately \$400 million. He further stated it was a huge injection for RMA funds, which had been utilized in various different projects. He further explained how the TRZs had worked early on. Initially, the TRZ funds the RMA gets from the county are low, but once you start providing the transportation infrastructure and start development, that's when the tax increments start going up and then an increase in TRZ funds availability. In the case of Cameron County, they agreed to allocate 100% of the tax increment from every one of the 5 TRZs. The RMA goes to the county once a quarter to provide detailed updates on all of the projects that are being worked on. Aside from 2012, the county passed the toll road project. They did so that the RMA could get a much better credit rating and a much lower interest rate over a 20 year period. It was a huge savings as far as interest expense goes.

A few weeks ago, the federal highway administration designated a portion of Highway 550 from I69 East to the Port of Brownsville as interstate Highway I69. Prior to providing those direct connectors on to the interstate, the best month on that toll road was 40,000 transactions. The moment they opened those 2 direct connectors, the traffic count jumped to 190,000 eliminating one intersection and 4 different stop signs. It's been a huge success for the RMA. This year it is projected to produce toll revenues of over \$1 million dollars, on this one project. There are 2 gaps between the Interstate and Port of Brownsville to be completed. Construction on one gap begins in March 2016 and hopefully, the other gap will start a year from that.

They developed a spreadsheet when Phil Wilson was director of TxDOT. He asked for the RMA to present something easy to follow. A spreadsheet was created giving the status of projects, limits of their projects, costs, tolls roads that were being opened, projects that had been completed, projects under construction, projects that were environmentally cleared and projects that were getting environmental studies. The report consisted of over 20 projects. The projects completed included rail projects, International bridge projects, projects in coordination with the Port of Brownsville, which is a deep water port in South Texas. As of yet, they have not worked on any airport projects, but there are three airports in the area and in time they will have projects involving the airports.

Their regional projects are worth 2 billion dollars. To date, they are just under half a billion dollars that have been completed or are under construction. The state Highway 550 project direct connector is just one example of a local project. It's a 45 million project of which 92% of cost went to local contractors, they hired 110 employees and 105 were all local employees that was a great project for the community to be part of.

A system map was created of several projects that were major to the area. He mentioned the importance of having TRZs. They are currently funding the causeway from the mainland to Padre Island. Tuesday, they will be having a public hearing with the county on issues they are having with the attorney general as far as the eligible uses of the existing TRZs. The county is considering doing a countywide TRZ that will give the RMA a lot more flexibility on the usage of those revenues so there is a public hearing November 17 and hopefully sometime in December the county can act on the creation of the countywide TRZ. South Padre Island is half a mile wide and 3 miles long and 15% of the county's tax valuation comes from there. It is saturated; It's grown as much as it is going to grow. There is limited access to the north and unless more access to the north is provided it's not going to grow. That is one of the main reasons why the county wanted to get started again on the island. The island can probably double or triple in size with proper infrastructure and proper access added and so this was a convincing project and factor for the county creating the TRZs. The procurement process will start to select the developer, sometime in the first quarter of 2016. This is one of two projects the state legislature has given authority to do a comprehensive development agreement, which is a long term revenue sharing agreement with a private developer. The valuation of the island is currently 2.5 billion dollars but if the size is doubled, it could go to 5 billion. Huge for the county adding another billion and a half or 2 billion dollars, adding 10% of the county's tax valuation. The TRZ has been very instrumental in getting some of the projects going and a huge source of funding the future construction projects in Cameron County.

