

Laredo Urban Transportation Study

Metropolitan Planning Organization Policy Committee

Notice of Public Meeting

**City of Laredo City Hall
City Council Chambers
1110 Houston Street
Laredo, Texas
February 18th, 2020
1:30 p.m.**

FEB 14 '20 AM 10:45
REC'D CITY SEC OFF

MEETING AGENDA

- I. CHAIRPERSON TO CALL MEETING TO ORDER
- II. CHAIRPERSON TO CALL ROLL
- III. CITIZEN COMMENTS

Speakers are required to fill out witness cards, which must be submitted to MPO Staff no later than 15 minutes after the start of the meeting. Speakers shall identify themselves at the microphone. Comments are limited to three (3) minutes per speaker. No more than three (3) persons will be allowed to speak on any side of an issue. Should there be more than three (3) people who wish to speak on a specific issue, they should select not more than three (3) representatives to speak on their behalf. The presiding officer may further limit public on the interest of order or time. Speakers may not transfer their minutes to any other speaker. Comments should be relevant to City business and delivered in a professional manner. No derogatory remarks shall be permitted.

IV. ITEMS REQUIRING POLICY COMMITTEE ACTION:

- A. Approval of the minutes for the meeting held on January 21, 2020.
- B. Receive public testimony and approve Resolution No. MPO 2020-01, adopting the proposed amendment(s) of the MPO By-Laws and Operation Procedures.
- C. Receive public testimony and approve Resolution No. MPO 2020-03, adopting and supporting the Texas Department of Transportation's 2020 targets for the five federal Safety Performance Measures.
- D. A motion to authorize the amendment of the approved tri-party Memorandum of Understanding (M.O.U.) between the Laredo Metropolitan Planning Organization, the Texas Department of Transportation and el Metro (the Laredo Public Transportation Operator) as required by 23 CFR 450.314(h), in order to attach Appendix A, Safety Performance Measures and Targets, and Appendix B, Pavement and Bridge Performance Measures and Targets, per Federal Highway Administration's (FHWA) recommendation, resultant from

the recent mock certification review, to include currently adopted PM-1/PM-2/PM-3 performance measures and targets, meant to assure that the agreement is a living document to be updated periodically with the newly established performance measures and targets as the Policy Committee adopts them.

- E. Discussion and possible action on truck parking areas “truck parks,” and any matters incidental thereto. (Mayor Saenz).
- F. Discussion with possible action on Hachar-Reuthinger.
 - 1. Status report by Verde Corp on project Right-of-Way, and any matters incidental thereto.

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

- A. Update by TxDOT on the re-designation of IH-35 south of Victoria Street (also known as the “Four Block area”) including the State’s position on said re-designation, and any matters incidental thereto. (Dr. Marte Martinez)
- B. Status report on the ongoing Active Transportation Plan. (Cm. Altgelt)
- C. Update by Transit on its working relationship with El Aguila, the Laredo College South Campus Transit hub, and any matters incidental thereto. (Cm. Altgelt)
- D. TxDOT Project updates.
- E. Status report by the Regional Mobility Authority (RMA).
 - 1. Presentation on the draft North Laredo-Webb County Transportation Planning Study.

VI. ADJOURNMENT

THIS NOTICE WAS POSTED AT THE MUNICIPAL GOVERNMENT OFFICES, 1110 HOUSTON STREET, LAREDO, TEXAS, AT A PLACE CONVENIENT AND READILY ACCESSIBLE TO THE PUBLIC AT ALL TIMES. SAID NOTICE WAS POSTED BY FEBRUARY 14TH, 2020, BY 1:30 P.M.

All meetings of the MPO Committee are open to the public. Persons who plan to attend this meeting and who may need auxiliary aid or services such as: interpreters for persons who are deaf or hearing impaired, readers of large print or Braille, or a translator for the Spanish language are requested to contact Ms. Vanessa Guerra, City Planning, 1120 San Bernardo Ave. at 956-794-1613, vguerra@ci.laredo.tx.us, at least five working days prior to the meeting so that appropriate arrangements can be made. Materials in Spanish may also be provided upon request.

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

Ayuda o Servicios Auxiliares: Todas las reuniones del Comité del MPO están abiertas al público. Personas que planean asistir a esta reunión y que pueden necesitar ayuda o servicios auxiliares como: intérpretes para personas con discapacidad auditiva, lectores de letra grande o en Braille, o un traductor para el idioma español deben comunicarse con la Sra. Vanessa Guerra, en el Departamento del Planificación de la Ciudad, 1120 San Bernardo Ave. al (956) 794-1613, vguerra@ci.laredo.tx.us, al menos cinco días hábiles antes de la reunión para que los arreglos apropiados se pueden hacer. Materiales en español se proveerán a petición.

Declaración de Acceso a la Discapacidad: Esta reunión es accesible para sillas de ruedas. Las entradas accesibles están ubicadas en 1110 Victoria y 900 Flores. Las plazas de aparcamiento accesibles se encuentran en el Ayuntamiento, 1110 Victoria.

Información en Español: Si usted desea esta información en español o si desea explicación sobre el contenido, por favor llámenos al teléfono (956) 794-1613 o comunicarse con nosotros mediante correo electrónico a vguerra@ci.laredo.tx.us.

CITY OF LAREDO REPRESENTATIVES:

Honorable Pete Saenz, Mayor and LUTS Chairperson
Honorable Norma "Nelly" Vielma, City Councilmember, District V
Honorable Dr. Marte Martinez, City Councilmember, District VI

LAREDO MASS TRANSIT BOARD REPRESENTATIVE:

Honorable George Altgelt, City Councilmember, District VII

COUNTY OF WEBB REPRESENTATIVES:


Honorable Tano E. Tijerina, Webb County Judge
Honorable Jesse Gonzalez, Webb County Commissioner, Pct. 1
Honorable John Galo, Webb County Commissioner, Pct. 3

STATE REPRESENTATIVES:

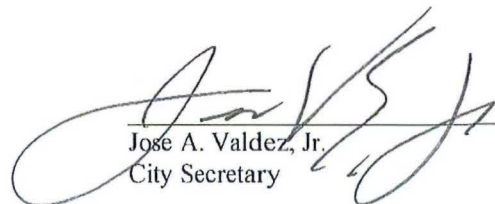
Mr. David M. Salazar, Jr. P.E., TxDOT District Engineer
(Vacant) TxDOT District Administrator

*****EX-OFFICIO*****

Honorable Judith Zaffirini, State Senator, District 21
Honorable Richard Raymond, State Representative, District 42
Honorable Tracy O. King, State Representative, District 80



J. Kirby Snideman, AICP
MPO Director



Jose A. Valdez, Jr.
City Secretary

Laredo Urban Transportation Study

**Metropolitan Planning Organization Policy Committee
City of Laredo Council Chambers
1110 Houston St. -Laredo, Texas**



MINUTES OF THE JANUARY 21, 2020 MEETING

Regular members present:

Honorable Pete Saenz, Mayor and LUTS Chairperson
Honorable Norma "Nelly" Vielma, City Councilmember, District V (joined meeting at 1:45 p.m.)
Honorable George Altgelt, City Councilmember, District VII
Honorable Tano E. Tijerina, Webb County Judge
Honorable John Galo, Webb County Commissioner, Pct. 3
Honorable Jesse Gonzalez, Webb County Commissioner, Pct. 1
David M. Salazar, Jr., TxDOT District Engineer

Regular members not present:

Honorable Dr. Marte Martinez, City Councilmember, District VI
(TxDOT District Administrator member is vacant)

Ex-Officio Members Not Present:

Honorable Richard Raymond, State Representative, District 42
Honorable Judith Zaffirini, State Senator, District 21
Honorable Tracy O. King, State Representative, District 80

Staff (Of Participating LUTS Agencies) Present:

City: J. Kirby Snideman, City Planning/LUTS Staff
Vanessa Guerra, City Planning/LUTS Staff
Jason Hinojosa, City Planning
Eduardo Bernal, Transit/El Metro
Ramon Chavez, City Engineering
Claudia San Miguel, Transit, El Metro

State: Roberto Rodriguez, TxDOT
Sara Garza, TxDOT
Raul Leal, TxDOT

Others: Robert Eads, Co-Interim City Manager
Charlie Sullivan, CDM Smith, Inc.
Luis Perez Garcia, Webb County Engineering

I. CHAIRPERSON TO CALL MEETING TO ORDER

Mayor Saenz called the meeting to order at 1:39 p.m.

II. CHAIRPERSON TO CALL ROLL

Vanessa Guerra, MPO Coordinator, called roll and verified a quorum existed.

Judge Tijerina made a motion to excuse members not present.

Second: CM. Gonzalez
For: 7
Against: 0
Abstained: 0

Motion carried unanimously

III. CITIZEN COMMENTS

Speakers are required to fill out witness cards, which must be submitted to MPO Staff no later than 15 minutes after the start of the meeting. Speakers shall identify themselves at the microphone. Comments are limited to three (3) minutes per speaker. No more than three (3) persons will be allowed to speak on any side of an issue. Should there be more than three (3) people who wish to speak on a specific issue, they should select not more than three (3) representatives to speak on their behalf. The presiding officer may further limit public on the interest of order or time. Speakers may not transfer their minutes to any other speaker. Comments should be relevant to City business and delivered in a professional manner. No derogatory remarks shall be permitted.

There were no citizen's comments.

IV. ITEMS REQUIRING POLICY COMMITTEE ACTION

A. Approval of the minutes for the meeting held January 21, 2020.

Judge Tijerina made a motion to approve the minutes of December 16th, 2019.

Second: CM. Galo
For: 7
Against: 0
Abstained: 0

Motion carried unanimously

Judge Tijerina made a motion to **move up** agenda item #IV-C.

C. Receive public testimony and approve Resolution No. MPO 2020-02, adopting the 2020-2045 Metropolitan Transportation Plan (MTP) (CDM Smith, Inc. representative shall give a presentation.)

Judge Tijerina made a motion to **open** a public hearing.

Second: CM. Gonzalez
For: 7
Against: 0
Abstained: 0

Motion carried unanimously

Charlie Sullivan, CDM Smith, Inc. gave a brief presentation on the proposed item.

CM. Altgelt asked what was the status of the relationship between El Aguila and El Metro.

Claudia San Miguel, Transit, El Metro, stated Transit is in the process of seeking funds in order to build said hub.

CM. Altgelt made a motion to **close** the public hearing and **approve** Resolution No. MPO 2020-02 adopting the 2020-2045 MTP.

Second: CM. Gonzalez
For: 7
Against: 0
Abstained: 0

Motion carried unanimously

B. Discussion with possible action on the MPO Policy committee member vacancy (proposed By-Laws).

The Policy Committee discussed the item and clarified TxDOT's vacancy would be determined at a later date.

At last month's meeting it was determined that By-Laws would be amended to needing 4 members to make quorum, to have 3 City of Laredo members, 1 Mass Transit member, 3 County members, 1 TxDOT representative and 1 to be determined at a later date.

Mayor Saenz made a motion to **table** the item and bring back to the next meeting.

Second: CM. Judge Tijerina
For: 7
Against: 0
Abstained: 0

Motion carried unanimously

D. Discussion with possible action on Hachar-Reuthinger.

1. Status report by Verde Corp. representative on the right of way ownership.

CM. Galo asked if the land issue had already been resolved.

Nicholas Vansteenbergh, representing Verde Corp. and the Hachar Trust, stated the land has not been transferred and has not been funded.

He also stated the right to purchase land was done in 2013 under an option and was purchased under that option in 2015.

He stated that recently there has been a division of part of the ownership of the property within the family and has been ongoing for the last six months. He stated the land was now solely with the ownership of one person named Irma Montemayor. Mr. Vansteenbergh stated Ms. Montemayor was now in a position to move forward with the agreement with Verde Corp. He stated Verde Corp had an agreement to swap the land underneath the proposed highway route.

Mayor requested the item to be placed on the next MPO agenda.

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

A. "Road hand award nominee. (TxDOT)"

David Salazar, TxDOT District Engineer, announced this year's "Road Hand" award would go to Mayor Pete Saenz. Mr. Salazar together with the members present congratulated Mayor Saenz for all his hard work.

B. Update by Transit El Metro on ridership and other performance measures.

Claudia San Miguel gave a brief presentation on the item.

She advised the members that the ridership would go back to normal Laredo College and TAMU would resume classes after the break.

C. Update by TxDOT on the re-designation of IH-35 south of Victoria Street (also known as the "Four Block area") including the State's position on said redesignation. (Dr. Marte Martinez).

1. Update on a discussion with TxDOT and the developer as to how a re-designation would be tangible and if TxDOT would be willing to assist with the project. (Cm. Altgelt).

David Salazar, TxDOT, stated that TxDOT wanted to know the goal of the proposed re-designation.

He stated he believed it should be discussed outside the MPO committee meeting.

CM. Altgelt explained that the Mexican consulate and private investors want to bridge the two neighborhoods by going over the traffic to provide a food court and easy access to consulate. Re-designation would further the project.

Mr. Salazar stated at this point re-designation is not appropriate and expressed his concerns that re-designation would hinder future funding of the corridor.

CM. Altgelt made a motion to **table** the item, time certain.

Second: CM. Salazar
For: 7
Against: 0
Abstained: 0

Motion carried unanimously

D. Presentation on the MPO management. (Mayor).

Kirby Snideman, MPO Director, invited the MPO committee to an upcoming Active Transportation Conference scheduled for March 25th-27th. He asked if anyone was interested in going, to inform MPO Staff in order to make travel arrangements.

Judge Tijerina left the meeting at approximately 2:57 p.m.

CM. Vielma left the meeting at approximately 3:00 p.m.

Mr. Snideman made a brief presentation on the item within which he described the number of new employees he wanted to hire for the MPO and further recommended that the MPO Director be hired by the Policy Committee.

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

Ms. Guerra advised the members that the RMA submitted a status report via-email and a copy was handed out to the committee.

VI. ADJOURNMENT

CM. Galo made a motion to **adjourn** the meeting at 3:16 p.m.

Second: CM. Gonzalez

For: 5

Against: 0

Abstained: 0

Motion carried unanimously

J. Kirby Snideman,
MPO Director

Pete Saenz, Mayor and LUTS
Chairperson

**LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM**

DATE: 2-18-20	SUBJECT: A RESOLUTION Receive public testimony and approving Resolution MPO NO 2020-01, for the following proposed amendment(s) of the MPO By-laws and Operating Procedures: <ul style="list-style-type: none"> • Amend the document to include the MPO’s revised mission statement; and, • Article I, Section 1.1, entitled Definitions, shall be amended to change the name of the MPO from the Laredo Urban Transportation Study to the Laredo Webb County Area Metropolitan Planning Organization (LWCAMPO); and, • Article I, Section 1.2, entitled Purpose, shall be amended to remove references to the outgoing Laredo Urban Transportation Study name; and, • Article II, Section 2.1, entitled Membership and Qualifications, shall be amended to remove references to the outgoing Laredo Urban Transportation Study name, and the composition of the MPO Policy Committee shall be amended to remove the TxDOT District Administrator; and include a Member at Large to be appointed by the Policy Committee • Article II, Section 2.2, entitled Meetings, Quorum, and Voting, shall be amended to reduce quorum from five to four (4) members of the voting membership. 	
	Revision 9	
INITIATED BY: Policy Committee	STAFF SOURCE: James Kirby Snideman, Director of Planning	
PREVIOUS ACTION: The MPO Policy Committee adopted the By-Laws in 1997, and subsequently amended them in 2000, 2007, 2009, 2012, 2013, 2014, and 2015. On December 16 th , 2019, the Policy Committee initiated a 10 day public review and comment period for the proposed revisions of the MPO By-laws and Operating Procedures.		
Proposed amendments include*: <ul style="list-style-type: none"> • Inclusion of a revised mission statement • Revising the MPO’s name from Laredo Urban Transportation Study (LUTS) to the Laredo Webb County Area Metropolitan Planning Organization (LWCAMPO) • Removing identification of the TxDOT District Administrator as a member of the Policy Committee – the Committee will remain a 9 member committee and will now include a Member at Large that will be appointed by the Policy Committee. Per action of the Policy Committee on January 21st, 2020, the resulting vacancy will be determined at a later date. • Reducing the number of members required to achieve quorum from 5 to 4 members of the voting membership. 		
*(Also see attached draft By-laws)		
COMMITTEE RECOMMENDATION: The LUTS Technical Committee recommends approval.	STAFF RECOMMENDATION: Approval	

RESOLUTION NO. MPO 2020-01

BY THE LAREDO URBAN TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

AMENDING THE LUTS BY-LAWS

WHEREAS, the Laredo Urban Transportation Study (LUTS), the designated Metropolitan Planning Organization (MPO), for the Laredo Urbanized Area has reviewed the revisions to the LUTS Bylaws; and,

WHEREAS, the Laredo Urban Transportation Study finds that the revisions to the LUTS Bylaws meet federal and state requirements, and meet the transportation needs of the Laredo Metropolitan Area; and,

NOW THEREFORE BE IT RESOLVED, that the Laredo Urban Transportation Study, as the designated Metropolitan Planning Organization for the Laredo Urban Area, revised the LUTS Bylaws, which is attached hereto and made a part hereof for all purposes on this the 18th day of February, 2020.

Honorable Pete Saenz
Mayor of Laredo and Chairperson of the
MPO Policy Committee

We certify that the above resolution was adopted on the above cited date, at a public meeting of the Policy Committee of the Laredo Urban Transportation Study.

J. Kirby Snideman
MPO Director

David Salazar, P.E.
Laredo District Engineer

BYLAWS AND OPERATING PROCEDURES
LAREDO URBAN TRANSPORTATION STUDY
LAREDO WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION

MISSION STATEMENT

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

ARTICLE I
DEFINITIONS, PURPOSE AND AUTHORITY

Section 1.1 Definitions

- **Laredo Webb County Area Metropolitan Planning Organization (LWCAMPO)** – is the organization, formerly known as the Laredo Urban Transportation Study, designated by the Governor of the State of Texas, to serve as the Metropolitan Planning Organization for the Laredo Urbanized Area. It shall be hereinafter referred to as the “MPO.”
- ~~**Laredo Urban Transportation Study (LUTS)** - The Transportation Planning Committee designated by the Governor of the State of Texas as the Metropolitan Planning Organization (MPO) for the Laredo Urbanized Area.~~
- **Metropolitan Planning Area-** The geographic area for which the MPO is responsible and in which the metropolitan transportation planning process must be carried out pursuant to Title 23 USC Section 134 and Title 49 USC Section 5303.
- **Metropolitan Planning Organization (MPO)** - The forum for cooperative transportation decision-making, as designated by the Governor, and units of general-purpose local government representing 75 percent of the affected metropolitan population. The MPO is responsible for identifying local transportation needs, in cooperation with the Texas Department of Transportation (TxDOT), following a "Continuing, Comprehensive, and Cooperative" transportation planning process pursuant to 23 USC 134. The MPO is also responsible for proposing and recommending projects for all modes of urban transportation to those governmental units that are responsible for program development and project implementation.
- **Metropolitan Planning Organization Policy Committee (Policy Committee)** - The policy body, established pursuant to 23 USC 134, with the responsibility for establishing overall transportation for, and taking the required approval actions as the Metropolitan Planning Organization. The Policy Committee is comprised of those governmental agencies identified in the original designation agreement and those agencies or organizations subsequently added to the membership of the board. The Policy Committee shall have decision-making authority over issues such as the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP) and the Metropolitan Transportation Plan (MTP).

BYLAWS AND OPERATING PROCEDURES
~~LAREDO URBAN TRANSPORTATION STUDY~~
LAREDO WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION

- **Metropolitan Planning Organization Technical Review Committee (Technical Committee)** - The body of the MPO responsible for professional and technical review of work programs, policy recommendations and transportation planning activities. The Technical Committee shall review issues for accuracy and advise the Policy Committee on recommended actions. The Technical Committee is composed of representatives of the City of Laredo, the County of Webb, the Texas Department of Transportation and private sector representatives.
- **Fiscal Agent for the Metropolitan Planning Organization (Fiscal Agent)** – The governmental entity or agency designated by written agreement between the MPO Policy Committee and the governmental entity or agency providing fiscal administrative services and other services (which may include personnel and staff support) to the MPO Policy Committee and the Staff of the MPO.
- **Laredo Metropolitan Transportation Plan (MTP)** - The MTP is an official, comprehensive, intermodal transportation plan developed and adopted for the Laredo Metropolitan Area through the transportation planning process. The MTP identifies the existing and future transportation needs and develops coordinated strategies to provide the necessary transportation facilities essential for the continued mobility and economic vitality of Laredo. These coordinated transportation strategies include roadway development and operations, truck and rail freight movement, transit operations, bikeways and pedestrian facilities. The development of the MTP is required under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) to assure the continuation of federal transportation funds. The plan shall address a continuous twenty-year planning horizon.
- **Transportation Improvement Program (TIP)** - A staged, multiyear, intermodal program, of transportation projects which is consistent with the metropolitan transportation plan and which is also financially constrained.
- **Unified Planning Work Program (UPWP)** - Shall mean the program of work that includes goals, objectives and/or tasks required by each of the several agencies involved in the metropolitan transportation planning process. The UPWP shall describe metropolitan transportation and transportation-related planning activities anticipated in the area during the next one-year period and reflect transportation planning work to be funded by federal, state or local transportation or transportation-related planning funds.

Section 1.2 Purpose

The MPO Laredo Urban Transportation Study (LUTS) is the designated Metropolitan Planning Organization (MPO) organization responsible for identifying local transportation needs in cooperation with the Texas Department of Transportation (TxDOT). The MPO-LUTS is also the entity responsible for proposing and recommending projects for all modes of urban transportation to those governmental units that are responsible for program development and project implementation.

BYLAWS AND OPERATING PROCEDURES
~~LAREDO URBAN TRANSPORTATION STUDY~~
LAREDO WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION

Section 1.3 Authority

The MPO shall have the following authority pursuant to 23 CFR Part 450:

- (a) To develop and establish policies, procedures, plans and programs for the metropolitan area.
- (b) To certify such actions as may be necessary to comply with state and federal regulations.
- (c) To establish such rules of procedure and approve such actions as it deems necessary to fulfill its purposes.
- (d) To ensure those requirements of 23 USC 134 and 135 and 49 USC, Chapter 53, 5301, et seq. are carried out.
- (e) To use federal transportation planning funds, as well as in-kind matching funds as authorized by the Texas Transportation Commission, to develop and maintain a comprehensive regional transportation planning program in conformity with requirements of 23 USC 135 and 49 USC 5303.
- (f) To adopt a Metropolitan Transportation Plan (MTP) for the metropolitan planning area that will complement the Statewide Transportation Plan required by state and federal laws, a Transportation Improvement Program and a Unified Planning Work Program and such other planning documents and reports that may be required by state or federal laws or regulations.
- (g) To establish one or more advisory committees to assist in the transportation planning process and/or assist in promoting the implementation of approved plans. The Policy Committee may create ad-hoc committees or other technical subcommittees.

ARTICLE II
MEMBERSHIP, TERMS AND ADMINISTRATION

Section 2.1 Membership and Qualifications

- (a) The ~~MPO Laredo Urban Transportation Study (LUTS)~~ shall be comprised of a Policy Committee and a Technical Committee. The Policy Committee shall include the following members:

City of Laredo:	Mayor (Chairperson)
	Two City Councilmembers, as appointed by the Mayor in his/her sole discretion.

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Laredo Mass Transit Board One Laredo Mass Transit Board member as appointed by the Board's presiding officer/Mayor in his/her sole discretion.

County of Webb: County Judge (Vice-Chairperson)
Two County Commissioners as appointed by the Webb County Judge in his/her sole discretion.

State of Texas: TxDOT District Engineer
~~TxDOT District Administrator~~

Member at Large

Member to be appointed by the Policy Committee

*** EX-OFFICIO ***

State of Texas: State Senator(s)
State Representative(s)

- (b) Members shall serve until a replacement is qualified pursuant to section 2.1 Subsection (e).
- (c) The Mayor of the City of Laredo shall appoint the two City Councilmembers that represent the City of Laredo.
- (d) Laredo Mass Transit Board's presiding officer/Mayor shall appoint one member to represent the Laredo Mass Transit Board.
- (e) The County Judge of the County of Webb shall appoint the two County Commissioners that represent the County of Webb.
- (f) Appointments to the Policy Committee shall be for a period of two years. A member may be reappointed with no limitation to number of terms, except that such term will not continue in the event an officer becomes ineligible for membership on the Policy Committee.

Section 2.2 Meetings, Quorum and Voting

- (a) The Policy Committee shall meet at least twice per year or as often as necessary to fulfill its purposes.
- ~~(b) Fifty percent of the voting membership plus one member shall constitute a quorum.~~
- (b) Quorum shall consist of four (4) members of the voting membership.
- (c) The use of proxies by the voting members of the Policy Committee is prohibited.

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- d) The official actions of the Policy Committee shall be by affirmative action of the majority of the voting membership present and voting at public meetings. All meetings are to be held as open meetings as defined in Chapter 551, Texas Government Code (Texas Open Meetings Act), and the Transportation Planning Director of the MPO shall insure that the written notice of the meeting is posted at City of Laredo City Hall and Webb County Commissioners Court Building at least 72 hours prior to the meeting. Additionally, the notice may be posted at TxDOT Laredo District Office, and on the City of Laredo and Webb County website. The Transportation Planning Director shall insure that at least two copies of the agenda and such supporting documentation as is available to the Policy Committee are made available for public inspection in the MPO offices at the same time they are made available to the Policy Committee members.
- (e) All official actions of the Policy Committee shall be duly recorded in the minutes of the meeting.
- (f) The Mayor of the City of Laredo shall serve as Chairperson of the Policy Committee. The responsibilities of the Chairperson shall include, but are not limited to the following:
1. Preside at all meeting of the Policy Committee.
 2. Authenticate, by signature, all resolutions adopted by the Policy Committee.
 3. Serve as chief policy advocate for the Policy Committee.
 4. Represent the committee at hearings, conferences, and other events as required or designate another member of the Committee or the Chairperson of the Technical Committee to represent the Chairperson.
- (g) The County Judge of the County of Webb shall serve as Vice Chairperson of the Policy Committee. During the absence of the Chairperson, the Vice Chairperson shall preside over meetings and shall exercise all the duties of the Chairperson.
- (h) In the absence of the Chairperson and Vice Chairperson from a Policy Committee meeting at which a quorum is present, the remaining members present shall elect a presiding officer who shall serve until the conclusion of that meeting or until the arrival of the Chairperson or Vice Chairperson.

Section 2.3 Administration

- (a) The City of Laredo Planning Director shall act as the Transportation Planning Director for the MPO. The responsibilities of the Director shall include, but are not limited to the following:
1. All staff support for the Policy Committee, oversight and coordination of MPO administration and transportation planning activities, grant administration, maintaining records and providing notice of meetings as required by the Public Participation Process.

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2. Shall act as Chairperson of the Technical Committee with responsibility for drafting findings and recommendations of the Technical Committee for review by the Policy Committee.
3. Shall be responsible for all plans and reports prepared by and for the review and consideration of the Policy Committee and for submitting the recommended policies, procedures and programs of the Technical Committee to the Policy Committee.
4. Supervise the MPO staff.
5. Serve as a liaison to the Texas Department of Transportation's planning program through the department's district office and the department's Transportation Planning and Programming Division's representative.
6. In cooperation with the Texas Department of Transportation, collect, maintain, forecast, and report to the department appropriate socioeconomic, roadway, and travel data.
7. Prepare and submit all required plans, reports, programs, data, and certifications.
8. Develop and present to the MPO Policy Committee a Metropolitan Transportation Plan for the metropolitan planning area, a Transportation Improvement Program and a Unified Planning Work Program and such other planning documents and reports that may be required by state or federal laws or regulations.

(b) The Technical Committee shall include the following:

1. City Representatives:
Laredo City Planner
The General Manager of the City Transit System
Laredo Director of Traffic Safety
Laredo Airport Manager
Laredo City Engineer
Laredo Bridge Director
2. County and Regional Representatives:
Webb County Planning Director
South Texas Development Council Regional Planning Director
The General Manager of the Rural Transit System
Webb County Engineer
3. State Representatives:

BYLAWS AND OPERATING PROCEDURES
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TxDOT Planning Representative (Vice-Chairperson)
TxDOT Planning Representative
TxDOT Area Engineer
TxDOT TPP Field Representative

4. Federal representatives:
FHWA Planning Representative (Austin)

5. Private Sector Representatives:
A representative of the Kansas City Southern Railroad Company
A representative of the Union Pacific Railroad Company
A representative of the Laredo Transportation Association
A Transportation Provider Representative who shall also serve on the Laredo Transportation & Traffic Safety Advisory Committee

6. School system representatives
A representative of the Laredo Independent School District
A representative of the United Independent School District
A representative of Texas A&M International University
A representative of Laredo Community College

- (c) Each voting member of the Technical Committee may have a designated alternate member to serve on the committee in the member's absence. Appointed alternate members will have the voting rights and privileges of members when serving in the absence of the Technical Committee member.

The responsibilities of the Technical Committee include technical review of work programs, policy recommendations and transportation planning activities.

Section 2.4 Ethic Policy for MPO Policy Members and Employees

- (a) A policy board member or employee of a metropolitan planning organization may not:
- (1) accept or solicit any gift, favor, or service that might reasonably tend to influence the member or employee in the discharge of official duties or that the member or employee knows or should know is being offered with the intent to influence the member's or employee's official conduct; or,

 - (2) accept other employment or engage in a business or professional activity that the member or employee might reasonably expect would require or induce the member or employee to disclose confidential information acquired by reason of the official position; or,

BYLAWS AND OPERATING PROCEDURES
LAREDO URBAN TRANSPORTATION STUDY
LAREDO WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION

- (3) accept other employment or compensation that could reasonably be expected to impair the member's or employee's independence of judgment in the performance of the member's or employee's official duties; or,
- (4) make personal investments that could reasonably be expected to create a substantial conflict between the member's or employee's private interest and the public interest; or,
- (5) intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised the member's or employee's official powers or performed the member's or employee's official duties in favor of another.

ARTICLE III
AMENDMENTS

Section 3.1 Bylaw Revisions

The Bylaws may be revised or amended by approval of the Policy Committee at a meeting at which a quorum, as defined herein, is present.

PASSED AND APPROVED, on this the 21st day of January, 2020.

Honorable Pete Saenz
Mayor of Laredo and Chairperson of the
LUTS Transportation Planning Committee

We certify that the LUTS By-laws were revised at a public meeting of the Policy Committee of the Laredo Urban Transportation Study (LUTS)

James Kirby Snideman
MPO Director

David M. Salazar
TxDOT District Engineer

**LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM**

DATE: 02-18-20	SUBJECT: RESOLUTION Receive public testimony and approve Resolution No. MPO 2020-03, adopting and supporting the Texas Department of Transportation's 2020 targets for the five federal Safety Performance Measures, as listed below:					
	2020 Safety Targets	Number of Fatalities (FARS/CRIS/ARF DATA)	Rate of Fatalities (FARS/CRIS/ARF DATA)	Number of Serious Injuries (FARS/CRIS DATA)	Serious Injury Rate (CRIS DATA)	Total Number of Non-Motorized Fatalities and Serious Injuries (FARS/CRIS DATA)
	2016	3,797	1.40	17,573	6.48	2,304
	2017	3,722	1.37	17,535	6.42	2,146
	2018	3,631	1.31	14,892	5.37	2,104
	2019	3,980	1.47	18,367	6.60	2,394
	2020 Target	4,068	1.48	18,602	6.56	2,477
	2020 Target as a 5 year Average:	3,840	1.406	17,394	6.286	2,285
INITIATED BY: Staff			STAFF SOURCE: J. Kirby Snideman, MPO Director			
PREVIOUS ACTION: None.						
<p>BACKGROUND: Moving Ahead for Progress in the 21st Century (MAP-21), surface transportation legislation, required that metropolitan and statewide transportation planning processes incorporate performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection. Fixing America's Surface Transportation Act of 2015 (FAST Act), continued the requirements established by MAP-21, and stipulated that States and MPOs must:</p> <ul style="list-style-type: none"> • use a set of federally established performance measures; and, • set targets and monitor progress for each of the performance measures. <p>The federally established Safety Performance measures are as follows:</p> <ol style="list-style-type: none"> 1. Number of Fatalities, 2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT), 3. Number of Serious Injuries, 4. Rate of Serious Injuries per 100 million VMT, and 5. Number of Non- Motorized Fatalities and Non-Motorized Serious Injuries, and <p>The Texas Department of Transportation has officially adopted the safety targets, listed above, in the FY 2020 Highway State Strategic Plan (HSSP).</p>						
COMMITTEE RECOMMENDATION: The LUTS Technical Committee recommends approval.			STAFF RECOMMENDATION: Staff recommends approval.			

RESOLUTION NO. MPO 2020-03

BY THE LAREDO URBAN TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

**ADOPTING THE TARGETS FOR SAFETY PERFORMANCE MEASURES
ESTABLISHED BY THE TEXAS DEPARTMENT OF TRANSPORTATION**

WHEREAS, the Laredo Urban Transportation Study (LUTS), is the designated Metropolitan Planning Organization (MPO) for the Laredo Urban Area, and,

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

WHEREAS, Fixing America's Surface Transportation Act of 2015 (FAST Act), continued the requirements established by MAP-21, and stipulated that States and MPOs must: use a set of federally established performance measures, set targets and monitor progress for each of the performance measures

WHEREAS, the Texas Department of Transportation has established targets for 5 Safety Performance measures based on five year rolling averages as follows:

1. Number of Fatalities,
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
3. Number of Serious Injuries,
4. Rate of Serious Injuries per 100 million VMT, and
5. Number of Non- Motorized Fatalities and Non-Motorized Serious Injuries; and,

WHEREAS, The Texas Department of Transportation has officially adopted the safety targets, listed above, in the FY 2020 Highway State Strategic Plan (HSSP); and,

NOW THEREFORE BE IT RESOLVED, by the Laredo Urban Transportation Study, as the designated Metropolitan Planning Organization for the Laredo urban area, that:

Section 1: The Laredo MPO agrees to adopt and support the Texas Department of Transportation 2020 targets for the five safety performance measures as listed below:

Safety Performance Targets For FY 2018

Section 2 The MPO agrees to plan and program projects that contribute to the accomplishment of said targets:

2020 Safety Targets	Number of Fatalities (FARS/CRIS/ARF DATA)	Rate of Fatalities (FARS/CRIS/ARF DATA)	Number of Serious Injuries (FARS/CRIS DATA)	Serious Injury Rate (CRIS DATA)	Total Number of Non-Motorized Fatalities and Serious Injuries (FARS/CRIS DATA)
2016	3,797	1.40	17,573	6.48	2,304
2017	3,722	1.37	17,535	6.42	2,146
2018	3,631	1.31	14,892	5.37	2,104
2019	3,980	1.47	18,367	6.60	2,394
2020 Target	4,068	1.48	18,602	6.56	2,477
2020 Target as a 5 year Average:	3,840	1.406	17,394	6.286	2,285

We certify that the above resolution was adopted on February 18, 2020, at a public meeting of the Policy Committee of the Laredo Urban Transportation Study.

 Honorable Pete Saenz
 Mayor of Laredo and Chairperson of the
 MPO Policy Committee

 J. Kirby Snideman
 MPO Director

 David M. Salazar,
 TxDOT, District Engineer

Vanessa Guerra

From: Peggy Thurin <Peggy.Thurin@txdot.gov>
Sent: Monday, September 30, 2019 12:01 PM
To: 'elisa.smetana@abilenetx.com'; 'Muno, Travis'; 'ashby.johnson@campotexas.org'; 'bdickinson@setrpc.org'; 'bmpo@cob.us'; 'drudge@bcsmmpo.org'; 'ccmpo@cctxmpo.us'; 'mmorris@nctcog.org'; 'Roger Williams'; 'jgarza@myharlingen.us'; 'acanon@hcmpo.org'; 'alan.clark@h-gac.com'; 'kendra.coufal@ctcog.org'; Vanessa Guerra; 'Macie Wyers'; 'djones@mail.ci.lubbock.tx.us'; 'cwalker@permianbasinmpo.com'; 'major.hofheins@cosatx.us'; 'Isidro Martinez'; 'barnettc@co.grayson.tx.us'; 'ReaDonna.Jones@txkusa.org'; 'hnick@tylertexas.com'; 'mbergeron@victoriatx.org'; 'cevilia@ci.waco.tx.us'; 'lin.barnett@wichitafallstx.gov'; 'DKessler@nctcog.org'; 'Uryan Nelson'
Subject: FW: FY 2020 Strategic Highway Safety Plan Targets
Attachments: 2020 SHSP Targets.docx

Finally received the 2020 safety targets.

From: Terry Pence
Sent: Monday, September 30, 2019 11:50 AM
To: Peggy Thurin
Cc: Larbi Hanni; George Villarreal; Jim Hollis; Michael Chacon; Letty Von Rossum; Heather Lott
Subject: FY 2020 Strategic Highway Safety Plan Targets

Peggy,

Attached is a document providing our FY 2020 Strategic Highway Safety Plan targets. Thank you for sharing the information with TEMPO.

Please let me know if you have any questions.

Terry

A Texas Department of Transportation (TxDOT) message

#EndTheStreakTX

FY2020 STRATEGIC HIGHWAY SAFETY PLAN (SHSP) PERFORMANCE TARGETS

Performance Measures and Target Setting - TxDOT used a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor.

The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages:

Year	Reduction
2017	0.0%
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.

Performance Targets:

Target: Total number of traffic fatalities

2020 Target: To decrease the expected rise of fatalities to not more than a five-year average of 3,840 fatalities in 2020. The 2020 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2016	3,797	FARS
2017	3,722	ARF
2018	3,631	CRIS
2019	3,980	Target
2020	4,068	Target
2020 Target expressed as 5-year average		3,840

As noted in the table above, the calendar year target for 2020 would be 4,068 fatalities.

FY2020 STRATEGIC HIGHWAY SAFETY PLAN (SHSP)
PERFORMANCE TARGETS

Target: Total number of serious injuries

2020 Target: To decrease the expected rise of serious injuries to not more than a five-year average of 17,533 serious injuries in 2020. The 2020 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2016	17,573	CRIS
2017	17,535	CRIS
2018	14,892	CRIS
2019	18,367	Target
2020	18,602	Target
2020 Target expressed as 5-year average		17,394

As noted in the table above, the calendar year target for 2020 would be 18,602 serious injuries.

Target: Fatalities per 100 million vehicle miles traveled

2020 Target: To decrease the expected rise of fatalities per 100 MVMT to not more than a five-year average of 1.406 fatalities per 100 MVMT in 2020. The 2020 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2016	1.40	FARS
2017	1.37	ARF
2018	1.31	CRIS
2019	1.47	Target
2020	1.48	Target
2020 Target expressed as 5-year average		1.406

As noted in the table above, the calendar year target for 2020 would be 1.48 fatalities per 100 MVMT.

