



2022 PROJECT REPORT

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December 28, 2022

Background -

The Webb County City of Laredo Regional Mobility Authority (WC-CL RMA) was formally petitioned jointly by Webb County and the City of Laredo to the Texas Transportation Commission for its formation on April 15, 2013 (City of Laredo) and August 18, 2013 (Webb County). The Texas Transportation Commission approved the creation of the WC-CL RMA on February 27, 2014.

The WC-CL RMA is unique in Texas as it is the only RMA that was jointly formed by both a City and a County. The WC-CL RMA Board of Directors consists of nine (9) members. Four members of the Board of Directors are jointly selected by City Council Districts 1 and 2, Districts 3 and 4, District 5 and 6 and Districts 7 and 8. Four members of the Board of Directors are individually selected by members of Commissioners Court from each of the four precincts. The ninth member is the Chair of the Board of Directors who is directly appointed by the Governor of the State of Texas. Each Director serves as a volunteer and is not compensated for any of his or her time spent in service on the Board of Directors. Furthermore, no Director can have any financial interest that would benefit from the actions of the WC-CL RMA.

Since its formation, the WC-CL RMA Board was entrusted to organize the agency which entailed hiring consultants, developing policy, holding meetings, and filing regulatory annual and periodic reports, including the annual audit. In the last three years the WC-CL RMA has become involved in roadway construction projects throughout the community along with roadway studies and reports. The progress of those projects and future projects will be described later in this report.

The single revenue source for the WC-CL RMA is from the \$10 fee per vehicle registered in Webb County which was approved by the 83rd Texas Legislature to fund long-term transportation projects of a regional mobility authority. With these monies, the WC-CL RMA has been able to perform its role in developing solutions for helping to advance mobility priorities for Webb County and the City of Laredo. It should be noted that, at this time, the WC-CL RMA does not have any paid employees or facilities from which to conduct its business; however, it does have operating expenses. It is anticipated that a Project Coordinator position will be filled as a paid employee of the WC-CL RMA in the coming years. TxDOT and other entities such as IBC Bank have provided their facilities and resources for WC-CL RMA Board meetings.



As of December 13, 2022, the WC-CL RMA has an asset balance of **\$11,228,157.62**. The WC-CL RMA also has been granted \$8.95 million of Category 12 – Strategic Partnership funds from TxDOT that is dedicated for specifically for construction of roadway projects.

The members of the Board of Directors are the following:

1. Chairman of the Board of Directors – Mr. Jed A. Brown
2. County Precinct No. 1 Director – Mr. Tony Arce, Jr.
3. County Precinct No. 2 Director – Mr. Oscar O. Lopez, Treasurer
4. County Precinct No. 3 Director – Mr. George Beckelhymer
5. County Precinct No. 4 Director – Ms. Diana Palacios (pending appointment)
6. City District 1 & 2 Director – Mr. Jose Murillo
7. City District 3 & 4 Director – Mr. Alfonso Mendiola
8. City District 5 & 6 Director – Mr. Douglas B. Howland, Vice Chair
9. City District 7 & 8 Director – Mr. Arturo Dominguez, Secretary



WC-CL RMA Projects:

- I. **Primary Proposed Project - Vallecillo Road, from FM 1472 to the IH-35 Southbound Frontage Road (February 2015 to Present)** - The Laredo MPO Policy Committee requested that the RMA develop this new location roadway in early 2015, to assist in alleviating congestion on FM 1472. Improvements will consist of the installation of a 5-lane roadway with curb, sidewalk, and utilities for a total length of 2.75 miles. The project limits begin at the eastside of the intersection FM 1472 and Muller Memorial Blvd. and will extend approximately 2.75 miles to the East and terminate at the southbound frontage road of IH 35. WC-CL RMA passed a resolution to participated in the development of the project on August 28, 2022 (**Resolution 20-16**).

The implementation of this project will provide an alternate route for traffic from the World Trade Bridge area to IH 35 which will improve congestion along the currently, highly congested FM 1472. The implementation of this project will also provide a direct egress route for the Citizens of Laredo living in the La Bota Ranch Subdivision that is located on the west end of Muller Memorial Blvd. This roadway also opens prime property for industrial development and leads to future developments east of IH 35.

As the lead agency on the project and to develop an understanding of the cost and scope of the project, the WC-CL RMA conducted preliminary environmental studies, as well as the development of a preliminary geometric schematic of the project from 2016 to 2017. The WC-CL RMA also implemented and complete both traffic and geotechnical studies in 2020. For funding of the project, the WC-CL RMA investigated multiple avenues to develop funding for the implementation of the project through local, state, and federal sources as well as the feasibility of a corridor Transportation Reinvestment Zone (TRZ). The **total project cost** (including the value of the donated ROW which is roughly \$10 million) for the implementation of Vallecillo Road is **\$45,736,556**. The current **total construction cost** of the project is **\$31,087,999 (without utilities)**.

Due to the importance of the project to the community, the WC-CL RMA, the City of Laredo, the Laredo & Webb County Area Metropolitan Planning Organization (MPO), U.S. Congressman Henry Cuellar and local landowners are taking a Public-Private Development approach to implement the project.

1. WC-CL RMA =	\$5,360,485 (11.7% of Total Project Cost)
2. City of Laredo =	\$5,000,000 (10.9% of Total Project Cost)
3. Killam Company (Private Business) =	\$5,876,071 cash + \$10,000,000 land (34.7% of Total Project Cost)
4. Federal Earmark	\$3,000,000 (6.6% of Total Project Cost)
5. MPO (Cat 7)	\$16,500,000 (36.1% of Total Project Cost)



These commitments have been codified via an Inter-Local Agreement between the WC-CL RMA and the City of Laredo, executed on September 18, 2020 (**Resolution 20-17**). It has also been codified via a Memorandum of Understanding between the WC-CL RMA and the Killam Company, executed on October 2, 2020 (**Resolution 20-18**).

The private-public team approached members of the Texas Transportation Commission to request the remaining balance in the funding gap which equated to 42.6% of the total project cost in financial assistance from TxDOT to finalize the funding plan for the project and ultimately take over Vallecillo Road and as on-system State roadway. During these efforts, United States (US) Congressman Henry Cuellar committed \$3,000,000 to the project which reduced the request to the State of Texas. With support from US Congressman Cuellar, State Senator Judith Zaffirini, State Representative Richard Raymond, State Representative Tracy King, and Laredo Mayor Pete Saenz, Chairman Brown led a series of delegations to Austin, TX. The first meeting with Transportation Commissioner Alvin New took place on June 22, 2022. A follow up meeting with TxDOT Executive Director Marc Williams occurred in early August 2022. In both in-person meetings TxDOT was presented details of the project and request assistance for resolution of the funding gap in the 2022 Unified Transportation Plan (UTP).