One of the very first RMA projects done in Cameron County was the relocation of the main Union Pacific switch yard from downtown Harlingen to their main switch yard just north of Brownsville. That happened in 2011-2012. Another project the RMA took over was from the county back in 2006. It was the West Rail relocation project that was the first international rail bridge built between the United States and Mexico over 100 years ago. It was opened on August 7, 2015. It was a huge success. It eliminated 14 at grade crossings through downtown Brownsville. The crossings would go through residential areas, parks, and schools. In the early 2000's, out of 254 counties in Texas, Cameron County ranked 8<sup>th</sup> in auto train collisions; a statistic the County was not proud of. It's been a huge safety project and huge quality of life project for the entire community. Those 8 miles of right of way were vacated because of the project. They did a swap with Union Pacific. They got the new rail right of way and they got the existing Union Pacific right of way going into Mexico. They ended up with 8 miles of right of way ranging from 100-400 feet and as it gets closer to the international border, it flares. They're developing a transportation corridor that will include a non-toll road with hike and bike trails for about 8 miles that go and connect to an existing international bridge and then north into the city of Brownsville. But that corridor alone will add about 50,000 vehicles capacity on a daily basis, but more importantly, they took the rail away from an urban area and placed it in a rural area of the community. Port of Brownsville was the very first part of the state with an OEA corridor (toll road) it goes from the Veterans Bridge in Brownsville to the port of Brownsville; they've had it for about 18 years. The toll road was primarily used to transport steel coils to be taken from Port of Brownsville to Monterrey. The problem with the existing corridor was that 18 years ago, it was probably all rural area, today it is urbanized. There are 24 different conflicts from the international bridge to the Port of Brownsville including elementary schools, high schools, daycare centers, residential with commercial areas. The RMA is developing a newer route that will be the new overweight corridor from the Veterans Bridge to the Port of Brownsville again taking the OEA corridor from an urban area to a rural area. They're into the late environmental process. The environmental clearance will

come hopefully the summer of next year. The RMA will start acquiring right of way, designing it, and start construction, so they have projects throughout the county. The RMA has done projects with neighboring counties through local agreements. There has been success that they had because of the partnership that they have formed with TxDOT from day one. Several projects with them, they've developed. TxDOT came to them because they didn't have funds for environmental studies or engineering, but they did have funding for construction. So the RMA would step in and fund the environmental phase and the engineering phase and TxDOT would come in with the construction dollars. Right now, they are working on project FM 1925 that connects South Padre Island to Edinburg, McAllen, & Pharr area. During the next couple of months, they will enter into an agreement with TxDOT and Hidalgo County RMA so they can jointly develop that project. That'll be the great corridor from the Laguna Madre area in Cameron County all the way into Hidalgo County.

The slide on the screen is known as "Watch Your Wallet." It talks about professional services and consultants. He mentioned that it was his opinion only, he has been there 11 years and he has seen what has transpired in other RMAs around the state. Staff is really needed to help manage and oversee the engineering component. Legal is straight forward, they are brought in when necessary. The financial planners are brought in when you are ready to look at financial plans and funding projects. Engineering projects are done on a day to day basis. Decisions are made on a daily basis. An RMA needs staff with transportation, staff with background in negotiations, scope for projects, negotiating fees. The RMA utilizes TxDOT as a resource. They are used a lot. However, when local funds are involved their responsibility is strictly at an RMA level. Since Mr. Sepulveda has been doing this for so long, he pretty much knows how much TxDOT will allow per mile for an environmental study, schematic, engineering, and so he uses those as a guide in negotiating the scope and the fees for the different work authorizations from their consultants. He really stressed to manage that part of the operation very wisely and he kept stressing to have staff assist the RMA. The county at times would allow him to utilize their engineering staff, when it was beyond him, to proceed or he wasn't comfortable with the process. The county was always providing resources or having resources available to them. They have been a great partner for the RMA. He continued that they have the same consultants and the same financial advisor. From the start, Brian Cassidy has been their attorney. HNTB were their first engineering consultants. About a year a year and a half ago, because they've grown and they've gone from 2 to 25 different projects they now have 2 general engineering consultants so they can select whichever GEC. All the decisions are done at the board level with staff recommendation. They have 2 board members as part of the evaluation committee along with staff (himself and the CFO). And so depending on the number of proposals that they get, they short list, they interview and then take a written recommendation to the board of directors. Every single written recommendation they have taken to the board has been accepted and approved. As you grow, as you start doing a lot more projects, that's one thing the Board may consider is having multiple GECs that gives flexibility. The RMA board from day one has been adamant about local participation either from surveying companies, engineering companies; the more local businesses they have, the better it is for everybody. Some of the projects that we handle are complex projects, the second causeway from the mainland to South Padre Island is the most environmentally complex project in the nation today. Obviously, there are not a lot of locals that have that expertise, but there is other projects that were designed and 100% locally constructed, 100% local; that is the target of our board to utilize as much locally as we can. This is just a glimpse of the RMA organizational structure; board of directors consist of 6 board members appointed by members of commissioner's court. They have been pretty lucky; 4 of the board members,