FY2020 STRATEGIC HIGHWAY SAFETY PLAN (SHSP)
PERFORMANCE TARGETS

Target: Serious Injuries per 100 million vehicle miles traveled

2020 Target: To decrease the serious injuries per 100 MVMT to not more than a five-year average of 6.286 serious injuries per 100 MVMT in 2020. The 2020 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2016	6.48	CRIS
2017	6.42	CRIS
2018	5.37	CRIS
2019	6.60	Target
2020	6.56	Target
2020 Target expressed as 5-year average		6.286

As noted in the table above, the calendar year target for 2020 would be 6.56 serious injuries per 100 MVMT.

Target: Total number of non-motorized fatalities and serious injuries

2020 Target: To decrease the expected rise of non-motorized fatalities and serious injuries to not more than a five year average of 2,285.0 non-motorized fatalities and serious injuries in 2020. The 2020 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2016	2,304	FARS-CRIS
2017	2,146	ARF-CRIS
2018	2,104	CRIS
2019	2,394	Target
2020	2,477	Target
2020 Target expressed as 5-year average		2,285.0

As noted in the table above, the calendar year target for 2020 would be 2,477 non-motorized fatalities and serious injuries.

ACTION ITEM

DATE: 02-18-20	SUBJECT: Motion(s) Motion to authorize the amendment of the approved tri-party Memorandum of Understanding (M.O.U.) between the Laredo Metropolitan Planning Organization, the Texas Department of Transportation and El Metro (the Laredo Public Transportation Operator), as required by 23 CFR 450.314(h), in order to attach Appendix A, Safety Performance Measures and Targets, and Appendix B, Pavement and Bridge Performance Measures and Targets, per Federal Highway Administration's (FHWA) recommendation, resultant from the recent mock certification review, to include currently adopted PM-1/PM-2/PM-3 performance measures and targets, meant to assure that the agreement is a living document to be updated periodically with newly established performance measures and targets as the Policy Committee adopts them.	
INITIATED BY: FHWA		STAFF SOURCE: J. Kirby Snideman, Director of Planning
PREVIOUS COMMITTEE ACTION: The Policy Committee approved the execution of the MOU on February 20 th , 2018...		
BACKGROUND: At the MPO's request, and in preparation for the federal certification review to be conducted April of 2020, FHWA and FTA recently conducted a mock certification review of the Laredo MPO. Pursuant to the mock review, FHWA recommended, among other things, that the MPO "...update the tri-party MOU per 23 CFR 450.314(h) to include currently adopted PM-1/PM-2/PM-3 performance targets and measures as part of the "3-C" metropolitan planning process. The tri-party MOU should be considered a "living document" updated periodically with newly established performance targets and measures as the Laredo MPO policy board adopts them." The Fixing America's Surface Transportation Act (FAST Act) 23 CFR 450.314, stipulates that MPO's, the State and the Public Transportation Operators are required to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements. A single agreement between all responsible parties should be developed to include specific provisions for cooperatively developing and sharing information related to the development of financial plans that support the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), and of the annual listing of obligated projects. The federal regulations also require that the MPO, State DOT, and the public transit provider shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS). (See attached M.O.U.)		
FINANCIAL IMPACT: None		
COMMITTEE RECOMMENDATION: Approval		STAFF RECOMMENDATION: Approval

FHWA Recommendations from the Laredo MPO “Mock” Certification Review

November 14-15, 2019

Public Participation Process/Title VI-EJ

- Need to document approach for meeting Section 504 and ADA compliance requirements, in order to show how the Laredo MPO has integrated its ADA self-evaluation and program access plans into the metropolitan transportation planning process.
- Recommend that the Laredo MPO move forward with electronic surveys to improve public involvement and engagement of protected Title VI and EJ classes (as well as general public involvement) of Laredo citizens as part of the metropolitan transportation planning process. Will you be doing this?
- Encourage the proposed updating of the Laredo MPO Public Participation Process in FY 2020 to promote virtual public involvement and generate additional Title VI/EJ “traditionally underserved” public involvement in the metropolitan transportation planning process.
- The Title VI Complaint Procedures should include the name and position of the Title VI Coordinator serving as primary point-of-contact for receiving complaints within the Laredo MPO metropolitan planning area.
- Recommend that the general public and transportation users/advocates be invited to the MPO Certification Roundtable Session to be held on April 28th as part of the TMA Certification Process. This will help to provide input to the MPO transportation planning process and possibly educate the general public on the MPO roles and responsibilities within Laredo.

Transportation Performance Management (TPM)

- Need to address how PM-1/PM-2/PM-3 efforts have assisted toward meeting performance targets and document these efforts within the TIP and 2045 MTP.
- Please provide documentation of safety, bridge/pavement, and system performance programs and projects within the proposed 2045 MTP that will serve to move the needle toward meeting adopted goals and performance targets.
- Please update the tri-party MOU per 23 CFR 450.314(h) to include currently adopted PM-1/PM-2/PM-3 performance targets and measures as part of the “3-C” metropolitan planning process. The tri-party MOU should be considered a “living document” updated periodically with newly established performance targets and measures as the Laredo MPO policy board adopts them.

Congestion Management Process (CMP)

- Need to work with the Texas A&M Transportation Institute (TTI) in obtaining Congestion Management Process Assessment Tool- COMPAT (at <https://compat.tti.tamu.edu/>) in order to document congested facilities and corridors within the metropolitan planning area boundary as part of the CMP process.
- Use of INRIX data from the TTI Compat Tool is recommended to show travel time delays for freight and single-occupant vehicles within the CMP network.

- Recommend sharing the results of the Compat Tool (including maps and data visualizations) with private freight providers and shippers to ground truth the INRIX data with actual network performance and user needs.- Shall I assume we will coordinate the meeting and Bill Frawley will be presenting the information to the freight providers?
- Encourage the update of the regional ITS architecture, as appropriate, within the MPO planning area to support the CMP process, the last update was noted as complete in the January of 2005. Will the MPO be updating the ITS architecture document or will the City Traffic department be doing it? If the MPO will be doing it? We will need to add it to the UPWP, and you will need to let me know if you will want staff to do this or hire out.
- Need to relate the CMP process and outputs to the PM-3 system reliability goals and targets established by the MPO policy board.
- Perhaps include a listing of CMP-related surface transportation projects and programs (e.g., traffic signal timing programs, etc.) to the PM-3 discussion within the 2045 MTP and TIP documents.

MPO Staffing Needs

- Need to provide the FHWA and FTA with current and proposed staffing and organizational charts based upon recent UPWP work program efforts to increase staffing levels. – Will you be doing this?
- Recommend working with the Texas A&M Transportation Institute on staffing matrix to better structure MPO positions and staffing needs as part of the hiring process, to show individual roles and responsibilities of additional Laredo MPO staff members. - Will you be doing this?

Freight and Intermodal Planning

- Need to include private freight shippers and providers within the Laredo MPO metropolitan planning process through improved public engagement techniques including round table opportunities and surveys in order to gather significant input on freight corridor needs. – this was already done thru the MTP process and the roundtable meetings that were had
- Need to organize a separate contact list of applicable freight users and shippers (in addition to the general MPO emailing list) for dissemination of key information and data in the future.
- Need to identify key freight trucking associations operating within the Laredo MPO metropolitan planning area boundary where possible and provide reasonable opportunities for their involvement in the MPO metropolitan planning process.
- Encourage the invitation of private trucking providers and users (including private railroads) to the MPO Certification Roundtable Session on April 28th to obtain in-depth input on freight corridor needs as well as improvements to the metropolitan planning processes within the Laredo MPO planning area boundary.

Transit Needs

- Recommend that the Laredo MPO perform on-board transit surveys and collect data on ridership and transit user needs as part of the metropolitan planning process. – This was already done during the last 5 year transit plan update.
- Last mile information, and bicycle-pedestrian intermodal connections to transit would be helpful in assisting regional transit operations and service routes. – If I understand you correctly you will have this done by MPO staff thru active transportation plan?

- Ensure transit and regional bicycle and pedestrian groups are invited to the MPO Certification Roundtable to provide opportunities to inform the Laredo MPO on intermodal needs within the metropolitan planning area. -

MPO Training Needs

- Encourage the use of the National Highway Institute's (NHI) website to request and attend intermodal planning courses within the region. Some of the web-based NHI courses are free of charge to anyone interested in taking the on-line structured courses. ????
- Recommend the use of the Texas A&M Transportation Institute (TTI) technical staff to provide on-site MPO staff support and informal training as part of delivering the most recent best practices related to "3-C" metropolitan planning process tools and procedures.
- Please coordinate all FHWA training needs and future workshops with the FHWA Texas Division Office field representative and TxDOT Transportation Planning & Programming (TPP) Division. The MPO always advises the entire Technical Committee including the TxDOT field representative of all workshops, meetings, etc.

APPENDIX

Appendices: (*Appendices to be attached prior to delivery to FHWA)

A. Safety Performance Measures

B. Bridge and Pavement Performance Measures

Appendix A
 Safety Performance Measures
 2018

2018 Safety Targets	Number of Fatalities (FARS/CRIS/ARF DATA)	Rate of Fatalities (FARS/CRIS/ARF DATA)	Number of Serious Injuries (FARS/CRIS DATA)	Serious Injury Rate (CRIS DATA)	Total Number of Non-Motorized Fatalities and Serious Injuries (FARS/CRIS DATA)
2014	3,536	1.45	17,133	7.05	1,893
2015	3,516	1.36	17,096	6.62	2,023
2016	3,775	1.44	17,578	6.71	2,304
2017	3,801	1.45	17,890	6.68	2,224
2018 Target	3,891	1.46	18,130	6.64	2,309
2018 Target as a 5 year Average:	3,704	1.43	17,565	6.74	2,151

2019

2019 Safety Targets	Number of Fatalities (FARS/CRIS/ARF DATA)	Rate of Fatalities (FARS/CRIS/ARF DATA)	Number of Serious Injuries (FARS/CRIS DATA)	Serious Injury Rate (CRIS DATA)	Total Number of Non-Motorized Fatalities and Serious Injuries (FARS/CRIS DATA)
2015	3,582	1.39	17,110	6.63	2,036
2016	3,776	1.39	17,602	6.49	2,301
2017	3,726	1.36	17,546	6.39	2,148
2018	3,891	1.46	18,130	6.64	2,309
2019	3,980	1.47	18,367	6.60	2,394
2019 Target as a 5 year Average:	3,791	1.414	17,751	6.550	2,237.6

Appendix A
 Safety Performance Measures

2020

2020 Safety Targets	Number of Fatalities (FARS/CRIS/ARF DATA)	Rate of Fatalities (FARS/CRIS/ARF DATA)	Number of Serious Injuries (FARS/CRIS DATA)	Serious Injury Rate (CRIS DATA)	Total Number of Non-Motorized Fatalities and Serious Injuries (FARS/CRIS DATA)
2016	3,797	1.40	17,573	6.48	2,304
2017	3,722	1.37	17,535	6.42	2,146
2018	3,631	1.31	14,892	5.37	2,104
2019	3,980	1.47	18,367	6.60	2,394
2020 Target	4,068	1.48	18,602	6.56	2,477
2020 Target as a 5 year Average:	3,840	1.406	17,394	6.286	2,285

Appendix B
Bridge and Pavement

2018 Performance Measure	Baseline	2020 Target	2022 Target
Pavement on Interstate Highway (IH)			
% in "good" condition			66.40%
% in "poor" condition			0.30%
Pavement on Non- Interstate Highway (NHS)			
% in "good" condition	54.40%	52.00%	52.33%
% in "poor" condition	13.80%	14.30%	14.30%
NHS Bridge Deck Condition			
% in "poor" condition	0.88%	0.80%	0.80%
% in "good" condition	50.63%	50.58%	50.42%
Reliability			
IH Level of Travel Time Reliability	79.60%	61.20%	56.60%
Non-IH Travel Time Reliability			55.40%
Truck Travel Reliability	1.5	1.7	1.79

2019 Performance Measure	Baseline	2020 Target	2022 Target
Pavement on Interstate Highway (IH)			
% in "good" condition			66.40%
% in "poor" condition			0.30%
Pavement on Non- Interstate Highway (NHS)			
% in "good" condition	54.40%	52.00%	52.33%
% in "poor" condition	13.80%	14.30%	14.30%
NHS Bridge Deck Condition			
% in "poor" condition	0.88%	0.80%	0.80%
% in "good" condition	50.63%	50.58%	50.42%
Reliability			
IH Level of Travel Time Reliability	79.60%	61.20%	56.60%
Non-IH Travel Time Reliability			55.40%
Truck Travel Reliability	1.5	1.7	1.79

**MEMORANDUM OF UNDERSTANDING
AMONG
THE LAREDO METROPOLITAN PLANNING ORGANIZATION ("MPO"),
THE TEXAS DEPARTMENT OF TRANSPORTATION ("TXDOT") AND
EL METRO, THE LAREDO PUBLIC TRANSPORTATION OPERATOR**

WHEREAS, the Fixing America's Surface Transportation Act (FAST Act) promulgated regulations 23 CFR 450.314, and

WHEREAS, the MPO, the State and the Public Transportation Operator(s) are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process, and

WHEREAS, these responsibilities shall be clearly identified in written agreements among the MPO, the State and the Public Transportation Operator(s) serving the Metropolitan Planning Area (MPA), and

WHEREAS, to the extent possible, a single agreement between all responsible parties should be developed, and

WHEREAS, the federal regulations require the written agreement to include specific provisions for cooperatively developing and sharing information related to the development of financial plans that support the metropolitan transportation plan (MTP), the metropolitan Transportation Improvement Program ("TIP"), and development of the annual listing of obligated projects.

WHEREAS, the federal regulations require that the MPO, State DOT, and the public transit provider shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).

NOW THEREFORE, the parties agree as follows:

1. **Purpose.** It is the purpose of this Memorandum of Understanding (MOU) to make provision for cooperative mutual responsibilities in carrying out the Metropolitan Planning Process and Performance Based Planning and Programming in the Laredo MPA and to provide a single agreement between the State of Texas acting through the Texas Department of Transportation (TXDOT), Laredo MPO, and El Metro, the Public Transportation Operator(s)] in accordance with current Federal Legislation and as required by 23 CFR 450.314.

2. Responsibilities of all parties.

All parties will:

- a. Cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process in a performance based planning format and final form. Decide upon and adopt performance targets for this planning process in accordance with Federal and State requirements and guidance.
- b. Make provisions for cooperatively developing and sharing information related to the development of financial plans that support the Metropolitan Transportation Plan ("MTP") and TIP.
- c. Ensure TxDOT, the Public Transportation Operator(s) and the MPO cooperatively develop a listing of projects that comprehensively address the transportation system within the MPO boundaries. Identified projects shall include both roadway and transit initiatives, including but not limited to investments in pedestrian walkways and bicycle transportation facilities for which federal funds were obligated in the preceding fiscal year.

3. Performance Based Planning & Programming

- a. Developing transportation performance data
 - i. TxDOT will provide the MPO with a subset for their MPA of the state performance data used in developing statewide targets.
 - ii. If an MPO chooses to develop their own target for any measure, they will provide TxDOT with any supplemental data they utilize in association with the target-setting process.
- b. Selection of transportation performance targets
 - i. TxDOT will develop draft statewide federal performance targets in coordination with the applicable MPOs. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication. MPOs shall be given an opportunity to provide comments on statewide targets one month prior to final statewide targets adoption.
 - ii. If the MPO chooses to adopt their own target for any measure, it will develop draft MPO performance targets in coordination with TxDOT.

Coordination methods will be at the discretion of the MPO, but TxDOT shall be provided an opportunity to provide comments on draft MPO performance targets prior to final approval.

c. Reporting of performance targets

i. TxDOT performance targets will be reported to FHWA and FTA, as applicable. The MPO will be notified when TxDOT has reported final statewide targets.

ii. MPO performance targets will be reported to TxDOT.

1. For each target, the MPO will provide the following information no later than 180 days after the date TxDOT or the Public Transportation Operator establishes performance targets, or the date specified by federal code:

a. Written agreement to plan and program projects so that they contribute toward the accomplishment of TxDOT or Public Transportation Operator performance target, or;

b. Written notification that the MPO will set a quantifiable target for that performance measure for the MPO's planning area.

i. If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.

c. Documentation of the MPO's target or support of the statewide or relevant public transportation provider target will be provided in the form of a resolution or meeting minutes.

iii. TxDOT will include information outlined in 23 CFR 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.

iv. The MPO will include information outlined in 23 CFR 450.324 (g) (3-4) in any MTP amended or adopted after May 27, 2018, and information

outlined in 23 CFR 450.326 (d) in any TIP amended or adopted after May 27, 2018.

- v. Reporting of targets and performance by TxDOT and the MPO shall conform to 23 CFR 490, 49 CFR 625, and 49 CFR 673
- d. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO
 - i. TxDOT will provide the MPO with an update of the subset for their MPA of the state performance data used in developing statewide targets including prior performance data.
- e. The collection of data for the State asset management plans for the NHS
 - i. TxDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS.

4. Responsibilities of the MPO

The MPO will:

- a. Work in consultation with Public Transportation Operator(s) and TxDOT in developing the financial plan for the MTP.
- b. Work in consultation with Public Transportation Operator(s) and TxDOT in developing the financial plan for the TIP.
- c. Conduct Technical Committee and Policy Board meetings as required and necessary.
- d. In consultation with Public Transportation Operator(s) and TxDOT, update the MTP and TIP in accordance with State and Federal laws.
- e. Invite Transit Districts to participate in all public participation processes.
- f. Conduct comprehensive, cooperative and continuous transportation planning for the Laredo MPA.
- g. Establish necessary transportation performance targets, share information related to the performance data, and document the reporting of performance to be used in tracking progress toward attainment of critical outcomes within the

MPO MPA, if the MPO elects to develop quantifiable targets for performance measures for the MPO's planning area.

5. Responsibilities of the Public Transportation Operator(s)

The Public Transportation Operator(s) will:

- a. Work in consultation with the MPO in developing short-range and long-range plans for transit for inclusion in the MTP.
- b. Assist in validation of data used as input into the transportation plan.
- c. Work in consultation with the MPO and TxDOT in developing the financial plan for the MTP.
- d. Work in consultation with the MPO and TxDOT in developing the financial plan for the TIP.
- e. Provide the MPO with the annual list of transit obligated projects.
- f. Serve on the MPO Technical Committee and Policy Board as applicable.
- g. Notify the MPO of changes to projects that would affect the MTP or TIP.
- h. Invite the MPO to participate in all public participation processes.
- i. Establish transit asset management performance targets and share with the MPO and other interested parties.


6. Responsibilities of TxDOT.

- a. Work in consultation with Public Transportation Operator(s) and the MPO in developing the financial plan for the TIP and MTP.
- b. Assist in the validation of data used as input into the transportation plan.
- c. Provide the MPO with the annual list of obligated projects.
- d. Serve on the MPO Technical Committee and Policy Board.
- e. Notify the MPO of changes to projects that would affect the MTP or TIP.

- f. In consultation with the MPO and Transit District, update the MTP and TIP in accordance with State and Federal laws.
 - g. Work in consultation with the MPO and Public Transportation Operator(s) in developing short-range and long-range plans for transit for inclusion in the MTP and TIP.
7. **Term.** This Memorandum shall become effective as to each Party when fully executed by all parties. It shall remain in full force and effect until such time it is terminated in writing by one or all of the parties.
8. **Validity and Enforceability.** If any current or future legal limitations affect the validity or enforceability of a provision of this MOU, then the legal limitations are made a part of this MOU and shall operate to amend this MOU to the minimum extent necessary to bring this MOU into conformity with the requirements of the limitations, and so modified, this MOU shall continue in full force and effect.
9. **Governing Law and Venue.** This MOU shall be governed by the laws of the State of Texas. Venue for an action arising under this MOU shall lie exclusively in Travis County, Texas.
10. **Severability.** If a provision contained in this MOU is held invalid for any reason, the invalidity does not affect other provisions of the MOU and can be given effect without the invalid provision, and to this end the provisions of this MOU are severable.

(SIGNATURE PAGE TO FOLLOW)

EXECUTED by the parties hereto, each respective entity acting by and through its duly authorized official as required by law.



Mayor Pete Saenz
Chairperson of the MPO Policy Board

Date: 02/20/18



Claudia San Miguel
Public Transportation Operator
General Manager

Date: 2/21/2018



David M. Salazar
Texas Department of Transportation
District Engineer

Date: 2/21/18

E. Discussion and possible action on truck parking areas “truck parks,” and any matters incidental thereto. (Mayor Saenz).

F. Discussion with possible action on Hachar-Reuthinger.

1. Status report by Verde Corp on project Right-of-Way, and any matters incidental thereto.

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

A. Update by TxDOT on the re-designation of IH-35 south of Victoria Street (also known as the “Four Block area”) including the State’s position on said re-designation, and any matters incidental thereto. (Dr. Marte Martinez)

B. Status report on the ongoing Active Transportation Plan. (Cm. Altgelt)

C. Update by Transit on its working relationship with El Aguila, the Laredo College South Campus Transit hub, and any matters incidental thereto. (Cm. Altgelt)

D. TxDOT Project updates.

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

1. Presentation on the draft North Laredo-Webb County Transportation Planning Study.

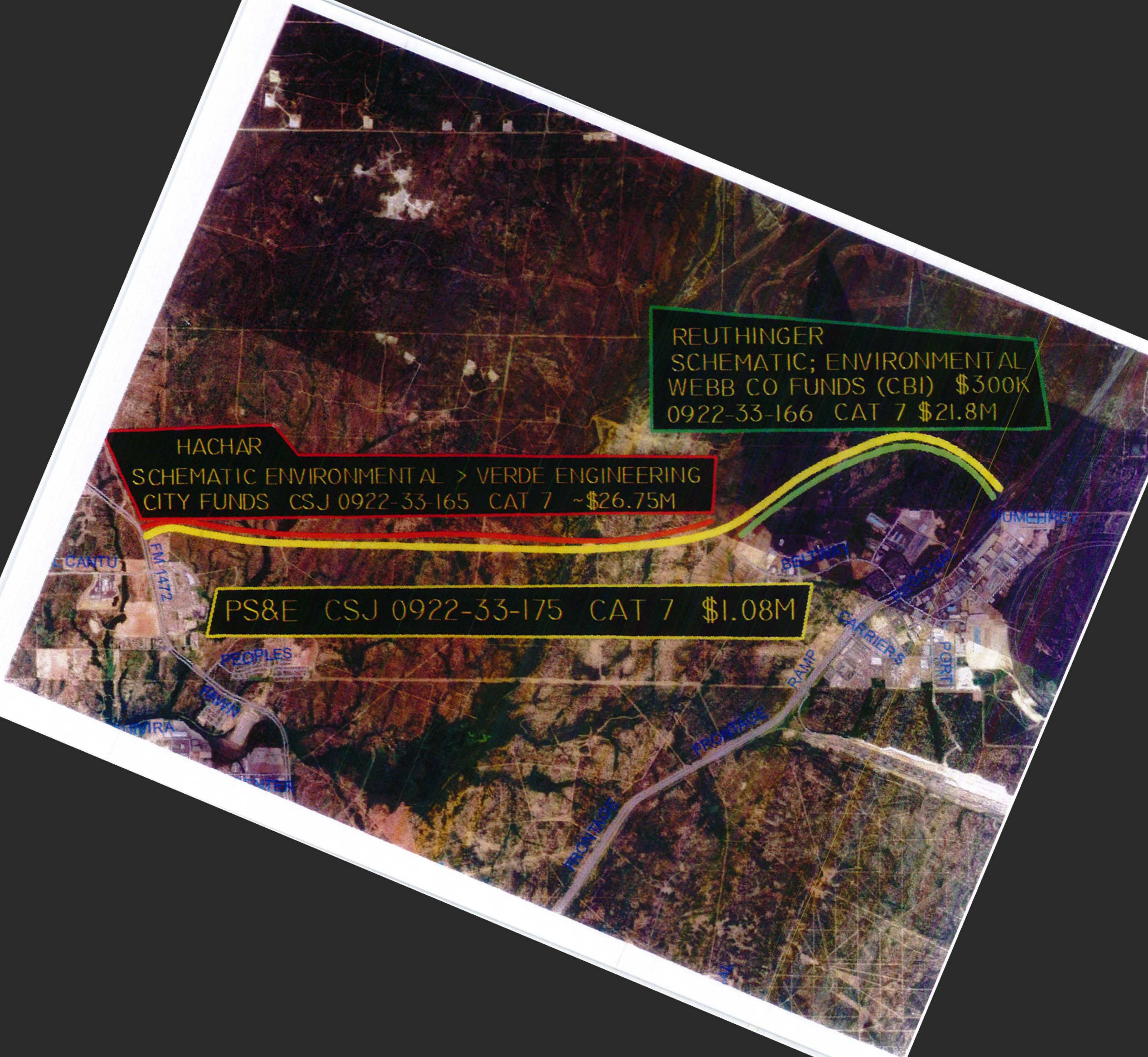
VI. ADJOURNMENT

Hachar-Reuthinger Item

REUTHINGER
SCHEMATIC; ENVIRONMENTAL
WEBB CO FUNDS (CBI) \$300K
0922-33-166 CAT 7 \$21.8M

HACHAR
SCHEMATIC ENVIRONMENTAL > VERDE ENGINEERING
CITY FUNDS CSJ 0922-33-165 CAT 7 ~\$26.75M

PS&E CSJ 0922-33-175 CAT 7 \$1.08M



Laredo- Hachar- Reuthinger Rd

Portion	(Preliminary Engineering) Schematic/ Env	PS&E	Construction
Hachar (FM 1472-Beltway)	City Of Laredo (Hachar Trust)	City Of Laredo (0922-33-175, \$ 1.08M)	City o Laredo (0922-33-165, \$ 26.75 M)
Reuthinger (Beltway-IH 35)	Webb County (0922-33-166, \$ 300K)		TBD (0922-33-166, \$ 21.8M)

Laredo- Hachar- Reuthinger Rd (Funding- Category 7)

Up to FY 2019 ²	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
\$ 24.43	\$ 6.16	\$ 6.27	\$ 6.35	\$ 6.44	\$ 6.52	\$ 6.60	\$ 6.67	\$ 6.74	\$ 6.82	\$ 6.90
Hachar Rd ¹	\$ (1.08)	\$ (26.75)								
Reuthinger ¹				\$ (21.80)						
Cumulative Total	\$ 29.51	\$ 9.03	\$ 15.38	\$ 0.02	\$ 6.54	\$ 13.14	\$ 19.81	\$ 26.55	\$ 33.37	\$ 40.27

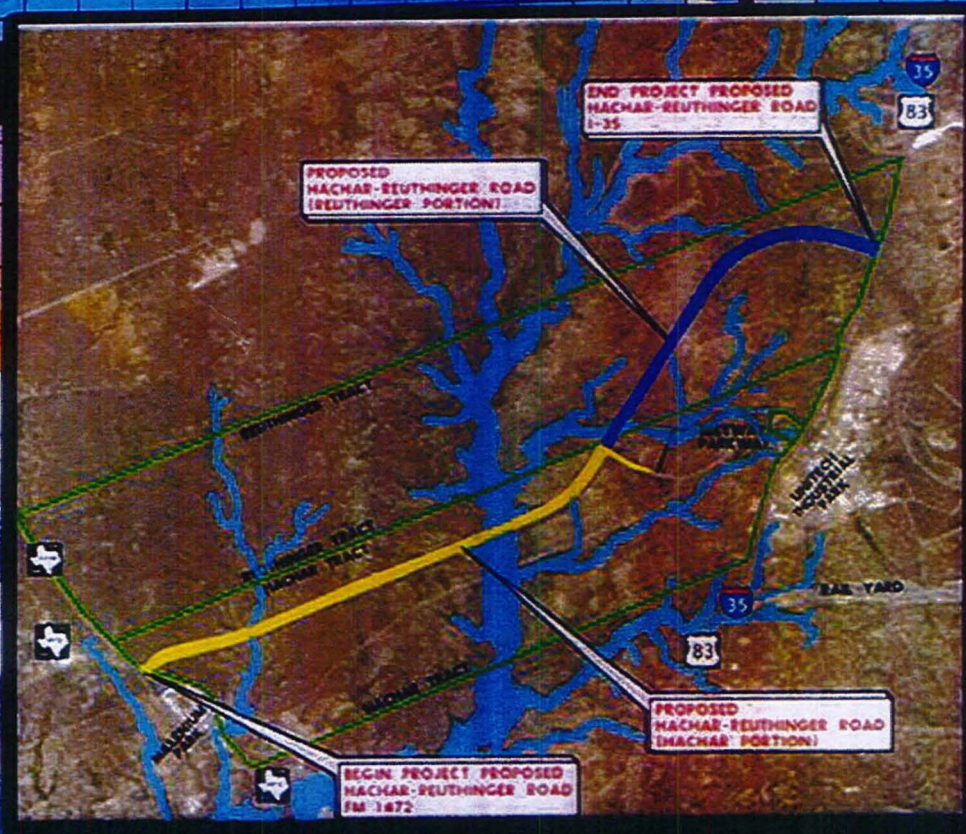
Note:

1- Based on PS&E and Construction Estimates provided by City of Laredo Consultant (Dannenbaum)

2- Allocations based on FY 2020 Draft UTP



HACHAR - REUTHINGER ROAD PROJECT UPDATE



WEBB COUNTY, TEXAS

June 18, 2018

Colombia Bridge

Hachar Road Location Map



1.0 CONTRACT APPROVAL STATUS

- Engineer submits contract to Webb County – May 08, 2018
- Final negotiations with Webb County complete – May 10, 2018
- Webb County submits contract for comments to TxDOT – May 11, 2018
- TxDOT notifies Webb County the need to approve Procurement Process before Reviewing contract – May 14, 2018
- County sends Procurement Package to TxDOT – May 18, 2018
- TXDOT approves Procurement Process – June 04, 2018

Webb County waiting on TxDOT comments for over 30 days on Engineering Contract.

After TxDOT comment / approval of contract, Webb County expects Commissioners Court approval within **two weeks.**

2.0 Programmed Engineering, Construction Engineering and Construction Funds

Hachar Phase I & II – Design (PSE/Geotechnical/ROW Mapping)

Reference Document: FY2015-2018 LUTS MPO TIP REV1

CSJ(s): 1922-33-165-1922-33-166

Year: FY 2017

Limits: FM 1472 to I35

Funded Phases: Design – \$1,634,277 Category 7 Funds

Total MPO Funds*: \$1,634,277 Category 7 Funds

2.0 Programmed Engineering, Construction Engineering and Construction Funds

Hachar Phase I – Construction/Construction Engineering

Reference Document: FY2019-2022 LUTS MPO TIP

CSJ(s): 1922-33-165

Year: FY 2021

Limits: FM 1472 to Beltway Parkway

Funded Phases: Construction – 29,557,516
Preliminary Engineering – \$1,448,318
Construction Engineering – \$1,448,318

Total MPO Funds*: \$32,454,153 - Project Cost inconsistent with most recent MTP List in 2018-Slide 10

2.0 Programmed Engineering, Construction Engineering and Construction Funds

Phase II

Hachar Phase II – Construction/Construction Engineering

Reference Document: 2018-07-18 LUTS MPO AGENDA and 2015-2040 LUTS MTP REV 8

CSJ(s): 1922-33-175

Year: FY 2023

Limits: FM 1472 to Beltway Parkway

Funded Phases: Construction – \$17,826,712.81**

Contingency – \$1,158,736.33

Construction Engineering – \$802,202.08

Total MPO Funds*: \$21,440,668.82

**THE PROJECT HAS CONSTRUCTION COST WITH 3 YEARS OF COMPOUNDED INTEREST ADDED PLUS CE AND CONTINGENCIES.

2.0 Programmed Engineering, Construction Engineering and Construction Funds

Hachar/Reuthinger Trust Agrees To Donate

8 miles – 400 ft. Wide R.O.W.

(Approximate Value \$20 Million)

3.0 Detailed MPO Action - Programmed Engineering, Construction Engineering and Construction Funds

LAREDO URBAN TRANSPORTATION STUDY ACTION ITEM

<p>DATE: 7-18-16</p>	<p>SUBJECT: RESOLUTION</p> <p>Receive public testimony and approve a Resolution 2016-10 adopting the proposed revision(s) of the 2017-2020 Transportation Improvement Program (TIP):</p> <ol style="list-style-type: none"> 1. Addition of project CSJ 0086-14-065 intended to construct an interchange facility over IH35, from 0.330 miles west of IH 35 to 0.160 miles west of McPherson Road, with an estimated project cost of \$38,100,000. Proposed project letting date is FY 2017 (January 2017). 2. Addition of project CSJ 0086-14-081 intended to provide for the constructing and engineering of the ITS portion of an interchange facility over IH35, from 1.400 miles west of IH 35 to 0.600 miles west of McPherson Road, with an estimated project cost of \$1,000,000. Proposed project letting date is FY 2017 (January 2017). 3. Addition of a project CSJ 0922-33-175 intended to provide funds for PS&E (including right-of-way mapping) for the Hachar-Reuthinger Road Project from FM 1472 to IH35 with an estimated project cost of \$1,634,277. Proposed letting date is February 2017 (FY 17). 4. Revision of project CSJ 0922-33-165 intended to provide for construction, engineering, and contingencies for the Hachar-Reuthinger Road Project, from FM 1472 to Beltway Parkway. Purpose of amendment is to revise funding amounts from \$22,936,054 in local funds to \$21,437,521 in Category 7 funds and \$5,359,380 in local funds. Proposed letting date is FY 2019 (September 2018). 5. Revision of project CSJ 0922-33-076 intended to realign Flecha Lane and Las Cruces along FM 1472. Purpose of amendment is to revise the existing funding amounts. Funding amounts will be adjusted from \$1,372,973 Category 10 funds and \$707,412 local funds to \$1,440,411 in Category 10 funds, and \$606,788 local funds. 6. Revision of project CSJ 0922-33-093 intended to construct a grade separation at the Calton Road/Santa Maria intersection. Purpose of amendment is to revise the existing funding amounts. Funding amounts will be adjusted from \$10,139,817 Category 10 funds and \$11,938,307 local funds to \$12,926,124 Category 10 funds, and 10,088,018 local funds.
	TIP 17-20/REV. 1
INITIATED BY: Staff	STAFF SOURCE: Nathan Bratton, MPO Director
PREVIOUS ACTION: On 6-20-16, the Policy Committee initiate a 10 day public review and comment period.	
BACKGROUND:	
See Attachment A- Project Summaries and Attachment B – 2017-2020 Financial Summary for full revision details.	
COMMITTEE RECOMMENDATION: Approval	STAFF RECOMMENDATION: Approval

3.0 Detailed MPO Action - Programmed Engineering, Construction Engineering and Construction Funds

RESOLUTION NO. MPO 2016-10

BY THE LAREDO URBAN TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

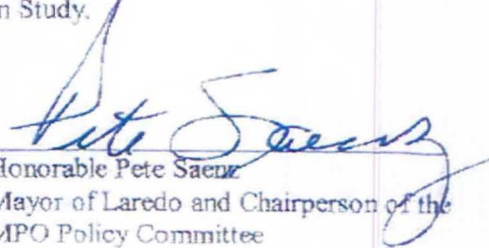
ADOPTING THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)


WHEREAS, the Laredo Urban Transportation Study (LUTS), the designated Metropolitan Planning Organization (MPO) for the Laredo Urban Area, has reviewed the proposed revision(s) of the 2017-2020 Transportation Improvement Program (TIP); and,


WHEREAS, the Laredo Urban Transportation Study finds that the proposed revision(s) of the 2017-2020 Transportation Improvement Program (TIP) meets the high priority improvements necessary for the LUTS area;

NOW THEREFORE BE IT RESOLVED, that the Laredo Urban Transportation Study, as the designated Metropolitan Planning Organization for the Laredo Urban Area, adopted the proposed 2017-2020 Transportation Improvement Program (TIP), which are attached hereto and made a part hereof for all purpose:

We certify that the above resolution was adopted on July 18, 2016, at a public meeting of the Policy Committee of the Laredo Urban Transportation Study.


Honorable Pete Saenz
Mayor of Laredo and Chairperson of the
MPO Policy Committee


Nathan Bratton
MPO Director


Melisa Montemayor
Laredo District Administrator

3.0 Detailed MPO Action - Programmed Engineering, Construction Engineering and Construction Funds

Project		Hachar Loop PS&E from FM 1472 to I-35 (Interim section - 5 lane rural)			
		Scheduled letting: February 2017			
LATEST ESTIMATE - 10/1/15 - DEC					
ROW					\$13,538,062.00
Construction Cost					\$41,958,066.46
Construction Engineering	4.50%				\$1,888,562.99
Contingency	6.50%				\$2,727,924.32
Indirect	6.20%				\$2,602,020.12
PS&E *	3.89%				\$1,634,277.42
Total Project Cost					\$64,358,913.31
YOE Cost					\$1,634,277.42
PROPOSED PROGRAMMING					
Funding by Category	Phase	Total	Federal	State	Local
Category 7	Design / PS&E		1,634,277.42	1,307,421.94	261,484.39
TOTAL PROGRAMMED FUNDS			1,634,277.42	1,307,421.94	0.00 261,484.39
CBI FUNDS to Redistribute					
* based off of the latest construction estimate , requires negotiation and approval of fee by TxDOT. Assumes roadway may be taken on system.					



3.0 Detailed MPO Action - Programmed Engineering, Construction Engineering and Construction Funds

Project		Hachar Loop Construction FM 1472 to Beltway Parkway (Interim section - 5 lane rural)			
		Scheduled letting: September 2019 - FY2020			
LATEST ESTIMATE - 10/1/15 - DEC:					
ROW					\$13,538,062.00
Construction Cost					\$24,141,353.65
Construction Engineering	4.50%				\$1,086,360.91
Contingency	6.50%				\$1,569,187.99
Indirect	6.20%				\$1,496,763.93
Total Project Cost					\$41,831,728.48
YOE Cost*					\$26,796,902.55
PROPOSED PROGRAMMING					
Funding by Category	Phase	Total	Federal	State	Local
Category 7	Construction		\$26,796,902.55	21,437,522.04	4,287,504.41
TOTAL PROGRAMMED FUNDS			26,796,902.55	21,437,522.04	4,287,504.41

* based off of the latest construction estimate , requires negotiation and approval of fee by TxDOT. Includes Construction Engineering and Inspection (Local Let).



3.0 Detailed MPO Action - Programmed Engineering, Construction Engineering and Construction Funds

Project		Hachar Loop Construction Beltway Parkway to I-35(Interim section - 5 lane rural) Scheduled letting: September 2022 - FY2023			
LATEST ESTIMATE - 10/1/15 - DEC					
ROW					\$13,538,062.00
Construction Cost					\$17,826,712.81
Construction Engineering		4.50%			\$802,202.08
Contingency		6.50%			\$1,158,736.33
Indirect		6.20%			\$1,105,256.19
Total Project Cost					\$34,430,969.41
YOE Cost*					\$21,440,668.82
PROPOSED PROGRAMMING					
Funding by Category	Phase	Total	Federal	State	Local
Category 7	Construction	\$21,440,668.82	17,152,535.06		3,430,507.01
TOTAL PROGRAMMED FUNDS		21,440,668.82	17,152,535.06		3,430,507.01

* based off of the latest construction estimate , requires negotiation and approval of fee by TxDOT. Includes Construction Engineering and Inspection (Local Let). Includes escalation.