Funding for the project was not included in the draft UTP, but after extensive meetings and negotiations, Vallecillo made the final UTP with a local commitment to construct the roadway and a TxDOT leadership and Transportation Commission commitment to construct a future overpass that would cross the IH 35 Corridor to allow for the continuation of Vallecillo Road to the East to ultimately reach US 59. With this commitment, the Laredo and Webb County Metropolitan Planning Organization (MPO) passed a resolution to advance \$16,500,000 in Category 7 funds to the project which effectively resolved the funding gap.

Moving forward, as the project sponsor, the WC-CL RMA is working with TxDOT to complete the Advanced Funding Agreement and the Funding Assistance Agreement with TxDOT for the use of the Category 7 funds from the MPO and the use of part of the \$8.95 million of Category 12 – Strategic Partnership funds. Upon execution of the agreements, the WC-CL RMA will continue as the lead agency for the development of the project, completion of the project schematic, completion of the environmental clearance through an Environmental Assessment with TxDOT, development of the Plans, Specifications and Estimate and advertise and construct the project with the WC-CL RMA consultants. The WC-CL RMA anticipates the project letting in late 2025 and construction completion in late 2027.



Vallecillo Road

NET LENGTH OF PROJECT = 14,918 FT = 2.83 MI
NET LENGTH OF ROADWAY = 14,918 FT = 2.83 MI

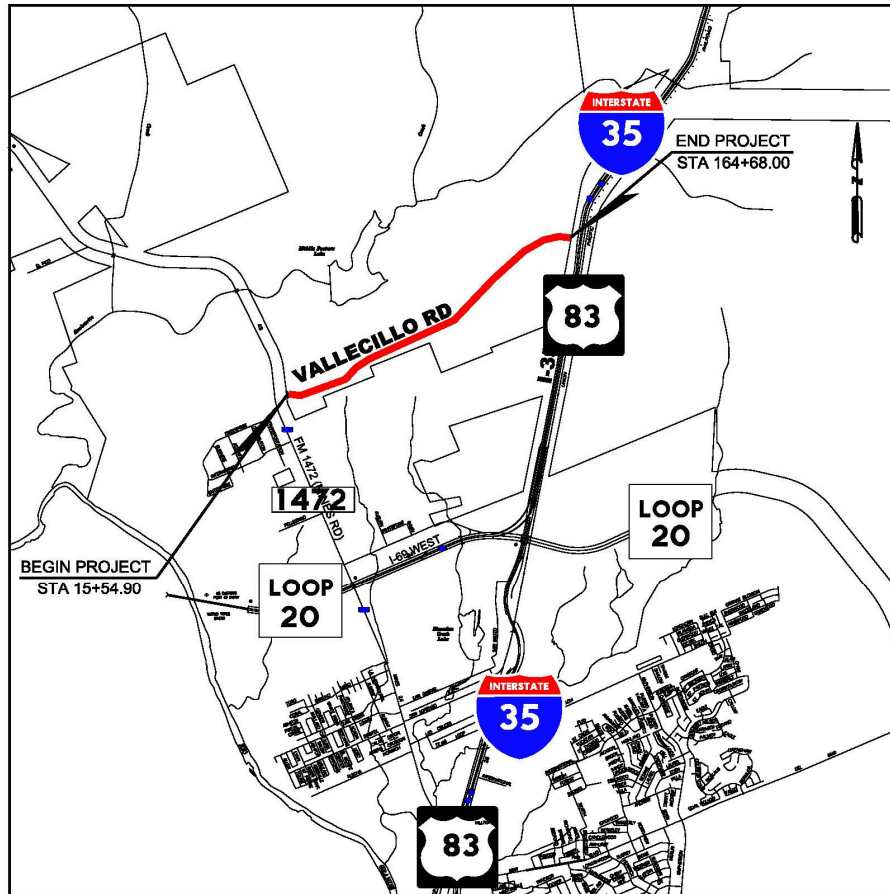


Figure 1 – Location Map



- II. Killam Industrial Blvd and FM 1472 Turn Lane Additions** – The WC-CL RMA developed plans, specifications and estimate for the implementation of proposed right turn lanes on FM 1472 northbound approaching Killam Industrial Blvd. and on Killam Industrial Blvd. westbound approaching FM 1472. Construction of the project let in November 2020 and is being constructed by the TxDOT-Laredo District as part of a larger TxDOT project called FM 1472 from Big Bend to Killam Industrial Blvd. As part of the project development, the WC-CL RMA developed plans, specifications and estimate for the relocation of a 12-inch water line (**Resolution 20-04**). The WC-CL RMA also entered into an Advanced Funding Agreement with TxDOT for construction of the project and inclusion in the larger FM 1472 project (**Resolution 20-07** and **Resolution 20-08**).

Total cost of the Killam Industrial Blvd. and FM 1472 project was \$2,121,568.80. A breakdown of the funding of the project is below:

- | | |
|----------------------------|----------------|
| 1. WC-CL RMA = | \$861,408.05 |
| 2. City of Laredo = | \$1,161,158.75 |
| 3. TxDOT-Laredo District = | \$99,002.00 |

This FM 1472 from Big Bend to Killam Industrial Blvd. project began construction in **December 2021**. It is 98% complete scheduled for completion by **December 2022**.