including the chairman are the same ones since 2005, which provides for good continuity. The commissioner's court reappoints members every 2 years and that has allowed them to have that success, continuity at the board level, the consistency at staff and board level has really paid off for the RMA. Mr. Sepulveda is the Executive Director, and he has a Chief Financial Officer who also now is the toll person in charge of all toll aspects. They have toll services and support, 3 young ladies that work the office, have a marketing director full time for 18 months now; they have also hired a marketing director right after they opened the first toll road and then they have support services. From 2012 to now, except for Mr. Sepulveda, the CFO has been full time. They have a marketing director and the office staff today consists of 5 full time persons funded by CCRMA.

Short and brief and hopefully information has been useful. Use TxDOT as a resource to negotiate engineering contracts. The county is the one who stepped up. Yes, they got funding from the different EDC municipalities, but the county took the lead and to ensure the RMA had the proper resources to be successful. Again, the whole intention is to jump start growth that will have a direct impact on the tax base for the county that's what a transportation infrastructure is all about. It's about creating jobs and improving the economy, in this case, the county's tax base. The RMA has our financial reports online. If there are any financial issues, the CFO is available to have any discussions or if they need more information on the use of the vehicle registration fees and how the RMA did the very first bond issue where they used 45% on 28 million dollars that was based on 2.9 million dollars annually that they get from vehicle registration fees.

Mr. Soto commented that Mr. Sepulveda had hit all the finer points that the board was interested in hearing and it was a great presentation. Mr. Soto then congratulated Mr. Sepulveda on his and their RMA's success.

## **11. Public Comments**

No public comments

## **12. Report: Date/Time/Location of the Next Regular Board Meeting**

Chairman Soto stated that the next meeting will be held on Monday, December 14, 2015, 9 a.m. Location TBD.

## **13. Adjournment**

Albert Muller made a motion to adjourn and Oscar Lopez seconded the motion to adjourn the Webb County - City of Laredo RMA Meeting at 10:26 a.m. Motion passed unanimously and meeting was adjourned

**MINUTES FOR THE WEBB COUNTY - CITY OF LAREDO REGIONAL MOBILITY AUTHORITY BOARD OF DIRECTORS MEETING HELD ON NOVEMBER 16, 2015 WERE APPROVED ON THIS THE 14<sup>TH</sup> DAY OF DECEMBER 2015.**

Submitted by:  
Araceli S. Rangel  
Staff Assistant  
Ruben Soto, Jr., CPA

**GENERAL MEETING OF THE BOARD OF DIRECTORS OF THE  
WEBB COUNTY-CITY OF LAREDO  
REGIONAL MOBILITY AUTHORITY**

**RESOLUTION NO. 15-11**

WHEREAS, the Webb County-City of Laredo Regional Mobility Authority (“WC-CL RMA”) was created pursuant to the request of Webb County and the City of Laredo and in accordance with provisions of the Transportation Code and the petition and approval process established in 43 Tex. Admin. Code § 26.1, *et seq.* (the “RMA Rules”); and

WHEREAS, the Board of Directors of the WC-CL RMA has been constituted in accordance with the Transportation Code and the RMA Rules; and