4.0 Summary of Key Dates on Schedule Prepared By Engineer

Summary of Important Dates

• Project start date for Reuthinger Portion :	July 02, 2018
• Project start date for Hachar Portion :	July 02, 2018
• Project Scoping for Combined Project submitted and obtains TxDOT approval for type of Document (assumed EA) :	September 10, 2018
• Combined Schematics Approved by TxDOT:	April 05, 2019
• Hold Public Meeting / Workshop:	April 12, 2019
• Hold Public Hearing	June 03, 2019
• TxDOT Approves/Issues FONSI for Combined Project:	June 03, 2019
• Sponsor Procures and Approves Engineer Contract with TxDOT Approval for Combined Project :	May 03, 2019
• Engineer Completes PSE (both Sections) (two separate PSE's) :	January 30, 2020
• TxDOT Approves project for Construction Letting (Both PSE for both Sections) :	April 01, 2020
• Sponsor Advertises Project for Construction (Hachar only, unless funding accelerated for Reuthinger) :	April 01, 2020
• Sponsor Award Contract to Construction Contractor (Hachar Portion) :	July 01, 2020
• Construction Completed for Hachar Portion (18m) :	December 30, 2021

***Construction Completed for Combined Project
(if funds available to have one construction contract)
(30months) – December 30, 2022**

4.0 Summary of Key Dates on Schedule Prepared By Engineer

Presently Construction Funds for Hachar NOT available until **September 1, 2020 (FY2021 Funds)**. Construction Funds would need to be accelerated for Hachar by **6 months** and to have Combined Project the Reuthinger Funds (**FY 2023 Funds – September 1, 2022**) would need to be accelerated by **30 months**.

5.0 Project Time Frame for Completion Major Milestones of Reflected In Schedule

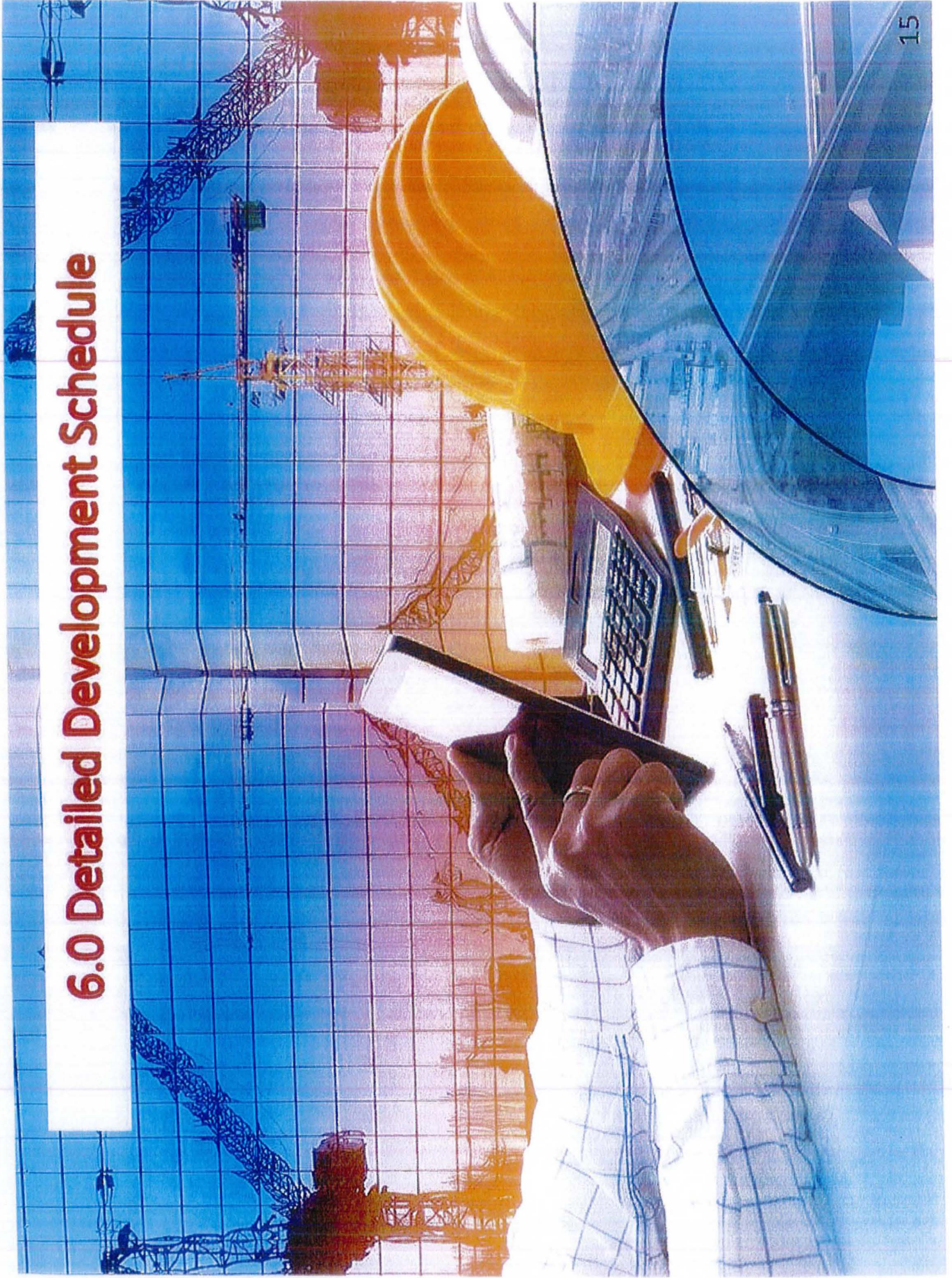
Environmental Clearance (FONSI issued) Combined Project -	14 months
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Engineer Starts PSE upon Approval of Schematic and Complete to 100% PSE -	9 months
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Construction Hachar Portion -	18 months
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Construction of Combined Project -	30 months
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6.0 Detailed Development Schedule



6.0 Detailed Development Schedule

DANNENBAUM ENGINEERING CORPORATION
 PROJECT NO. 5126-01
 CLIENT: COUNTY OF WEBER
 PROJECT TITLE: ADVANCED PLANNING HACHAR PORTION

ATTACHED F
 HACHAR / REUTINGER PORTION HIGHWAY
 (ADVANCED PLANNING / SCHEMATICS / ENVIRONMENTAL / FONSI)

DATE	DAY	MON	TUE	WED	THUR	FRI	SAT	SUN	MON	TUE	WED	THUR	FRI	SAT	SUN
10/12/18	10/13/18	10/14/18	10/15/18	10/16/18	10/17/18	10/18/18	10/19/18	10/20/18	10/21/18	10/22/18	10/23/18	10/24/18	10/25/18	10/26/18	10/27/18

DATE	DESCRIPTION	STATUS
14 JANUARY 18 - APR 15 18	HACHAR & REUTINGER HWY PORTION	REUTINGER HWY PORTION
13 JANUARY 18 - SEP 27 18	ALTERNATIVE ANALYSIS COMPLETE - ADV PLANNING SCHEMATICS ENVIRONMENTAL - REUTINGER	ALTERNATIVE ANALYSIS COMPLETE - ADV PLANNING SCHEMATICS ENVIRONMENTAL - REUTINGER
0 JANUARY 18	CONTRACT EXECUTION - NTP	CONTRACT EXECUTION - NTP
11 JANUARY 18 - JUL 19 18	PREPARE & SUBMIT DESIGN SUMMARY REPORT	PREPARE & SUBMIT DESIGN SUMMARY REPORT
11 JANUARY 18 - JUL 19 18	DATA COLLECTION EXISTING PROJECT RESEARCH	DATA COLLECTION EXISTING PROJECT RESEARCH
6 JANUARY 18 - JUL 19 18	ANALYZE EXISTING CONDITIONS	ANALYZE EXISTING CONDITIONS
10 JANUARY 18 - JUL 25 18	DEVELOP ALTERNATIVES INCLUDING ALTERNATIVE GREENWAY ALTERNATIVES & PREPARE ALTERNATIVES REPORT	DEVELOP ALTERNATIVES INCLUDING ALTERNATIVE GREENWAY ALTERNATIVES & PREPARE ALTERNATIVES REPORT
0 JANUARY 18	ATTEND WEB CITY/TDOT DDC (NO OFF MEETING) FINALIZE DSR	ATTEND WEB CITY/TDOT DDC (NO OFF MEETING) FINALIZE DSR
17 JANUARY 18 - AUG 22 18	SUBMIT TO WEB CITY/TDOT DISTRICT FOR REVIEW	SUBMIT TO WEB CITY/TDOT DISTRICT FOR REVIEW
16 AUGUST 18 - SEP 17 18	FINALIZE REPORT & RECOMMEND LOCALLY PREFERRED ALT	FINALIZE REPORT & RECOMMEND LOCALLY PREFERRED ALT
30 JANUARY 18 - DEC 17 18	HYDROLOGY PRELIMINARY REPORT - REUTINGER	HYDROLOGY PRELIMINARY REPORT - REUTINGER
11 JANUARY 18 - JUL 19 18	DATA GATHER DEVELOP OBTAIN APPROVAL FOR METHODOLOGY FOR HYDROLOGY REPORT	DATA GATHER DEVELOP OBTAIN APPROVAL FOR METHODOLOGY FOR HYDROLOGY REPORT
60 JANUARY 18 - APR 15 18	CREATE FINALIZE SUBMIT HYDROLOGY REPORT USING FOR WEB CITY/TDOT DISTRICT FOR REVIEW & COMMENT (60%)	CREATE FINALIZE SUBMIT HYDROLOGY REPORT USING FOR WEB CITY/TDOT DISTRICT FOR REVIEW & COMMENT (60%)
34 OCTOBER 18 - DEC 17 18	ADDRESS COMMENTS FINALIZE OBTAIN WEB CITY/TDOT DISTRICT APPROVAL FOR HYDROLOGY REPORT	ADDRESS COMMENTS FINALIZE OBTAIN WEB CITY/TDOT DISTRICT APPROVAL FOR HYDROLOGY REPORT
0 JANUARY 18 - JUL 25 18	GEO TECHNICAL INCLUDED IN PS&E - REUTINGER	GEO TECHNICAL INCLUDED IN PS&E - REUTINGER
0 JANUARY 18	GEO TECHNICAL PATENT RETAINING WALLS & ADJACENT BORINGS INCLUDED IN PS&E	GEO TECHNICAL PATENT RETAINING WALLS & ADJACENT BORINGS INCLUDED IN PS&E
55 JANUARY 18 - OCT 26 18	UTILITY UTILITY SURVEY & CREATE UTILITY BASE MAP - REUTINGER	UTILITY UTILITY SURVEY & CREATE UTILITY BASE MAP - REUTINGER
36 JANUARY 18 - SEP 24 18	PERFORM UTILITY SURVEY & CREATE UTILITY BASE MAP	PERFORM UTILITY SURVEY & CREATE UTILITY BASE MAP
25 AUGUST 18 - SEP 19 18	PERFORM SITE WORK	PERFORM SITE WORK
11 SEPTEMBER 18 - OCT 24 18	POCUP ELEVATIONS FOR SUB AND UPDATE FINALIZE BASE MAP	POCUP ELEVATIONS FOR SUB AND UPDATE FINALIZE BASE MAP
101 JANUARY 18 - AUGUST 18	PREPARE SUBMIT 50% FOR COMMENTS	PREPARE SUBMIT 50% FOR COMMENTS
36 JANUARY 18 - SEP 25 18	WEB CITY/TDOT AGENCY COMMENTS ON 50%	WEB CITY/TDOT AGENCY COMMENTS ON 50%
13 SEPTEMBER 18 - OCT 23 18	POCUP 50% COMMENTS	POCUP 50% COMMENTS
13 OCTOBER 18 - NOV 16 18	FINALIZE TO 50% & SUBMIT TO WEB CITY/TDOT FOR COMMENTS	FINALIZE TO 50% & SUBMIT TO WEB CITY/TDOT FOR COMMENTS
10 NOVEMBER 18 - DEC 5 18	WEB CITY/TDOT COMMENTS ON 50%	WEB CITY/TDOT COMMENTS ON 50%
18 DECEMBER 18 - JAN 17 19	FINALIZE 50% SCHEMATICS	FINALIZE 50% SCHEMATICS
7 JANUARY 19 - JAN 25 19	AGENCY COMMENTS ON 50% SCHEMATICS	AGENCY COMMENTS ON 50% SCHEMATICS
12 JANUARY 19 - FEB 19 19	FINALIZE APPROVAL 100% SCHEMATICS	FINALIZE APPROVAL 100% SCHEMATICS
24 FEBRUARY 19 - APR 05 19		

Assumptions:

- 1) Project location "assumed and approved by customer"
- 2) The "Top Menu" of "Initial Evaluation Form" is "Water Resources" (Community Impact Assessment) (Hachar) (Water Resources) (Initial Evaluation Form)
- 3) "Community Impact Assessment" (Water Resources) (Initial Evaluation Form)
- 4) "Community Impact Assessment" (Water Resources) (Initial Evaluation Form)

Assumptions (cont):

- 1) "Community Impact Assessment" (Water Resources) (Initial Evaluation Form)
- 2) "Community Impact Assessment" (Water Resources) (Initial Evaluation Form)
- 3) "Community Impact Assessment" (Water Resources) (Initial Evaluation Form)
- 4) "Community Impact Assessment" (Water Resources) (Initial Evaluation Form)

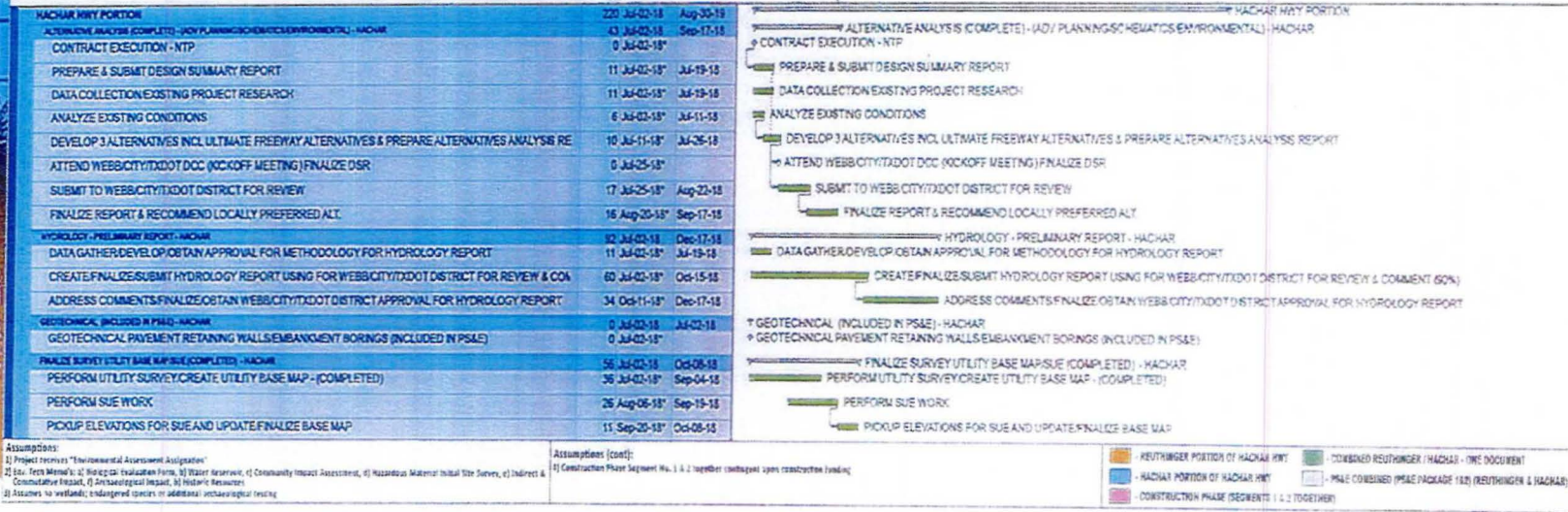
Legend:

- REUTINGER PORTION OF HACHAR HWY
- HACHAR PORTION OF HACHAR HWY
- CONTRACTOR PULS (RESOURCES & IT) (RESOURCES)
- REUTINGER PORTION OF HACHAR HWY
- HACHAR PORTION OF HACHAR HWY
- CONTRACTOR PULS (RESOURCES & IT) (RESOURCES)

6.0 Detailed Development Schedule

DANNENBAUM ENGINEERING CORPORATION
 PROJECT NO. 5126-01
 CLIENT: COUNTY OF WEBB
 PROJECT TITLE: ADVANCED PLANNING HACHAR PORTION

ATTACHED F
 HACHAR / REUTHINGER PORTION HIGHWAY
 (ADVANCED PLANNING / SCHEMATICS / ENVIRONMENTAL / FONSI)



City Council-Regular

Meeting Date: 08/05/2019

Staff Source: J. K. Snideman

SUBJECT

2019-R-109 Authorizing the Co-Interim City Managers to execute an Interlocal Cooperation Agreement by and between the City of Laredo and Webb County for the preliminary engineering including schematic and environmental for the Hachar-Reuthinger Extension (F.M. 1472 to IH-35 West Frontage Road); and declaring an effective date. Funds are available in the 2016 Tax T/E CO Bond.

PREVIOUS COUNCIL ACTION

N/A

BACKGROUND

The City of Laredo (the "City") and the County of Webb (the "County") desire to cooperate and collaborate on the Preliminary Engineering including Schematic and Environmental for the Hachar-Reuthinger Road from F.M. 1472 to the IH-35 West Frontage Road. The State of Texas, by and through the Laredo District of the Texas Department of Transportation has requested that one local government be designated to submit one schematic and environmental document which includes both the N.D. Hachar tract and the Reuthinger Living Trust tract (being from Mines Road FM 1472 to the IH-35 West Frontage Road). By this Interlocal Cooperation Agreement, the City and County designate the County as the local government responsible for submitting a single, unified schematic and environmental to the State of Texas.

COMMITTEE RECOMMENDATION

N/A

STAFF RECOMMENDATION

Staff recommends approval of this Resolution.

Fiscal Impact

Fiscal Year:	2018-2019
Budgeted Y/N?:	Y
Source of Funds:	2016 Tax T/E CO Bond
Account #:	470
Change Order: Exceeds 25% Y/N:	

FINANCIAL IMPACT:

Funds are available in the 2016 CO Bond.

Accounts: 470-9853-535-8526 and 470-9853-535-9724.

Attachments

Hachar Reuthinger Extension Interlocal

Resolution

Letter

**INTERLOCAL COOPERATION AGREEMENT
BETWEEN THE CITY OF LAREDO AND THE COUNTY OF WEBB
Preliminary Engineering including Schematic and Environmental
For the Hachar-Reuthinger Extension
(F.M. 1472 to IH-35 West Frontage Road)**

This agreement is entered into between the County of Webb, a political subdivision of the State of Texas, hereinafter referred to as "County" and the City of Laredo, a municipal corporation and home rule city, hereinafter referred to as "City" pursuant to Chapter 791 Texas Government Code;

WHEREAS, County and City desire to cooperate and collaborate on the Preliminary Engineering including Schematic and Environmental for the Hachar-Reuthinger Road from F.M. 1472 to the IH-35 West Frontage Road.; and

WHEREAS, County and City each have the authority to conduct Preliminary Engineering including Schematic and Environmental; and

WHEREAS, County has entered into an Advance Funding Agreement with the State of Texas, by and through the Texas Department of Transportation, to provide Preliminary Engineering including Schematic and Environmental for Hachar Road extension from 0.1 miles east of Beltway Parkway to IH-35 West Frontage Road (across Reuthinger Living Trust Property); and

WHEREAS, the City of Laredo has entered into an agreement with VERDE CORP., a Texas Corporation, to develop and submit a schematic, environmental document (covering the proposed alignment of an approximate 400 ft. wide strip of land which crosses the N.D. Hachar tract from Mines Road (FM 1472) traversing the property to approximately 0.1 mile east of Beltway Parkway) and to coordinate its efforts with Webb County's efforts to prepare and submit a single, unified schematic and environmental assessment; and

WHEREAS, County and City have retained the services of a consultant to prepare the Preliminary Engineering, Schematic and Environmental in sufficient detail to request a Finding of No Significant Impact (FONSI) from TxDOT; and

WHEREAS, the State of Texas, by and through the Laredo District of the Texas Department of Transportation has requested that one local government be designated to submit one schematic and environmental document which includes both the N.D. Hachar tract and the Reuthinger Living Trust tract (being from Mines Road FM 1472 to the IH-35 West Frontage Road); and

WHEREAS, County and City find that it is in the best interest of the public to designate County as the local government responsible for submitting a single, unified schematic and environmental to the State of Texas.

Now, therefore, City and County agree as follows:

- Section 1. County agrees to pay for the Preliminary Engineering, Schematic and Environmental across the Reuthinger Living Trust property.
- Section 2. City agrees to pay for the Preliminary Engineering, Schematic and Environmental across the N.D. Hachar Trust property.

- Section 3. County shall be responsible for coordinating the efforts of consultant/s and ensure that Preliminary Engineering, Schematic and Environmental document is produced by City and County's consultant and submitted to TxDOT in sufficient detail to request a Finding of No Significant Impact (FONSI).
- Section 4. County shall be responsible for submitting one Preliminary Engineering, Schematic and Environmental document to TxDOT and request a Finding of No Significant Impact (FONSI) from TxDOT.
- Section 5. It is agreed and acknowledged by both parties hereto that each shall pay consultant/s as per their contracts with consultant/s
- Section 6. Any additional cost associated with additional services to be performed shall be the sole obligation of the party incurring them.
- Section 7. Any notices required to be sent by or to either party, or which either party may desire to serve upon the other, shall be in writing and shall be served by either personal delivery or mail, or mail addressed as follows:
- TO THE COUNTY:
 Webb County Judge
 Webb County Courthouse
 3rd Floor
 1000 Houston
 Laredo, Texas 78040
- TO THE CITY:
- | | | |
|--|----------|--|
| City Manager
City Hall
1110 Houston
Laredo, Texas 78040 | copy to: | City Attorney
1110 Houston St.
Laredo, Texas 78040 |
|--|----------|--|
- Section 8. Inconsistencies. Where there exists any inconsistency between this Agreement and other provisions of collateral contractual agreements that are made a part hereof by reference or otherwise, the provisions of this Agreement shall control.
- Section 9. Severability. Each paragraph and provision hereof is severable from the entire Agreement and if any provision is declared invalid, the remaining provisions shall nevertheless remain in effect.
- Section 10. Prohibition against Assignment. There shall be no assignment or transfer of this Agreement without the prior written consent of both parties hereto.
- Section 11. Law of Texas. This Agreement shall be governed by and construed in accordance with the laws of the State of Texas and shall be enforced in Webb County, Texas.
- Section 12. Entire Agreement. This Agreement incorporates all the agreements, covenants, and understandings between the parties hereto concerning the subject matter hereof.

- Section 13. Amendment. No changes to this Agreement shall be made except upon written agreement of both parties.
- Section 14. Waiver. The failure on the part of any party to exercise or to delay in exercising, and no course of dealing with respect to any right hereunder shall operate as a waiver thereof, nor shall any single or partial exercise of any right hereunder preclude any other or further exercise thereof or the exercise of any other right. The remedies provided herein are cumulative and not exclusive of any remedies provided by law or in equity, except as expressly set forth herein.
- Section 15. Counterparts. This Agreement may be executed in any number of and by the different parties hereto on separate counterparts, each of which when so executed shall be deemed to constitute an original, and such counterparts shall together constitute but one and the same document.
- Section 16. Terminology and Definitions. All personal pronouns used herein, whether used in the masculine, feminine, or neutral, shall include all other genders; the singular shall include the plural and the plural shall include the singular.
- Section 17. No rights created. This Agreement is not intended to and does not create any rights or interest in persons not a party hereto.
- Section 18. Immunity. Neither County or City waive or relinquish any immunity or defense on behalf of themselves, their trustees, commissioners, offices, employees and agents as a result of the execution of this Agreement and performance of the functions and obligations described herein.
- Section 19. This Agreement becomes effective when signed by the last party whose signing makes the Agreement fully executed.

This contract was approved by the Commissioners Court of Webb County on the ____ day of July, 2019, and by the City Council of the City of Laredo, on the _____ day of _____, 2019.

ATTEST:

WEBB COUNTY
A political subdivision of the
State of Texas

Margie Ramirez Ibarra
Webb County Clerk

Tano E. Tijerina
Webb County Judge
Signed this ____ day of _____, 2019.

APPROVED AS TO FORM:

Nathan R. Bratton
General Counsel
Civil Legal Division

*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).

CITY OF LAREDO
A Texas municipal corporation.

ATTEST:

Jose A. Valdez, Jr.
City Secretary

APPROVED AS TO FORM:

Kristina Laurel Hale
City Attorney

Rosario C. Cabello
Interim Co-City Manager
Signed this ____ day of _____, 2019.

Robert A. Eads
Interim Co-City Manager
Signed this ____ day of _____, 2019.

RESOLUTION NO. 2019-R-___

AUTHORIZING THE CO-INTERIM CITY MANAGERS TO EXECUTE AN INTERLOCAL COOPERATION AGREEMENT BY AND BETWEEN THE CITY OF LAREDO AND WEBB COUNTY FOR THE PRELIMINARY ENGINEERING INCLUDING SCHEMATIC AND ENVIRONMENTAL FOR THE HACHAR-REUTHINGER EXTENSION (F.M. 1472 TO IH-35 WEST FRONTAGE ROAD); AND DECLARING AN EFFECTIVE DATE.

WHEREAS, the City of Laredo and other local governments can act by and through their authorized officers to execute this Agreement pursuant to Texas Government Code, Chapter 791, known as the Interlocal Cooperation Act; and

WHEREAS, the City of Laredo (the "City") and the County of Webb (the "County") desire to cooperate and collaborate on the Preliminary Engineering including Schematic and Environmental for the Hachar-Reuthinger Road from F.M. 1472 to the IH-35 West Frontage Road; and

WHEREAS, City and County each have the authority to conduct Preliminary Engineering including Schematic and Environmental; and

WHEREAS, the City of Laredo has entered into an agreement with VERDE CORP., a Texas Corporation, to develop and submit a schematic, environmental document (covering the proposed alignment of an approximate 400 ft. wide strip of land which crosses the N.D. Hachar tract from Mines Road (FM 1472) traversing the property to approximately 0.1 mile east of Beltway Parkway) and to coordinate its efforts with Webb County's efforts to prepare and submit a single, unified schematic and environmental assessment; and

WHEREAS, County has entered into an Advance Funding Agreement with the State of Texas, by and through the Texas Department of Transportation, to provide Preliminary Engineering including Schematic and Environmental for Hachar Road extension from 0.1 miles east of Beltway Parkway to IH-35 West Frontage Road (across Reuthinger Living Trust Property); and

WHEREAS, City and County have retained the services of a consultant to prepare the Preliminary Engineering, Schematic and Environmental in sufficient detail to request a Finding of No Significant Impact (FONSI) from TxDOT; and

WHEREAS, the State of Texas, by and through the Laredo District of the Texas Department of Transportation has requested that one local government be designated to submit one schematic and environmental document which includes both the N.D. Hachar tract and the Reuthinger Living Trust tract (being from Mines Road FM 1472 to the IH-35 West Frontage Road); and

WHEREAS, the City Council finds that it is in the best interest of the public to designate

the County as the local government responsible for submitting a single, unified schematic and environmental to the State of Texas.

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

Section 1: The Co-Interim City Managers are hereby authorized to enter into and execute an Interlocal Cooperation Agreement, attached hereto as Exhibit A, between the City of Laredo and the County of Webb for the Preliminary Engineering including Schematic and Environmental for the Hachar for the Hachar-Reuthinger Extension (F.M. 1472 to IH-35 West Frontage Road).

Section 2: This Resolution is effective immediately upon passage.

DULY PASSED BY THE CITY COUNCIL AND APPROVED BY THE MAYOR ON THIS THE _____ DAY OF _____, 2019.

**PETE SAENZ
MAYOR**

ATTESTED:

**JOSE A. VALDEZ, JR.
CITY SECRETARY**

APPROVED AS TO FORM:

**KRISTINA K. LAUREL HALE
CITY ATTORNEY**

**BY: _____
CRISTIAN ROSAS-GRILLET
ASSISTANT CITY ATTORNEY**

July 23, 2019

WEBB COUNTY ENGINEERING DEPT.
Attn: Mr. Guillermo Cuellar
1620 Santa Ursula
Laredo, Texas 78040

Via E-mail: gbcuellar@webbcountytx.gov

Via Hand-Delivery

Received by:

MARITZA H. PALACIOS

Printed Name

OFFICE MANAGER

Title

[Handwritten Signature]

Signature

Date Received:

7/23/19 3:08pm

Re: **Hachar-Reuthinger Loop Public Meeting Held July 9, 2019 / CSJ's No. 0922-33-165 and 0922-33-166**

Dear Mr. Cuellar,

Please be advised that my firm represents Webb Commercial Development, Inc. ("**Webb Commercial**"), a property owner that would be substantially affected by the proposed construction of the new Hachar-Reuthinger Highway from FM 1472 (Mines Road) to I-35 Frontage Road (the "**Proposed Highway**"). Kindly direct all future correspondence on this matter to me or my partner, Jason Davis.

By way of background, Webb Commercial purchased a tract of land containing 185.43 acres (the "**Webb Commercial Tract**") on or about August 19, 2015 from Lilia Jeanette Hachar, David A. Hachar, Lilia Ethel Jasso, Guadalupe Hachar de la Fuente Trust, Olga Hachar LaVaude Trust, George L. Hachar Trust, Guadalupe Hachar Didieu Trust, and Nicholas David Hachar Estate Trust (collectively, the "**Hachar Trust Parties**"). This tract is located between property owned by one or more Hachar Trust Parties and property owned by the Reuthinger Living Trust. The Proposed Highway purports to cross the Webb Commercial Tract at the southwest corner.

As the City of Laredo is aware, on or about October 21, 2014, representatives of Webb Commercial met with the City Manager and several City of Laredo department heads to discuss the fact the Webb Commercial held an option to purchase the Webb Commercial Tract through which the Proposed Highway was expected to run. At this meeting, Webb Commercial informed the City of Laredo's representatives that it was not agreeable to donating land for the Proposed Highway as it was purchasing such land from the Hachar Trust Parties for considerable compensation. After further discussion and representations to Webb Commercial that it stood to benefit from the four corners of the intersection of the Proposed Highway and Beltway Parkway, Webb Commercial informed the City that it would help facilitate the construction of the

Proposed Highway on the Webb Commercial Tract provided Webb Commercial was adequately compensated.

At or near the time that Webb Commercial purchased the Webb Commercial Tract, it was provided a copy of a March 11, 2015 "Hachar Loop Project Location Map" prepared by Dannenbaum Engineering ("**Dannenbaum**"), which showed the Proposed Highway's location and alignment. A copy of the same is attached as Exhibit A to this letter. Then, shortly after Webb Commercial purchased the Webb Commercial Tract, a representative of Dannenbaum contacted Webb Commercial to request access to the Webb Commercial Tract. Based on Webb Commercial's prior discussions with the City of Laredo, Dannenbaum's March 11, 2015 "Hachar Loop Project Location Map," and Webb Commercial's expectations arising from both, Webb Commercial provided the City of Laredo and Dannenbaum with written permission to enter upon the Webb Commercial Tract to perform the required engineering on the same.

After providing the requested access, Webb Commercial was not included in, consulted or privy to any discussions or design strategies with Dannenbaum or others regarding the alignment or location, or any changes thereto, of the Proposed Highway.

Given this background and these circumstances, while Webb Commercial is generally in favor of the Proposed Highway, it has never consented and does not intend to consent to the proposed taking without adequate and just compensation. Moreover, Webb Commercial has important concerns with regards to the most recent proposed alignment and location of the Proposed Highway across the Webb Commercial Tract.

Mrs. Irma G. Garza Montemayor, Webb Commercial's General Manager, submitted written comments and concerns on behalf of Webb Commercial at the Public Meeting held on July 9, 2019. A copy of the submission is attached as Exhibit B to this letter and incorporated herein by reference. As Mrs. Garza outlines and explains in her written comments, without adequate and just compensation for the proposed taking and certain concessions by adjoining landowners, the Proposed Highway would greatly harm Webb Commercial and cause Webb Commercial to incur substantial damages.

Specifically, the Proposed Highway, with its current location and alignment, would, among other things:

1. inflict undue hardship on Webb Commercial and cause Webb Commercial to incur substantial damages considering: (i) the proposed taking represents over 20% of the total Webb Commercial Tract; (ii) the price that Webb Commercial paid the Hachar Trust Parties per acre for the Webb Commercial Tract; (iii) the residual damage to the Webb Commercial Tract at three of the corners of the proposed intersection of the Proposed Highway and Beltway Parkway; and, (iv) the limited benefit of the Proposed Highway to the remaining Webb Commercial acreage given that it already has access to Interstate 35;
2. affect and negatively impact an approved plat that Webb Commercial obtained pertaining to the Webb Commercial Tract at a significant cost;

3. prevent Webb Commercial from being able to reasonably develop three of the four corners of the intersection between Beltway Parkway and the Proposed Highway;
4. leave undefined who bears the cost for the construction of the necessary extension of Beltway Parkway and the timeline for such construction;
5. negatively impact the use of Beltway Parkway if the proposed extension of Beltway Parkway is not built with the materials and to the specifications necessary to meet the required standards for use by heavy vehicles;
6. negatively impact the remaining acreage Webb Commercial Tract if the Proposed Highway does not extend to the property line between the Webb Commercial Tract and the Reuthinger tract; and
7. negatively impact the remaining acreage of the Webb Commercial Tract if the frontage roads and shoulders and associated retaining walls are not constructed to provide the proper support and access to the acreage that will front the Highway on both sides.

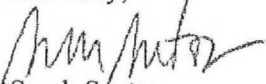
Moreover, Webb Commercial has concerns with regards to: (i) the access of the four corners created by the intersection of the Proposed Highway and Beltway Parkway to the access roads of the Proposed Highway given access restrictions at the intersection; (ii) the timing of the construction of the shoulders and the frontage roads, the elevation of the same, and the required retaining structures; (iii) the timing of construction of the full and ultimate design of the Proposed Highway in the section that crosses the Webb Commercial Tract; and (iv) the Proposed Highway terminating at 0.1 miles east of Beltway Parkway during Phase 1 rather than being extended to the property line between the Webb Commercial Tract and the Reuthinger tract.

Currently, neither Dannenbaum's March 11, 2015 "Hachar Loop Project Location Map" or any other schematics provided by Dannenbaum to date provide the location of the Webb Commercial Tract. Webb Commercial has made its own efforts to superimpose the Webb Commercial Tract on the schematics of the Proposed Highway and to compare the location and alignment proposed by Dannenbaum in 2015 to the location and alignment being proposed today. However, because Webb Commercial may not have all the specific information necessary to create an accurate depiction, Webb Commercial would request that Dannenbaum superimpose the Webb Commercial Tract on the schematics of the Proposed Highways and provide the same to Webb Commercial for review. Attached as Exhibit C is a copy of the Warranty Deed pertaining to the Webb Commercial Tract for use by Dannenbaum. If the revised schematics are acceptable to Webb Commercial, we would propose they be used by all parties to attempt to resolve the concerns and objections set forth in Exhibit B and herein.

Webb Commercial welcomes further dialogue on these and other concerns it has with the Proposed Highway and trusts that the above issues can be resolved amicably. We look forward to working with you and all other interested parties to reach agreements that are mutually beneficial to all.

If you have any questions or require any other information at this time, please do not hesitate to contact me or Jason Davis at 210-853-5882.

Sincerely,


Sarah Santos

Cc: Texas Department of Transportation
Attn: David M. Salazar, Jr, P.E.
Laredo District Engineer
1817 Bob Bullock Loop
Laredo, Texas 78043-9770

Via CMRRR: 7017 2620 0000 1409 6373

City of Laredo
Attn: The Honorable Pete Saenz, Mayor
1110 Houston Street
Laredo, Texas 78040

Via CMRRR: 7017 2620 0000 1409 6380

Verde Corp.
Attn: Nicholas Van Steenberg, President
7718 McPherson Road, Suite 304
Laredo, Texas 78045

Via CMRRR: 7017 2620 0000 1409 6397

Webb County
Attn: The Honorable Tano Tijerina,
Webb County Judge
1000 Houston St., 3rd Floor
Laredo, Texas 78040

Via CMRRR: 7017 2620 0000 1409 6403

Reuthinger Living Trust
Attn: Viola Hortense Reuthinger, Trustee
2102 Gustavus St.
Laredo, Texas 78043-2339

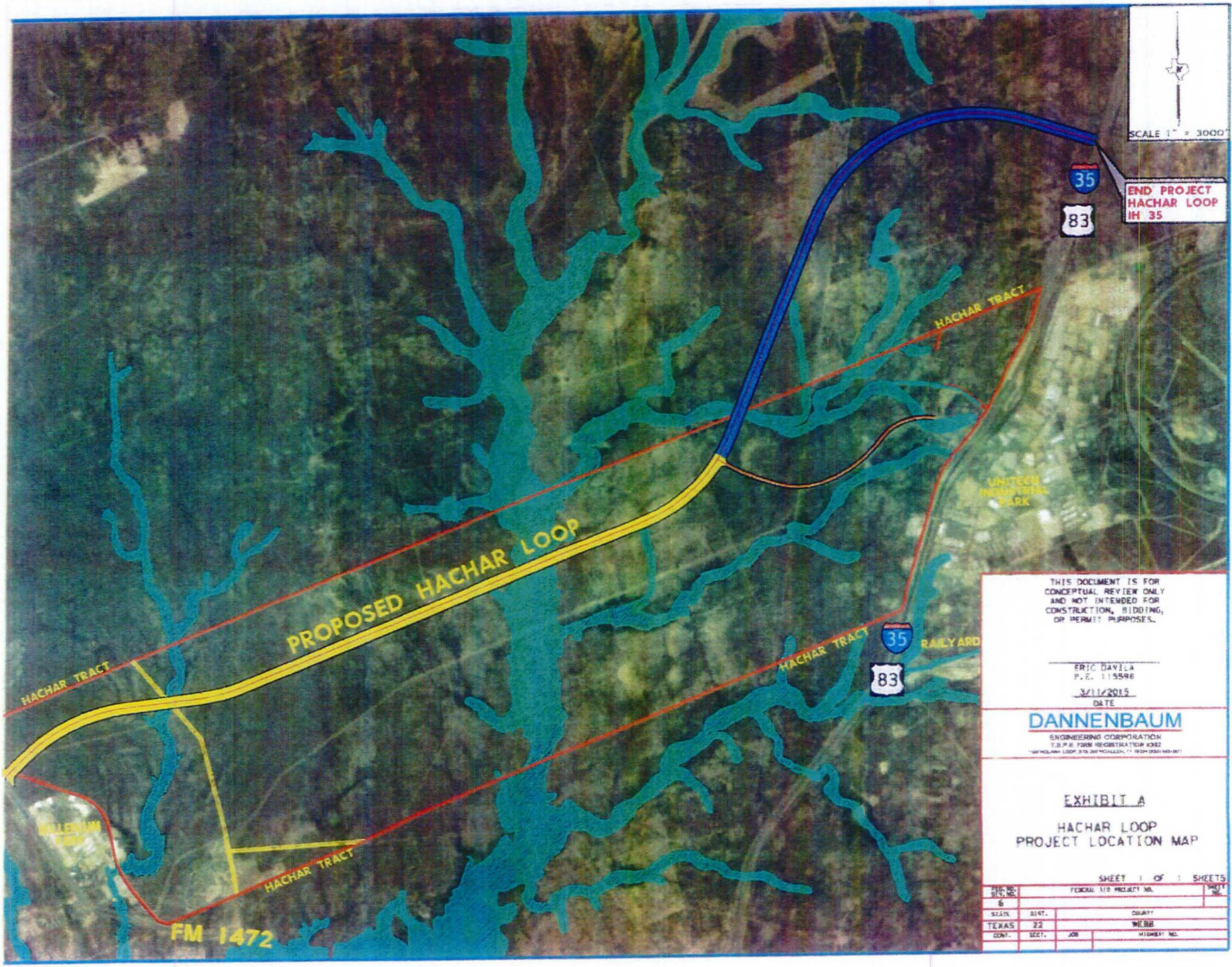
Via CMRRR: 7018 1830 0000 5535 1452

Dannenbaum Engineering
Attn: Gustavo O. Lopez, P.E.
Vice President / Director South Texas Transportation Division
415 Embassy Oaks, Suite 102
San Antonio, Texas 78216

Via CMRRR: 7018 1830 0000 5535 1469

Via E-mail: gustavo.lopez@dannenbaum.com

Exhibit A



SCALE 1" = 3000'

END PROJECT
HACHAR LOOP
IH 35

THIS DOCUMENT IS FOR
CONCEPTUAL REVIEW ONLY
AND NOT INTENDED FOR
CONSTRUCTION, BIDDING,
OR PERMIT PURPOSES.