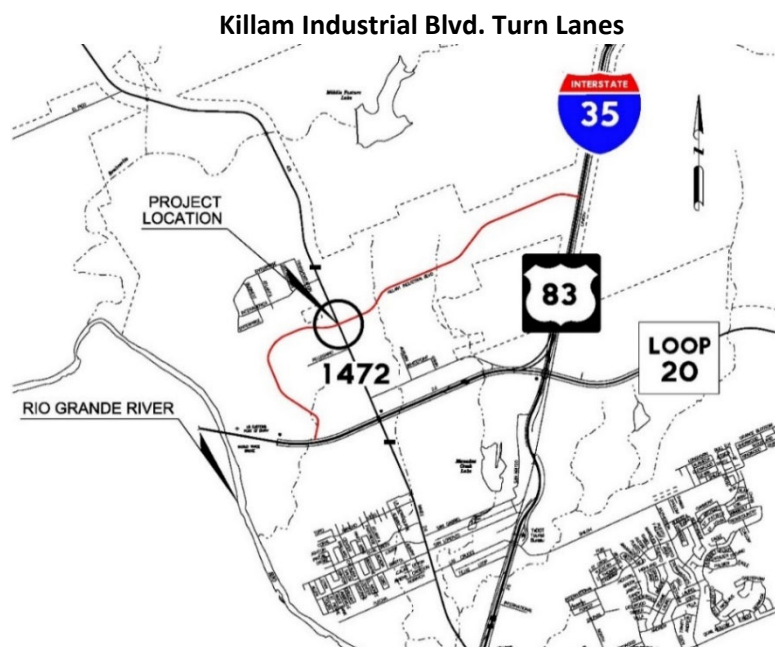
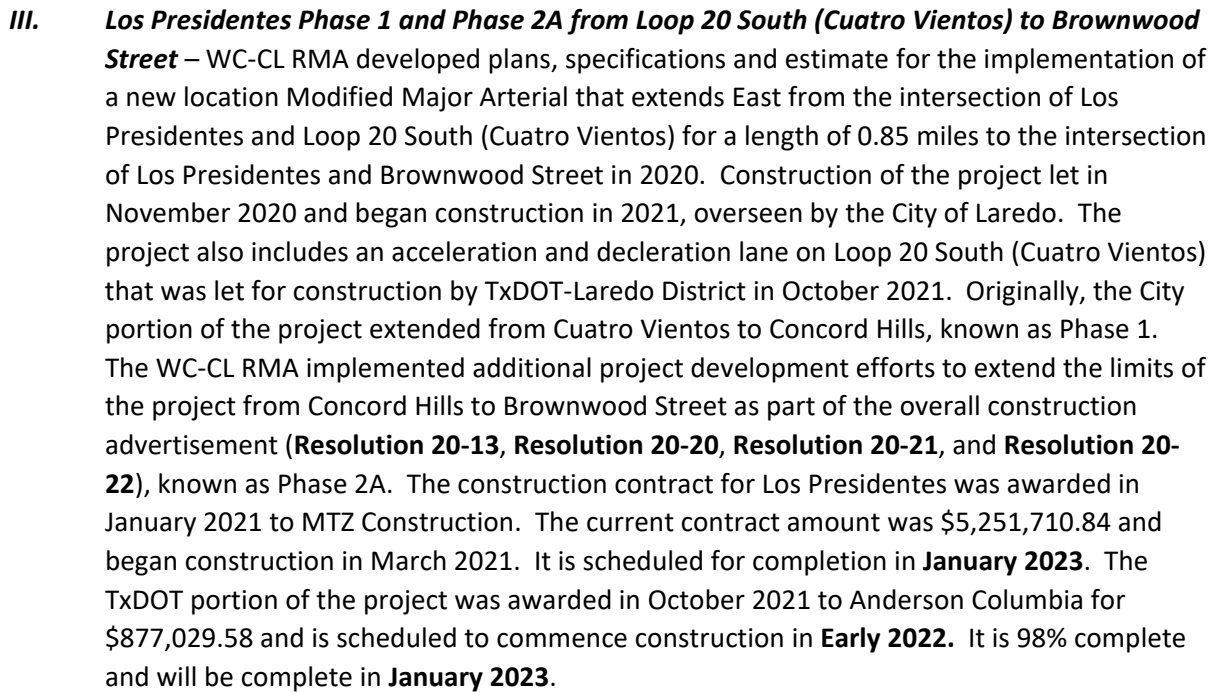


Figure 2 – Location Map



1. WC-CL RMA =	\$2,064,550.00
2. City of Laredo =	\$3,218,110.00
3. Webb County Drainage District No. 1 =	\$924,700.00
4. TxDOT =	\$877,029.58

A detailed map of a proposed arterial road project area. The map shows several cities and their boundaries: EX CITY OF LARSEN (blue dashed line), EX CITY OF LANDREAU (orange dashed line), EX CITY OF LANSING (red dashed line), EX CITY OF LARGO (green dashed line), and EX CITY OF LAUREL (yellow dashed line). Key roads include I-94, US HIGHWAY 101, I-75, and various local streets like JALAPA ST, LAS PRESIDENTES AVE, and LAS PRESIDENTES BLVD. Other features shown are the PROPOSED ARTERIAL ROAD PROJECT, EX TROST RD W/IN CITY OF BISMARCK, EX 18TH ST TO EX BUSSTOP STATION AT LANDREAU, and EX 2ND AVE. I.A.R. (EX 18TH BL). The map also includes labels for various parks, schools, and other landmarks like the MOUNTAIN VIEW CHURCH and the HILLTOPS CHURCH. The map is color-coded by city boundary and uses different line styles to indicate existing and proposed infrastructure.

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- IV. **Springfield Road Extension Project (Phase III)** – WC-CL RMA passed a resolution (**Resolution 20-12**) to provide financial support to the City of Laredo in the development and implementation of extending and inter-connecting Springfield Road in north Laredo from Del Mar to US 59 in July 2020. The WC-CL RMA approved a resolution (**Resolution 21-11**) to execute an Inter-Local Agreement with the City of Laredo to provide up to **\$2,000,000** for the construction of the project. The City of Laredo designed the project and is leading the development of the project. The project was advertised for construction in July 2021. It was awarded to AZAR Services, LLC for a contract amount of **\$4,206,702.55**. The WC-CL RMA is funding **47.5% of the construction contract amount**. NTP for construction was provided in December 2021. The project is 98% complete and will be complete in **January 2023**

Springfield Road Phase III Extension

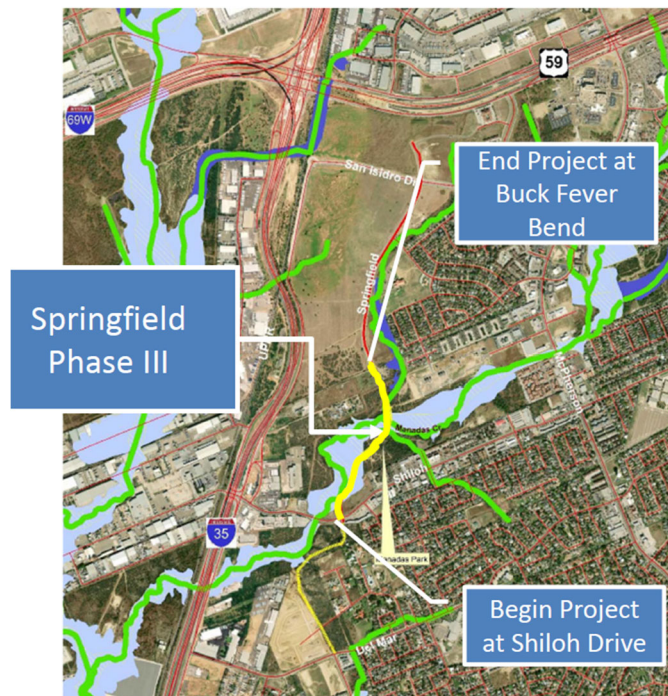


Figure 4 – Location Map



- V. **Webb County Fairgrounds (Life Downs) Master Plan Traffic Study** – WC-CL RMA passed a resolution (**Resolution 20-14**) to support Webb County in developing a traffic study to forecast the traffic impacts of the proposed improvements from the recently developed master plan and provide recommendations of traffic operation improvements for the surrounding roadway facilities to mitigate the increase in traffic. The support for the study was increased monetarily on **November 16, 2021 (Resolution 21-13)**. The WC-CL RMA is providing **\$69,000 in funding** for the traffic study and performing the study with their consultants. The County is revising the master plan for the Fair Grounds in January/ February 2022. The traffic study will be complete in **January 2023**.