WHEREAS, prudent management and fiscal oversight are overriding objectives of the WC-CL RMA Board of Directors; and

WHEREAS, in order to maximize fiscal oversight and assure the proper expenditure of WC-CL RMA funds, in Resolution 15-08, dated October 19, 2015, the WC-CL RMA Board of Directors selected Commerce Bank as its depository bank and designated the Chair, Vice Chair, and Treasurer as authorized signatories on WC-CL RMA accounts with Commerce Bank; and

WHEREAS, the WC-CL RMA Board of Directors now desires to modify those designations such that the Chair, Vice Chair, Treasurer, and Secretary shall now be authorized signatories on WC-CL RMA accounts with Commerce Bank.

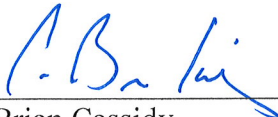
NOW THEREFORE, BE IT RESOLVED, that Board of Directors of the WC-CL RMA hereby designates the Chair, Vice Chair, Treasurer, and Secretary as authorized signatories on WC-CL RMA accounts with Commerce Bank; and


BE IT FURTHER RESOLVED, that the above designated individuals are authorized to execute such banking resolutions and other documents as are necessary to implement this resolution.

Adopted by the Board of Directors of the Webb County-City of Laredo Regional Mobility Authority on the 16th day of November, 2015.

Submitted and reviewed by:

Approved:

  
\_\_\_\_\_  
C. Brian Cassidy  
General Counsel for the  
Webb County-City of Laredo  
Regional Mobility Authority

  
\_\_\_\_\_  
Ruben Soto Jr.  
Chair, Board of Directors  
Resolution Number 15-11  
Date Passed: 11/16/2015

**GENERAL MEETING OF THE BOARD OF DIRECTORS OF THE  
WEBB COUNTY-CITY OF LAREDO  
REGIONAL MOBILITY AUTHORITY**

**RESOLUTION NO. 15-12**

WHEREAS, the Webb County-City of Laredo Regional Mobility Authority (“WC-CL RMA”) was created pursuant to the request of Webb County and the City of Laredo and in accordance with provisions of the Transportation Code and the petition and approval process established in 43 Tex. Admin. Code § 26.1, *et seq.* (the “RMA Rules”); and

WHEREAS, the Board of Directors of the WC-CL RMA has been constituted in accordance with the Transportation Code and the RMA Rules; and

WHEREAS, the WC-CL RMA Board of Directors recognize the importance of procuring financial advisory services and authorized the WC-CL RMA Chair and legal counsel to initiate the process of procuring financial advisory services by causing to be developed and issued a Request for Proposals (“RFP”) to solicit responses from firms interested in providing such services to the WC-CL RMA; and

WHEREAS, on August 17, 2015, in Resolution 15-02, the WC-CL RMA Board of Directors approved the selection of Estrada Hinojosa & Company to provide financial advisory services to the WC-CL RMA; and

WHEREAS, the Chair, with the assistance of the Executive Committee and legal counsel have negotiated the agreement with Estrada Hinojosa & Company for financial advisory services, attached hereto as Attachment “A”.


NOW THEREFORE, BE IT RESOLVED, the WC-CL RMA Board of Directors hereby approves the agreement with Estrada Hinojosa & Company for financial advisory services, with such agreement to be in the form or substantially the same form attached hereto as Attachment “A”; and


BE IF FURTHER RESOLVED, that the Chair or his designee is authorized to execute the necessary documents to consummate the agreement on behalf of the WC-CL RMA.

Adopted by the Board of Directors of the Webb County-City of Laredo Regional Mobility Authority on the 16th day of November, 2015.

Submitted and reviewed by:

Approved:

  
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C. Brian Cassidy  
General Counsel for the  
Webb County-City of Laredo  
Regional Mobility Authority

  
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Ruben Soto Jr.  
Chair, Board of Directors  
Resolution Number 15-12  
Date Passed: 11/16/2015