ERIC DAVILA
P.E. 115546
3/11/2015
DATE

DANNENBAUM
ENGINEERING CORPORATION
7.8 P.M. 1906 REGISTRATION #3922
(HACHAR LOOP, 3 TO 200 HACHAR, 11 WEST 2000 ROAD)

EXHIBIT A
HACHAR LOOP
PROJECT LOCATION MAP

SHEET 1 OF 1 SHEETS

DIST. NO.	FEDERAL AID PROJECT NO.			STATE
6				TX
STATE	SECT.	COUNTY		
TEXAS	22	WEBB		
CONF. SECT.	JOB	HIGHWAY NO.		

Exhibit B

Hachar-Reuthinger Loop
CSJ's No. 0922-33-165 and 0922-33-166
Public Meeting
July 9, 2019

The City of Laredo and Webb County thank you for attending this Public Meeting and welcome your comments on the proposed construction of the Hachar-Reuthinger Highway. Please complete the following information and place your completed sheet in the box or return it by mail to the Webb County Engineering Department, 1620 Santa Ursula, Laredo, Texas 78040, Attn: Guillermo Cuellar. Verbal comments can be made through the phone at (956) 523-5652. Comments must be received on or before July 23, 2019 to be part of the official meeting record.

Name: IRMA G. GARZA MONTEMAYOR
Organization or Affiliation: WEBB COMMERCIAL DEVELOPMENT INC. (WEBB)
Address: 7305 SAN DARIO AVE / SUITE 6 PMB #330
LAREDO, TX 78045
Telephone Number: +521 81 83 96 99 00 (956) 602-0699
Email Address: irma.garza@gruposanmarino.mx

Your comments (use additional sheets if necessary): I HAVE HAD A CONVERSATION WITH GUSTAVO LOPEZ (DANNENBAUM), DURING WHICH THE CONCERNS OF WEBB AND POSSIBLE SOLUTIONS WERE DISCUSSED. WEBB INTENDS TO PROVIDE A WRITTEN STATEMENT OF ITS POSITION TO TEX-DOJ, THE CITY OF LAREDO AND DANNENBAUM PRIOR TO JULY 23, 2019. A SCHEMATIC ILLUSTRATING SOME OF THE CONCERNS OF WEBB WERE PROVIDED TO GUSTAVO LOPEZ. WEBB IS IN FAVOR OF THE PROJECT, BUT IS NOT IN FAVOR OF DONATING ALL OR SOME OF THE RIGHT OF WAY ON WEBB'S PROPERTY, UNLESS CONCESSIONS ARE MADE BY THE ADJOINING LANDOWNERS. THE AMOUNT OF WEBB ACREAGE NEEDED FOR THE RIGHT OF WAY WOULD IMPOSE AN UNDUABLE BURDEN ON WEBB CONSIDERING THE AMOUNT OF ACREAGE THAT WEBB OWNS, THE AMOUNT PAID FOR THE ACREAGE AND THE LIMITED BENEFIT TO THE REMAINING WEBB ACREAGE. IN ADDITION WEBB HAS A RECORDED PLOT THAT WILL BE NEGATIVELY IMPACTED



Hachar-Reuthinger Loop
CSJ's No. 0922-33-165 and 0922-33-166
Public Meeting
July 9, 2019

The City of Laredo and Webb County thank you for attending this Public Meeting and welcome your comments on the proposed construction of the Hachar-Reuthinger Highway. Please complete the following information and place your completed sheet in the box or return it by mail to the Webb County Engineering Department, 1620 Santa Ursula, Laredo, Texas 78040, Attn: Guillermo Cuellar. Verbal comments can be made through the phone at (956) 523-5652. Comments must be received on or before July 23, 2019 to be part of the official meeting record.

Name: _____

Organization or Affiliation: _____

Address: _____

Telephone Number: _____

Email Address: _____

Your comments (use additional sheets if necessary): BY THE TEXDOT RIGHT OF WAY AND THE SCHEDULED EXTENSION OF BELTWAY PARKWAY, IN ADDITION TO THE LOCATION OF THE INTERSECTION OF BELTWAY PARKWAY AND THE HACHAR-REUTHINGER LOOP PREVENTS THE COMMERCIAL, REASONABLE DEVELOPMENT OF THREE OF THE FOUR CORNERS OF SUCH INTERSECTION AS WELL AS THE PROPERTY LEADING UP TO THE INTERSECTION. THERE IS A CONCERN WITH RESPECT TO WHETHER THE EXTENSION OF BELTWAY PARKWAY WILL BE BUILT WITH THE MATERIALS NECESSARY TO WITHSTAND THE HEAVY AXLE COUNT AND WEIGHT THAT WILL BE CARRIED ON THE ROAD. THE ACCESS OF THE FOUR CORNERS TO THE ACCESS ROADS OF THE LOOP IS ALSO A CONCERN. IN ADDITION, THE TIMING OF THE CONSTRUCTION OF THE SHOULDERS AND THE FRONTAGE ROADS, AS WELL AS THE ELEVATION THEY WILL BE BUILT AT AND THE REQUIRED RETAINING STRUCTURES ARE ALSO A CONCERN.

Hachar-Reuthinger Loop
CSJ's No. 0922-33-165 and 0922-33-166
Public Meeting
July 9, 2019

The City of Laredo and Webb County thank you for attending this Public Meeting and welcome your comments on the proposed construction of the Hachar-Reuthinger Highway. Please complete the following information and place your completed sheet in the box or return it by mail to the Webb County Engineering Department, 1620 Santa Ursula, Laredo, Texas 78040, Attn: Guillermo Cuellar. Verbal comments can be made through the phone at (956) 523-5652. Comments must be received on or before July 23, 2019 to be part of the official meeting record.

Name: _____

Organization or Affiliation: _____

Address: _____

Telephone Number: _____

Email Address: _____

Your comments (use additional sheets if necessary): WEBB ALSO OBJECTS TO

THE PROJECT TERMINATING AT 0.1 MILES EAST OF BELTWAY

PACIFWAY. WEBB BELIEVES THAT THE LOOP SHOULD EXTEND TO

THE BOUNDARY OF THE HACHAR AND REUTHINGER TRACT.

WEBB BELIEVES ALL OF THESE ISSUES CAN BE RESOLVED AND

LOOKS FORWARD TO WORKING WITH TEX-DOT, THE CITY OF

LAREDO AND ADJOINING LANDOWNERS IN REACHING THE

NECESSARY RESOLUTIONS.

SINCERELY

IRMA G. GARZA MONTANON

GENERAL MANAGER

WEBB COMMERCIAL DEVELOPMENT INC.

JULY 9th, 2019.

Exhibit C

NOTICE OF CONFIDENTIALITY RIGHTS: IF YOU ARE A NATURAL PERSON, YOU MAY REMOVE OR STRIKE ANY OR ALL OF THE FOLLOWING INFORMATION FROM ANY INSTRUMENT THAT TRANSFERS AN INTEREST IN REAL PROPERTY BEFORE IT IS FILED FOR RECORD IN THE PUBLIC RECORDS: YOUR SOCIAL SECURITY NUMBER OR YOUR DRIVER'S LICENSE NUMBER.

SPECIAL WARRANTY DEED WITH VENDOR'S LIEN

THE STATE OF TEXAS §

KNOW ALL MEN BY THESE PRESENTS:

COUNTY OF WEBB §

THAT THE UNDERSIGNED, David A. Hachar, Lilia Jeanette Hachar and Lilia Ethel Jasso, all individually and Falcon International Bank, as Trustee of all the Trusts created under the Last Will and Testament of Nicolas D. Hachar; Louis P. LaVaude and George L. "Buddy" Hachar, Jr., as Co-Trustees of the Nicolas David Hachar Estate Trust aka N.D. Hachar Estate Trust, acting herein by and through its duly authorized agent, hereinafter called "Grantor", whether one or more, for and in consideration of the sum of TEN DOLLARS (\$10.00), and other good and valuable consideration to the undersigned in hand paid to Grantor by Webb Commercial Development, Inc., a Texas Corporation, hereinafter called Grantee, whose mailing address is 6909 Springfield Ave., Suite 200, Laredo, Texas, 78041, the receipt of which is hereby acknowledged, and the further consideration of the execution and delivery by the Grantee of one certain promissory note of even date herewith in the principal sum of SIX MILLION SIX HUNDRED NINETEEN THOUSAND EIGHT HUNDRED FIFTY AND NO/100THS (\$6,619,850.00) DOLLARS, payable to the order of TEXAS COMMUNITY BANK, as therein specified, providing for acceleration of maturity and for attorney's fees, the payment of which note is secured by the vendor's lien herein retained, and is additionally secured by a deed of trust of even date herewith to Joe Sanchez, Trustee, has GRANTED, SOLD and CONVEYED, and by these presents does hereby GRANT, SELL and CONVEY unto Grantee, the real property described as follows:

The Surface Only to a tract of land containing 185.43 acres (8,077,212 S.F.), more or less, situated in Porcion 12, SANTIAGO SANCHEZ ORIGINAL GRANTEE, ABSTRACT 278 and Porcion 13, JOSE M. GARCIA ORIGINAL GRANTEE, City of Laredo, Webb County, Texas, said 185.43 acre tract of land being out of a called 6,132.06 acre tract of land deeded to N.D. Hachar in Volume 303, Pages 164-172, Deed Records, Webb County, Texas and being more particularly described as follows:

COMMENCING at a found concrete monument (N:17,140,446.58, E:670,893.74) being the Northerly corner of Travel Center of America boundary as recorded in Volume 26, Pages 10-17 of the Webb County Map Records, Texas also being an exterior corner of N.D. Hachar Industrial Park, Phase I as recorded in Volume 29, Pages 17-18 of the Webb County Map Records, Texas, THENCE, South 65 degrees 40 minutes 55 seconds West, a distance of 7286.64 feet to a found 1/2 inch iron rod being the West corner of Webb Commercial Development, Inc. being a 219.28 acre tract as per deed recorded in Volume 3509, Pages 185-195, W.C.D.R. for an interior corner of this tract with coordinates of (N:17,137,899.141, E:665,461.054) and the TRUE POINT OF BEGINNING;

THENCE, South 72 degrees 22 minutes 09 seconds East, along the Southern
Landtitle Texas, L.L.C.
GF No. 15001132

boundary line of said 219.28 acres tract, a distance of 703.74 feet to a point on a curve having a radius of 2260.0 feet, chord of South 81 degrees 08 minutes 26 seconds East, 689.28 feet;

THENCE, along said curve continuing along said 219.28 acre tract and into said 81.10 acre tract and arc length of 691.98 feet to a non-tangent point of being on the West side of Utility Easement being 3.55 acres as recorded in Volume 2677, Pages 774-782, W.C.D.R., for an exterior corner hereof;

THENCE, South 07 degrees 38 minutes 40 seconds West, along said Utility Easement, a distance of 1068.43 feet to a set 1/2 inch iron rod for an exterior corner hereof;

THENCE, North 74 degrees 46 minutes 44 seconds West, a distance of 2666.21 feet to a set 1/2 inch iron rod for a deflection point hereof;

THENCE, North 56 degrees 17 minutes 17 seconds West, a distance of 518.56 feet to a set 1/2 inch iron rod for an exterior corner hereof;

THENCE, North 33 degrees 42 minutes 43 seconds East, a distance of 1055.00 feet to a set 1/2 inch iron rod for an exterior corner hereof;

THENCE, North 61 degrees 31 minutes 08 seconds West, a distance of 677.00 feet to a set 1/2 inch iron rod for an interior corner hereof;

THENCE, South 35 degrees 10 minutes 39 seconds West, a distance of 993.60 feet to a set 1/2 inch iron rod for an exterior corner hereof;

THENCE, North 56 degrees 17 minutes 17 seconds West, a distance of 1658.92 feet to a set 1/2 inch iron rod being approximately 25 feet from the North boundary line of said N.D. Hachar Ranch, for the Northwest corner hereof;

THENCE, North 67 degrees 50 minutes 47 seconds East, following North boundary line of said N.D. Hachar Ranch approximately with a 25 foot offset, a distance of 3257.68 feet to a set 1/2 inch iron rod, for the most Northerly corner hereof;

THENCE, South 67 degrees 01 minutes 58 seconds East, a distance of 1360.62 feet to a found 1/2 inch iron rod being the Northwest corner of said 219.28 acre tract, for an exterior corner hereof;

THENCE, South 17 degrees 37 minutes 51 seconds West, along said 219.28 acre Westerly boundary line, a distance of 1695.78 feet to the Point of Beginning of the 185.43 acre tract of land, more or less.

Grantor reserves for itself, its successor and assigns, and excepts from this conveyance, all of the ground water rights that pertaining to the real property (regardless of the method by which any

such ground water rights are produced), and it is understood that Grantee acquires no interests therein.

Grantor reserves for itself, its successor and assigns, and excepts from this conveyance, all of the oil, gas, coal, barite, uranium and all other minerals in, on and under the above described property (regardless of the method by which any such mineral or substance is, or may be mined or produced), and it is understood that Grantee acquires no interests therein; and this conveyance shall be subject to the rights of the owners of said oil, gas and other minerals and subject to such oil, gas and/or mineral leases as are currently in effect and as may be executed in the future. Surface minerals such as sand, gravel, caliche and dirt are being conveyed.

For Grantor and Grantor's heirs, successors, and assigns forever, a reservation of the free uninterrupted, and perpetual use of, subject to the limitations set forth herein and in a separate right to maintain, a nonexclusive 30 foot wide access easement over the above described property. This easement is described in Exhibit A attached hereto and incorporated herein by reference. The easement is perpetual and nonexclusive, and Grantor reserves for Grantor and Grantors heirs, successors, and assigns the right to convey the easement or other rights to others, subject to the right of Grantee to improve the easement and dedicate the easement to the public. Notwithstanding any other provisions, within 60 days of the dedication and acceptance by the City of Laredo of the section of Beltway Parkway to be constructed over the section of the easement set forth above, the Grantor will execute a Termination of Easement in a form recordable with the Webb County Clerk.

This conveyance, however, is made and accepted subject to the following matters, to the extent same are in effect at this time:

1. Volume 1507, Page 814, Official Records, Webb County, Texas, but omitting any covenant, condition or restriction based on race, color, religion, sex, handicap, familial status, or national origin, unless and only to the extent that said covenant (a) is exempt under Chapter 42, Section 3607 of the United States Code or (b) relates to handicap but does not discriminate against handicapped persons.
 2. Off-Site Variable Utility Easement as shown according to the map or plat thereof recorded in Volume 26, Pages 10-17, Map Records, Webb County, Texas.
 3. Right of way easement granted to Central Power and Light Company, its successors and assigns, dated August 25, 1955, filed September 16, 1955 recorded in Volume 242, Page 429, Deed Records, and Delineation of Easement and Restrictive Covenant granted to AEP Texas Central Company, its successors and assigns, dated November 19, 2003, filed December 9, 2003, recorded in Volume 1507, Page 814, Official Records, Webb County, Texas.
 4. Right of way easement granted to Medina Electric Cooperative, Inc., its successors and assigns, dated March 3, 1961, filed March 7, 2002 recorded in Volume 1182, Page 210, Official Records, Webb County, Texas.
-

5. Terms, conditions, restrictions, reservations, easements and right of ways as set forth in Partition Deed dated January 12, 1963, recorded in Volume 303, Page 164, Deed Records, Webb County, Texas.

6. Delineation of easement granted to Central Power and Light Company, its successors and assigns, dated December 16, 1994, filed January 20, 1995 recorded in Volume 281, Page 603, Official Records, Webb County, Texas.

7. Memorandum of Non-Exclusive Pipeline Right-of-Way Agreement granted to Eagle Ford Escondido Gathering, LLC, its successors and assigns, dated November 2, 2010, filed February 4, 2011, recorded in Volume 3047, Page 109, Official Records, Webb County, Texas.

TO HAVE AND TO HOLD the Property together with all and singular the rights and appurtenances thereto in anywise belonging unto the said Grantee, its successors and assigns forever, subject to the matters herein stated; and Grantor does hereby bind itself and its successors and assigns, to **WARRANT AND FOREVER DEFEND**, all and singular, the Property unto Grantee, its successors and assigns, against every person whomsoever lawfully claiming or to claim the same or any part thereof, by, through, or under Grantor, but not otherwise.

But it is expressly agreed that the Vendor's Liens, as well as Superior Title in and to the above described premises, is retained against the above described property, premises and improvements until the above described note and all interest thereon are fully paid according to the face, tenor, effect and reading thereof, when this Deed shall become absolute.

The said Vendor's Lien and Superior Title herein retained are hereby transferred, assigned, sold and conveyed to TEXAS COMMUNITY BANK, its successors and assigns, the payee named in said note without recourse on Grantor.

GRANTEE ACKNOWLEDGES THAT GRANTOR HAS NOT MADE AND DOES NOT MAKE ANY REPRESENTATIONS AS TO THE PHYSICAL CONDITION OR ANY OTHER MATTERS AFFECTING OR RELATING TO THE PROPERTY OR ANY IMPROVEMENTS THEREON (OTHER THAN THE WARRANTY OF THE TITLE TO BE CONTAINED IN THIS DEED) , AND THE GRANTEE IS RELYING ENTIRELY ON THE GRANTEE'S INSPECTION AND INVESTIGATION OF THE PROPERTY WITH RESPECT TO ALL SUCH MATTERS. TO THE MAXIMUM EXTENT PERMITTED BY LAW, THE PROPERTY AND ANY IMPROVEMENTS THEREON ARE TO BE CONVEYED "AS IS" AND "WITH ALL FAULTS", AND GRANTOR EXPRESSLY DISCLAIMS, AND GRANTEE ACKNOWLEDGES AND ACCEPTS THAT THE GRANTOR HAS DISCLAIMED, ANY AND ALL REPRESENTATIONS, WARRANTIES OR GUARANTIES OF ANY KIND, ORAL OR WRITTEN, EXPRESS OR IMPLIED (OTHER THAN WARRANTY OF TITLE TO BE CONTAINED IN THE DEED) CONCERNING THE PROPERTY THEREON, INCLUDING, WITHOUT LIMITATION, (i) THE VALUE, CONDITION, MERCHANTABILITY, HABITABILITY, MARKETABILITY, PROFITABILITY, SUITABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE OF THE PROPERTY AND ANY IMPROVEMENTS THEREON, (ii) THE MANNER OR QUALITY OF THE

CONSTRUCTION OR MATERIALS INCORPORATED INTO ANY SUCH IMPROVEMENTS, (iii) ANY QUALITY, STATE OF REPAIR, OR LACK OF REPAIR OF THE PROPERTY AND ANY IMPROVEMENTS THEREON. GRANTOR IS NOT LIABLE OR BOUND IN ANY MATTER BY ANY VERBAL OR WRITTEN STATEMENTS, REPRESENTATIONS, OR INFORMATION PERTAINING TO THE PROPERTY, OR THE OPERATION THEREOF, FURNISHED BY ANY REAL ESTATE BROKER, AGENT, EMPLOYEE, SERVANT, OR OTHER PERSON, UNLESS THE SAME ARE SPECIFICALLY SET FORTH OR REFERRED TO HEREIN.

EXECUTED this 19th day of AUGUST, 2015.

D. Hachar
David A. Hachar

Lilia Jeanette Hachar
Lilia Jeanette Hachar

Lilia Ethel Jasso
Lilia Ethel Jasso

Falcon International Bank, as Trustee of all the Trusts
Created under the Last Will and Testament of Nicolas D. Hachar:
Guadalupe Hachar Didieu Trust
Olga Hachar LaVaude Trust
George L. Hachar Trust
Guadalupe Hachar de la Fuente Trust

By: *Nicholas Van Steenberg*
Nicholas Van Steenberg, President, Trust Department,
Falcon International Bank, Trustee of all the Nicolas D. Hachar Trusts

Nicolas David Hachar Estate Trust
aka N.D Hachar Estate Trust

By: *George L. Hachar, Jr.*
George L. Hachar, Jr., Trustee

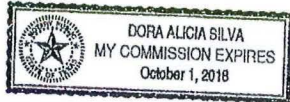
Nicolas David Hachar Estate Trust
aka N.D Hachar Estate Trust

By: *Louis P. LaVaude*
Louis P. LaVaude, Trustee

THE STATE OF TEXAS §

COUNTY OF WEBB §

The foregoing instrument was acknowledged before me on the 19th day of AUGUST, 2015, by David A. Hachar.

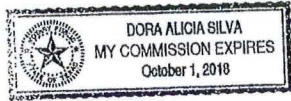


Dora Alicia Silva
NOTARY PUBLIC, STATE OF TEXAS

THE STATE OF TEXAS §

COUNTY OF WEBB §

The foregoing instrument was acknowledged before me on the 19th day of AUGUST, 2015, by Lilia Jeanette Hachar.



Dora Alicia Silva
NOTARY PUBLIC, STATE OF TEXAS

THE STATE OF TEXAS §

COUNTY OF WEBB §

The foregoing instrument was acknowledged before me on the 19th day of AUGUST, 2015, by Lilia Ethel Jasso.

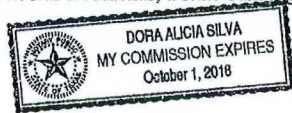


Dora Alicia Silva
NOTARY PUBLIC, STATE OF TEXAS

THE STATE OF TEXAS §

COUNTY OF WEBB §

The foregoing instrument was acknowledged before me on the 19th day of AUGUST, 2015, by Nicholas Van Steenberg, President of the Trust Department of Falcon International Bank, as Trustee of all the Trusts created under the Last Will and Testament of Nicolas D. Hachar, a state banking association, on behalf of said association.

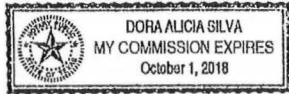


Dora Alicia Silva
NOTARY PUBLIC, STATE OF TEXAS

THE STATE OF TEXAS §

COUNTY OF WEBB §

The foregoing instrument was acknowledged before me on the 19th day of AUGUST, 2015, by George L. Hachar, Jr., Trustee of the Nicolas David Hachar Estate Trust aka N.D Hachar Estate Trust on behalf of said Trust.

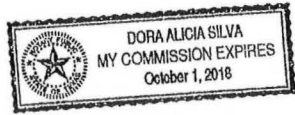


Dora Alicia Silva
NOTARY PUBLIC, STATE OF TEXAS

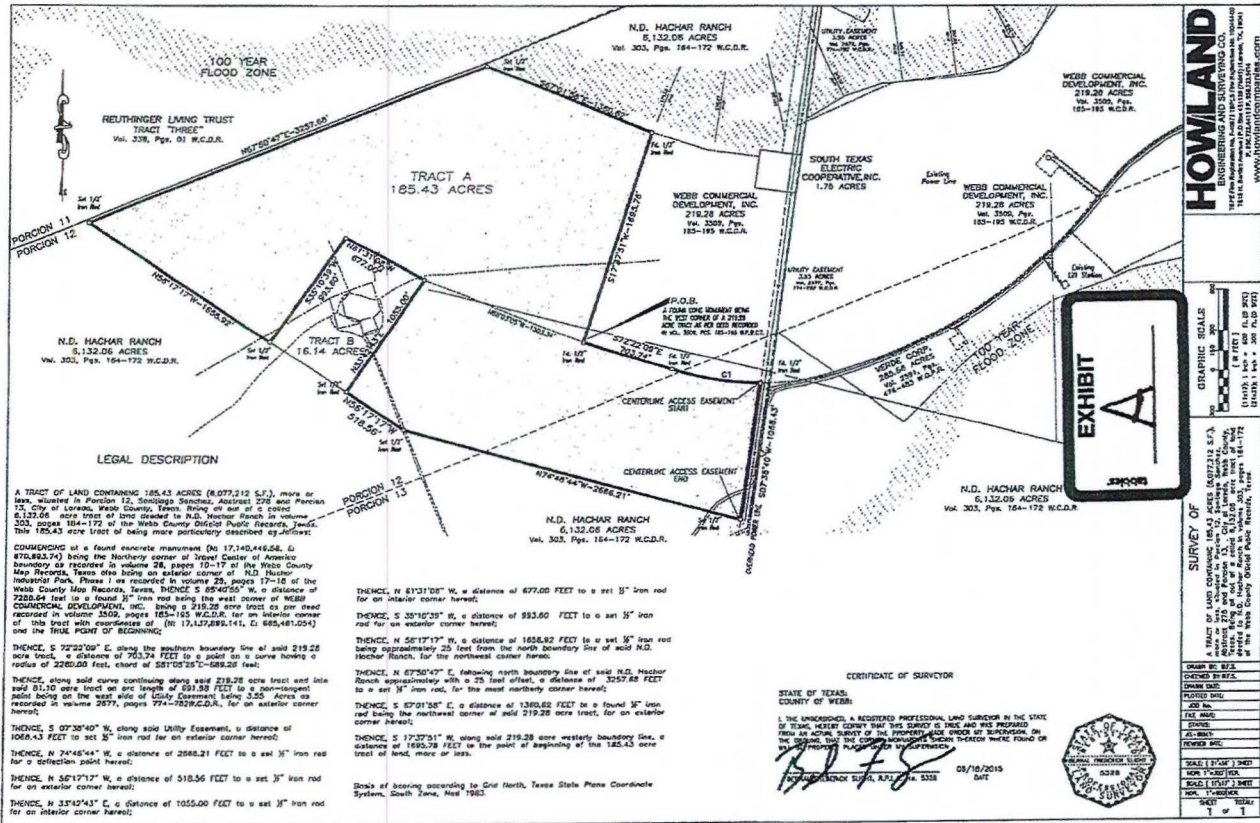
THE STATE OF TEXAS §

COUNTY OF WEBB §

The foregoing instrument was acknowledged before me on the 21st day of AUGUST, 2015, by Louis L. LaVaude, Trustee of the Nicolas David Hachar Estate Trust aka N.D Hachar Estate Trust on behalf of said Trust.



Dora Alicia Silva
NOTARY PUBLIC, STATE OF TEXAS



HOWLAND
ENGINEERING AND SURVEYING CO.
1818 S. ARROYO AVENUE, SUITE 100, LAREDO, TEXAS 77905
WWW.HOWLANDSURVEYS.COM

GRADING DETAILS

NO. 100
1" = 10'
1" = 20'
1" = 40'
1" = 80'
1" = 160'
1" = 320'
1" = 640'
1" = 1280'

SURVEY OF

A TRACT OF LAND CONTAINING 185.43 ACRES (8,077,212 S.F.), more or less, situated in Portion 12, Subdivisions Sections, Abstract 228 and Portion 13, City of Laredo, Webb County, Texas, being on east of a corner 6,132.06 acre tract of land divided in N.D. Hachar Ranch in volume 303, pages 164-172 of the Webb County Official Public Records, Texas.

OWNER BE: 872

OWNER BY REF:

OWNER SURV. _____

PLATTED SURV. _____

JOB NO. _____

FILE NO. _____

DATE _____

REVIEW BY _____

SCALE (1" = 400') SHEET

WORK PLAN SHEET

NO. 1 OF 1 SHEET

SHEET TOTAL 1 OF 1



LEGAL DESCRIPTION

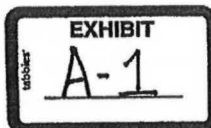
Centerline Access Easement out of a 185.43 acre tract

CENTERLINE OF 1064.50 LF FOR AN ACCESS EASEMENT with a 15 feet on each side, more or less, situated in Porcion 13, City of Laredo, Webb County, Texas. Being out of a called 6,132.06 acre tract of land deeded to N.D. Hachar as per deed recorded in volume 303, pages 164-172 of the Webb County Deed Records, Texas. This centerline access easement being more particularly described as follows:

COMMENCING at a found 1/2" iron rod being the most westerly corner of a tract containing 219.28 acres as recorded in volume 3509, pages 185-195 of the Webb County Deed Records, Texas having a coordinate (N: 17,137,899.141 E: 665,461.054) **THENCE**, S 76°34'02" E, a distance of 1374.21 FEET to the **TRUE POINT OF BEGINNING**;

THENCE, S 07°38'40" W, paralleling the west side of Medina Electric Easement as per deed recorded in volume 461, pages 641 Webb County Deed Record, Texas, with a 15 foot offsite west, a distance of **1064.50 FEET** to the end of this access easement.

Basis of bearing according to Grid North, Texas State Plane Coordinate System, South Zone, Nad 1983.



www.howlandcompanies.com

7615 N. Bartlett Avenue | P.O. Box 451128 (78045) | Laredo, TX 78041 P. 956.722.4411 | F. 956.722.5414
TBPE Firm Registration No. F-4097 | TBPLS Firm Registration No. 100464-00

STATE OF TEXAS
COUNTY OF WEBB
I HEREBY CERTIFY THAT THIS INSTRUMENT WAS
FILED ON THE DATE AND AT THE TIME STAMPED
HEREON BY ME AND WAS DULY RECORDED IN THE
VOLUME AND PAGE OF THE OFFICIAL PUBLIC
RECORDS OF WEBB COUNTY TEXAS AS STAMPED
HEREON BY ME



Margie Ramirez Ibarra
COUNTY CLERK
WEBB COUNTY, TEXAS

Doc # 1242709
Recorded
8/28/2015 1:11:09 PM

Signed: *[Signature]*
BY DEPUTY
MARGIE RAMIREZ IBARRA
COUNTY CLERK
Fees: \$58.00

Cm. Altgelt was not present.

33. 2018-R-94 Resolution renaming Eastwoods Park to the Arturo N. Benavides, Sr. Park. The Facilities Naming Commission is in favor of the renaming of this park.

Motion to adopt Resolution 2018-R-094, adding "Memorial" after "Sr."

Moved: Cm. Torres

Second: Cm. Balli

For: 7

Against: 0

Abstain: 0

Cm. Altgelt was not present.

34. 2018-R-95 Authorizing the City's Delinquent Tax Attorney to arrange for the auction by the Webb County Sheriff, pursuant to Section 34.05 (b) and (c) of the Texas Tax Code, of the following properties subject to the recommended minimum bids specified herein:

Property #	Address	Current Minimum Bid	Recommended Minimum Bid
2	3201 Rosario	\$49,900	\$38,000
3	1404 Gates	\$45,700	\$33,500
6	1219 E. Musser	\$41,500	\$31,000

All above properties are more specifically described in attached Exhibit A.

Motion to adopt Resolution 2018-R-095.

Moved: Cm. Balli

Second: Cm. Torres

For: 7

Against: 0

Abstain: 0

Cm. Altgelt was not present.

35. 2018-R-96 Adopting a program under Texas Local Government Code Chapter 380 and authorizing the City Manager to execute an agreement made pursuant to Texas Local Government Code Chapter 380 relating to the development of a roadway traversing approximately 5,135 acres located West of IH 35 at the Unitec Overpass across the Hachar Trust property to FM 1472 (Mines Road); and providing an effective date.

Motion to adopt Resolution 2018-R-096.

Moved: Cm. Balli

Second: Cm. Torres

For: 7

Against: 0

Abstain: 0

Cm. Altgelt was not present.

XIII (b) MOTIONS

- 36. Approving the submission of the 2018-2019 One Year Action Plan to the U.S. Department of Housing and Urban Development (HUD) request for funding in the amounts of \$3,729,949.00 in 44th Action Year Community Development Block Grant (CDBG) funds, \$1,178,458.00 through the HOME Investment Partnership Program (HOME), and \$306,204.00 through the Emergency Solutions Grant (ESG). An additional \$2,800.00 is anticipated to be received through CDBG program income, \$72,200.00 in Housing Rehabilitation Revolving Loan funds, and \$160,000.00 in HOME program income. Also authorizing the City Manager to execute all documents as a result of the Plan's submission. The plan identifies the projects proposed to be funded by HUD through entitlement program funds and anticipated program income, which are as follows:

44th AY Community Development Block Grant	
Community Development Administration	\$656,089
Housing Rehabilitation Administration	\$304,458
Housing Rehabilitation Loan Program	\$468,451
Code Enforcement	\$489,984
Graffiti Removal Program	\$49,944
Downtown Senior Recreational Program	\$145,225
Downtown Elderly Affordable Rental Housing	\$301,198
Rental Rehabilitation Program	\$350,000
Downtown Neighborhood Access Improvements	\$127,400
El Eden Park Improvements	\$120,000
Freddy Benavides Park Improvements	\$120,000
Sidewalks in District III	\$120,000
Eastwoods Neighborhood Park Improvements	\$20,000
Sidewalks in District IV	\$100,000
De Llano Park Improvements	\$120,000
Bike Lanes in District VII	\$120,000
Sidewalks in District VIII	\$120,000
TOTAL	\$3,732,749

Revolving Loan			
Housing Rehabilitation Administration	Revolving Loan		\$9,452

City Council-Regular

Meeting Date: 07/16/2018

Initiated By: Cynthia Collazo, Deputy City Manager

Staff Source: Nathan Bratton

SUBJECT

2018-R-96 Adopting a program under Texas Local Government Code Chapter 380 and authorizing the City Manager to execute an agreement made pursuant to Texas Local Government Code Chapter 380 relating to the development of a roadway traversing approximately 5,135 acres located West of IH 35 at the Unitec Overpass across the Hachar Trust property to FM 1472 (Mines Road); and providing an effective date.

PREVIOUS COUNCIL ACTION

N/A

BACKGROUND

N/A

COMMITTEE RECOMMENDATION

N/A

STAFF RECOMMENDATION

N/A

Fiscal Impact

Fiscal Year:

Budgeted Y/N?:

Source of Funds:

Account #:

Change Order: Exceeds 25% Y/N:

FINANCIAL IMPACT:

Fiscal impact to be determined by the agreement.

RESOLUTION NO. 2018-R-96

ADOPTING A PROGRAM UNDER TEXAS LOCAL GOVERNMENT CODE CHAPTER 380 AND AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT MADE PURSUANT TO TEXAS LOCAL GOVERNMENT CODE CHAPTER 380 RELATING TO THE DEVELOPMENT OF A ROADWAY TRAVERSING APPROXIMATELY 5,135 ACRES LOCATED WEST OF IH 35 AT THE UNITEC OVERPASS ACROSS THE N.D. HACHAR TRUST PROPERTY TO FM 1472 (MINES ROAD); AND PROVIDING AN EFFECTIVE DATE

WHEREAS, Article III, Section 52-a of the Texas Constitution and Chapter 380 of the Texas Local Government Code authorizes a local government to establish and provide for the administration of one or more programs, for making loans and grants and providing personnel and services of the municipality, to promote state or local economic development and to stimulate business and commercial activity in the municipality; and

WHEREAS, under Chapter 380 of the Texas Local Government Code, the City of Laredo adopts an economic development program, as set forth in the Chapter 380 Economic Development Agreement between the City of Laredo and Verde Corp. (attached hereto as Exhibit A) to promote local economic development and stimulate business and commercial activity within the City limits; and

WHEREAS, Verde Corp ("Developer") owns or develops certain real property consisting of approximately 5,135 acres of land, known as the N.D. Hachar trust property (the "Property"), within the City of Laredo ("City") located approximately west of IH 35 at the Unitec overpass and continuing west to FM 1472 (Mines Road); and

WHEREAS, Developer intends to develop the Property as a multi-use project, including, industrial, commercial, multi and single family uses (the "Project"); and

WHEREAS, the development of the Project, as proposed, will contribute to the economic development of the City by creating new jobs and increased employment, generating increased development, increased real property value and tax revenue for the City, enhance public infrastructure, and have both a direct and indirect positive overall improvement/stimulus in the local and state economy; and

WHEREAS, the City and Developer are executing and entering into an Agreement to set forth certain terms and obligations of the City and Developer with respect to enhancing the Project by preparing for the initial construction of a multi-lane roadway, in an approximate 400 foot corridor to be defined during the development of an approved schematic and identified in the environmental process as defined and approved by the Texas Department of Transportation (TxDOT); and

WHEREAS, in consideration of the future construction of the overweight roadway traversing the Property, the City desires to make a grant, in an amount not to exceed Two Hundred

Seventy-Five Thousand Dollars (\$275,000.00), pursuant to Chapter 380 (the "380 Grant") to Developer as provided in this Agreement for costs and expenses incurred by Developer in completing an Environmental Assessment and securing a Finding of No Significant Impact (FONSI) for the proposed roadway and as an economic incentive for Developer to develop the property in a manner consistent with its approved master plan; and

WHEREAS, the Parties recognize that all agreements of the Parties hereto and all terms and provisions hereof are subject to the laws of the State of Texas and all rules, regulations and interpretations of any agency or political subdivision thereof at any time governing the subject matters hereof; and

WHEREAS, the Parties agree that all conditions precedent for the Agreement to become a binding agreement have occurred and been complied with, including all requirements pursuant to the Texas Open Meetings Act and all public notices and hearings; if any, have been conducted in accordance with Texas law;

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

Section 1. Findings. The foregoing recitals are hereby found to be true and correct and adopted as findings of fact

Section 2. Chapter 380 Program. Exhibit A, attached hereto and incorporated by reference as if set out in full, is adopted as a Chapter 380 program.

Section 3. Authorization. The City Manager is hereby authorized to execute the Agreement attached hereto as Exhibit "A", and all documents necessary to accomplish the purposes of this resolution, provided said Agreement is first fully executed by an authorized representative of the Developer.