Webb County Fairgrounds Traffic Study



Figure 5 – Location Map



- VI. River Road from Aquero Blvd. to FM 1472 Implementation Study** – The WC-CL RMA commenced an alignment study that is follow-up action item to the North Laredo Webb County Transportation Planning Study for a new location roadway called River Road from Aquero Blvd. to FM 1472. The North Laredo Webb County Planning Study which is the **Master Plan for the North Area** as the limits of the Study span from North of IH 69-W to SH 255 and is bounded by the Rio Grande to the West and IH 35 to the East, provided a list of projects to implement from 2021 to 2040 that would improve mobility in that entire region. The River Road project was one of the identified projects and this alignment study is part of the project development time frame that was described in the North Laredo Webb County Planning Study. River Road is a new location roadway is in north Laredo and will ultimately serve as a relief route for passenger vehicle traffic by-passing FM 1472 from IH 69W to FM 3338.

The alignment study is to develop a final alignment of River Road and determine the traffic benefits for the surrounding area. The study will investigate 2 possible alignment routes and a No-Build option. The study entails the following components:

- Alignment will be developed with stakeholder (Private Landowners, City of Laredo, Webb County, LPD, LFD, UISD, CBP, etc.) input via workshops and public meetings
- Environmental Constraints Mapping and Analysis to identify areas of concern to avoid in the alignment (archaeological, biological, cultural, waters of the US, etc.).
- Traffic Analysis to determine the benefits of the movement of traffic to the surrounding roadways such as FM 1472, Killam Industrial Blvd., Riverbank Road, etc.

The cost of the study is \$250K and is jointly funded with both the WC-CL RMA Vehicle Registration Fees monies and Laredo and Webb County MPO FHWA planning monies. The total duration of study is 12 months. Work on the study commenced in July 2022 and is anticipated for completion in June 2023. Upon completion of the study, the next steps for the project would consist of developing a geometric roadway schematic for identification of ROW requirements, identify existing utilities for relocation or conflict avoidance and perform environmental clearance activities.

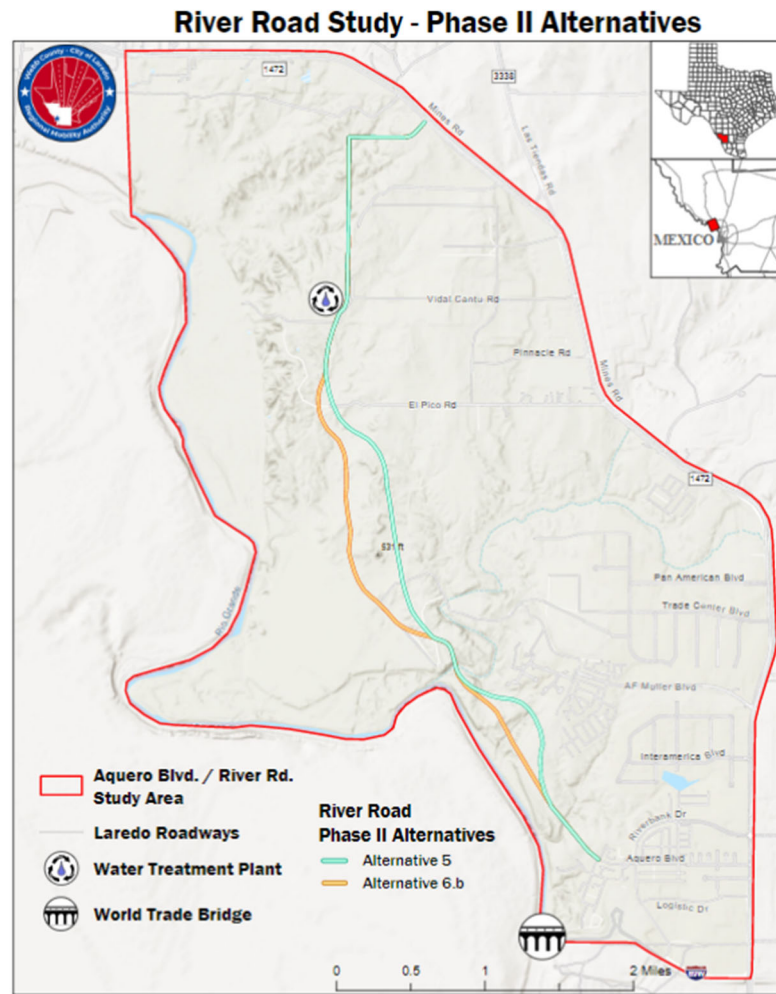


Figure 6 – Location Map



- VII. Loop 20 South Transportation Reinvestment Zone (TRZ) Study and Update Study from US 59 to The Rio Grande River (Completed)** - In 2018, the WC-CL RMA commissioned its GEC to perform a TRZ Study for the advancement of Loop 20 South from US 59 to US 83 to upgrade the existing rural divided facility to a controlled access freeway facility with a direct connection to the future Port of Entry, International Bridge 5.

The 2018 study was a follow-up to City Council action taken on 9/18/2017. City Council requested that the WC-CL RMA perform a 2-mile wide TRZ study along Loop 20 South that would extend from US 59 to the Rio Grande. The study focused on the performance of a possible 2-mile wide TRZ. The study focused on the following major tasks:

- Economic & Real Estate Assessment of the Loop 20 Area.
- Collect and Analyze Webb County Appraisal District Data.
- Establish a Loop 20 TRZ Preliminary Tax Revenue Forecast.
- Create 30 Year Tax Revenue Forecast.

The results of the 2018 study developed a 30-year revenue projection using the following 3 scenarios:

- Scenario 1 is based the most recent five-year pattern of residential building permits within the TRZ buffer area to project household growth. TXP held the countywide ratio of population to employment constant for 30 years.
- Scenario 2 combines the Laredo MPO TAZ forecast data with estimated home value based on stakeholder feedback. The consensus was south Laredo would begin attracting a more expensive housing product than in the past. This scenario assumes a new home is taxed at \$125,000 (\$2017).
- Scenario 3 uses the Laredo and Webb County MPO Travel Demand Model forecast, but the starting residential value for new units is based on the existing 2017 average value of roughly \$100,000 for the buffer area (house plus land). This reflects uncertainty over how many mobile home units will be attracted to this area and the tax law about whether the mobile home is treated as real or personal property.

Based on these scenarios, the Study projects a revenue forecast that ranges from \$133.5 million and \$244.6 million in nominal incremental tax revenue assuming a 50 percent allocation to the TRZ.



TRZ Allocation (\$ Millions)					
Scenario 1	10%	20%	30%	40%	50%
Total	\$26.7	\$53.4	\$80.1	\$106.8	\$133.5
NPV @ 5%	\$9.6	\$19.1	\$28.7	\$38.3	\$47.8
Scenario 2	10%	20%	30%	40%	50%
Total	\$48.9	\$97.9	\$146.8	\$195.7	\$244.6
NPV @ 5%	\$17.3	\$34.6	\$51.9	\$69.1	\$86.4
Scenario 3	10%	20%	30%	40%	50%
Total	\$42.0	\$84.0	\$125.9	\$167.9	\$209.9
NPV @ 5%	\$14.8	\$29.6	\$44.4	\$59.2	\$74.0

The Study was completed in the Summer of 2018 and presented to the Laredo and Webb County MPO. Upon final concurrence by the City of Laredo, the WC-CL RMA will work with the City of Laredo to develop a defined zone for Loop 20 South from US 59 to proposed International Bridge 4/5. The next steps for the study were the following:

- Refine the TRZ boundary to exclude existing developed properties in the north and northwestern portion of the study area.
- Consider extending the TRZ boundary east along State Highway 359 to take advantage of pending projects that would access and utilize Loop 20 improvements.
- Collaborate with landowners on annexation within the study area to capture the increment from new development prior to construction beginning.
- Recalculate the TRZ increment value based on the above and move forward with implementation

The WC-CL RMA was approached by the City of Laredo in the 4th quarter of 2021 to partner with the City of Laredo and update the TRZ study for the Cuatro Vientos corridor from Hwy 59 south to the proposed bridge 4/5 location. To respond to the request, the WC-CL RMA hosted a TRZ workshop on December 17, 2021, with attendance from Mayor Pete Saenz, Laredo, and Webb County Area MPO Executive Director Juan Mendive and the City of Laredo Economic Development Director Teclo Garcia to strategize the update of the 2018 Loop 20 South TRZ Study and determine next steps. In May 2022, the WC-CL RMA commenced work on the update of the 2018 TRZ Study for Cuatro Vientos from US 59 to the proposed International Bridge 4/5. The 2022 Study was a joint venture with the City of Laredo.



The results of the 2022 study developed a 30-year revenue projection using the following 3 scenarios:

- Scenario 1 uses the most recent five-year pattern of residential building permits (300 per year) within the TRZ buffer area to project household growth. TXP held the countywide ratio of population to employment constant for 30 years.
- Scenario 2 combines the Laredo MPO TAZ forecast data with estimated home value based on stakeholder feedback. The consensus was south Laredo would begin attracting a more expensive housing product than in the past. This scenario assumes a new home is taxed at \$200,000 (\$2022).
- Scenario 3 uses the TXDOT Travel Demand Model. This model has lower growth through 2045. The starting residential value for new units is based on the existing 2022 average value of roughly \$129,100 for the buffer area (house plus land). This reflects uncertainty over how many mobile home units will be attracted to this area.

The 2022 Study accounted for the following changes that occurred from the 2018 Study:

- Due to 2022 State Legislation, Counties are now able to enact TRZs.
- Tax rates have declined as property values have increased
- Home prices in Study Area have increased substantially
 - 2017 = \$125,000
 - 2022 = \$200,000
- New master planned developments along Loop 20 will continue to increase traffic.
- The increase in interest rates could dampen demand over the subsequent years; thus, impacting the revenue projection.

Based on these scenarios, the Study projects a revenue forecast that ranges from \$131.8 million and \$354.7 million in nominal incremental tax revenue assuming a 50 percent allocation to the TRZ.



	10% Allocation	20% Allocation	30% Allocation	40% Allocation	50% Allocation
<u>Scenario 1</u>					
Laredo	\$39,549,655	\$79,099,311	\$118,648,966	\$158,198,622	\$197,748,277
Webb	\$26,366,437	\$52,732,874	\$79,099,311	\$105,465,748	\$131,832,185
<u>Scenario 2</u>					
Laredo	\$70,936,281	\$141,872,563	\$212,808,844	\$283,745,125	\$354,681,407
Webb	\$47,290,854	\$94,581,708	\$141,872,563	\$189,163,417	\$236,454,271
<u>Scenario 3</u>					
Laredo	\$58,221,897	\$116,443,794	\$174,665,692	\$232,887,589	\$291,109,486
Webb	\$38,814,598	\$77,629,196	\$116,443,794	\$155,258,393	\$194,072,991

The updated Study was completed on 10/31/22. The WC-CL RMA provided a presentation of the study to the City of Laredo on 11/7/2022. Upon final concurrence by the City of Laredo, the WC-CL RMA will work with the City of Laredo to develop a defined zone for Loop 20 South from US 59 to proposed International Bridge 4/5. The next steps for the 2022 study are the following:

- Refine the TRZ boundary to exclude existing developed properties in the north and northwestern portion of the study area.
- Collaborate with landowners on annexation within the study area to capture the increment from new development prior to construction beginning.
- Recalculate the TRZ increment value based on the above and move forward with implementation



Cuatro Vientos TRZ Study

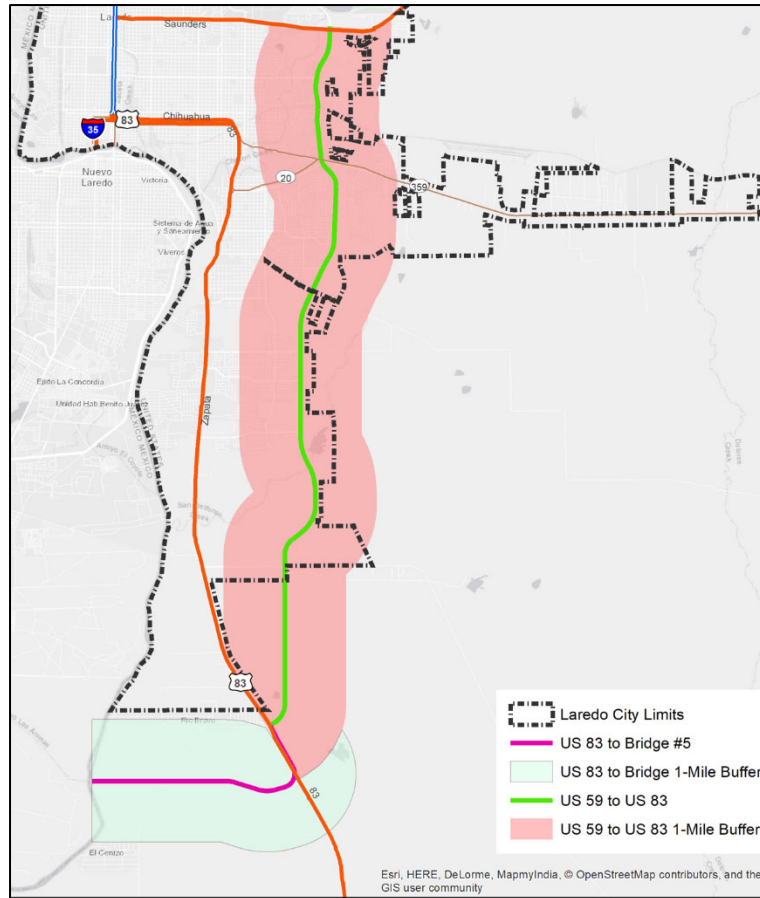


Figure 7 – Location Map



VIII. US DOT Safe Streets and Roads for All (SS4A) Grant Application Services (Completed) - An SS4A Grant Application was developed and submitted on 9/9/2022 by the WC-CL RMA. The WC-CL RMA initiated the development of the grant on July 20, 2022. The development of the grant was primarily developed by the WC-CL RMA with technical support from the Laredo and Webb County MPO. The total cost for the development of the grant application was \$25,318. The cost of the application was equally shared between the City of Laredo and the WC-CL RMA with each partner committing to pay \$12,659 to cover the cost of the application. The WC-CL RMA committed to developing, sponsoring, and submitting the grant application on July 20, 2022 (**Resolution 22-19**).