Section 4. Open Meetings. It is hereby officially found and determined that the meeting at which this resolution was passed was open to the public as required and that public notice of the time, place and purpose of said meeting was given as required by the Open Meetings Act, Chapter 551, Tex. Gov't Code.

Section 5. Effective Date. This Resolution shall take effect upon its adoption.

APPROVED AND ADOPTED on this the ____ day of July, 2018.

PETE SAENZ
MAYOR

ATTESTED:

Jose A. Valdez, Jr.
City Secretary

APPROVED AS TO FORM ONLY:

Kristina Laurel Hale
City Attorney

CHAPTER 380 ECONOMIC DEVELOPMENT AGREEMENT

This Agreement (hereinafter "Agreement") by and between the CITY OF LAREDO, TEXAS, a Texas home-rule municipal corporation (hereinafter "City") and VERDE CORP., a Texas Corporation, (hereinafter "Developer") (City and Developer collectively referred to as the "Parties" and sometimes individually as a "Party"), is entered into upon the "Effective Date," as more clearly defined herein.

WHEREAS, the City has established this as a program in accordance with Article III, Section 52-a of the Texas Constitution and Chapter 380 of the Texas Local Government Code ("Chapter 380") under which the City has the authority to make loans or grants of public funds for the purposes of promoting local economic development and stimulating business and commercial activity within the City; and

WHEREAS, Verde Corp ("Developer") owns or develops certain real property consisting of approximately 5,135 acres of land, known as the N.D. Hachar trust property (the "Property"), within the City of Laredo ("City") located approximately west of IH 35 at the Unitec overpass and continuing west to FM 1472 (Mines Road); and

WHEREAS, Developer intends to develop the Property as a mixed use project, including industrial, commercial, retail and multi-family uses (the "Project"); and

WHEREAS, in order to proceed with the Project, Environmental clearance pursuant to NEPA and TxDOT permits are required in order to construct roadway improvements that will promote the economic development of the City, enhance mobility, and increase public safety; and

WHEREAS, the City recognizes the positive economic impact that the Development will have through the production of new jobs, the attraction of new businesses, and the increased ad valorem and sales and use tax revenue to be generated by the Development for the City, and that without the Project the City would not receive these benefits; and

WHEREAS, the City has adopted Resolution No. 2018-R-96 authorizing City to make certain economic development grants to Developer in recognition of, and derived from the positive economic benefits that will accrue to City on account of the Project; and

WHEREAS, the City hereby establishes this Agreement as a program in accordance with Article III, Chapter 52-a of the Texas Constitution and Chapter 380 under which the City has the authority to make grants of public funds for the public purposes of promoting local economic development and stimulating business and commercial activity within the City; and

WHEREAS, to ensure that the benefits the City provides under this Agreement are utilized in a manner consistent with Article III, Section 52-a of the Texas Constitution, Chapter 380 and other law, Developer has agreed to comply with certain conditions for receiving those benefits; and

WHEREAS, in consideration of the future construction of an overweight roadway traversing the Property, the City desires to make a grant, in an amount not to exceed Two Hundred Seventy-

Exhibit A to 2018-R-95

Agreement

Five Thousand Dollars (\$275,000.00), pursuant to Chapter 380 (the "380 Grant") to Developer as provided in this Agreement for costs and expenses incurred by Developer in completing an Environmental Assessment and securing a Finding of No Significant Impact (FONSI) for the proposed roadway and as an economic incentive for Developer to develop the property in a manner consistent with his approved master plan; and

WHEREAS, the parties desire to enter into an agreement to provide the terms and conditions by which Developer shall be reimbursed for said costs and expenses; and

WHEREAS, the City and Developer agree that the provisions of this Agreement substantially advance a legitimate interest of the City by preparing the property for public infrastructure, expanding the tax base of the City, increasing employment and promoting economic development.

WHEREAS, the City has concluded and hereby finds that entering into this Agreement is in the best interests of the City.

NOW, THEREFORE, in consideration of the mutual benefits described in this Agreement, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the City and Developer agree as follows:

ARTICLE I RECITALS

Recitals. The recitals set forth above are declared true and correct by the Parties and are hereby incorporated as part of this Agreement.

ARTICLE II AUTHORITY AND TERM

1. **Authority.** The City's execution of this Agreement is authorized by Chapter 380 of the Texas Local Government Code and constitutes a valid and binding obligation of the City. The City acknowledges that Developer is acting in reliance upon the City's performance of its obligations under this Agreement in making the decision to commit substantial resources and money to the establishment of the Project, hereinafter established.
2. **Term.** This Agreement shall become enforceable upon the Effective Date, hereinafter established, and shall continue for twenty-four months or until the Maximum Grant Amount has been reached, unless otherwise extended, in writing, by the parties.

ARTICLE III DEFINITIONS

As used in this Agreement, the following terms shall have the meanings ascribed below. All undefined terms shall retain their usual and customary meaning as ascribed by common and ordinary usage.

"Effective Date" shall mean the date when signed by the last party whose signing makes the Agreement fully executed.

"Grant(s)" shall mean payments in the amount not to exceed Two Hundred Seventy-Five Thousand Dollars (\$275,000.00).

"Payment Request" shall mean a written request from Developer to the City for payment of the applicable Grant funds.

"Related Agreement" shall mean any other agreement by and between the City and the Developer, or any of its affiliated or related entities, relating to the Project.

ARTICLE IV ECONOMIC DEVELOPMENT GRANTS

1. Grants

- (a) Subject to the satisfaction of all the terms and conditions of this Agreement, the City agrees to provide Developer with a Grant of not more than Two Hundred Seventy-Five Thousand Dollars (\$275,000.00). The Grant shall be paid as follows:
- (1) A payment of grant funds in the lump sum amount of One Hundred Seventy-Five Thousand Dollars (\$175,000.00) within 30 days of the submission by Developer of a complete Schematic and Environmental Document (for an overweight corridor traversing the N.D Hachar Tract and the Reuthinger family tract from the Mines road to the west frontage road of I.H. 35) to TxDOT and receipt by City of a Payment Request.
 - (2) A payment of grant funds in the lump sum amount of One Hundred Thousand Dollars (\$100,000.00) within thirty (30) days of the issuance by TxDOT of FONSI for the aforementioned overweight corridor.
- (b) **Current Funds.** The Grants made hereunder shall be paid solely from lawfully available funds that have been appropriated by the City. Under no circumstances shall City's obligations hereunder be deemed to create any debt within the meaning of any constitutional or statutory provision. The Grant shall be paid solely from appropriations from the general funds of the City or from such other funds of the City as may be legally set aside for such purpose consistent with Article III, Section 52(a) of the Texas Constitution. Further, City shall not be obligated to pay any commercial bank lender or similar institution for any loan or credit agreement made by Developer. None of the City's obligations under this Agreement shall be pledged or otherwise encumbered in favor of any commercial lender and/or similar financial institution.
- (c) **Grant Limitations.** Under no circumstances shall the obligations of the City hereunder be deemed to create any debt within the meaning of any constitutional or statutory provision.

Further, the City shall not be obligated to pay a commercial bank, lender or similar institution for any loan or credit agreement made by the Developer. None of the obligations of the City under this Agreement shall be pledged or otherwise encumbered by the Developer in favor of any commercial lender and/or similar financial institution.

ARTICLE V CONDITIONS TO ECONOMIC DEVELOPMENT GRANTS

The obligation of the City to pay the Grant shall be conditioned upon Developer's continued compliance with and satisfaction of each of the conditions set forth in this Agreement.

1. **Condition Precedent to Payment.** Developer shall, as a condition precedent to the payment of any Grant, provide the City with a Payment Request on the letterhead of Developer, to include copies of any studies or documentation necessary to complete the submission to TxDOT and to obtain a FONSI and detailed invoices and/or, payment requests from Developer's prime consultant.
2. **Progress Reports.** Periodically, every sixty days, Developer shall submit a brief report to City indicating the progress and percentage completed of the Schematic and Environmental Assessment and an estimate of the completion and submission of same to TxDOT.

ARTICLE VI COVENANTS AND DUTIES

1. **Developer's Covenants and Duties.** Developer makes these covenants and warranties to the City and agrees to timely and fully perform the obligations and duties contained in Article VII of this Agreement. Any false or substantially misleading statements contained herein or failure to timely and fully perform those obligations and duties within this Agreement shall be an act of Default by the Developer.
 - (a) Developer is authorized to do business and is in good standing in the State of Texas and shall remain in good standing in the State of Texas and the United States of America during any term of this Agreement.
 - (b) The execution of this Agreement has been duly authorized by Developer's authorized agent, and the individual signing this Agreement is empowered to execute such Agreement and bind the entity. Said authorization, signing, and binding effect is not in contravention of any law, rule, regulation, or of the provisions of Developer's by-laws, or of any agreement or instrument to which Developer is a party to or by which it may be bound.
 - (c) Developer is not a party to any bankruptcy proceedings currently pending or contemplated, and Developer has not been informed of any potential involuntary bankruptcy proceedings.

- (d) To its current, actual knowledge, Developer has acquired and maintained all necessary rights, licenses, permits, and authority to carry on its business in the City and will continue to use its best efforts to maintain all necessary rights, licenses, permits, and authority.
 - (e) Developer shall timely and fully comply with all of the terms and conditions of this Agreement.
 - (f) Developer agrees to complete, or cause to be completed, the documents required to submit a request to TxDOT for an Environmental Assessment of the proposed roadway and shall use its best efforts secure a FONSI at its sole cost and expense.
2. **City's Covenants and Duties. Grant Payment.** The City is obligated to pay Developer an amount not to exceed the Maximum Grant Amount from sources contemplated by this Agreement over a period not to exceed the expiration date, subject to Developer's timely and full satisfaction of all applicable duties and terms within this Agreement, as reasonably determined by the City Council of the City of Laredo, Texas.
 3. City shall fully cooperate with Developer in pursuing environmental clearance for the roadway area as described herein.
 4. **Substantial Compliance and Default.** Failure by either Party to timely and substantially comply with any performance requirement, duty, or covenant shall be considered an act of Default if uncured within sixty (60) days of receiving written notice from the other Party. Failure of Developer to timely and substantially cure a default will give the City the right to terminate this Agreement, as reasonably determined by the City Council of the City of Laredo, Texas.

ARTICLE VII DESCRIPTION AND SCOPE

Developer is responsible for the preparation, development and submission of a schematic, environmental document, covering the proposed alignment of an approximate 400 ft. wide strip of land crossing the N.D. Hachar tract from Mines Road (FM 1472) and traversing the property to approximately 0.1 mile east of Beltway Parkway, (as shown on the attached Exhibit A.), which complies with all applicable federal and state environmental laws and regulations, including but not limited to the National Environmental Policy Act, the National Historic Preservation Act of 1966 and the Endangered Species Act of 1973, which require environmental clearance of federal-aid projects for the environmental clearance of this Project, to include, written documentation from the appropriate regulatory agency or agencies that all environmental clearances have been obtained.

Developer shall coordinate its efforts with Webb County's efforts to prepare and submit a single, unified schematic and environmental assessment, pursuant to NEPA, for the remaining alignment of the 400 ft. wide strip of land which crosses the Reuthinger property and as shown

on the Location Map showing the Project Limits in the attached Exhibit "A".

City grants a license to Developer to use all documents, including but not limited to reports, drawings, and schematics that have been developed by City or its consultants for the preparation of a schematic document and environmental assessment.

ARTICLE VIII TERMINATION

1. **Termination.** This Agreement shall terminate upon the earliest occurrence of any one or more of the following:
 - (a) The written agreement of the Parties;
 - (b) Expiration of this Agreement; or
 - (c) Default by Developer; or
 - (d) The Payment of the Maximum Grant Amount.
2. **Termination by Maximum Grant Amount.** If the Agreement is terminated by reaching the Maximum Grant Amount, the City is required to issue a letter to the Developer stating that the Maximum Grant Amount has been reached.

ARTICLE IX DISPUTE RESOLUTION

1. **Mediation.** If a dispute arises out of or relates to this Agreement or the breach thereof, the Parties shall first in good faith seek to resolve the dispute through negotiation between the upper management of each respective Party. If such dispute cannot be settled through negotiation, the Parties agree to try in good faith to settle the dispute by mediation under the Commercial Mediation Rules of the American Arbitration Association before resorting to arbitration, litigation, or some other dispute resolution procedure; provided that a Party may not invoke mediation unless it has provided the other Party with written notice of the dispute and has attempted in good faith to resolve such dispute through negotiation. Notwithstanding the foregoing, any Party may seek immediate equitable relief, without attempting to settle a dispute through mediation, in any case where such Party is entitled to equitable relief by law, the terms of the Agreement, or otherwise. All costs of negotiation, mediation, and arbitration collectively known as alternate dispute resolution ("ADR") shall be assessed equally between the City and Developer with each party bearing their own costs for attorneys' fees, experts, and other costs of ADR and any ensuing litigation.
2. During the term of this Agreement, if Developer files and / or pursues an adversarial proceeding against the City regarding this Agreement without first engaging in good faith mediation of the dispute, then, at the City's option, all access to the Grants provided for hereunder may be deposited with a mutually acceptable escrow agent that will deposit such funds in an interest bearing account until the resolution of such adversarial proceeding.
3. Under no circumstances will the Grant funds received under this Agreement be used, either directly or indirectly, to pay costs or attorney fees incurred in any adversarial proceeding regarding this Agreement against City.

**ARTICLE X
ADDITIONAL PROVISIONS**

1. **Binding Agreement.** The terms and conditions of this Agreement shall be binding on and inure to the benefit of the City, Developer, and their respective successors and assigns. The City Manager shall be responsible for the administration of this Agreement and shall have the authority to execute any instruments, duly approved by the City Council of the City of Laredo, Texas, on behalf of the City related thereto.
2. **Mutual Assistance.** City and Developer will do all things reasonably necessary or appropriate to carry out the terms and provisions of this Agreement and to aid and assist each other in carrying out such terms and provisions.
3. **Representations and Warranties.** City represents and warrants to Developer that this Agreement is within their authority, and that they are duly authorized and empowered to enter into this Agreement, unless otherwise ordered by a court of competent jurisdiction. Developer represents and warrants to the City that it has the requisite authority to enter into this Agreement.
4. **Assignment.** Developer shall have the right to assign all of its rights, duties, and obligations under this Agreement to a duly qualified third party with prior written approval of the City Council of the City of Laredo, Texas; provided, however, that any assignment provided for herein shall not serve to enlarge or diminish the obligations and requirements of this Agreement, nor shall they relieve Developer of any liability to the City including any required indemnity in the event that any Assignee hereof shall at any time be in default of the terms of this Agreement. The City may demand and receive adequate assurance of performance including the deposit or provision of financial security by any proposed Assignee prior to its approval of an assignment.
5. **Independent Contractors.**
 - (a) It is expressly understood and agreed by all Parties hereto that in performing their services hereunder, Developer at no time will be acting as an agent of the City and that all consultants or contractors engaged by Developer respectively will be independent contractors of Developer; and nothing contained in this Agreement is intended by the Parties to create a partnership or joint venture between the Parties and any implication to the contrary is hereby expressly disavowed. The Parties hereto understand and agree that City will not be liable for any claims that may be asserted by any third party occurring in connection with services performed by Developer respectively under this Agreement, unless any such claims are due to the fault of the City.
 - (b) By entering into this Agreement, the Parties do not waive, and shall not be deemed to have waived, any rights, immunities, or defenses either may have, including the defense of parties, and nothing contained herein shall ever be construed as a waiver of sovereign or official immunity by the City with such rights being expressly reserved to the fullest extent authorized by law and to the same extent which existed prior to the execution hereof.
 - (c) No employee of City, or any councilmember or agent of City, shall be personally

responsible for any liability arising under or growing out of this Agreement.

6. **Notice.** Any notice required or permitted to be delivered hereunder shall be deemed delivered by actual delivery, facsimile with receipt confirmation, or by depositing the same in the United States Mail, postage prepaid and certified with return receipt requested, addressed to the Party at the address set forth below:

If intended for City: City of Laredo
City Manager
1110 Houston St.
Laredo, Texas 78040

With a copy to: City of Laredo
City Attorney
1110 Houston St.
Laredo, TX 78040

If to the Developer: Verde Corp.
Attention: Nicholas Van Steenberg, President
7718 McPherson Road
Suite 304
Laredo, Texas 78045

Either Party may designate a different address at any time upon written notice to the other Party.

7. **Governing Law.** The Agreement shall be governed by the laws of the State of Texas, and the venue for any action concerning this Agreement shall be in Webb County, Texas. The Parties agree to submit to the personal and subject matter jurisdiction of said court.
8. **Amendment.** This Agreement may be amended by mutual written agreement of the Parties, as approved by the City Council of the City of Laredo, Texas.
9. **Legal Construction.** In the event any one or more of the provisions contained in this Agreement shall, for any reason, be held invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not affect other provisions of this Agreement, and it is the intention of the Parties to this Agreement that, in lieu of each provision that is found to be illegal, invalid, or unenforceable, a provision be added to this Agreement which is legal, valid and enforceable and is as similar in terms as possible to the provision found to be illegal, invalid, or unenforceable.
10. **Gender.** The gender of the wording throughout this Agreement shall always be interpreted to mean either sex, and where the context requires, the plural of any word shall include the singular.
11. **Interpretation.** Each of the Parties has been represented by counsel of their choosing in the negotiation and preparation of this Agreement. Regardless of which Party prepared the initial draft of this Agreement, this Agreement shall, in the event of any dispute, whatever its

meaning or application, be interpreted fairly and reasonably and neither more strongly for or against any Party.

12. **Entire Agreement.** This Agreement constitutes the entire agreement between the Parties with respect to the subject matter covered in this Agreement. There is no other collateral oral or written agreement between the Parties that, in any manner, relates to the subject matter of this Agreement, except as provided for in any Exhibits attached hereto or duly approved amendments to this Agreement, as approved by the City Council of the City of Laredo, Texas.
13. **Paragraph Headings.** The paragraph headings contained in this Agreement are for convenience only and will in no way enlarge or limit the scope or meaning of the various and several paragraphs.
14. **Counterparts.** This Agreement may be executed in counterparts. Each of the counterparts shall be deemed an original instrument, but all of the counterparts shall constitute one and the same instrument.
15. **Exhibits.** Any Exhibits attached hereto are incorporated by reference for all purposes.
16. **Survival of Covenants.** Any of the representations, warranties, covenants, and obligations of the Parties, as well as any rights and benefits of the Parties, pertaining to a period of time following the termination of this Agreement shall survive termination.
17. **Employment of Undocumented Workers.** During the term of this Agreement, Developer agrees to not knowingly employ any undocumented workers, and, if convicted of a violation under 8 U.S.C. Section 1324a(1), Developer shall be in Default and repay the amount of the Grants and any other funds received by Developer from the City as of the date of such violation within one hundred twenty (120) days after the date Developer is notified by the City of such violation, plus interest at the rate of six percent (6.00%) compounded annually from the date of the violation until paid in full. Developer is not liable for an unknown violation of this Section by a subsidiary, affiliate, or franchisee of Developer or by a person with whom Developer contracts provided however that identical federal law requirements provided for herein shall be included as part of any agreement or contract which Developer enters into with any subsidiary, assignee, affiliate, or franchisee for which Grants provided herein will be used.

18. **Indemnification.**

DEVELOPER AGREES TO DEFEND, INDEMNIFY AND HOLD THE CITY, THEIR RESPECTIVE OFFICERS, AGENTS AND EMPLOYEES (COLLECTIVELY THE "CITY") HARMLESS FROM AND AGAINST ANY AND ALL REASONABLE LIABILITIES, DAMAGES, CLAIMS, LAWSUITS, JUDGMENTS, ATTORNEY FEES, COSTS, EXPENSES AND ANY CAUSE OF ACTION THAT DIRECTLY RELATES TO ANY OF THE FOLLOWING: ANY CLAIMS OR DEMANDS BY THE STATE OF TEXAS THAT THE CITY HAS BEEN ERRONEOUSLY OR OVER-PAID SALES AND USE TAX FOR ANY PERIOD DURING THE TERM OF THIS AGREEMENT AS A RESULT OF ANY ACT OR OMISSION OR BREACH OR NON-PERFORMANCE BY DEVELOPER UNDER THIS AGREEMENT

EXCEPT THAT THE IMDEMNITY PROVIDED HEREIN SHALL NOT APPLY TO ANY LIABILITY RESULTING FROM THE ACTION OR OMISSIONS OF THE CITY. THE PROVISIONS OF THIS SECTION ARE SOLELY FOR THE BENEFIT OF THE PARTIES HERETO AND NOT INTENDED TO CREATE OR GRANT ANY RIGHTS, CONTRACTUAL OR OTHERWISE, TO ANY OTHER PERSON OR ENTITY. IT BEING THE INTENTION OF THE PARTIES THAT DEVELOPER SHALL BE RESPONSIBLE FOR THE REPAYMENT OF ANY ANNUAL GRANTS PAID TO DEVELOPER HEREIN THAT INCLUDES CITY SALES TAX RECEIPTS THAT THE STATE OF TEXAS HAS DETERMINED WAS ERRONEOUSLY PAID, DISTRIBUTED OR ALLOCATED TO THE CITY.

19. **Additional Instruments.** City and Developer agree and covenant to cooperate, negotiate in good faith, and to execute such other and further instruments and documents as may be reasonably required to fulfill the public purposes provided for and included within this Agreement.
20. **Effective Date.** This Agreement becomes effective when signed by the last party whose signing makes the Agreement fully executed.

CITY OF LAREDO
a home-rule municipal corporation
Signed this ___ day of July, 2018

VERDE CORP.
A Texas Corporation
Signed this ___ day of July, 2018

By: _____
Horacio A. De Leon, Jr.
City Manager

By: _____
Nicholas Van Steenberg
President

APPROVED AS TO FORM ONLY:

Kristina Laurel Hale
City Attorney

ATTESTED:

Jose A. Valdez, Jr.
City Secretary

STATE OF TEXAS
COUNTY OF WEBB

§
§
§

ACKNOWLEDGMENT

This instrument was acknowledged before me on the ____ day of _____, 2018
by Nicholas Van Steenberg in his capacity as President of Verde Corp., on its behalf.

Notary Public in and for the State of Texas

STATE OF TEXAS
COUNTY OF WEBB

§
§
§

ACKNOWLEDGMENT

This instrument was acknowledged before me on the ____ day of _____, 2018
by Horacio A. De Leon, Jr., in his capacity as City Manager of the City of Laredo, a home-
rule municipal corporation, on its behalf.

Notary Public in and for the State of Texas

Update by Transit on its working relationship with El Aguila, the Laredo College South Campus Transit hub, and any matters incidental thereto.



Transit / El Metro

Laredo Mass Transit Board Weekly Performance Report

Week of
February 3, 2020-
February 7, 2020

FY Oct 1, 2019- Sept 31, 2020

RIDERSHIP & BUDGET

NOVEMBER 2019	WEEKLY RIDERSHIP	FY 19-20 PROJECTED	FY 19-20 TO DATE
Fixed Route (Buses)	47,524	1,072,917	847,108
El Lift (Vans)	840	18,958	14,972
Circulator Mines Road	207	N/A	3,705

Budget	FY 2018-2019	FY 19-20	FY 19-20 / 13.63% EXPENSE FYTD
Fixed Route Operations	\$8,495,849	\$8,427,831	\$1,182,123 / 21.50%
El Lift (Para-Transit)	\$1,798,256	\$1,677,371	\$395,366 / 23.57%
Maintenance	\$3,458,160	\$3,512,176	\$723,382 / 20.60%
Laredo Transit Center	\$722,044	\$737,984	\$114,429 / 15.51%

Revenue	FY 2018-2019	FY 19-20	End of November/
Transit Sales Tax	\$8,325,132	\$703,739.28	5.64 / Over
Fare Box Collection Fixed Route	\$3,643,625	\$3,719,764	\$879,218 / 23.64%
* Recovery Ratio %	33%	\$879,218 / \$2,448,751	36%
Fare Box Collection El Lift	\$43,470	\$43,750	\$9,467 / %
* Recovery Ratio %	2%	\$9,467 / \$482,120	2%
FTA Operating Grants	\$3,466,384	\$3,466,384	\$0 / 0%
TX DOT Operating Assistance	\$671,023	\$581,555	\$0 / 0%
Transit Center Parking	\$331,723	\$365,588	\$87,824 / 24.02%
Transit Center Leases	\$243,546	\$259,000	\$71,240 / 27.51%
Advertisement Bus Ad & Lamar	\$79,492	\$67,480	\$37,422 / 55.46%

El Metro Bench Ad Locations	Contracted	Revenue Generated
65		



Transit / El Metro

EL LIFT PARA-TRANSIT SERVICES

El Lift Para-Transit Service Cancellations (Cost / Cancellation \$4,406.22).

Advanced Cancellations & IVR	No Show	Cancelled at Door	Total
104	22	38	202

FY 19-20 Cancellations' Cost \$166,923.71

El Lift New Registered Customers for the Week: 1

FY 19-20 Customers 927 / FY 18-19 - 888

Para-Transit Advisory Committee Meeting & Attendance

Meeting Notices Posted on El Metro Webpage and App.

	Member	Term	Meeting Jan. 14, 2020
D1 – CM Rudy Gonzalez	Sergio Sanchez	01/2019 –11/2022	X
D2 – CM Vidal Rodriguez	Yesenia Escobedo	11/2022	Absent
D3 – CM Mercurio Martinez	Juan Avila	01/2019 11/2022	X
D4 – CM Alberto Torres	Rosie C. Hinojosa	1/2017 –11/2020	X
D5 – CM Nelly Vielma	Luis Gomez	1/2019 –11/2020	Absent
D6 – CM Dr. Marte Martinez	Allen McGraw	01/2019-11/2020	Absent
D7 – CM George Algelt	Richard Geissler	5/2015-11/2020	Absent
D8 – CM Roberto Balli	Mike Kazen	01/2005-11/2020	Absent
Mayor – Pete Saenz	Guillermo Castro	5/2017-11/2022	Absent
El Metro			
Liaison, Griselda Aguilar			X
Budget Gustavo Villarreal			X
El Lift Manager, Sandy Esparza			X
AGM, Rosa Soto			X
GM, Claudia San Miguel			X

Federal Transit Administration, TX DOT & MPO Grant Activity

Maintenance & Facility Repairs

\$2,319,151 CNG Fueling Plant Replacement

CAPITAL PROJECTS New FY 2019 Grants

Pending One (1) Paratransit Van pending FTA application/board approval

\$753,493 One (1) Heavy Duty Bus purchase completed and ordered

\$11,743,854 New facility FTA grant awarded

\$202,916 Applied for 2 Paratransit Vans Section 5310 pending local match, Mass Transit approval and FTA grant submission

Capital Projects

\$401,862 Section 5339 Bus & Bus Facilities Grant.

\$166,634 Section 5310 Elderly & Disabled Grant (pending).

\$200,000 MPO Transportation Alternatives FY 18 for bus stops and Bicycle Plazas pending local match

\$229,336.00 Tickets Vending Machine (TVMs) for new Bus Pass Program

\$220 k Mines Road Circulator Low Floor Vans (2) Funding Source: City Bonds

\$250 K Comprehensive Study MPO Funded (Transit 5 Year Plan).

NF Transit Hub South @ LC Palomino Hub / North West (Transit 5 year plan—not funded).

Employee and Drug and Alcohol Demographics

Employee Demographics	Full Time	Part Time	Drug & Alcohol Test	Week	FYTD	POSITIVE
Bus Operators	101	8	Pre-Hire	0	16	0
Maintenance / Facilities	32	1	Random	2	210	0
Dispatchers & Clerk	7	0	Post-Accident	0	7	0
Administrative Staff	26	n/a	Totals	2	233	0

Incidents & Collisions	FY 18-19	Week	FY 19-20
<i>At-Fault Collisions</i>	11	0	6
<i>No-Fault Collisions</i>	27	0	15

Laredo Transit Center Sales & Revenues

End of Month	Fiscal Year 18-19	Week	Fiscal Year 19-20
Fix Route Ticket Sales	\$42,424	\$1,722.00	\$33,750
Reduced Fare ID'S	\$5,526	\$0	\$5,500
EL LIFT Tickets Sales	\$18,401	\$1,050.00	\$21,250
Total Revenue	\$60,825	\$2,772.00	\$55,000

Parking Garage Activity

	Fiscal Year 18-19	Week	Fiscal Year 19-20
Parking Revenue	\$331,723	\$5,618.00	\$365,588
Parking Spaces		412	
Contracted Spaces		305	

Facility (Lessee) Inspections Notes & Findings

Greyhound	NA
Burger King	NA
City of Laredo (PD/CD)	NA

Customer Satisfaction

	Fiscal Year 18-19	Week	Fiscal Year 19-20
311 Complaints	15	1	8

Transit Center City of Laredo Internal Audit Oversight

	Fiscal Year 18-19	Week	Fiscal Year 19-20
Audits / Findings	2 / 0	0 / 0	2 / 0

Public Partnerships to increase capital funding opportunities

As discussed during the FY19-20 Budget Workshops, El Metro Administration continues to pursue partnerships that can enhance the eligibility for state and federal fleet and facility funds. Most recently a meeting was held with local public transportation stakeholders such as the El Aguila—Webb County Rural Transportation Agency and the Laredo College for a possible partnership to enable a literally (fund) AWARD WINNING grant project.

El Metro 5 year Transit Plan calls for outside hubs to gain efficiencies and to further increase frequency; said location will benefit the community tremendously by enabling enhanced mobility and connectivity. A proposed location at LC South Campus is been discussed. **Objective is to use the land as an in-kind match to WARRANTY A ZERO MATCH on the grant application.**

Once details are discussed, the proposal will be presented to the entire Council for approvals and to proceed with MOUs and related documentation; at this point all communication is general and to ensure all parties understand and are in agreement with this joint venture.

El Metro thanks LC Staff, Dr. Solis, LC Trustee Mr. Rangel, Webb Commissioner Mr. Gonzalez, El Aguila Director Mr. Martinez and Webb Co. Economic Development Director Mr. Flores for joining on the first brainstorming meeting this past October 8th. 2019. Claudia San Miguel, General Manager



Transit / El Metro

State of Good Repair & Maintenance Department Reports Bench Ads Program Update

<u>DESCRIPTION / WEEKLY UPDATES</u>	<u>FY 18-19</u>	<u>Week</u>	<u>FY 19-20</u>
Vehicle Preventive Maintenance Inspections (PMI) Completed on Buses	408	7	179
Vehicle Preventive Maintenance Inspections (PMI) Completed on Vans	71	4	37
Preventive Maintenance Inspections (PMI) Completed on Fare boxes	129	2	42
Facility/Equipment Preventive Maint. Inspections Completed	5,680	162	3,280
Facility/Equipment Preventive Maint. Inspections (Non-Scheduled)	310	4	98
Number of Chargeable Mechanical	104	2	38
Miles Between Road Calls	942,951	20,892	373,825
Total Fixed Route Buses	45	47	47
Total Fixed Route Miles	1,673,486	35,461	668,534
Total El Lift Paratransit Vans	20	20	20
Total El Lift Paratransit Miles	283,772	6,322	109,630
Environmental Inspection On-Site. Performed EIOS Inspection		Inspected	

City of Laredo Internal Audit Oversight

Operations Department	Fiscal Year 18-19	Week	Fiscal Year 19-20
Cash Policy # Audits / Findings	5	0	0
Maintenance Department	Fiscal Year 18-19	Week	Fiscal Year 19-20
Parts Inventory # Audits / Findings	4	0	1 / ZERO
Preventive Maintenance # Audits / Findings	12	0	2 / ZERO



District Priority Funds

Bus Stop Enhancement Projects

Weekly Councilmembers Report

Weekly Councilmembers Report			Jan 20-26	Jan 27– Feb 2	Feb 3-9
Bus Stop Transit Funded Enhancements (locations):			Installed 6ft. Wire bench, Main Ave & Callaghan, Rte 15, OB	Installed Wire Bench: 1) Cedar & Guerrero, Rte6,IB 2)International & Puerto Vallarte, Rte12A ,OB. 3)The outlet Shoppes, 1600 Waters,Rte7,15. 4) Fiesta Lp & E. Saunders ,Rte13, OB.	Installed Retaining Wall:1) Del Mar & Country Club Dr,Rte 16 OB.2)Kirby Dr & Shiloh Rte3,IB. 3) Mcpherson Rd & Ranchway Dr, Rte 12B, OTRM.4) Shiloh Dr, Rte12B,OB.5) Shiloh DR & Shama Cir, RTe12B, OB
Pressure Wash Bus Shelter Locations:			n/a	n/a	n/a
Lamar Shelter Locations:			n/a	n/a	n/a
Environmental Inspection On-Site (EIOS)			Inspected	Perform EIOS Inspection and submitted to First Transit.	Inspected
District 1 Priority Fund-Transit Account Status: (Funded by CM Rudy Gonzalez, Jr). Acct #470-9853-535-4324 Budget: Expenditure Unencumbered Balance <b style="text-align: center;">s \$1,499 \$1,500 \$-1 (12/19/19)			Planters in Process.	Planters in Process.	Planters in Process.
District 2 Priority Fund-Transit Account Status: (Funded by CM Vidal Rodriguez). Account # 470-9853-535-4448) Budget: Expenditure Unencumbered Balance <b style="text-align: center;">s \$0 \$0 \$0 (12/19/19) Account #470-9853-535-4467 \$6,053 \$0 \$6,053 (12/19/19)			n/a	n/a	n/a
District 5 Priority Fund-Transit Account Status: (Funded by CW Nelly Vielma). Acct #470-9853-535-4775 (Phase 3) Budget: Expenditure Unencumbered Balance <b style="text-align: center;">s \$1,625 \$1,550 \$75 (12/19/19)			In Process	In Process	In Process
District 6 Priority Fund-Transit Account Status: (Funded by CM Dr Marte Martinez). Acct# 472-2790-535-9301, D61906 Budget: Encumbrance Unencumbered Balance <b style="text-align: center;">ce \$0 \$0 \$0 (12/19/19)			Retaining Walls in the process.	Retaining Walls in process.	See retaining Wall Under Transit Funded Enhancements.
District 7 Priority Fund-Transit Account Status: (Funded by CM Altgelt). Acct# 469-9853-353-5068 Budget: Expenditure Unencumbered Balance <b style="text-align: center;">s			Solar Panel Design being built.	Solar Panel Design being built.	Solar Panel Design being built. <small>Elmoro Transit 6</small>

Bus Route Ranking Report & GM Notes

Ranking Report by Boarding's by Route per Hour

JANUARY 2020

RANKING	ROUTES	Route No.	BOARDINGS PER HOUR	TOTAL BOARDINGS	TOTAL HOURS
1	CASA VERDE / DEL MAR	16	24	12,745	524
2	SANTA MARIA	1	21	25,252	1,193
3	SHILOH EXPRESS	12B	20	9,656	492
4	SAN BERNARDO / SOCIAL SECURITY	2A	19	15,031	788
5	MINES ROAD /INDUSTRIAL PARK	17	19	9,961	521
6	SAN BERNARDO / MAIN LIBRARY	2B	18	13,932	783
7	DEL MAR EXPRESS	12A	17	8,151	474
8	CONVENT/MCPHERSON	3	16	14,199	871
9	LOS ANGELES /SIERRA VISTA	20	16	6,205	390
10	SANTA RITA	14	15	7,074	463
11	MEDICAL CENTER	8A	15	5,952	401
12	CEDAR / HEALTH CLINIC	6	15	5,876	386
13	SPRINGFIELD	4	14	11,483	806
14	CORPUS CHRISTI	10	14	11,351	829
15	MARKET / NEW YORK	9	14	10,015	739
16	SANTO NINO /LARGA VISTA	19	14	5,720	401
17	GUSTAVUS / AIRPORT	11	12	5,374	435
18	LADRILLERA / EL CUATRO	7	11	4,659	423
19	HERITAGE PARK	13	11	3,473	312
20	TILDEN /MUNICIPAL COURT	5	10	3,849	380
21	MAIN / RIVERSIDE	15	8	3,102	393
22	VILLA DEL SOL / CHEYENNE	8B	6	1,843	301
23	CIRCULATOR	21	4	1,004	267
	AVERAGE=		16	195,907	12,572
	Minimum Route Performance *		10		

El Metro's Administration Working on PTASP Compliance

El Metro administration is focusing resources on the Federal Transit Administration (FTA) implementation of the Public Transportation Agency Safety Plan (PTASP). As presented during the FY 19-20 Budget Workshops, and most recently at City Council, compliance deadline is July 2020. Completing the Safety Plan (PTASP) it is an agency-wide effort whereas every aspect of the operation and maintenance it is considered for the plan. Administrative staff is attending FTA trainings via webinars, and working meetings are conducted with administration to monitor work status.

On July 19, 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). FTA published a Dear Colleague letter on July 19, 2019, to alert the transit industry of the July 20, 2020 safety compliance deadline. The rule applies to all operators of public transportation systems that are recipients and sub-recipients of

EL METRO FIXED ROUTE BIKE BOARDING

Bus Route Weekly Statistics	Buses on Route	Bike Count	On-Time Performance
#1 Santa Maria	3	26	97.67
#2A San Bernardo SS	2	21	99.83
#2B San Bernardo Library	2	19	97.33
#3 Convent	2	19	98.5
#4 Springfield	2	6	99.33
#5 Tilden	1	5	99.83
#6 Cedar	1	3	99.5
#7 Laredo College	1	0	99
#8A Guadalupe Lane	1	1	99.5
#8B Guadalupe Villas del Sol	1	0	100
#9 Market	2	5	99.33
#10 Corpus Christi	2	2	99.5
#11 Sames Auto Arena	1	16	99.33
#12A Las Brisas	2	11	99.17
#12B Shiloh	2	22	99.33
#13 Heritage Park	1	6	99.83
#14 Santa Rita	1	6	99.17
#15 Main Riverside	1	4	98.83
#16 Del Mar / Casa Verde	2	18	99.17
#17 Mines Rd	2	23	99.17
#19 Santo Niño	1	9	99.17
#20 Los Angeles	1	8	99.33
#C1 Mines Road	2	6	100
TOTAL:	34	236	

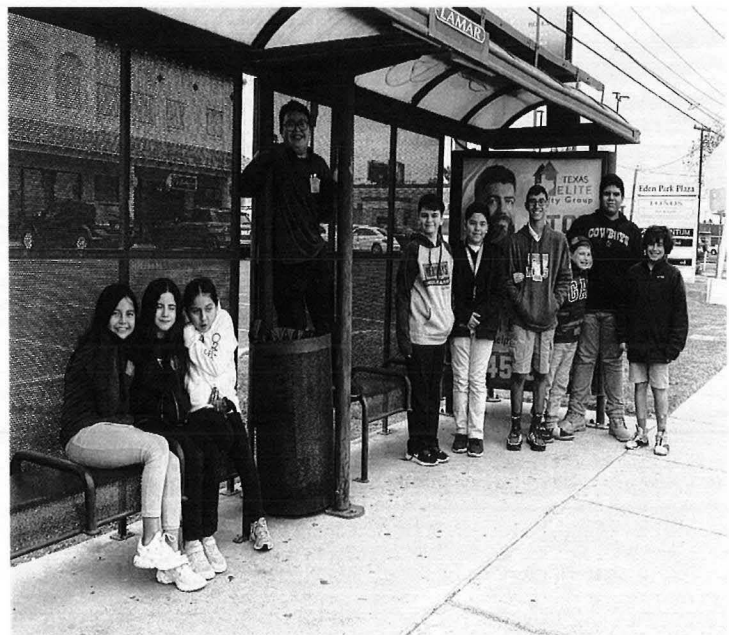


Community Outreach & Public Meetings

El Metro's Maintenance department was able to assist students at Trautmann Middle School on El Metro's operations and bus stops.

Due to this collaboration we were informed that:

"On behalf of our Robotics team, I want to thank you for supporting our team. Last week was beyond hectic and I couldn't send the picture but here we go! Your visit with our students was such a huge and important piece to their research. They presented their project this Saturday at their competition and they got 1st PLACE!!!! Now they are off to Regionals and if we are lucky from their WORLD! Thank you all so much we are so grateful!!"



**LAREDO MASS TRANSIT BOARD & CITY ADMINISTRATION
TRANSIT / EL METRO DIRECTORY**

EL METRO TRANSIT MISSION STATEMENT

"TO PROMOTE AND PROVIDE HIGH QUALITY COST-EFFECTIVE PUBLIC TRANSPORTATION SERVICES THAT ADDRESS THE DEMANDS OF THE CITIZENS OF LAREDO"

**Laredo Mass Transit Board & City Administration
Mayor—Pete Saenz**

D1—Rudy Gonzalez * D2—Vidal Rodriguez

D3—Mercurio Martinez * D4 - Albert Torres

D5-Nelly Vielma * D6-Dr. Marte Martinez

D7-George Altgelt * D8-Roberto Balli

CMO Rosario Cabello & CMO Robert Eads

MPO Transit Representative—Dr. Marte Martinez

First Transit -Norma Zamora Regional Vice-President

Claudia San Miguel, General Manager

**El Metro Transit Center
1301 Farragut Laredo, Texas 78040**

**Joe "Flash" Lerma,
Safety & Training Coordinator
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**Monica Serna, Transit Center Coordinator
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**Monica Garcia,
Community Outreach Coordinator , PIO
795-2288, ext. 222**

**Gustavo Villarreal, Budget Liaison
795-2288, ext. 259**

**El Metro Operations and Maintenance
401 Scott—Laredo, Texas 78040**

**Joe Jackson, Assistant General Manager
for Maintenance
795-2250 ext. 101**

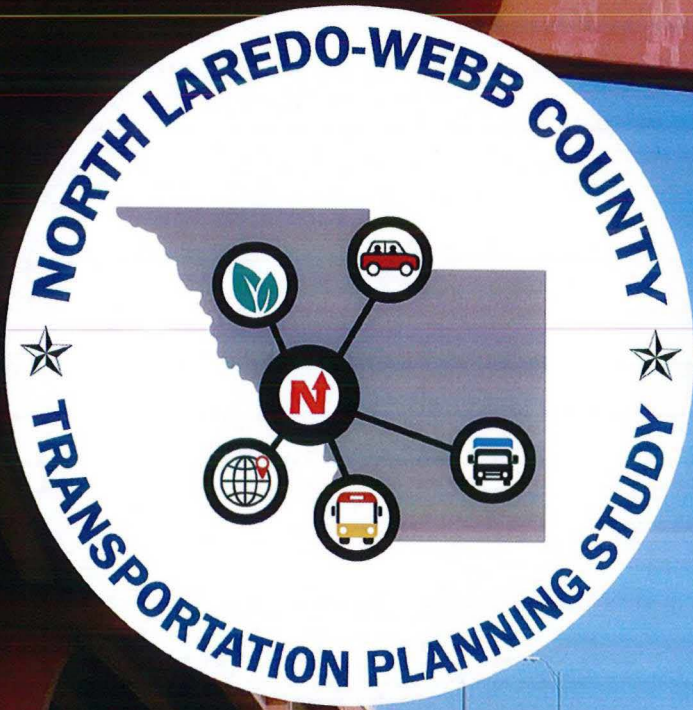
**Rosa Soto, Assistant General Manager for
Operations
795-2250, ext. 110**

**Rosa Hilda Villarreal, Operations Manager
956-795-2250, ext. 121**

**Sandy Esparza, El Lift Manager
956-795-2250, ext. 130**

Status report by the Regional Mobility Authority (RMA).

1. Presentation on the draft North-Laredo-Webb County
Transportation Planning Study.



DRAFT – February 2020



T03

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Executive Summary

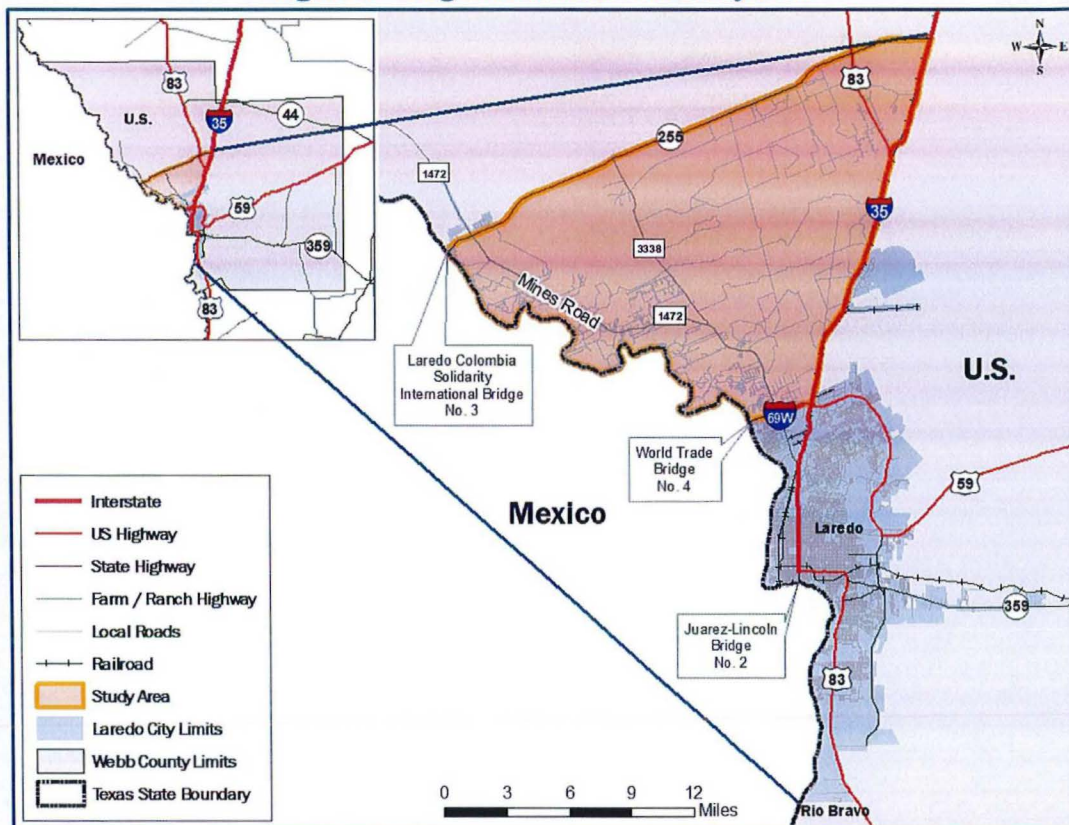
The purpose of the *North Laredo-Webb County Transportation Planning Study* is to provide a clear assessment of mobility conditions in an area northwest of the IH-35/IH-69W interchange (North Laredo), and to provide a roadmap for growing the transportation network to meet existing congestion and increasing mobility demands into the future. The Webb County-City of Laredo Regional Mobility Authority (RMA) was identified by the Laredo Metropolitan Planning Organization (MPO) Policy Committee as the appropriate entity to take the lead on this effort. The RMA's mission is to assist with the establishment of a comprehensive transportation system to directly benefit the traveling public within the region through the development of additional transportation alternatives. This mission fits the intent of this study, which is to conduct a detailed analysis of the existing transportation infrastructure of North Laredo and identify potential alternatives comprehensively.

Challenges in a Growing Region

FM 1472-Mines Road

As one of the few on-system roadways in this highly developed part of North Laredo, FM 1472 has become the busiest roadway in the region, carrying 60,000 vehicles daily, 60% of which are freight trucks due to its proximity to the World Trade Bridge commercial port-of-entry and the freight-supportive land uses that predominate the area surrounding FM 1472. This study is meant to provide a clearer understanding of how the conditions on FM 1472 might be addressed from a transportation network perspective rather than solely making improvements to FM 1472.

Figure A – Regional Context and Study Area



International Trade in Laredo-Webb County

The Laredo region is projected to grow by more than 160,000 people between 2010 and 2040, which is akin to adding the population of Brownsville to Laredo. This population growth has generated new travel demands on the roadway network from people commuting to work or school, or those heading to shop or socialize. This increase in travel leads to congestion, longer wait times, and slower speeds in certain areas.

In addition to this local growth, the Laredo port-of-entry is the busiest crossing along the U.S.-Mexico border with 37% of all trade between the countries coming through, or more than \$228 billion in trade annually totaling 2.3 million trucks traveling north into Laredo. This translates to thousands of trucks on the local roadway network every day. The continued success of Laredo as a trade hub of state, national, and global significance will lead to the growth of freight transport through the city. This is a boon to the economy, but also brings with it planning and transportation challenges as trucks and passenger vehicles share the road.

To fully understand the presence and amount of freight truck operations within the study area, it is critical to consider how the freight drayage system operates between both sides of the border. Due to restrictions on long-haul freight operations in the United States by Mexican trucks, freight almost always crosses the border in a drayage truck. Drayage refers to a short-haul segment of the supply chain where cargo is transported from one site to another, though not the entire distance of its trip. Most of the 13 industrial areas in Laredo that drayage trucks serve are in proximity to World Trade Bridge, which is why nearly 90% of trucks crossing into Laredo use that port-of-entry. This translates to roughly 7,500 trucks daily crossing into the southern part of the study area. Annual growth in truck traffic has recently been as much as 8%. At this rate, U.S. Customs and Border Protection estimates that the World Trade Bridge could reach its daily capacity to process trucks within 10 years, meaning that additional freight traffic might be expected to cross at Colombia Solidarity or a new crossing.

For every cross-border drayage trip, between one and two non-cross-border trips take place, typically making point-to-point trips within Laredo to consolidate loads with the goal of taking fully loaded trucks back across into Mexico. To transport freight to its destination in the U.S. interior, a U.S. long-haul truck will then pick up the cargo before departing primarily up the IH-35 corridor. Because of this system, cross-border freight transportation can result in several individual truck trips in the study area such as traveling from either the World Trade or Colombia Solidarity Bridges to a warehouse or yard, traveling between warehouses or industrial areas within Laredo, and long-haul trucks bringing cargo to Laredo, then transporting cargo out into the U.S. interior. As U.S.-Mexico trade continues to grow, drayage activities will continue to increase, resulting in additional trips by freight trucks on the roadway network.

Study Approach

As a starting point, this study set a baseline with projects within the study area listed in the *Transportation Improvement Plan (TIP)*, which is a fiscally constrained capital project listing related to the Laredo MPO's federal Metropolitan Transportation Plan (MTP). The study area defined for this effort is consistent with the *Long-Range Strategies to Improve Traffic Conditions on FM 1472 (Mines Road)* study (see **Figure A**), and key network improvement recommendations from this report served as a starting point for future investment prioritization considerations. Over the course of this study, potential roadway improvements began to emerge as possible solutions for addressing congestion in the study area. The *Future Thoroughfare Plan*, included as part of the *VIVA Laredo Comprehensive*

Plan, served as the ultimate future roadway framework for this study. As the study progressed, certain modifications to that plan were identified as necessary to address current and future mobility conditions, which are explained in **Section 3**.

Study Goals

The goals for this study were derived from previous goals set forth by the community through the process of developing the *2015-2040 Laredo Metropolitan Transportation Plan (MTP)* and *Viva Laredo Comprehensive Plan*, and further informed by findings from the *Long-Range Strategies to Improve Traffic Conditions on FM 1472 (Mines Road)* study and feedback gathered from stakeholder engagement early in the overall study process. The goals of the North Laredo Webb County Transportation Planning Study are:

- Identify feasible projects that will help manage congestion impacts in North Laredo
- Promote safety for all users of the transportation network
- Improve overall transportation network connectivity and resiliency in North Laredo
- Coordinate implementation and planning efforts comprehensively with the international bridges, 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 lands

Public and Stakeholder Involvement

Arguably one of the most important sources of input to this study, public and stakeholder involvement played a critical role in establishing study goals, vetting potential roadway network solutions and gathering feedback on priorities. The RMA Board served as the initial stakeholder on August 20, 2019 to help establish the study purpose and outline goals. Once baseline project information and potential solutions were developed further, including limited cost, right-of-way and environmental information, a series of stakeholder meetings were held to gather input. These meetings included major stakeholders such as city, county, state, and federal officials; transportation authorities, the MPO, as well as schools in the area, the business community, and emergency and medical services providers. The meetings were held September 16-18, 2019 to gain a better understanding of critical issues in the area, share initial ideas and discuss potential impacts. This series of meetings offered details about various operations and future development as well as specific knowledge about the study area.

Following these meetings, updates were provided to the MPO and RMA Boards on October 21 and 22, 2019 respectively. Study goals, existing conditions, future projections, and preliminary transportation solutions were presented at a public meeting, held at Julia Bird Jones Muller Elementary School on November 6, 2019. A general presentation about the study and some of the initial findings was provided to 65 attendees, most of which were from La Bota Ranch or other neighborhoods in the study area. More detail from the public involvement can be found in **Appendix E**.

Study Recommendations

The roadway network in the area will need both new roadway connections and added roadway lane capacity. Improvements would also include a safe pedestrian environment and safe routes for cyclists to use. Special design considerations will be required to accommodate the large volume of truck traffic within the study area. In addition, alternative routes will provide area residents improved access to the highway network while allowing for minimal interaction with high truck volumes. Understanding the

complex combination of needs within the study area provides necessary insights into how best to address congestion, enhance safety and plan for future growth.

To maximize safety for traffic crossing between the east and west sides of IH-35, any new intersections will need to be elevated to allow for at least 23'4" of clearance over the Union Pacific Railroad, which runs directly adjacent to the east side of IH-35. Access to IH-35 and connectivity across the interstate is essential to keep traffic flowing and maximize the number of alternative routes in the network. Any interchange proposed in this study includes a bridge structure over the mainlanes and adjacent railroad, and access to that bridge, including retaining walls, pavement, and signage. Each interchange should also provide safe passage for pedestrians and cyclists, matching the proposed cross-section for each road crossing the highway.

To satisfy the goal of promoting safety for all users of the transportation network, this study includes recommendations for providing sidewalks and bike facilities, and highlights opportunities for improved transit service into and out of the study area. Considering a setting where people are waiting for their bus, walking, or moving through the area on bike, the travel environment should be held to a much higher standard of safety and quality for all users, regardless of quantity or mode split.

Proposed Capital Projects

A comprehensive listing of the capital projects recommended in this study can be found in **Table A**. There are both individual projects and packages of multiple projects in the list. In most cases where multiple projects have been packaged, the projects are divided into phases such as a highway interchange or highway widening. In a few cases, projects have been categorized into "Freight Network Improvements" or "Multimodal Improvements." In those cases, projects are in related packages composed primarily of improvements on different, but related roadways. In all cases where there is a package of projects, each individual project component identified has been given a letter to differentiate it from the other components.

Projects are listed by short-, mid- or long-term and include a planning-level opinion of probable construction cost. As the project becomes more defined and progresses through the project development process, there can be more certainty on what the likely total project cost will be, so over the course of developing the project, its cost estimate can be expected to change. Costs are based on each project's intended cross-section, understanding which aspects of that section need to be built, calculating the length of the improvement, quantifying materials needed to construct the project and then calculating a cost based on unit prices from recent similar TxDOT and City of Laredo capital projects. Costs shown in this section are planning-level estimates rounded up to the nearest thousand dollars. It should be noted that the costs included in this study represent an estimate of probable costs prepared in good faith and with reasonable care. The costs of construction labor, materials, equipment, internal staffing and operations structure, or results from bidding cannot be controlled.

Looking at the costs in **Table A**, a few things stand out. First, is that projects identified as a short-term priority together cost much less than those identified as mid- and long-term. Three of the five short-term projects are also fully or partially funded, while none of the mid- and long-term projects have any funding identified. Multimodal projects are also much less expensive than full roadway projects primarily due to many of these being restricted to the implementation of sidewalks without substantial roadway modifications. Another notable item about the costs is that the combination of all short- and mid-term projects equals a fraction of the probable cost of converting FM 1472 to a full freeway. It is not just that these projects are less expensive, but they are indeed necessary to help manage congestion by providing alternate routes and connectivity for the ultimate build-out of FM 1472 to function properly once it comes on line.

Table A – Comprehensive table of recommended capital projects for North Laredo

Page #	Project(s)	Priority	TOTAL Cost
42	FM 1472 - Mines Road Capacity Upgrades	Short-Term	\$ 5,019,000
43	Freight Network Improvements A	Short-Term	\$ 12,517,000
44	Hachar Parkway A, B	Short-Term	\$ 53,896,000
45	Multimodal Improvements A, B, C, D	Short-Term	\$ 5,610,000
46	Vallecillo Road A	Short-Term	\$ 31,471,000
		Short-Term	\$ 108,513,000
47	Aquero Boulevard A, B, C, D	Mid-Term	\$ 59,134,000
48	Carriers Drive A, B	Mid-Term	\$ 4,519,000
49	Freight Network Improvements B, C	Mid-Term	\$ 39,163,000
50	Hachar Parkway C, D*, E*	Mid-Term	\$ 79,461,000
51	Multimodal Improvements E, F, G, H	Mid-Term	\$ 5,940,000
52	Port Drive A, B*	Mid-Term	\$ 24,742,000
53	Uniroyal Drive A, B*	Mid-Term	\$ 31,315,000
54	Vallecillo Road B, C	Mid-Term	\$ 40,887,000
55	FM 3338 - Las Tiendas Road	Mid-Term	\$ 45,000,000
56	International Boulevard Extension	Mid-Term	\$ 15,889,000
57	McPherson Road Extension	Mid-Term	\$ 21,096,000
58	United Avenue Extension	Mid-Term	\$ 16,799,000
		Mid-Term	\$ 383,945,000
59	FM 1472 - Mines Road A, B, C	Long-Term	\$ 805,071,000
60	North-South Boulevard A, B, C	Long-Term	\$ 137,807,000
61	Trade Center Boulevard A, B	Long-Term	\$ 24,842,000
62	Verde Boulevard A, B, C	Long-Term	\$ 68,159,000
63	East-West Boulevard	Long-Term	\$ 174,827,000
64	Sara Road Extension	Long-Term	\$ 103,068,000
65	TX 255	Long-Term	\$ 101,250,000
*	Project component recommended as long-term	Long-Term	\$ 1,415,024,000
	Full or Partial Funding programmed		

Implementation Plan

Each capital project is implemented through a process of defining, planning and designing in order to get to construction. Each of these phases requires funding and resources to get to the next phase of implementation. Because there is limited funding and resources, the projects recommended in this study have been prioritized. The implementation process in **Figure B** applies to each of the projects in this study.

Each individual project schedule will be revisited and defined in more detail as part of the scoping discussions during the project initiation phase. In **Table B**, a comprehensive listing of all the projects described in **Section 4** and their respective schedules are simplified further and shown together. The colors represent different phases and they are placed in the year those activities can be generally expected to occur. The number at the end of the estimated construction timelines indicate the year the project can be expected to open for use. The short-, mid- and long-term priorities reflect the time period when a project can be expected to be completed. As illustrated in **Table B**, even if a project is characterized as mid- or even long-term, there are still several activities that must occur in the short-term to deliver the project on time.

Figure B – Typical capital project development process



Table B – Comprehensive table of estimated project schedules

Page #	Project(s)	Years																												
		20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40								
42	FM 1472 - Mines Road Capacity Upgrades				22																									
43	Freight Network Improvements A							24																						
44	Hachar Parkway A, B							23																						
45	Multimodal Improvements A, B, C, D							24																						
46	Vallecillo Road A							23																						
47	Aquero Boulevard A, B, C, D																													
48	Carriers Drive A, B																													
49	Freight Network Improvements B, C																													
50	Hachar Parkway C																													
50	Hachar Parkway D*, E*																													
51	Multimodal Improvements E, F, G, H																													
52	Port Drive A																													
52	Port Drive B*																													
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53	Unlroyal Drive B*																													
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62	Verde Boulevard A, B, C																													
63	East-West Boulevard																													
64	Sara Road Extension																													
65	TX 255																													

* Project component recommended as long-term

Initiation Planning Development Construction

Next 24 Months

There are many moving parts to any implementation plan. This plan is primarily focused on projects in North Laredo-Webb County and other considerations may need to be part of the plan moving forward.

A brief list of next steps is provided below, outlining key points in this process that should be met over the next 24 months:

- Identify key partners and determine commitments to the first five years of this plan
- Determine how to formalize partnerships for funding projects in the plan
- Finalize funding for Vallecillo Road and Hachar Parkway
- Determine how to formalize partnerships for data collection and sharing
- Determine approach for Travel Demand Model Update and Data Collection Plan
- Identify funding for first set of Multimodal Improvements and Milo Road Extension
- Identify Project Development funds for Aquero Boulevard and Carriers Drive extensions
- Identify funds for investment in Travel Demand Model update
- Proceed with Plans, Specifications & Estimate (PS&E) on Vallecillo Rd. and Hachar Pkwy.
- Begin environmental process and schematic design on Milo, Aquero and Carriers
- Finalize funding for Milo, Aquero, Carriers and first set of multimodal projects



Queue of freight trucks headed southbound on FM 1472 waiting to turn left onto Killam Industrial Boulevard.

1

Study Background

This section provides an introduction to this study including its purpose, the goals and a description of the study area. The methodology and schedule of this study is described as well as a series of related capital projects already being considered in or adjacent to the study area.

Transportation Planning Study Introduction

The *North Laredo-Webb County Transportation Planning Study* (study) is an effort to gain a better understanding of the mobility issues in an area northwest of the IH-35/IH-69W interchange and identify ways to reduce congestion and improve safety for the traveling public. Originally intended to be a planning and environmental linkages (PEL) study specific to expanding FM 1472–Mines Road into a freeway, local leaders decided it would be best to first take a step back and look at the area around FM 1472 more comprehensively. As the only way to get in and out of the area via IH-69W, FM 1472 has become the busiest roadway in the region, carrying 60,000 vehicles daily, 60% of which are freight trucks¹ due to its proximity to the World Trade Bridge commercial port-of-entry and the freight-supportive land uses that predominate the area surrounding FM 1472.

The Laredo Metropolitan Planning Organization (MPO) Policy Committee made the decision to fund this study and partner with the Webb County-City of Laredo Regional Mobility Authority (RMA) and the Texas Department of Transportation (TxDOT) Laredo District to conduct the study. This is meant to provide a clearer understanding of how the conditions on FM 1472 might be addressed from a transportation network perspective rather than solely making improvements to FM 1472. The MPO Policy Committee, composed of a mix of elected officials from the City of Laredo and Webb County as well as the TxDOT Laredo administration, were looking for big ideas and a broader perspective on how to address current and future congestion in the area.

The RMA was identified as the appropriate entity to take the lead on this effort. The RMA's mission is to assist with the establishment of a comprehensive transportation system to directly benefit the traveling public within the region through the development of additional transportation alternatives. This mission fits the intent of this study, which is to take a step back and identify potential area-wide alternatives.

Organization of the Report

This study report is split into five sections followed by six appendices, which are described below:

- 1. Study Background** – Describes the study area, goals, methodology and related projects.
- 2. Identifying Needs** – Discusses network and project-level needs and the physical conditions of the study area including data on truck presence and ports-of-entry.
- 3. Exploring Solutions** – Discusses mobility solutions in broad terms concerning functionality of recommended improvements.
- 4. Defining Projects** – Includes description of project development process and detailed descriptions of each proposed project including cost estimates and proposed phasing.
- 5. Implementation Plan** – Describes project schedules, program schedule and what needs to be done in the first five years of implementation.

Appendices – There are six appendices that each provide more detail on the work that fed into the recommendations found in this report. Appendices include: A) Studies Done to Date; B) Existing and Future Conditions; C) Traffic Analysis; D) Environmental Constraints; E) Public & Stakeholder Involvement; and, F) Cost Estimates.

¹ *Traffic Analysis for Highway Design Forecast*. TxDOT Traffic Analysis Section, February 2015

Regional Context and Study Area

Laredo is located in South Texas in the western part of Webb County on the Rio Grande River along the border between the United States and Nuevo Laredo, Tamaulipas, Mexico. In addition, Laredo is located about 150 miles southwest of San Antonio and 135 miles west of Corpus Christi and is the county seat and largest city in Webb County. The Laredo MPO area that includes Rio Bravo, located to the south of Laredo, and parts of Webb County contained approximately 276,656 people in 2013 and is expected to grow rapidly to approximately 408,178 people by the year 2040. The adjacent city of Nuevo Laredo, Mexico, has a population of over 384,000.²

Laredo is approximately 102 square miles in size and is located on the southern end of the IH-35 corridor. The location along the I-35 corridor, adjacency to Mexico, four international bridges, and one railway bridge makes the city very accessible for international trade with Mexico. As a result, it is the largest inland port in the United States. The Laredo Customs district is the third-busiest U.S Customs district and reached a total of \$228 billion in trade over a 12-month period over 2018-2019, making commercial vehicle traffic a vital component for trade through the region and among its highest traffic and economic generators.³ The employment in the Laredo MPO area is growing at a fast pace and is expected to grow by more than 50 percent by 2040. The number of jobs in the city was estimated to be approximately 106,000 in 2013 and is estimated to grow to approximately 178,000 jobs in 2040, an addition of over 70,000 jobs.⁴

The study area for this analysis covers the northernmost part of Laredo and an adjacent part of western Webb County, bounded by the Rio Grande, SH 225, IH-35, and IH-69W. **Figure 1** shows the study area, outlined in orange. The boundaries of the study area were defined as:

- Northern boundary – SH 255 from the Rio Grande to IH-35
- Eastern boundary – IH-35 from SH 255 to I-69W
- Southern boundary – IH-69W from IH-35 to the Rio Grande
- Eastern boundary – Rio Grande from IH-69W to SH 255

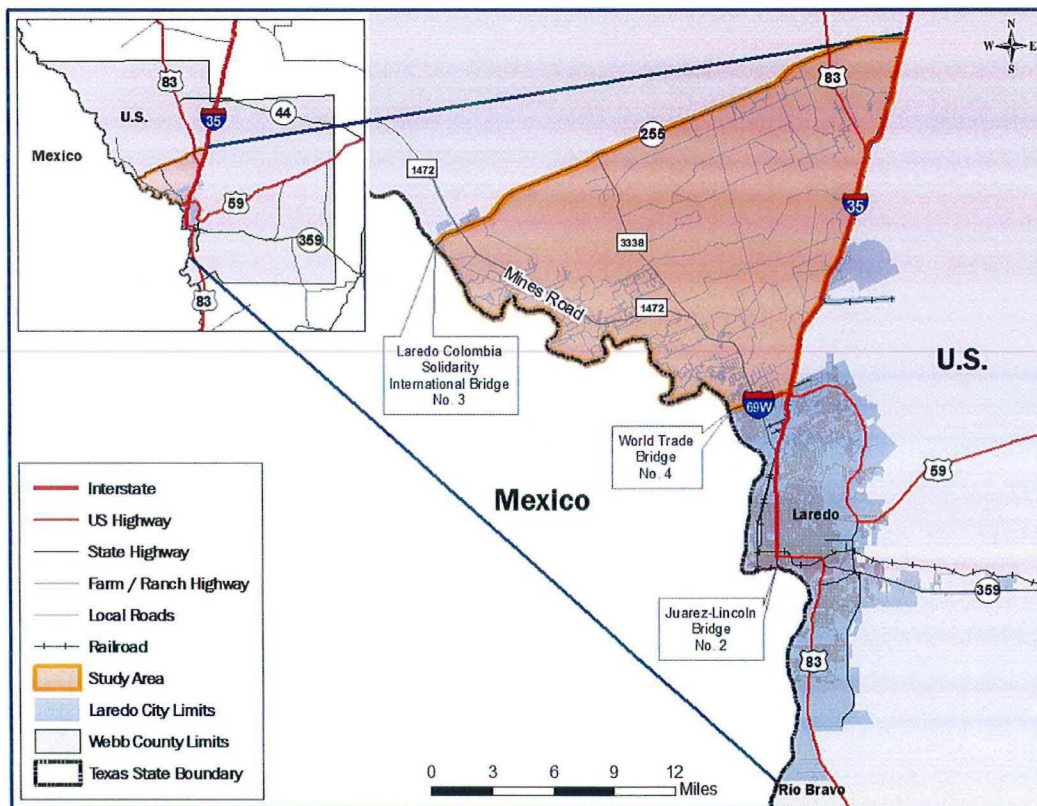
Several other related industrial areas are located along IH-35 with expansion of additional developments on the east side of IH-35 expected to come on line in the near future. While this is technically outside this study area, there are synergies between the activities occurring in both areas. Over the course of this study, this was considered, and recommendations were also made for those areas outside the study limits.

² *Laredo Metropolitan Transportation Plan (2015-2040)*. Laredo MPO, 2015
<http://www.laredompo.org/mtp.html>

³ Bureau of Transportation Statistics, TransBorder Freight Data. <https://www.bts.gov/transborder>, accessed December 2019.

⁴ *Laredo Metropolitan Transportation Plan (2015-2040)*.

Figure 1 – Regional Context and Study Area



Framework of this Study

Purpose and Goals

The purpose of the *North Laredo-Webb County Transportation Planning Study* is to provide a clear assessment of mobility conditions in North Laredo and to provide a roadmap for growing the transportation network to meet increasing mobility and safety demands into the future. Mobility within the study area is limited and primarily characterized by freight truck operations. To best determine what and how to assess mobility conditions in this environment, this study is guided by a set of established goals that provide a framework for the assessment and subsequent recommendations for mobility improvements in the area.

The goals for this study were derived from previous goals set forth by the community through the process of developing the *2015-2040 Laredo Metropolitan Transportation Plan (MTP)* and *Viva Laredo Comprehensive Plan*, and further informed by findings from the *Long-Range Strategies to Improve Traffic Conditions on FM 1472 (Mines Road)* study and feedback gathered from stakeholder engagement early in the overall study process.

Upon completing a series of assessments related to the mobility conditions within the study area, several possible solutions were explored that translate into defined capital projects, which have been organized as an implementation plan in **Section 5**. Solutions recommended as part of the implementation plan were expected to be feasible, manage congestion, promote safety for all, consider and remain sensitive to other interests in the area, including neighborhoods and environmental resources, and contribute to promoting overall mobility in this part of Laredo and Webb County.

Study goals are stated in **bold** and each described in further detail below:

Identify feasible projects that will help manage congestion impacts in North Laredo

Perhaps the most pervasive need throughout the North Laredo-Webb County study area is to address roadway congestion. The causes and types of congestion in the study area are quite unique and therefore require solutions that accommodate large truck volumes. Any solutions that end up in the implementation plan must be feasible (i.e. reasonable cost and acceptable impacts).

Promote safety for all users of the transportation network

The most common vehicles on major public roadways in North Laredo are freight trucks. This requires larger scale infrastructure than typical roads in order to improve how congestion can be managed. While this is important to the economy, there are families living in neighborhoods, children being transported to school, and employees using the bus and walking or riding their bike for portions of their trips. When developing solutions, they must always promote safety for all users of the transportation network.

Improve overall transportation network connectivity and resiliency in North Laredo

Development in the study area began slowly off of FM 1472 just north of Milo Road just before construction of the World Trade Bridge. As both sides of Mines Road continued to flourish, the road network in the study area was extended only as needed for the next development. Alternatively, individual transportation improvements must be looked at from a network perspective. To better manage congestion and promote safety for all users, the roadway network should have alternative routes and complete connections to provide options and increase mobility.

Coordinate implementation and planning efforts comprehensively with the international bridges, port-of-entry logistics and the freight network

World Trade Bridge is a commercial port-of-entry providing an exclusive border crossing for cross-border freight truck operations. Its location provides direct access to IH-69W and IH-35. Land uses north of IH-69W along FM 1472 primarily support the cross-border freight truck operation, placing thousands of trucks on the public road network each day. Mobility challenges and solutions in the area are tied together and should be coordinated.

Coordinate private land development and public investments in mobility infrastructure

Taking a network approach to planning roadway infrastructure projects requires identifying strategic improvements, prioritizing them, and putting them in the queue for funding and implementation. As the road network grows, property adjacent to the road becomes available for development. Likewise, a better-connected road network benefits all users in the system. Private land development and public investment should be coordinated in terms of when it will occur and how much space should be reserved to meet current and future mobility needs.

Promote efficient movement of goods while reducing impacts of freight operations on neighborhoods and sensitive lands

While there is a high emphasis on finding transportation solutions that address freight traffic congestion, they should also address the impact freight traffic has on surrounding neighborhoods and undeveloped areas. As solutions to the challenge of managing congestion are considered, they should not advance at the expense of residents living in the area or by compromising the integrity of natural resources.

Study Methodology

Individual capital projects are the primary components of any capital improvement plan and are often described and discussed in terms of project-specific costs, impacts and benefits. Too often, roadway infrastructure improvements are considered in a way that addresses an immediate localized need rather than a more global network need. In considering potential solutions to congestion within the North Laredo-Webb County study area, potential outcomes should be evaluated at both the network and project-level.

Congestion in the study area is not solely occurring due to the failure of a single roadway or intersection, but by presuming that a unique set of different types of daily freight truck operations can work normally on a conventional roadway network with limited connectivity and limited comprehensive traffic management of the system. To address congestion in this environment, solutions must be considered on a network-level, which can be translated down into a series of strategic individual projects.

Projects are also considered for implementation in the short-term, mid-term and long-term. Potential short- and mid-term projects were identified as those that might have an immediate impact as soon as they can be funded and delivered, while long-term projects provide a framework that development of earlier projects should include in their planning and schematic phases. As short- and mid-term projects are implemented, market demands and long-term priorities may change and should be revisited.

While the scope of this study is primarily concerned with addressing congestion within the study area, the fact is, that other supportive freight logistics and operations infrastructure is beginning to develop along IH-35 up as far as mile-marker 13. Similarly, El Metro bus service into the study area may be able to improve should new transit infrastructure be implemented just outside of the study area boundary. Though this study is focused on a specific geographic boundary, project and land development conditions adjacent to the study area will have direct implications on mobility conditions within the study area. Over the course of executing this study, attributes and potential roadway projects outside the study area have been identified as relevant and therefore included in this discussion.

Table 1 – North Laredo-Webb County Transportation Planning Study Schedule

Study Schedule	2019						2020		
	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb
Building on Previous Work	█								
Potential Environmental Constraints			█						
Understanding Possible Costs and Property Impacts			█						
Traffic Network Analysis			█						
Public and Stakeholder Input				█					
Defining Projects					█				
Implementation Plan							█		

Building on Previous Work

The Laredo community has engaged in some critical community planning efforts over the previous five years that played an instrumental role by not only identifying the need to directly address mobility challenges in the study area, but by providing a comprehensive framework for how Laredo would like to grow. This study uses the first three studies listed below [*] as its starting point along with supporting information from a series of other studies also listed:

- Laredo Metropolitan Transportation Plan (2015-2040)*
- Long-Range Strategies to Improve Traffic Conditions on FM1472 (Mines Road)*
- VIVA Laredo – City of Laredo Comprehensive Plan*
- Laredo Trade Numbers – 2018
- El Metro Transit Development Plan
- Characterizing Drayage Activities and Emissions in the Laredo-Nuevo Laredo Airshed

As a starting point, this study set a baseline with projects within the study area listed in the *Transportation Improvement Plan (TIP)*, which is a fiscally constrained transportation project listing related to the MPO's MTP. The study area defined for this effort is consistent with the *Long-Range Strategies to Improve Traffic Conditions on FM 1472 (Mines Road)* study, and key network improvement recommendations from this report served as a starting point for future investment prioritization considerations. Over the course of this study, potential roadway improvements began to emerge as possible solutions for addressing congestion in the study area. The *Future Thoroughfare Plan*, included as part of the *VIVA Laredo* plan, served as the ultimate future roadway framework for this study. As the study progressed, certain modifications to that plan have been identified as necessary to address current and future mobility conditions, which are explained in **Section 3**.

In addition to previous studies, land development plans were obtained from the City of Laredo and through the Stakeholder meetings held between September 16-18, 2019. This provided an understanding of where short- and mid- term land development was going to occur, therefore informing where key investments might be made to the benefit of the overall network and provide some degree of input to the prioritization of those key investments. This not only provides insight into where development will occur, but how much additional traffic might be generated as a result of that development. It also highlights opportunities to partner with private interests in the delivery of major capital investments in the overall transportation network.

Although warehousing and freight developments are common in the study area, neighborhoods are interspersed within. Likewise, because of the warehousing, the southern portion of the study area is a major employment center in north Laredo and Webb County. During the Stakeholder meetings, officials from El Metro and United Independent School District (UISD) provided insights into their operations and experience with transporting passengers in the study area. UISD identified key routing they use today that could be improved by establishing alternative routes and key connections within the system. El Metro identified Route 17 as the fourth most productive route in the transit system and informed the discussion about active bike use and lack of sidewalk infrastructure. El Metro also identified the need for a North Transit Center that if implemented, could help with restructuring bus routes and potentially improving the quality of transit service in north Laredo. When developing transportation solutions as part of this study, and subsequently when contemplating prioritization of individual capital projects, the following considerations informed whether a solution was consistent with our study goals and how potential projects might be prioritized:

- Supports and is consistent with previous studies
- Supports local and regional Capital Improvement Plans
- Is consistent with known land development plans
- Supports and potentially improves El Metro & UISD operations and safety

Potential Environmental Constraints

Environmental constraints were reviewed at a high-level to get a basic understanding of some of the potential challenges that could be expected as a project progresses through the project planning process. Impacts that were considered in this planning study include potential right-of-way, displacements, disruptions during construction and potential impacts to the human and natural environments. While this was not meant to be a thorough environmental analysis, it does provide some insight into the likelihood of running into issues once the formal environmental process commences.