The intent of the grant is to establish a comprehensive safety action plan with the goal of developing a holistic, well-defined strategy to prevent roadway fatalities and serious injuries within Webb County, Texas. This new safety action plan will afford the community an opportunity to balance all needs and transform its transportation grid. In tandem with a robust public engagement plan, the Action Plan will identify solutions ranging from safe access to transit, protected bicycle lanes, accessible all-ability sidewalks, and roadway safety countermeasures essential to ensuring future growth inclusive of all Laredo's residents. The Action Plan will expand upon previous plans, new research, and public input to develop a plan that:

- Promotes safety
- Employs low-cost, high-impact strategies that can improve safety
- Ensures equitable investment in an underserved community
- Incorporates evidence-based safety countermeasures into projects and strategies; and
- Aligns with United States Department of Transportation's (USDOT) mission and priorities.

The Safety Action Plan will also support the DOT's priorities to strengthen the community's approach to roadway safety and save lives. An investment of federal funds for WCCL RMA's application would serve the following communities in need:

- 74,264 low-income persons (2020 income, <100% of Federal Poverty Line)
- 263,869 minority persons
- 32 Historically Disadvantaged Communities
- 44 Areas of Persistent Poverty

The grant application request to establish the Safety Action Plan was \$2,000,000. The tasks associated for expenditure of the \$2,000,000 consisted of the following:

Project Management	\$150,000
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Equitable Engagement and Collaboration	\$700,000
Data Collection	\$250,000
Policy and Process Changes	\$100,000
Equity Analysis	\$150,000
Strategy and Project Selections	\$650,000
Total	\$2,000,000

If successful in procuring the grant, it should be noted that the WC-CL RMA and the City of Laredo will be equally responsible for providing 20 percent of the \$2,000,000. The equates to the WC-CL RMA and the City of Laredo both providing \$200,000 as part of the \$2,000,000 to comply with the local match of the grant.

- IX. *Concord Hills Extension from Los Presidentes to Wormser Road/ Lomas Del Sur*** – Similar to the Los Presidentes project, at the request of the City of Laredo, the WC-CL RMA will lead the design and construction of a new location 1.3 mile, 2-lane minor arterial roadway extension from Los Presidentes to Wormser Road/ Lomas Del Sur within a nominal ROW width of 90' in partnership with the City of Laredo. The project will provide a parallel route to Cuatro Vientos and provide additional access to the new Laredo Sports Complex and the Municipal Water Park. The WC-CL RMA passed a resolution to support the development of the project on March 25, 2022 (**Resolution 22-13**). The WC-CL RMA will contribute \$1.0M to this project, in addition to taking the lead in design and oversight (**Resolution 22-35**).

The bid advertisement and construction of the project will be conducted by City of Laredo staff. The project is located within the City of Laredo Limits except at two crossings (Old Wormser Road & Wormser Road realignment). The construction cost is estimated at \$4.0M. There are no sidewalks, water utilities, sanitary sewer, landscaping, or traffic signals included in the current City of Laredo estimate. The primary cost of construction consists of the flexible pavement section, ditch grading, driveway culverts, cross drain culverts, light poles, signing and striping and material testing. The total project cost that includes engineering, construction engineering and inspection is estimated at \$5.0M. The design of the project will commence in 2023.



Concord Hills Extension

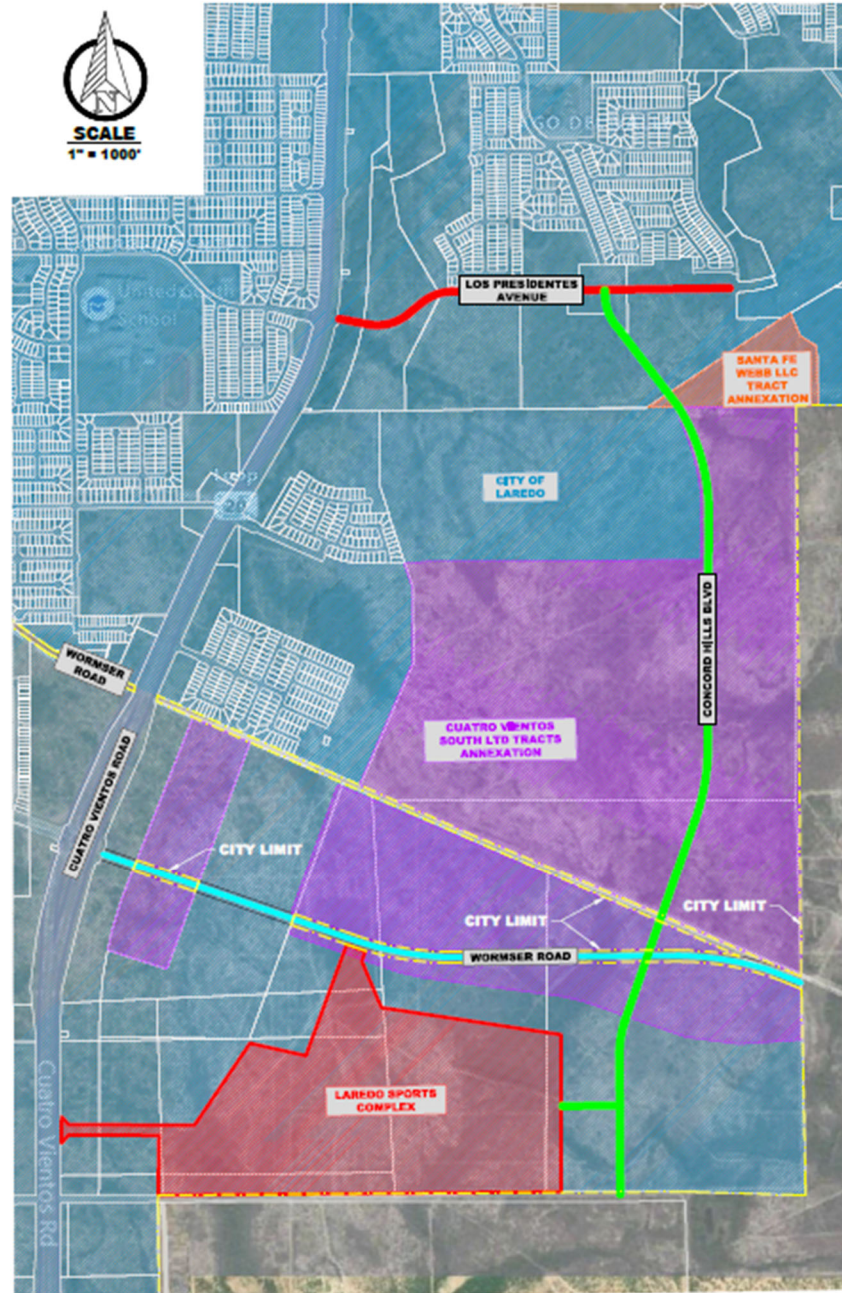


Figure 8 – Location Map



- X. **Springfield Phase II and Phase IV** – Similar to Springfield Phase III, the WC-CL RMA passed **Resolution 22-37** to approve \$1M in construction funding for the City of Laredo to construct 2 additional phases of the Springfield Avenue Corridor. Phase II of the project will extend from International Blvd. to Shiloh Drive. The construction cost of Phase II is estimated at \$5.2M. Phase IV of the project will extend from North of San Isidro Parkway to US 59 (Bob Bullock Loop). The construction cost of Phase IV is estimated at approximately \$1.0M

Springfield Road Phase I, II, III and IV Extension



Figure 9 – Location Map



XI. North Laredo Area Transportation Reinvestment Zone (TRZ) Study (Pending) – The City of Laredo City Council has asked the WC-CL RMA to work in partnership to perform TRZ Study in the North Laredo Area. The actual limits and the possible alignment of the TRZ have not been established and is still under discussion with the City of Laredo. A possible alignment would be to establish the TRZ along the FM 1472 (Mines Road) alignment from AF Mueller Blvd. to Texas 255 with a possible width of 2-miles. FM 1472 would bisect the TRZ. As part of the TRZ, it could possibly extend along the Hachar-Reuthinger Corridor area, as well as the River Road Corridor Area. The width of the TRZ may be 2-miles and bisected by the respective Corridor alignments.

XII. North Laredo Webb County Transportation Planning Study (Completed) - The RMA completed a long-term transportation study for mobility improvements in North Webb County from Loop 20 to Camino Columbia along FM 1472 to remove the current and future congestion on FM 1472 in 2020. The WC-CL RMA took action to develop the Study on May 07, 2018 (**Resolution 18-10**). The Study provided a clear assessment of mobility conditions in North Laredo and to provide a roadmap for growing the transportation network that can meet increasing mobility demands into the future. The goals of the study were to:

- Identify feasible projects that will help relieve congestion impacts in North Laredo
- Promote safety for all uses of the transportation network.
- Coordinate implementation and planning efforts comprehensively with International Bridge, Port-of-Entry logistics and the Freight Network.
- Coordinate private land development and public investments in mobility infrastructure
- Promote efficient movement of goods while reducing impacts of freight operations on neighborhoods and sensitive land.
- Improve overall transportation network connectivity and resiliency in North Laredo.

The study process included public input in the form of stakeholder meetings and public meetings, planning, and engineering to define and evaluate transportation solutions for the development of an ultimate implementation plan that will have a list of project priorities for the community to program and execute over the next 20 years. Total estimated cost of the Study was \$634,421. Funding for the study consisted of both federal and local vehicle registration fees monies. Eighty percent of the study was funded by the Coordinated Border Infrastructure (CBI) money which is federal money that is supervised by the Texas Department of Transportation (TxDOT). The remaining twenty percent was funded by the Webb County Vehicle Registration Fees which supervised by the WC-CL RMA. Below was a breakdown of the funding for the study:



1. TxDOT = \$507,538.80
2. WC-CL RMA = \$126,884.20
3. **Final Study Cost at Completion = \$608,429.57**

At the completion of the study, the study was forwarded to the Laredo MPO Executive Director and staff, the TxDOT-Laredo District, the City of Laredo City Engineer, the Webb County Engineer, the Honorable Mayor Pete Saenz, the Honorable Council Member George Altgelt, the Honorable Judge Tano Tijerina, the Honorable Commissioner Cindy Liendo, the Honorable State Representative Richard Raymond, the Honorable State Representative Tracey King, the Honorable State Senator Judith Zaffirini and the Honorable Congressman Henry Cuellar.

North Laredo Webb County Transportation Planning Study

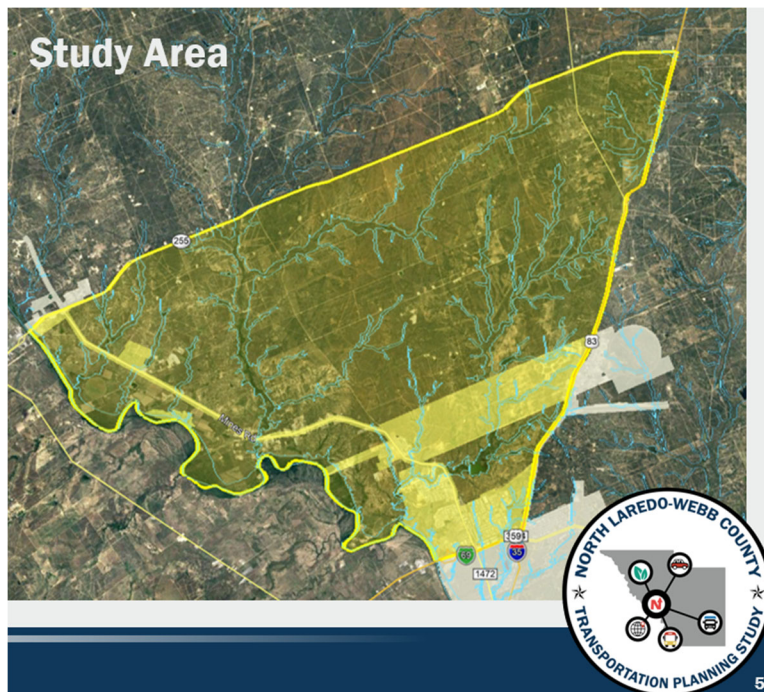


Figure 10 – Study Area



XIII. IH 69 W Improvements (Upgrade US 59 to Interstate Standards from International Blvd. to Business 59, to Duval County Line and ultimately to Houston, TX.)