The more developed area in the south of the study area is expected to have more impacts to the human environment and disruption during construction, while the less developed lands in the northern part of the study area are expected to have greater impact to the natural environment. Because of the higher impact and greater disruption characteristics related to potential capital projects expected in the southern portion of the study area, individual projects were identified and given an informal rating based on data collection and local knowledge and familiarity with the area. These ratings are primarily meant to identify which projects may be more difficult to implement or require a higher level-of-effort to get environmental clearance, and are primarily reflected in the estimated project schedules found in **Section 5**. When considering potential environmental impacts, the following factors were considered:

- Natural resource impacts
- Cultural resource impacts
- Water resource impacts
- Air quality/traffic noise impacts
- Socio-economic impacts
- Hazardous materials impacts
- Potential utility impacts (municipal, oil & gas)
- Expected construction cost
- Traffic disruption during construction
- Right-of-way acquisition and relocation probability

Understanding Costs and Potential Property Impacts

This study began with a baseline of projects already in development and with recommendations for key network connections. While some costs had already been developed for key connections, most of these recommended capital improvements previously had no cost associated with them and limited understanding of potential right-of-way needs. To help frame the discussion around previous solutions that had been contemplated prior to this study, conceptual cost estimates and right-of-way needs were developed. These details, along with information about construction impacts to traffic, informed stakeholders and the public when providing input.

As the study progressed, additional projects were identified with associated conceptual costs and right-of-way needs. The first step toward estimating cost and establishing right-of-way is to understand a roadway's intended cross-section, which may or may not fit within the existing right-of-way, and when combined with the length of a potential project provides a clear assumption for material quantities and project complexity that can be used to develop probable construction cost. Unit cost assumptions came from TxDOT and City of Laredo unit prices on similar projects in 2019. The construction cost then provides a basis for estimating additional project requirements and accounts for sidewalks, utilities, structures, drainage and professional services as percentages of that cost. As a project is developed further, the costs will be refined and are likely to change.

The *Future Thoroughfare Plan* was the basis for establishing desired street cross-sections. This essential component of the *VIVA Laredo* plan is meant to provide guidance for how and where new roadways should be implemented throughout the region over the next few decades. An initial traffic analysis provided key information about where congestion is the most prevalent and helped to inform possible modifications to the prescribed cross-sections, especially when considering the number of freight trucks operating in the area daily and accounting for their size. When considering localized traffic patterns and congestion, modifications were explored through further traffic analysis and indicated some degree of benefit across the roadway network when additional capacity was tested.

As the study progressed, modified cross-sections based on the initial traffic analysis were used to determine cost and right-of-way needs, though whenever possible, the *Future Thoroughfare Plan* served as the basis for each cross-section. When contemplating project feasibility and prioritization, the following factors were considered to inform those recommendations:

- Total project right-of-way impact
- Number of potential relocations as a result of right-of-way acquisition
- Potential project capital costs

Traffic Analysis

The traffic patterns in the study area provided critical information about the effectiveness of a roadway and its given cross-section within the overall network. This information was used to confirm appropriate cross-sections, then used to analyze various combinations of roadway improvements to evaluate impacts and benefits to the overall network in base year 2018 and future year 2040. This was done using the latest available regional travel demand model from the MPO, which included a 2008 base year and 2040 future year.

Before the model could be used for this study, the 2008 base year needed to be updated to a 2018 base year, which was done by examining where development had occurred since 2008 as well as any critical road connections that had been built in that timeframe. Once updates to the network and underlying demographics were updated, the model could be used to test the effects of certain roadway modifications as well as entire combinations of improvements throughout the network.

Once the series of capital projects had been developed, traffic impacts and benefits could be analyzed by comparing various scenarios in 2018 and 2040 to get a clearer understanding of the role each individual capital improvement might play related to the overall transportation network. This helped to confirm whether certain roads should have additional capacity than previously considered or whether other roads might have an immediate positive impact on congestion management along busier roadways such as FM 1472.

The traffic analysis compared performance related to the overall network as well as how each scenario affected individual roadways in the system. Key information that was looked at to help identify priorities and design assumptions included the following items:

- Network/roadway vehicle miles traveled (VMT)
- Network/roadway vehicle hours traveled (VHT)
- Percentage of roadway operating over capacity
- Percentage of delay in the transportation network and on each roadway
- Volume to Capacity Ratio (V/C) for each roadway by network scenario

Public and Stakeholder Input

Arguably one of the most important sources of input to this study, public and stakeholder involvement played a critical role in establishing study goals, vetting potential roadway network solutions and gathering feedback on priorities. The RMA Board served as the initial stakeholder on August 20, 2019

to help establish the study purpose and outline goals. Once baseline project information and potential solutions were developed further, including limited cost, right-of-way and environmental information, a series of stakeholder meetings were held to gather input. These meetings included major stakeholders such as city, county, state, and federal officials; transportation authorities, the Metropolitan Planning Organization, as well as schools in the area, the business community, and emergency and medical services providers. The meetings were held September 16-18, 2019 to gain a better understanding of critical issues in the area, share initial ideas and discuss potential impacts. This series of meetings offered details about various operations and future development as well as specific knowledge about the study area. A list of entities represented can be found in **Figure 2**.

Figure 2 – List of entities represented in Stakeholder Meetings (September 16-18, 2019)

Public Agency Stakeholders	Private Entity Stakeholders
<ul style="list-style-type: none"> • Laredo MPO Board • WCCL RMA Board • City of Laredo • Webb County • TxDOT Laredo District • El Metro • U.S. Customs & Border Protection • General Services Administration • United Independent School District 	<ul style="list-style-type: none"> • Area Land Developers • Area Property Owners • Laredo Chamber of Commerce • Laredo Economic Development Corporation • Laredo Motor Carriers Association • Association of Logistics & Forwarding Agents • Area Industrial Parks • Laredo Association of Realtors

More information on the public and stakeholder involvement can be found in **Appendix E**. Some of the key takeaways from these meetings include the following:

- Make sure safety is explicitly included in the study goals
- Vallecillo Road, Hachar Parkway and Aquero Boulevard are the most important new roads
- Sara Road and Milo Road make sense to expand to serve as an alternate route to FM 1472
- A west extension of Milo Road to River Bank Drive should happen soon due to property
- Customs and Border Protection estimates World Trade Bridge will reach capacity in 10 years
- The previously proposed realignment of Killam Industrial Boulevard is no longer preferred
- Addressing the issue of truck parking on roadways should involve more than ticketing, rather, it should be a larger, more intentional solution.
- Status update on the IH-35 capacity improvements
- Insight into land development plans and trends in and adjacent to the study area
- Importance of crossing IH-35 and the Union Pacific Railroad to access both sides
- United Independent School District (UISD) typical school bus routing challenges
- UISD identified alternative routes and key connections that would help them improve transportation service for students.
- El Metro route 17, which provides transit services in the study area, has high productivity
- Bicyclists and pedestrians travel in the study area, despite lack of appropriate infrastructure

Following these meetings, the initial roadway map was updated according to the comments received, pedestrian and bike accommodations were elevated in their importance, and a safety-related study goal was added. These updates were then provided to the MPO and RMA Boards on October 21 and

22, 2019 respectively. Following those updates, study goals, existing conditions, future projections, and preliminary transportation solutions were presented at a public meeting, held at Julia Bird Jones Muller Elementary School on November 6, 2019. A general presentation about the study and some of the initial findings was provided to 65 attendees, most of which were from La Bota Ranch or other neighborhoods in the study area. A brief question and answer session was held following the presentation, then the meeting broke out into interactive stations around the room that allowed for meaningful interactions between members of the public and the project team. Officials from City of Laredo and TxDOT were also available to answer questions following the presentation.

The stations contained various exhibits and exercises designed to share information about the study, but more importantly, to collect input from members of the public. They included several maps and voting exercises to provide feedback on prioritization of projects and issues. On one map, members of the public were asked to share where they experience the most congestion as well as which areas caused them to have concerns about safety as they travel through. Another map provided space for residents to identify where transit, pedestrian or bike infrastructure would be helpful. Attendees were also asked to rank their top three transportation issues, which included factors such as safety, travel time, access to IH-35 or Loop 20, and separation of freight and passenger traffic to name a few. Similarly, attendees were shown a map of key potential roadway investments identified during the Stakeholder meetings including both existing and proposed roadways. Following the public meeting, an update was provided to the RMA Board on December 12, 2019 on public feedback and an initial look at potential projects and how they might be phased in the short-, mid- and long-term. More detail on the Public and Stakeholder Involvement for this study can be found in [Appendix E](#). Some of the key takeaways from these meetings include the following:

- Consensus among residents that FM 1472 is too congested and cause for safety concerns
- La Bota Ranch needs a second point of access in addition to A.F. Muller Boulevard
- Residents need an alternate route that is not used by trucks
- The proposed Aquero Boulevard extension is a high priority for residents in the area
- Better connectivity to IH-35 and Loop 20 is a priority
- Support for improving conditions on Killam Industrial Boulevard
- Support for building Vallecillo Road and Hachar Parkway
- General support for improving transit, bike and pedestrian conditions
- Sidewalks are critical for the safety of students walking to and from the bus or school
- There is some consensus that a new international bridge could help ease future congestion

Defining Projects

As stated earlier in the *Building on Previous Work* section, this study began with project recommendations from previous studies. As the various roadway network scenarios were tested through the Traffic Analysis, the Environmental Constraints assessment provided additional input for what might be reasonably expected from an environmental impact perspective. While the *Future Thoroughfare Plan* included in *VIVA Laredo* contains future roadway alignments and functional classifications along with related roadway cross-sections, there are some recommendations outlined further in [Section 3](#) that discuss changes to consider to that plan.

This study took those “lines on a map” and began to add dimension, length and phasing possibilities. Proposed cross-sections were established, then used to develop individual project cost estimates. Projects were outlined individually, similarly to how one might find projects referred to in the TIP or Unified Transportation Plan (UTP). Proposed projects include reconstruction or addition of sidewalks to existing roadways as well as roadway extensions and new roads. Individual projects were then grouped into packages as appropriate to help communicate both the total improvement to the network and its respective individual project components, which can be found in [Section 4](#).

Implementation Plan

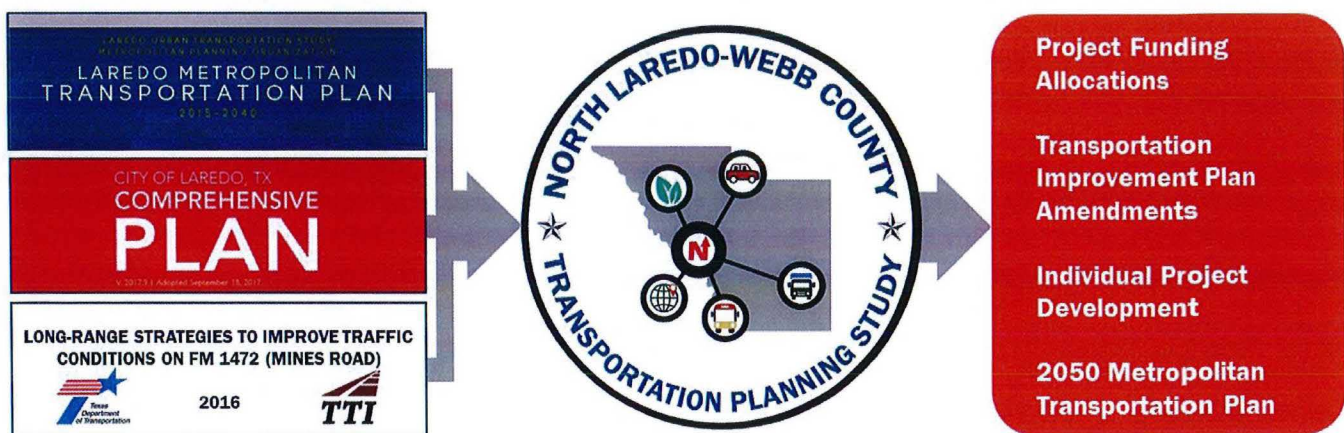
Once individual projects were further defined, a specific phasing plan was developed to articulate when projects should be delivered. Project packages are arranged by short-term, mid-term and long-term, which translates to projects being delivered within the 2020-2024, 2025-2029 and 2030-2040 timeframes respectively. Project delivery in this context includes project development activities, funding, right-of-way acquisition where applicable, and construction. While there are many needs that stakeholders and members from the public identified as high-priority, many proposed projects have not been developed far enough to reasonably expect their delivery within the 2020-2024 timeframe and were shifted out to the mid-term (2025-2029). While this is the case, project development activities, funding allocation and right-of-way should begin prior to 2025 as appropriate. The Implementation Plan is described in more detail in **Section 5**.

Ongoing and Upcoming Projects

As discussed, extensive work and thought has led to the development of this study. It is informed by regional priorities set in the 2040 MTP, guidelines for growth discussed in the *VIVA Laredo* plan and started with recommendations made in the FM 1472 traffic study. The Laredo-Webb County region has needs and priorities in addition to those identified by this study. Limited funding availability for projects creates a challenge to ensure the roadway investments recommended by this plan and those identified by previous plans are both programmed.

Following the completion of this study, the next step is to identify where these specific priorities fall in the context of regional priorities, identify appropriate funding sources and partnerships, amend the TIP, engage in environmental clearance and project design, acquire right-of-way and initiate construction. In 2024, the Laredo MPO will have their next MTP update. As these and other project priorities from throughout the region move forward, the 2050 MTP update will benefit from the work and recommendations found in this document and incorporate them fully within the regional context. A graphic of where this study falls in context with the overall community planning process can be found in **Figure 3**.

Figure 3 – Where this study falls in the community planning and project development processes



There are already many capital projects in or directly related to the study area that are in various stages of development, some with committed funding to move forward, while others awaiting their turn to receive project funding. Below is a listing of capital projects that are currently in some stage of development. These projects were considered when deliberating recommendations for this study and assumed to be moving forward.

- **FM 1472 and Killam Industrial Boulevard** – capacity upgrades that will add a new continuous right-turn lane to the northbound side of FM 1472 and a right-turn lane to the westbound side of Killam Industrial Boulevard. This pair of projects is fully funded and, in the Plans, Specifications and Estimate (PS&E) phase of development.
- **Vallecillo Road** – new location east-west roadway located about a mile and a half north of IH-69W and aligned with A.F. Muller Boulevard, directly connecting FM 1472 with IH-35. This project is in the schematic phase of design and has most of the funding necessary already committed.
- **Hachar Parkway** – new location east-west roadway located more than 4 miles north of IH-69W directly connecting FM 1472 with IH-35. This project is in the schematic phase of design, in the TIP, and has most of the funding necessary already committed.
- **FM 3338 (Las Tiendas Road)** – expansion of the current road to a five-lane cross-section and upgraded to support freight traffic. This project has not been funded, though does have a schematic-level cost estimate. Upgrading the pavement to support freight traffic of the current two-lane section is under construction.
- **IH-35 Upgrades** – safety and operational upgrades to IH-35 between Shiloh Drive and U.S. 83, this is a series of upgrades to the Interstate including two additional Direct Connector ramps between IH-35 and IH-69W, a slight realignment and new grade separation over the Union Pacific railroad just north of Shiloh Drive as well as just north of U.S. 83. This series of individual projects will also include a widening of Uniroyal Drive passing under IH-35. These projects are all fully funded and in the schematic phase of design.
- **IH-69W Expansion** – expansion of Loop 20 between IH-35 and U.S. 59 to a full Freeway cross-section, effectively bringing this stretch of the highway up to Interstate standards. This project is fully funded and in the PS&E phase of development.
- **U.S. 83 Expansion** – expansion of the current road to a four-lane cross-section. This project has not been funded, though does have a schematic-level cost estimate.
- **World Trade Bridge FAST Lanes** – Free and Secure Trade (FAST) lanes being added to the World Trade Bridge port of entry that will allow expedited processing of trucks owned by commercial carriers that have completed background checks and fulfill certain eligibility requirements. This project is near the end of the PS&E phase of development and fully funded.
- **North Transit Center** – New transit center and administrative offices to be located at the corner of Jacaman Road and Bartlett Avenue. This will provide a transfer location for bus riders and allow routing efficiencies to be made, potentially improving route frequency. This project has a schematic-level cost estimate.
- **Outer Loop** – a secondary highway loop to be located 10-12 miles from downtown Laredo connecting TX 255 at IH-35 with U.S. 59 (IH-69W), TX 359 and U.S. 83 south of Laredo. This project is in the feasibility phase, about to enter schematic design. There is no funding identified for this project.
- **World Trade Bridge Expansion** – doubling of the bridge capacity at World Trade Bridge. This project is in the initial planning phases and some funding has been identified.

- **International Bridge 4/5** – proposed fifth international bridge crossing that would be located between Rio Bravo and El Cenizo, south of Laredo. While this proposed project is about 18 miles south of the study area, the international bridge system in Webb County is a major traffic generator for the local roadway network, and this could provide some relief from the rate of freight-supportive growth in the study area over the next 25 years. This project is in the feasibility phase and does not have a dedicated funding source.
- **IH-27 Ports to Plains** – this is a proposed extension of the Interstate Highway System that would extend IH-27 from Lubbock, south through Midland, San Angelo, Del Rio and Eagle Pass into Laredo. The expected route into Laredo could follow U.S. 83 to IH-35. This would provide a critical north-south link in West Texas to the Laredo port of entry. This project is in the early planning stages and does not have a dedicated funding source.
- **La Gloria-Colombia Highway** – a proposed highway in the Mexican State of Nuevo León that would ultimately provide a direct connection between Monterrey and the Colombia Solidarity Bridge. While the project status was not entirely clear when this study was complete, it is speculated that the road's design and its funding are not yet in place.



Personal non-commercial vehicles among the many trucks traveling north along FM 1472.



Identifying Needs

This section provides an overview of both network- and project-level needs to be addressed within and adjacent to the study area. This provides a summary of needs and a more detailed description of how the trucks and port-of-entry work along with their impacts and the overall physical constraints in the area.

Network and Project-Level Needs

As discussed in the Methodology, considerations were made for the network-level impact and benefit of a particular investment in addition to location-specific project-level considerations. Congestion in the study area can be attributed to high volumes of freight trucks in addition to passenger vehicles in certain locations and limited routing alternatives for any mode of transportation. Freight trucks take longer to get through intersections than most passenger vehicles and take up more space, thus reducing the relative capacity of the roadway network. This is not to say trucks are a "problem", but rather present challenges unique to freight traffic that impact the study area and adjacent areas.

When the volume of traffic that is using a specific stretch of road reaches the intended capacity of that road, traffic flow begins to break down leading to longer wait times to get through intersections and traffic backups that can begin to impact upstream traffic flow on the highway system or coming across the World Trade Bridge. A possible solution to this problem is to simply increase the capacity of that roadway to support greater volumes of cars and trucks, though over time, this capacity can be expected to fill up. Another consideration is to look at ways to increase capacity of the network by filling in gaps that if implemented, could offer more options and alternate routes for traffic to take, thus distributing the traffic across the network rather than trying to fit it onto a single road.

The reality is that as the southern part of the study area has grown over the last 25 years, many of the opportunities to increase network connectivity are no longer available or require additional right-of-way due to how the land has developed. In other cases, however, it would be possible to greatly increase network connectivity with a small roadway extension that as a stand-alone project may not seem like that critical an investment. By looking at the full network, this study has aimed to identify ways to increase network capacity and recommend phases for implementing individual projects that collectively meet the overall goals of this study at a network and project-level.

The area will need both new road connections and added road capacity. It needs a safe pedestrian environment and safe routes for cyclists to use. There will need to be special considerations for trucks not typically considered when designing for a predominantly car environment. There is a need to offer an alternative route for residents in the area for improved access to the highway system requiring minimal interaction with the high volume of trucks traveling through the area daily. Understanding the complex combination of needs within the study area provides necessary insights into how best to address congestion, enhance safety and plan for future growth.

Gathering information about the network

Much of the effort involved with this study included gathering information from as many knowledgeable sources as possible about various aspects of the study area ranging from user experience and operations to policy and future growth considerations. Sources of this information primarily consist of previous studies (see [Appendix A](#)) and critical input from members of the general public and key stakeholders (see [Appendix E](#)).

Completed in 2015, the 2040 MTP indicates that Laredo is expected to grow in population by more than 60% between 2010 and 2040. Using building permits, it demonstrates that there is no sign of commercial and industrial growth stagnation in Laredo, and much of that is occurring within the study area. It identifies a need to find ways to separate commercial from non-commercial traffic and promotes a multimodal transportation system with transit centers and bike paths.⁵

⁵ *Laredo Metropolitan Transportation Plan (2015-2040)*.

Following the 2040 MTP, TxDOT commissioned a study to identify short-, mid- and long-term strategies for improving traffic conditions on FM 1472. The long-term traffic study generally provided the study area used for this study. The FM 1472 traffic study essentially concludes that by 2040, the roadway will need to increase in capacity, or the area will need to be served by alternate routes. It also indicates that finding ways to shift traffic to other Laredo ports of entry could provide relief for the road network nearest the World Trade Bridge. It suggests looking at creative Intelligent Transportation System (ITS) solutions and ways to better manage driveway access as next steps as well. Recommendations from the FM 1472 traffic study provided much of the baseline for beginning this study.⁶

In 2017, the City of Laredo adopted the *VIVA Laredo Comprehensive Plan*, effectively setting a policy framework for physical and economic development as the city grows. It includes a future thoroughfare plan with preferred roadway cross-sections and alignments, which provide a baseline for the future road network considered in this study. VIVA Laredo states a critical need for improved bike and pedestrian infrastructure to provide a safe, inexpensive travel choice for its residents and employees.⁷

In addition to this previous work, needs were also identified through public and stakeholder involvement. These activities are described in more detail in **Appendix E**. Public agency stakeholders such as TxDOT, the City, County, UISD and CBP were primarily concerned with safety, connectivity and alternate routes, capacity of the both the roadway network and the World Trade Bridge and the need for improved data collection. Private entity stakeholders representing commercial carriers, forwarding agents, property owners and developers were concerned with being able to continue growing, finding ways to partner with the public sector, and making sure there is good connectivity between areas on both sides of IH-35. A listing of public and private stakeholders can be found in **Figure 2**.

Another indispensable source of input came from a public meeting held on November 6, 2019 at Muller Elementary where 65 people, primarily residents from La Bota Ranch and other area neighborhoods, provided insight into their daily experiences with traveling through the area. A need to improve safety and provide a separate, alternate route for residents without trucks were among the primary concerns in addition to a general desire to reduce congestion in the area. There appeared to be general consensus among the public and stakeholders as well as consistency among the previous studies with many of the primary needs in the area, which can be found in **Figure 4**.

Location-specific challenges in the network

In addition to the network-level needs, there are needs related to specific locations, perhaps the most obvious of which is that there is a need for an alternate route to FM 1472. This was confirmed in the traffic analysis (see **Appendix C**) along with a need for additional east-west connectivity and added capacity to Milo and Sara Roads. When considering any proposed street sections, there will be limited need for right-of-way in most cases with the exception of new location roadways and any proposed major capacity enhancement to FM 1472 or Sara Road. In locations where substantial right-of-way would be needed for additional roadway capacity, this could impact business operations or building setback requirements, and potentially require relocations of some businesses. The largest impacts due to right-of-way would occur with the FM 1472 expansion to a freeway.

⁶ *Long-Range Strategies to Improve Traffic Conditions on FM 1472 (Mines Road)*. Texas A&M Transportation Institute, February 2016 <http://www.ci.laredo.tx.us/Planning/MPO/files/STUDIESPUBLICATIONS/FM1472-LongRangeStrategyAnalysis.pdf>

⁷ *VIVA Laredo – City of Laredo Comprehensive Plan*. City of Laredo, 2017 <http://www.cityoflaredo.com/Planning/comprehensive-plan.html>

Figure 4 – Summary of needs identified related to the study area

Summary of Needs

- Preparation for 60% population growth from 2010 to 2040
- Preparation for commercial/industrial growth, which is showing no signs of slowing
- Separate commercial from non-commercial traffic where possible
- Multimodal transportation investments including bike and pedestrian infrastructure
- FM 1472 either needs to increase capacity or alternate routes are needed
- Approaching capacity at World Trade Bridge (expected in less than 10 years)
- Consider intersection operations as a system rather than individually
- Safety of the traveling public
- Improved roadway network connectivity
- Grade-Separated railroad crossings whenever possible
- Facilitate safe crossing of the highway and railroad by people on bike and on foot
- Added capacity to some roadways
- Improved data collection and analysis
- Need to acquire right-of-way to add capacity to some, but not all roadways
- Find an intentional solution for truck parking on public roads supportive of freight operations
- Infrastructure recommendations in the area need to be “right-sized” for freight operations

Physical Conditions of the Study Area

As the study progressed, several key characteristics of the study area and general operations within it were made apparent through public and stakeholder input, previous studies and first-hand experience walking and driving through the area on several occasions. The most apparent feature is the unusually high percentage of freight truck operations on this portion of the roadway network and their physical presence. The international bridge system is a major traffic generator, particularly given the proximity of World Trade Bridge commercial port-of-entry to the busiest part of the study area. During peak travel periods, traffic flow begins to break down throughout the study area as well, which leads to traffic congestion. This creates safety concerns in some areas and overall mobility in the study area tends to be restricted due to the lack of connectivity within the current roadway network.

Trucks, trucks and more trucks

To fully understand the presence and amount of freight truck operations within the study area, it is critical to consider how the freight drayage system operates between both sides of the border. Due to restrictions on long-haul freight operations in the United States by Mexican trucks, freight almost always crosses the border in a drayage truck. Drayage refers to a short-haul segment of the supply chain where cargo is transported from one site to another, though not the entire distance of its trip. Nearly all drayage trucks operating in the study area are domiciled in Nuevo Laredo and begin their day picking up trailers dropped off by Mexican long-haul trucks, then cross primarily at the World Trade Bridge before delivering their trailer to one of 13 industrial areas in Laredo. Most destinations in Laredo for drayage trucks crossing the border are in proximity to World Trade Bridge, which is why

nearly 90% of trucks crossing into Laredo use that port-of-entry. Types of drayage trips in Laredo are described in **Figure 5**.⁸

For every cross-border drayage trip, between one and two non-cross-border trips take place, typically making point-to-point trips within Laredo to consolidate loads with the goal of taking fully loaded trucks back into Mexico. To transport freight to its destination in the U.S. interior, a U.S. long-haul truck will then pick up the cargo before departing primarily up the IH-35 corridor. Because of this system, cross-border freight transportation can result in several individual truck trips in the study area such as traveling from either the World Trade or Colombia Solidarity Bridges to a warehouse or yard, traveling between warehouses or industrial areas within Laredo, and long-haul trucks bringing cargo to Laredo, then transporting cargo out into the U.S. interior. As U.S.-Mexico trade continues to grow, drayage activities will continue to increase, resulting in additional trips by freight trucks on the roadway network.⁹

Figure 5 – Typical drayage movements in Laredo

Drayage Types

- **Deep Trade Movements** – full trailer loads that originate and are headed to deep interior destinations in the United States or Mexico. This is generally how goods move at the Laredo border.
- **U.S. Interior to Border Maquila** – when a maquila factory is in the U.S.-Mexico border commercial zone (11 miles into Mexico to 8 miles beyond Laredo city limits), a Mexican long-haul service is not necessary to complete the trip.
- **Intermodal Container Drayage** – containers that are shipped long distances over land by rail and drayed from their origin and/or to their destination.
- **Sea Container Drayage** – though Laredo is not located near a sea port, sea containers still arrive in Laredo. Sea containers make up a small portion of all containers in Laredo, but they contribute to point-to-point drayage (see next bullet).
- **Laredo Point-to-Point** – additional drayage in support of activities such as repacking, consolidating containers, or value-added services such as rearranging and labeling.

Source: Texas A&M Transportation Institute

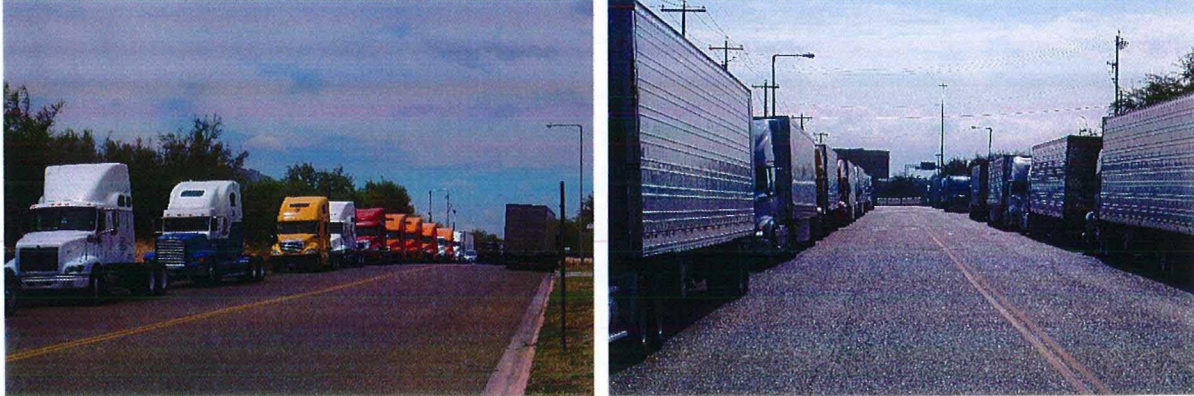
As part of this system, once trucks come across the border from Mexico with freight, or when they are picking up a trailer to take back into Mexico, they will sometimes be required to wait outside a storage facility until their appointment is taken, which often results in trucks parking on-street just outside a facility until they are called, at which point they proceed to either drop off or pick up their next load. As shown in **Figure 6**, this can often result in several trucks parking in a travel lane along a roadway in each direction, effectively reducing the road's capacity by half, and creating line-of-sight issues for other users of the roadway and potentially dangerous conditions for truck drivers exiting their vehicle into traffic. This is done in an ad hoc manner and is not technically sanctioned by the owners of public right-of-way or the private storage facilities awaiting pick-up or delivery by the trucks parked along an

⁸ *Characterizing Drayage Activities and Emissions in the Laredo-Nuevo Laredo Airshed*. Texas A&M Transportation Institute, March 2016

⁹ *Ibid.*

adjacent street, though little to no corrective action is taken. This creates a need to identify ways to accommodate this function of the freight distribution system while improving the situation for trucks, pedestrians and non-commercial drivers.

Figure 6 – Trucks parked along River Bank Drive awaiting pick up (left) and drop off (right)



The sheer volume of trucks in the area contributes to an intimidating travel environment (**Figure 7**) for non-commercial drivers, pedestrians and cyclists as well as a real or perceived safety concern. While this freight operation is essential to the economy of Laredo, Texas and the United States, residents, employees and students are also traveling throughout the study area daily. Of the total volume of vehicles traveling through the area, up to 60% are freight trucks.¹⁰ When recommending solutions for the study area, it will be necessary to “right-size” any project to accommodate this truck-dominant environment from both a safety and operational standpoint.

Figure 7 – Trucks from a pedestrian’s (left) and non-commercial driver’s (right) perspective



Ports-of-Entry

The study area is bound by IH-69W (south) and TX 255 (north), which provide direct access to the World Trade Bridge and Colombia Solidarity ports-of-entry respectively. With more than 2.3 million trucks traveling north across the border into the United States in 2018, Laredo is the busiest port-of-entry on either the Mexican or Canadian borders. This equates to approximately 36% of all trucks coming across the U.S.-Mexico border and more than half the cross-border truck traffic crossing into Texas. Laredo has nearly 2.5 times as many truck crossings as the next busiest port-of-entry along the

¹⁰ Traffic Analysis for Highway Design Forecast.

U.S.-Mexico border in Otay Mesa, California.¹¹ Over a 12-month period from November 2018 to October 2019, the value of freight crossing into the United States from Mexico was nearly \$617 billion, with more than \$228 billion, or about 37% of that trade coming through the Laredo port-of-entry.¹²

It is quite clear that the Laredo port-of-entry has national significance and importance. Trade through Laredo contributes to about \$72 billion in gross domestic product for the State of Texas¹³ and the trade transportation industry represents 30% of Laredo's workforce.¹⁴ Almost 90% of the truck traffic crossing the border into Laredo is coming across the World Trade Bridge.¹⁵ This translates to roughly 7,500 trucks daily crossing into the southern part of the study area. Annual growth in truck traffic has normally been about 3%-5%, though has most recently been as much as 8%. At this rate, Customs and Border Protection estimates that the World Trade Bridge could reach its daily capacity to process trucks within 10 years, meaning that additional freight traffic might be expected to cross at Colombia Solidarity or a new crossing.¹⁶

Regardless of where additional trucks might cross in the future, the World Trade Bridge is likely to remain the busiest in the system for the foreseeable future. Infrastructure to support international trade is currently located and being developed further within and adjacent to the study area along IH-69W and IH-35. While diverting new truck traffic to another crossing could help to slow the increase in traffic expected in the southern part of the study area, continued growth in traffic will occur as long as international trade is thriving.

Intersection Operations

Many intersections along FM 1472, particularly south of FM 3338, experience delay during peak travel hours, which in this case spans the part of the day from morning until evening. Most of the intersections located on this part of FM 1472 are controlled by traffic signals. There are also relatively busy intersections such as Killam Industrial Boulevard and Sara Road that are controlled by a four-way stop. These are typical treatments for intersections like these, though as discussed before, there are thousands of trucks on the road network in this area each day.

The result of a truck-dominant environment such as this is that when the signal changes from red to green, trucks take longer to accelerate from a full stop and therefore each take longer to clear an intersection. In addition to that, most of these trucks are typically somewhere between 70'-80' in length when pulling a trailer, resulting in fewer vehicles getting through an intersection during a green signal phase than if these were more conventional non-commercial vehicles. This is indeed a unique characteristic of the road network within the study area that creates a need to improve intersections and consider them as a network rather than individual locations.

¹¹ Bureau of Transportation Statistics, Annual Border Crossing/Entry Data. <https://www.bts.gov/content/border-crossingentry-data>, accessed December 2019.

¹² Bureau of Transportation Statistics, TransBorder Freight Data.

¹³ Texas Comptroller, Economy, Ports. <https://comptroller.texas.gov/economy/economic-data/ports/laredo.php>, accessed December 2019.

¹⁴ Laredo Economic Development Corporation, Workforce. <https://www.laredoedc.org/site-selection/workforce/>, accessed December 2019.

¹⁵ Laredo International Bridge System, Traffic Distribution. https://www.cityoflaredo.com/bridgesys/Bridge_Index.html, accessed December 2019.

¹⁶ Stakeholder Discussion, Customs and Border Protection. September 17, 2019.

Safety & Mobility Considerations

Most of the traffic through the study area can be attributed to freight trucks, and most people traveling between home and work through the area are driving in cars. That said, there are many people who are also using El Metro bus services, riding their bike, walking or a combination of these means to complete part or all of their trip into and out of the study area each day. A critical issue that needs to be addressed is the lack of sidewalks throughout the warehousing districts. It is likely that most pedestrians and cyclists in this area are also using El Metro Route 17 or the C1 neighborhood circulator to access bus stops located on Killam Industrial Boulevard, Sara Road or Milo Road, none of which have sidewalks as shown in **Figure 8**. Despite its 40-60-minute service frequency, Route 17 remains the fourth most productive route in the El Metro system, carrying 21 passengers per revenue hour, which indicates that people are using the bus in the study area and there may even be demand for higher frequency service.¹⁷ There are no dedicated bike lanes or facilities within the study area, and while current bike ridership may be relatively low in the area, the fact remains that people are indeed riding their bikes at real and perceived risk to their safety.

Figure 8 – Bus stops in industrial areas do not have sidewalks (left), though there is evidence of people traveling through the area on foot (right).

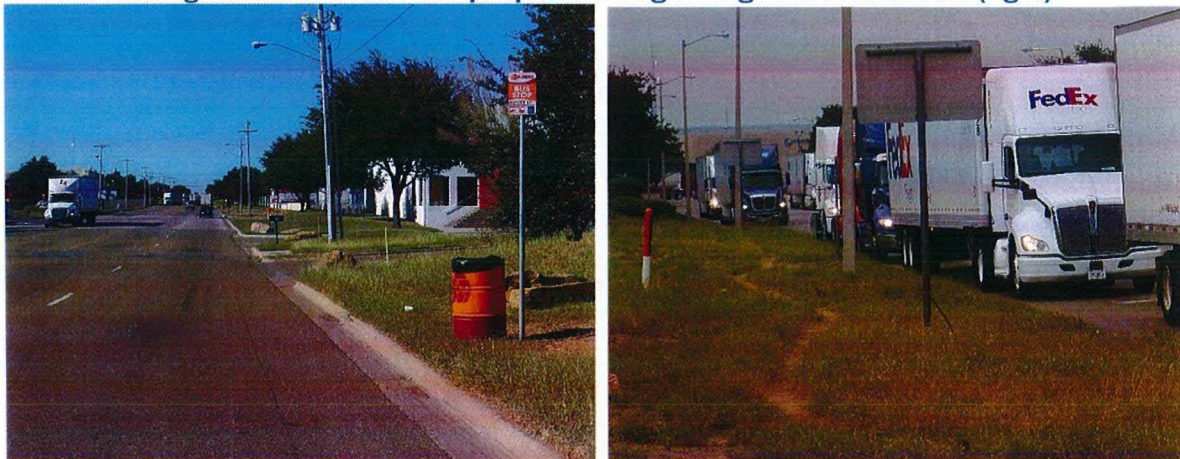
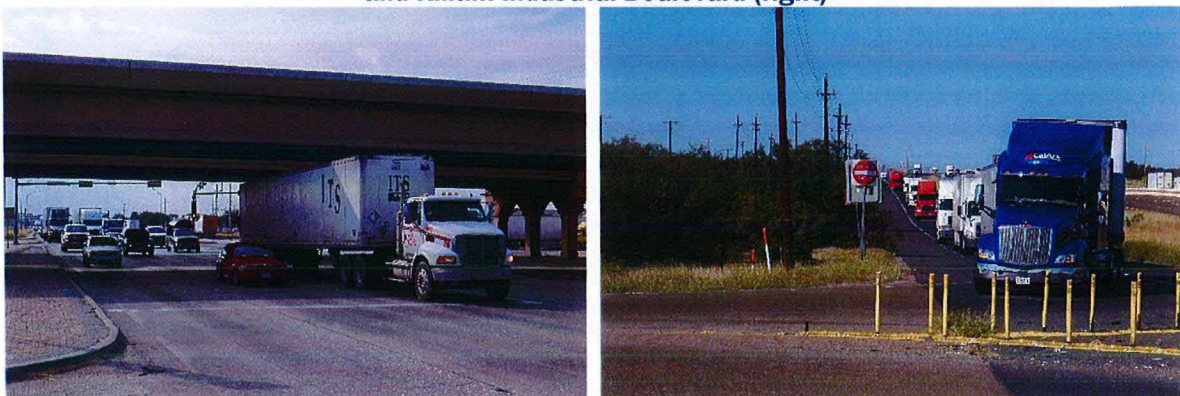


Figure 9 – The southern portion of the study area is only accessed at FM 1472 (left) and Killam Industrial Boulevard (right)

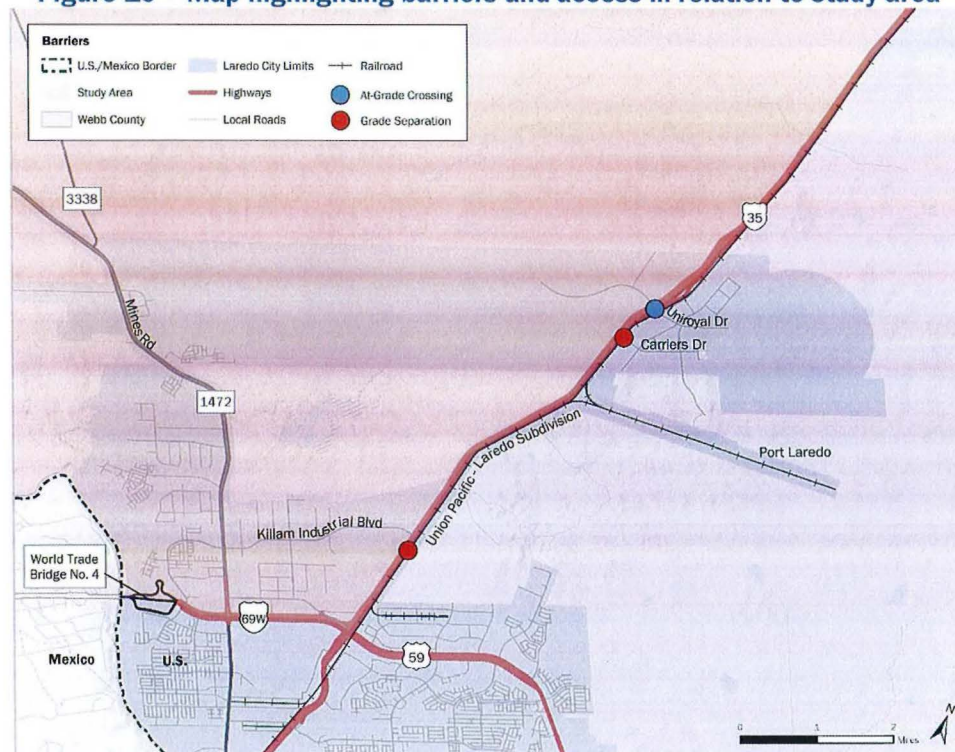


¹⁷ Stakeholder Discussion, El Metro. September 16, 2019.