The Corridor is a designated major truck route that provides connectivity between the World Trade Bridge, US 83, and the future I-69W Corridor to Corpus Christi, as well as rail and freight handling facilities on the north and east sides of Laredo. The City of Laredo is arguably the main land port of commerce in the United States with Mexico via the World Trade Bridge with over 15,000 trucks crossing daily millions of dollars of economic value are lost for every minute of delay in Truck traffic. Congestion and other delays associated with traveling this corridor have a direct and indirect impact on jobs in Texas, in the U.S. and in North America. For these reasons, IH 69W is a priority to the WC-CL RMA, the City of Laredo, Webb County, the Laredo MPO, and the TxDOT-Laredo District. As part of the overall effort to improve IH 69W, the WC-CL RMA GEC has regular representation at the Alliance for I-69 Texas meetings. The Alliance is a coalition made up of cities, counties, port authorities and community leaders building grassroots support for upgrading the entire Interstate 69 route in Texas.

In addition to working with the Alliance, the RMA developed a financial plan to improve a segment of the Corridor from International Blvd. to US 59 to interstate standards via Design Build with Finance. The financial plan determined that the use of TRZ from IH 35 to US 59 coupled with current funds projected to be dedicated to the Laredo Community from federal and state sources could advance the project for completion within five years. To that end, the WC-CL RMA conducted an industry review workshop with prospective design build developers to gauge the level of interest from the developer community and followed-up the industry review workshop with a series of one-on-one meetings with prospective design build developers.

Apart from this approach, the City of Laredo, Webb County, TxDOT-Laredo District and Laredo MPO is focusing on implementing this section of the Corridor via the Design-Bid-Build approach. As part of this effort, the Laredo MPO has programmed Category 2, 10 and 12 funding for construction letting in 2021, 2022 and 2023, and the TxDOT-Laredo District has contracted multiple consultants for the development of plans, specifications and estimates for the full ultimate corridor improvements (main lanes and frontage roads). To support this effort, the WC-CL RMA submitted a grant application 2016 via the FASTLANE Act and provided grant application services to the City of Laredo and TxDOT to obtain a \$42 million INFRA Grant in 2019 from the Federal Highway Administration. While the WC-CL RMA is no longer the lead agency in the development of this project, due to its importance for the overall growth of the community, it remains a long-term priority for the WC-CL RMA.



IH 69-W



Figure 11 – Location Map



XIV. Previous Transportation Reinvestment Zone Studies (TRZ) – The WC-CL RMA has performed the following TRZ efforts to date:

- In its efforts to advance the Vallecillo Road Project and the Loop 20 Project, the WC-CL RMA commissioned its GEC to perform TRZ Feasibility Studies for the advancement of Vallecillo Road.
- The WC-CL RMA commissioned its GEC to perform a Countywide TRZ Study for the advancement of all road projects in the Webb County area.

XV. Previous Grant Application Efforts – In addition to the INFRA Grant Application services that the WC-CL RMA provided to the City of Laredo and TxDOT, the WC-CL RMA invested monies to develop and submit applications for other federal grants such as:

- A FASTLANE Grant Application in 2016 for the development of the overpass at Jacaman Road and Loop 20. A highly competitive grant where communities across the United States of America were competing for a share \$500 Million, the USDOT received over \$9.8 Billion in applications. It should be noted that no community nor the DOT in the State of Texas received a grant award. Subsequently, the WC-CL RMA provided support with their GEC and pledged to provide funding support as part of the community local match for the 2nd round of FASTLANE Applications, as well the INFRA Applications. In addition to the FASTLANE/ INFRA Grant Program.
- The WC-CL RMA has provided support to the community through their GEC for the TIGER Grant Program in 2017 and the BUILD Grant Program in 2018.

XVI. WC-CL RMA Plans for 2023 and Beyond (Including, but not limited to the following)

A. Vallecillo Road

1. Vallecillo overpass at Vallecillo Rd and IH35
2. Vallecillo Direct connectors/ Overpass with dedicated right turn lanes
 - North bound FM 1472 to East bound Vallecillo
 - South bound/ Overpass with dedicated left turn lanes from FM1472 to East Bound Vallecillo
3. Vallecillo Loop from IH 35 to SH59 - Possible expressway/ freeway section (main lanes and frontage roads)

B. Loop 20 (Cuatro Vientos)

1. Southern Extension from Mangana Hein Road to US 83
2. Overpasses at main intersecting roadways along Cuatro Vientos (Lomas del Sur, Sierra Vista, Cielito Lindo)



3. Extend Loop 20 (Cuatro Vientos) South of US 83 to intersect with the Future Outer Loop and Ultimately the International Bridge 4/5.
- C. FM 1472 (Mines Road)
 1. Mines Road – Consideration for Business IH-35
 2. FM 3338 Improvements and connections to FM 1472 and SH255
 3. Extension of Mines Road to Eagle Pass
- D. International Bridge 4-5 – monitor on-going dialog between City of Laredo and Webb County for development and operations of this Bridge
- E. IH-35 at Mile Marker 13 (Unitec Overpass and area Roadways)
- F. Hachar Road
 1. Hachar Rd. Direct connectors: North bound FM 1472 to East bound Hachar Rd, South bound FM1472 to East Bound Hachar
- G. Outer Loop - Construction of the Outer Loop, from US 83 in southern Webb County to Camino Colombia north of Laredo with priority emphasis on the segment from Hwy 59 to Hwy 359.
- H. Rail Improvements
 1. New International Rail line aligned crossing Bridge 4/5 and aligned with Outer Loop (East Rail By-Pass)
 2. Improvements to existing at grade crossings and potential future route for hyperloop/express rail for passenger/light freight
- I. Ports to Plains
 1. Improvements (widening) to Hwy 83 to Eagle Pass & Del Rio and to I27
 2. Connectors/interchanges at SH255 and Hwy 83
- K. Ports to Ports (IH 69 to the Ports of Corpus Christi and Houston)
- L. Bridge Operations
 1. Increase use of automation and dynamic scanning to increase freight movement
 2. Best practices at ports should be shared with others
- L. Technology
 1. Lanes dedicated to autonomous vehicles
 2. Integration of 5G network (or newer) with autonomous vehicles and traffic signalization



In summary, RMAs have historically been utilized by communities in different ways. Due to the vast powers of RMAs, they have been used as a vehicle for the development of toll roads, to pool the tax bases of multiple pre-dominantly low moderate-income Counties to apply for a State Infrastructure Bank Loan, to develop multi-modal solutions for communities, etc. Here in Laredo, the WC-CL RMA can utilize its funding sources to perform studies to help develop new funding opportunities for transportation, and team with its partner agencies to advance local roadway projects that improve mobility. In that area, the WC-CL RMA works to develop local roadway projects and make them shovel ready for future funding from the state and federal sources. In recent years, the WC-CL RMA has also acted as a bridge in project delivery between Webb County, the City of Laredo, TxDOT, Laredo and Webb County Area MPO, etc. How it is utilized is determined by the leaders of our community, the Chair of the WC-CL RMA, and the WC-CL RMA Board of Directors.