In addition to limited accommodations for people on foot or bike, the transportation network itself has some inherent barriers that should be considered when formulating mobility solutions for the area. Perhaps the most obvious are IH-35 and IH-69W, each offering limited options for accessing or crossing either facility. In fact, in relation to the most congested area located in the southern part of the study area, each facility has just a single point of access at FM 1472 and IH-69W, and at Killam Industrial Boulevard and IH-35, each shown in **Figure 9**.

In the case of IH-35, the Union Pacific (UP) Laredo Subdivision railroad tracks run parallel to the interstate, primarily on the east side of the highway as far north as mile marker 18 before the interstate crosses under the railroad placing the tracks on the west side of the highway (see **Figure 10**). This adds an additional layer of complexity when contemplating potential mobility solutions for the study area. The Laredo Subdivision runs about 150 miles from its southern terminus near the Texas Mexican Railway International Bridge in Laredo, north to San Antonio. Approximately 20 trains travel along the UP Laredo Subdivision through Webb County each day, many of them serving the Port Laredo Intermodal Facility operated by UP on the east side of IH-35 near mile marker 12.¹⁸ The volume of trains each day and their operational requirements related to Port Laredo and other customers located adjacent to the railroad highlights a need to avoid at-grade roadway/railroad conflicts whenever possible, especially when considering the volume of freight truck operations that saturate this part of the roadway network. There is currently no safe route for cyclists or pedestrians across IH-35 or a direct route for school buses serving the connection to United High School from neighborhoods within the study area.¹⁹

Figure 10 – Map highlighting barriers and access in relation to study area



¹⁸ FRA GIS Dataset. Federal Railroad Administration, accessed January 2020.

<https://fragis.fra.dot.gov/GISFRASafety/>

¹⁹ Stakeholder Discussion, United Independent School District. September 17, 2019.

With respect to IH-69W, FM 1472 serves as the only major throughway into and out of the study area with access to most warehousing districts in this part of Laredo. This is what has led to the 60,000 vehicles, including about 36,000 trucks on this road each day.²⁰ In addition to the sheer volume of vehicles on FM 1472, there are a significant number of driveways, which present higher risks for crashes and can result in slowing travel speeds down by as much as 10 miles per hour. While these driveways provide convenient access to warehouses and other businesses, the high concentration of driveways may cause traffic delay and increase safety risks. There is a need to manage the number of access points along FM 1472 by consolidated access points to minimize their negative impacts on safety and operations.²¹

Another highway crossing exists beneath IH-69W near the World Trade Bridge at River Bank Drive. This is primarily used by non-commercial vehicles and El Metro to cross under IH-69W. This crossing provides an opportunity for bikes, pedestrians, and El Metro to safely cross the highway in this area. While there will likely be a need for freight trucks to continue using the southern portion of River Bank Drive between IH-69W and Logistic Drive, River Bank Drive, along with Aquero Boulevard offers a reasonable alternative route for non-commercial vehicles.

²⁰ *Traffic Analysis for Highway Design Forecast.*

²¹ *Long-Range Strategies to Improve Traffic Conditions on FM 1472 (Mines Road).*



Trucks traveling along Sara Road
(facing south from Killam Industrial Boulevard)

3

Exploring Solutions

This section responds to the needs described in the previous section with network-level solutions. It identifies the primary and secondary roads and recommends solutions to improve network connectivity, provide alternative routes and enhance safety for all users of the network.

Managing Roadway Congestion

The Laredo region is projected to grow by more than 160,000 people between 2010 and 2040, which is akin to adding the population of Brownsville to Laredo. This population growth has generated new travel demands on the roadway network from people commuting to work or school, or those heading to shop or socialize. This increase in travel leads to congestion, longer wait times, and slower speeds in certain areas.

In addition to this local growth, the Laredo port-of-entry is the busiest crossing along the U.S.-Mexico border with 37% of all trade between the countries coming through, or more than \$228 billion in trade annually totaling 2.3 million trucks traveling north into Laredo. This translates to thousands of trucks on the local roadway network every day. The continued success of Laredo as a trade hub of state, national, and global significance will lead to the growth of freight transport through the city. This is a boon to the economy, but also brings with it planning and transportation challenges as trucks and passenger vehicles share the road.

Every community expresses desires for a reduction in congestion, which usually means a better travel experience or another option that would be more reliable and less stressful. People are concerned with their safety and time and would like to have the liberty to get around to do the things they would like to do. With growth in population, and in the case of Laredo, thriving international trade, roadway usage is likely to increase, leading to increased congestion.

Mobility is the ability to move freely and easily. While for most, mobility may mean improved travel by car, improved mobility can be expressed through making other travel options more reliable such as travel by bus, bike or on foot. While congestion is difficult to reduce, its impacts can be managed through a careful balance of using the right-of-way to increase capacity for multiple modes of travel and by spreading the flow of traffic across a better-connected roadway system that includes new alternative routes. In certain locations, deployment of real-time traffic management technology can help to actively manage traffic flow according to conditions on the roadway network at a given time.

When considering mobility solutions for addressing travel needs in the study area, this study has identified solutions that involve improving the roadway network for both cars and trucks, as well as improving the travel environment for pedestrians, cyclists and transit riders. These solutions are discussed in terms of their function in the overall network, then expressed as a series of individual capital projects in **Section 4**.

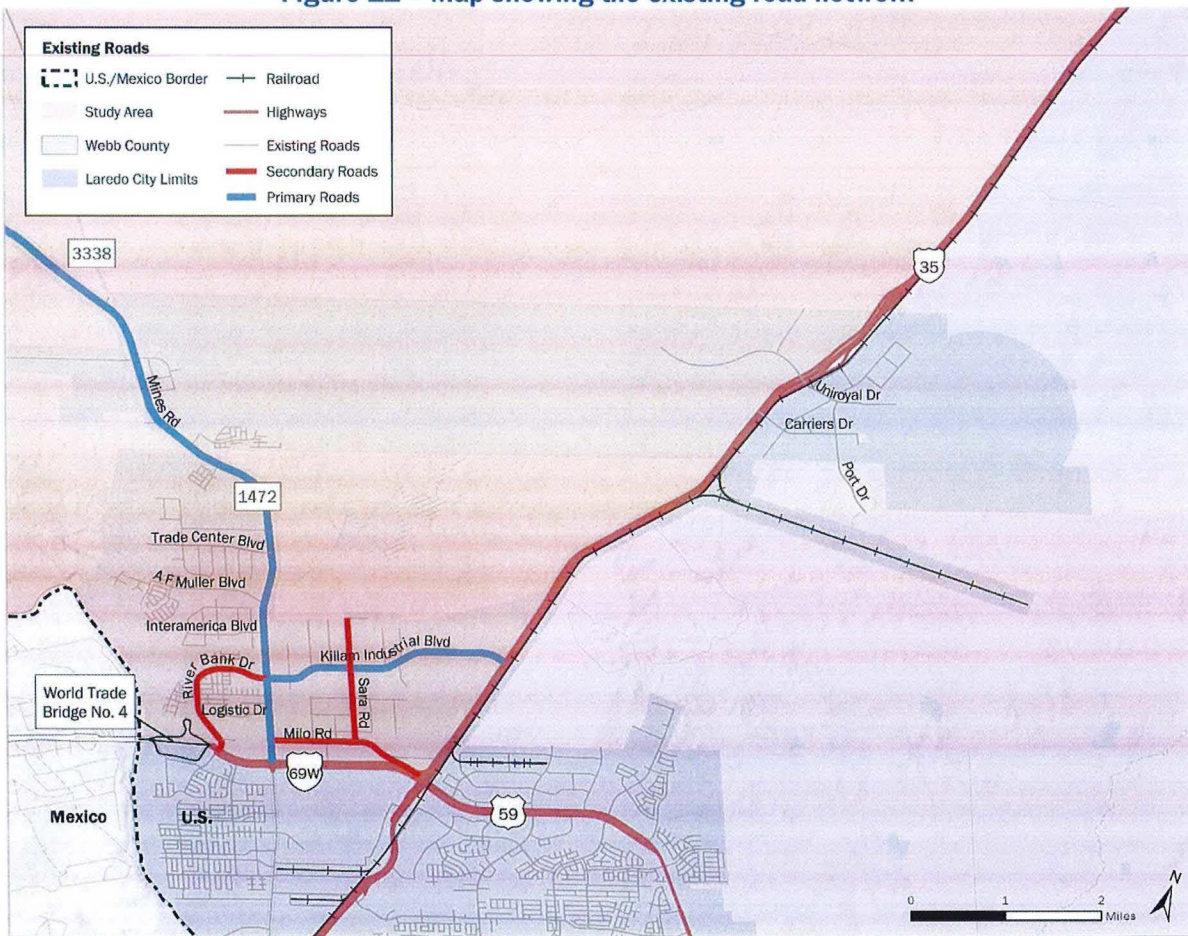
Roadway Solutions

Over the course of this study, several needs were identified through considering previous work, doing independent analyses and by talking with members of the general public and key public and private-sector stakeholder representatives. Many of these needs can be addressed through improvements to the roadway network in alignment with the goals of this study. Some general needs that are addressed include “right-sizing” infrastructure for the heavy truck traffic throughout the study area, improving network connectivity with alternative routes and improving safety for all the traveling public. Some roadways will require added capacity, which could call for additional right-of-way. The highway and railroad need grade-separated crossings to facilitate safe and reliable traffic flow between both sides of IH-35. These needs and others are addressed through various network solutions discussed below.

Primary Roads for Potential Projects

In the busiest part of the study area, there are essentially two primary (FM 1472 and Killam Industrial Boulevard) and three secondary roadways (River Bank Drive, Milo Road and Sara Road) carrying traffic through the area, with a series of other collectors providing access to industrial parks and neighborhoods, as shown in **Figure 11**. The roadway network in this area has grown segment-by-segment as development has occurred incrementally over time, and as a result, the road network in many places has gaps and remains incomplete. This study recommends that roadway projects be planned comprehensively and built in increments that improve overall network connectivity rather than those that simply provide the minimum access needed for a given development.

Figure 11 – Map showing the existing road network



Roadway infrastructure should be prioritized where it can improve overall connectivity and circulation, and where new development is most likely to occur. The highest concentration of the existing industrial park development in the study area is located south of A.F. Muller Boulevard and FM 1472, and between FM 1472 and IH-35. Nearly all of this development can be accessed directly from FM 1472 or Killam Industrial Boulevard, or from a collector street that intersects one of these two roads. There are also significant industrial parks located off FM 1472 between A.F. Muller Boulevard and FM 3338 at Trade Center and Pan American Boulevards, and further north at World Trade Center Loop. Land along Killam Industrial will soon be developed all the way to IH-35, and there is demand for additional development further north and on the east side of IH-35.

Regarding the residential development in this part of the study area, there are a few small subdivisions located off of River Bank Drive to the south, a gated community on A.F. Muller Boulevard and a few more located north of Pan American Boulevard at FM 1472 and Verde Boulevard. Most residents living in these neighborhoods have no choice other than to travel on FM 1472 for any trip they must make to and from home. Some might avoid this using Killam Industrial Boulevard or River Bank Drive, though to travel through this area, most drivers will be sharing part of their trip into or out of the area with hundreds of freight trucks each day.

When considering traffic conditions and overall density, the portion of the study area generally south of mile marker 15 along IH-35 or where FM 3338 meets FM 1472 is where most congestion can be found and where most development is likely to occur over the next five to ten years. For this reason, it is recommended that solutions be considered in terms of short- and mid-term improvements to be made over the next 10 years and long-term improvements to be made beyond that time frame. Most solutions that can satisfy the goals of this study are likely to be located in the southern portion of the study area and recommended for implementation at some point within the next 10 years.

To find the right balance between using right-of-way to increase capacity for multiple modes of travel and spreading the flow of traffic across a better-connected roadway system that includes new alternative routes, several independent solutions at a network scale have been considered. The most obviously congested roadway both from a traffic volume and public perception standpoint is FM 1472. Because it carries as much or more traffic on a daily basis than IH-35 most days, it makes sense to consider converting the farm-to-market road to a full access-controlled freeway with overpasses, exits, on-ramps and frontage roads. Converting FM 1472 to a freeway first could make it more difficult to find funding for other critical improvements to the roadway network, such as alternate routes. From a cost and disruption standpoint, focusing on alternate routes first could satisfy the need to keep traffic moving during construction of a freeway build out of FM 1472.

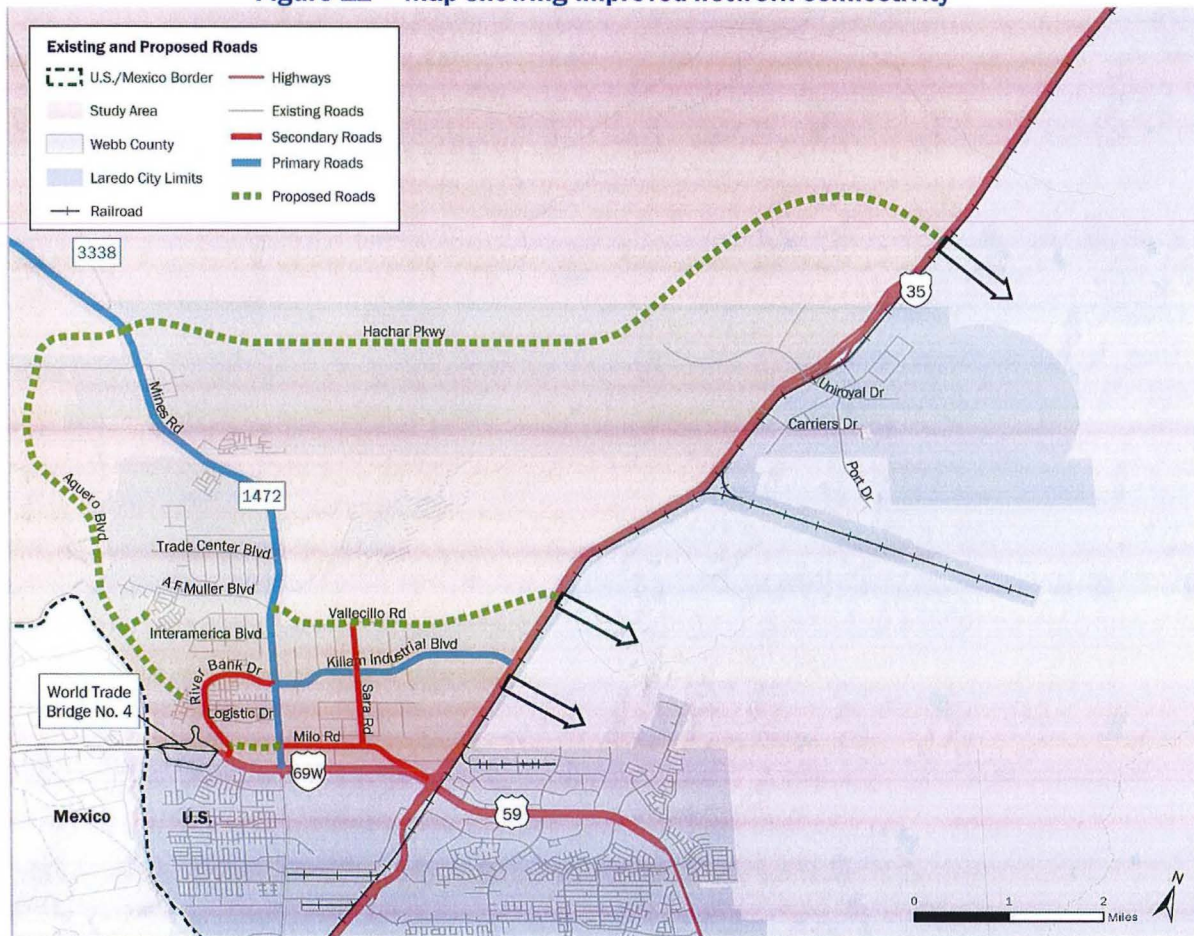
In the current condition, FM 1472 is essentially the best and most direct route into and out of the area. It offers direct connectivity to IH-69W, which connects to north and southbound IH-35, Loop 20 and the World Trade Bridge. Killam Industrial Boulevard offers another option, though it has an offset alignment with its interchange at IH-35 and the connection from IH-35 to Loop 20 from this direction remains cumbersome until the direct connectors and Loop 20 mainlanes, scheduled to be completed in the next few years, are implemented. While the improvements to the interstate and eventual extension of IH-69W along Loop 20 to TX 359 will help to keep traffic flowing, the roadway network in this part of the study area needs alternative routes for commuters and trucks to access the highway system.

By investing in intentionally higher capacity arterials and planning for future highway connectivity across north Laredo before the development occurs, the infrastructure can support new growth and offer more immediate relief for all drivers using this part of the roadway network. Improved connectivity within the network, supplemented by strategic increases in capacity along certain roads will offer other route alternatives and help to spread traffic more evenly across the system. Direct connectivity to and across IH-35 will also be key to supporting future growth in traffic volume and offer better routing options for drivers.

Drivers can also access IH-69W from River Bank Drive, which offers neighborhood connectivity as far south as Flecha Lane, about a mile-and-a-half south of the study area. With limited industrial development accessed from River Bank Drive, there is an opportunity to extend Aquero Boulevard along the river as a parallel route for residents to use, further limiting their interactions with the heavy truck traffic found on FM 1472. If extended further north near to where FM 3338 intersects with FM 1472, land along this road could possibly support additional residential development independent

from FM 1472. In addition to serving as an alternative route for residents to access the interstate, pedestrian and bike-friendly infrastructure along this roadway could serve as a backbone through this part of the study area for this type of infrastructure in a way that also facilitates a crossing to connect with neighborhoods south of IH-69W.

Figure 12 – Map showing improved network connectivity



The proposed network shown in **Figure 12**, illustrates how existing roads can be supplemented by new critical roadway connections to the highway network or by extending existing roads to improve connectivity within the system. From a traffic analysis perspective, when compared to solely converting FM 1472 to a full freeway, a more connected network results in greater network efficiency and operations and an overall decrease in delay. In fact, making the improvements shown in **Figure 12** would result in an improved travel environment, particularly for non-commercial vehicles.

In addition to this, when discussed with members of the general public and key stakeholders, there was a general consensus that making these connections would produce desirable results in terms of improved circulation and supporting new development. Below are a series of brief descriptions for how each component of this extended network could function. These are described in further detail in **Section 4** as individual capital projects.

FM 1472 (Mines Road)

This is the primary thoroughfare through the study area providing a continuous route extending north from IH-35 to TX 255, and technically, on to Eagle Pass. As discussed before, converting FM 1472 into a freeway could provide much needed capacity and better access management, however, it must ultimately be supported by a better-connected roadway network and disruption during construction of such a project without that network would likely have an adverse impact on the ability to conduct business as usual throughout this area during that time. A short-term solution for FM 1472 would be to make safety and operational improvements at key intersections south of FM 3338 as well as capacity upgrades along certain segments.

Sara Road

This is as close to a north-south parallel route to FM 1472 as can be found within the study area where critical access to several industrial parks is already being served between Milo Road and about a half-mile north of Killam Industrial Boulevard where the proposed Vallecillo Road will be located. By facilitating a direct connection to IH-69W about 1,000 feet south of Milo Road as well as to a completed Vallecillo Road, Sara can become a more reliable alternative for trucks commonly traveling through this area. Added capacity will be necessary to attract and carry traffic off of FM 1472, which will require additional right-of-way and set-back variances for properties along Sara. This is consistent with Sara Road's functional classification as a principal arterial.

Milo Road

Originally meant to serve as the alignment for IH-69W, Milo Road serves as a connection between the IH-35/IH-69W interchange and FM 1472, just inside the southern portion of the study area. Milo Road is classified as an industrial collector, though it currently connects the interchange with Sara Road and FM 1472, with potential to connect to River Bank Drive, just a half-mile to the west. This provides further potential for a direct connection to the World Trade Bridge port-of-entry. Because of this key east-west connectivity, it is recommended that the functional classification of Milo Road be changed to a principal arterial to maximize use of this small, but critical link in the network. For an expanded Sara Road to function as discussed above, Milo will need to have adequate capacity to handle additional traffic.

Killam Industrial Boulevard

Currently, the only east-west connection between IH-35 and FM 1472 north of Milo Road, Killam Industrial Boulevard is a minor arterial that will continue to serve as a critical link in the network. Assuming improvements are made to Milo Road as stated above, and that Vallecillo Road is added to the network, Killam Industrial Boulevard should be able to function largely as it does today. Where Killam Industrial Boulevard meets IH-35, the tie-in to the southbound frontage road is about 1,000 feet north of where there is an overpass over IH-35 and the railroad. Current development plans for both sides of IH-35 do not align with this overpass. Realignment of Killam Industrial Boulevard with this overpass and with United Avenue across the highway would have the benefit of improved safety and connectivity from a network perspective. This is ultimately the community's decision to make, including the City of Laredo and MPO for the long-term resiliency of the network. While the realignment would be consistent with the goals of this study, because the change is not currently preferred, this realignment of Killam Industrial Boulevard is not represented in **Section 4**.

River Bank Drive

This is the closest to an alternative route to FM 1472 for residents as can be found in the area. While there are a limited number of industrial properties using River Bank Drive for access, trucks awaiting pick-up and drop-off appointments can often be found parked along the curb on both sides of the road. This effectively reduces the road's capacity by half and creates safety and line-of-sight issues for both commercial and non-commercial drivers as shown in **Figure 6** and depicted in **Figure 14**. Because

this road provides a connection to Riverbank Drive south of IH-69W, it can also function as a critical bike and pedestrian connection with appropriate infrastructural improvements discussed in more detail below under Multimodal Solutions.

Vallecillo Road

Not yet implemented, Vallecillo Road has been in the planning phase under the RMA's purview for some time and once built, will serve as a principal arterial between FM 1472 and IH-35. Vallecillo Road is expected to share its intersection at FM 1472 with A.F. Muller Boulevard, providing a direct route from that road to, and eventually across IH-35. Vallecillo Road will be the first fully-built roadway in the area to completely precede adjacent land development, though this is expected to occur shortly after the road is complete. Most new development along Vallecillo Road in the short- to mid-term will occur on the south side of the roadway, with the north left for future growth. From the beginning, Vallecillo will have 150' of right-of-way reserved and is being completely built out with five lanes and bike/pedestrian accommodations.

Hachar Parkway

Not yet implemented, Hachar Parkway is designated to be a freeway connecting FM 1472 just south of FM 3338, with IH-35 just north of mile marker 15, and providing direct access to Beltway Parkway, which aligns with Uniroyal Drive across IH-35. Hachar Parkway has also been designated as an oversize/overweight route for appropriate cargo to move between World Trade Bridge and IH-35.²² This is a long-term investment that will help shape new growth starting in the mid-term in this part of the study area for years to come. In its first iteration, it will be a five-lane urban arterial rather than a full access-controlled freeway.

Aquero Boulevard

Located off River Bank Drive within the study area, Aquero Boulevard extends just less than a quarter-mile west toward the river. Classified as a collector street parallel to FM 1472, if built out, Aquero presents an opportunity to function as a real alternative to FM 1472 for nearly all neighborhoods in the study area if designated a non-truck route between River Bank Drive (south) and FM 1472 (north). It is also recommended that this road be reclassified as a major or minor arterial to ensure that it is prepared for future demands and to provide a safe route for pedestrians and cyclists that may live in the area. The conceptual alignment of Aquero Boulevard in the Future Thoroughfare Plan shows the road passing through La Bota Ranch, however, it is recommended that the road bypass the neighborhood to the west and provide a connection by extending Muller Memorial Boulevard to Aquero, providing a second point of access for the neighborhood.

Railroad/Interstate Grade-Separations

To maximize safety for traffic passing between the east and west sides of IH-35, any new crossings will need to be elevated to allow for at least 23'4" of clearance over the railroad.²³ Access to IH-35 and connectivity across the interstate is essential to keep traffic flowing and maximize the number of alternative routes in the network. Each proposed interchange includes a bridge structure over the mainlanes and adjacent railroad, and to access that bridge, they will require retaining walls, pavement, and signage. Each interchange should also provide for safe passage for pedestrians and cyclists, matching the proposed cross-section for each road crossing the highway.

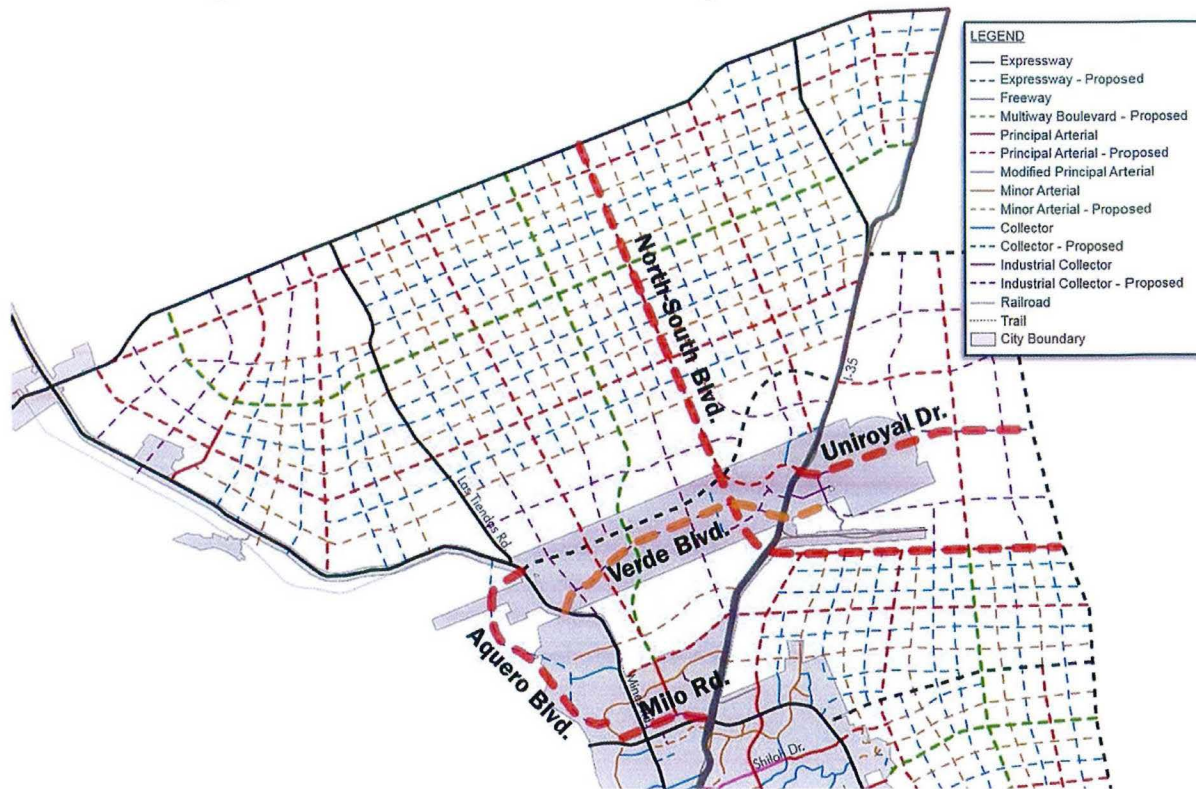
²² *Potential Metrics for Designating and Monitoring Oversize/Overweight Corridors*. Texas A&M Transportation Institute, November 2016 <https://static.tti.tamu.edu/tti.tamu.edu/documents/PRC-16-10-F.pdf>

²³ *Guidelines for Railroad Grade Separation Projects*. Union Pacific and BNSF Railway, January 2016 https://www.up.com/cs/groups/public/documents/document/pdf_rr_grade_sep_projects.pdf

According to the American Association of State Highway and Transportation Officials (AASHTO), it is recommended that interchanges be placed at least 1 mile apart.²⁴ The first interchange north of the IH-35/IH-69W interchange is about 1,000 feet (0.2 miles) south of Killam Industrial Boulevard. United Avenue has been proposed to extend to Killam Industrial Boulevard from the east side of IH-35. Further north, the next interchange is found at Carriers Drive, and like United to the south, it provides grade-separation over the railroad. Just over a half-mile north of Carriers Drive is Uniroyal Drive. It has been determined that the improved interchange at Uniroyal Drive will remain at-grade.

New Interchanges have been proposed where Vallecillo Road, Verde Boulevard and Hachar Parkway cross IH-35. Vallecillo Road and Hachar Parkway are both proposed to be spaced 1 mile and more than 2 miles from the nearest interchange respectively. Verde Boulevard however, is proposed to cross just north of Port Laredo and about a half-mile south of Carriers Drive. This would place interchanges at Verde Boulevard, Carriers Drive and Uniroyal Drive all within just over a mile of one another. While this is not ideal, the three interchanges can be organized as a single system.²⁵ What is most critical is the direct connectivity across IH-35 and the railroad. An additional interchange is recommended a mile south of Verde Boulevard, and just south of Port Laredo to further facilitate connectivity across the interstate.

Figure 13 – Recommended Future Thoroughfare Plan modifications



²⁴ A Policy on Geometric Design of Highways and Streets. American Association of State Highway and Transportation Officials, 2004.

²⁵ Long-Range Strategies to Improve Traffic Conditions on FM 1472 (Mines Road).

Future Thoroughfare Plan

The Future Thoroughfare Plan included in the *VIVA Laredo Comprehensive Plan* served as the baseline for roadway alignments and functional classifications for this study. As the study progressed, a few modifications were recommended for consideration as shown in **Figure 13**. Perhaps the biggest recommended modification can be seen on the map represented as North-South Boulevard. This links up the north-south major arterial currently aligned with Beltway Parkway that extends north to TX-255 from Hachar Parkway with an east-west major arterial proposed to run parallel to and just south of Port Laredo on the eastside of IH-35. Connectivity across IH-35 on both sides of Port Laredo will maximize the ability for drayage operations and non-commercial drivers to have multiple options for getting around this area in the future.

Other modifications include changing functional classifications of Aquero Boulevard, Milo Road, Verde Boulevard and Uniroyal Drive. The industrial collector classification should be a minimum standard and not used for all roads through industrial parks, and particularly not for critical links in the roadway network. Extensions of Uniroyal Drive, Verde Boulevard and Milo Road are recommended as is a realignment of Aquero Boulevard bypassing La Bota Ranch and aligning with Hachar Parkway at FM 1472.

Traffic Management

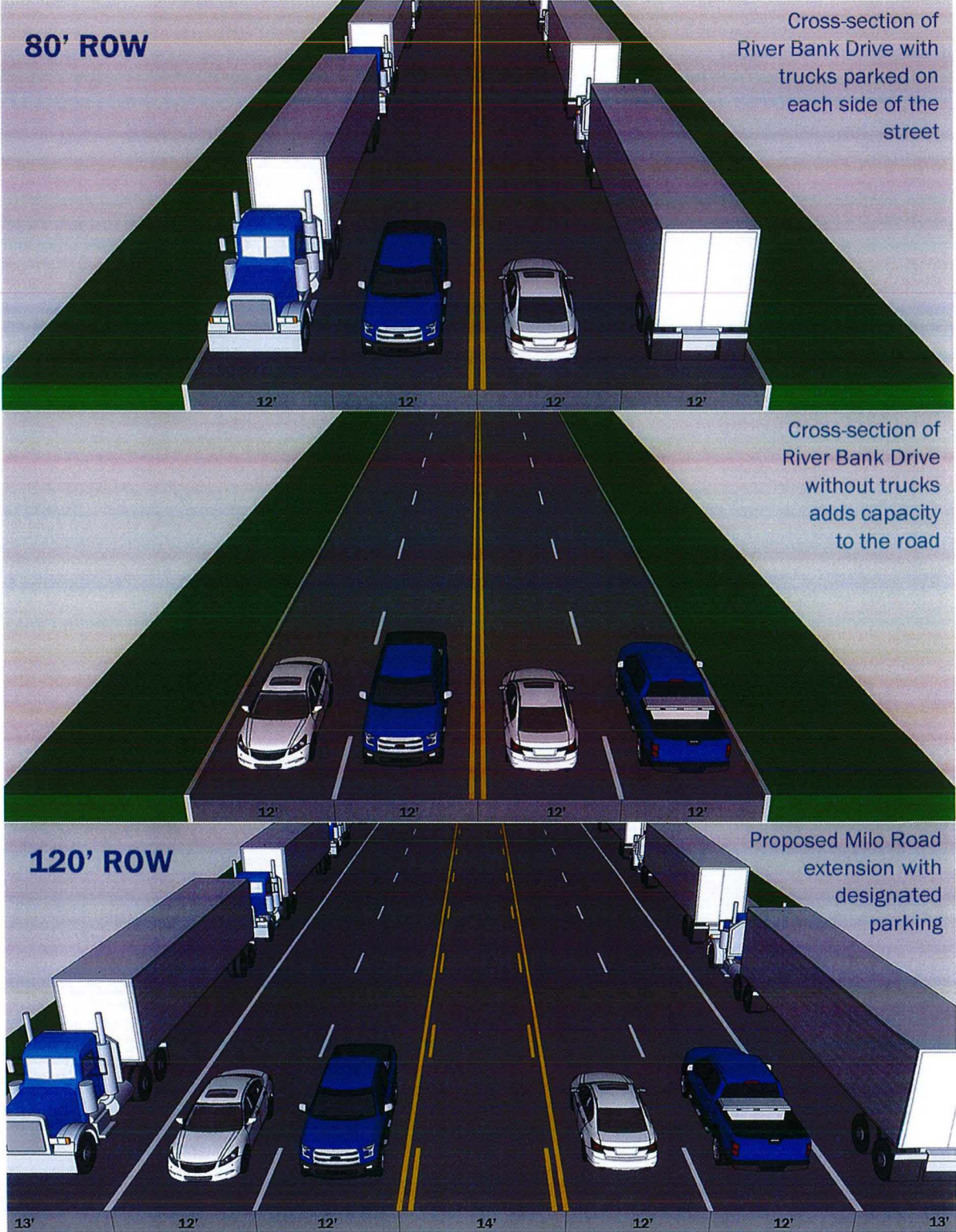
One potential solution for helping to manage the congestion that occurs in the area is to deploy a series of intelligent transportation systems (ITS) that can together, help to actively manage traffic flow according to conditions on the road network in real-time. Some ways to do this is through integrated corridor management (ICM) strategies by which a certain level of congestion can be detected, and traffic control equipment and dynamic signage can help to direct traffic in a way that offers some degree of relief in certain parts of the system. Regular traffic counting and monitoring can also provide information that can help to determine patterns and identify trends. These systems may also help to detect traffic incident such as crashes or inform drivers that an emergency vehicle is about the approach.

While technology can provide feasible solutions that may be able to enhance the travel experience across all or part of the roadway network, the network itself must have alternative routes if the technology is going to be most effective from a redirecting traffic standpoint. ITS equipment and systems will be able to work best with a more complete and connected roadway network, and transportation planning will be better informed with data that can be gathered on a regular basis through various detection systems.

Truck Parking

As discussed in **Section 2**, a consequence of the drayage operations has led to trucks parking along the curb of several roadways throughout the southern part of the study area. This has been observed on Killam Industrial Boulevard, along the westbound frontage road of IH-69W and on River Bank Drive between IH-69W and Logistic Drive. The most common location where this has been observed multiple times is on River Bank Drive. While a longer-term solution still needs to be analyzed and vetted for how best to address trucks awaiting appointments outside of their destination, a shorter-term solution may include finding a roadway that could safely and intentionally serve this function. In the case of River Bank Drive, trucks can most often be found parking along both sides of a 1,500-foot segment between Logistic Drive and Midland Drive.

Figure 14 – Designating parking for trucks more strategically can improve travel conditions



Midland Drive serves as the proposed alignment for Milo Road to extend 2,500 feet between River Bank Drive and FM 1472. Given its proximity to establishments on River Bank Drive and between Milo Road and IH-69W frontage road, this may be a good segment to pilot on-street truck parking. Given the size of the trucks and a need for safe ingress/egress for their commercial drivers, it is recommended that 13' lanes be used. It is also recommended that the truck parking be accommodated outside the proposed travel lanes on Milo Road, reserving that capacity for general traffic. By restricting trucks from parking on River Bank Drive, the right-of-way may be used to provide a safe bike and pedestrian route, and better function as a route for non-commercial traffic.

As illustrated in **Figure 14**, removing trucks from River Bank Drive would open capacity back up to serve a mobility function on that road rather than a logistical scheduling function. Accommodating truck parking more intentionally on another road like Milo could serve as a short-term solution for this function, while also improving connectivity and capacity of the roadway network.

Multimodal Solutions

To satisfy the goal of promoting safety for all users of the transportation network, this study includes recommendations for providing sidewalks and bike facilities, and highlights opportunities for improved transit service into and out of the study area. Considering a setting where people are waiting for their bus, walking, or moving through the area on bike, the travel environment should be held to a much higher standard of safety and quality for all users, regardless of quantity or mode split.

North Transit Center

El Metro operates two routes through the study areas, route 17 and a neighborhood circulator, route C1. Route 17 is the fourth most productive route in the El Metro system, carrying 21 passengers per revenue hour, which indicates that there is demand for higher frequency service. Having limited resources and demand in other parts of the system, increasing route frequency is a challenge for El Metro, or any public transit provider for that matter.

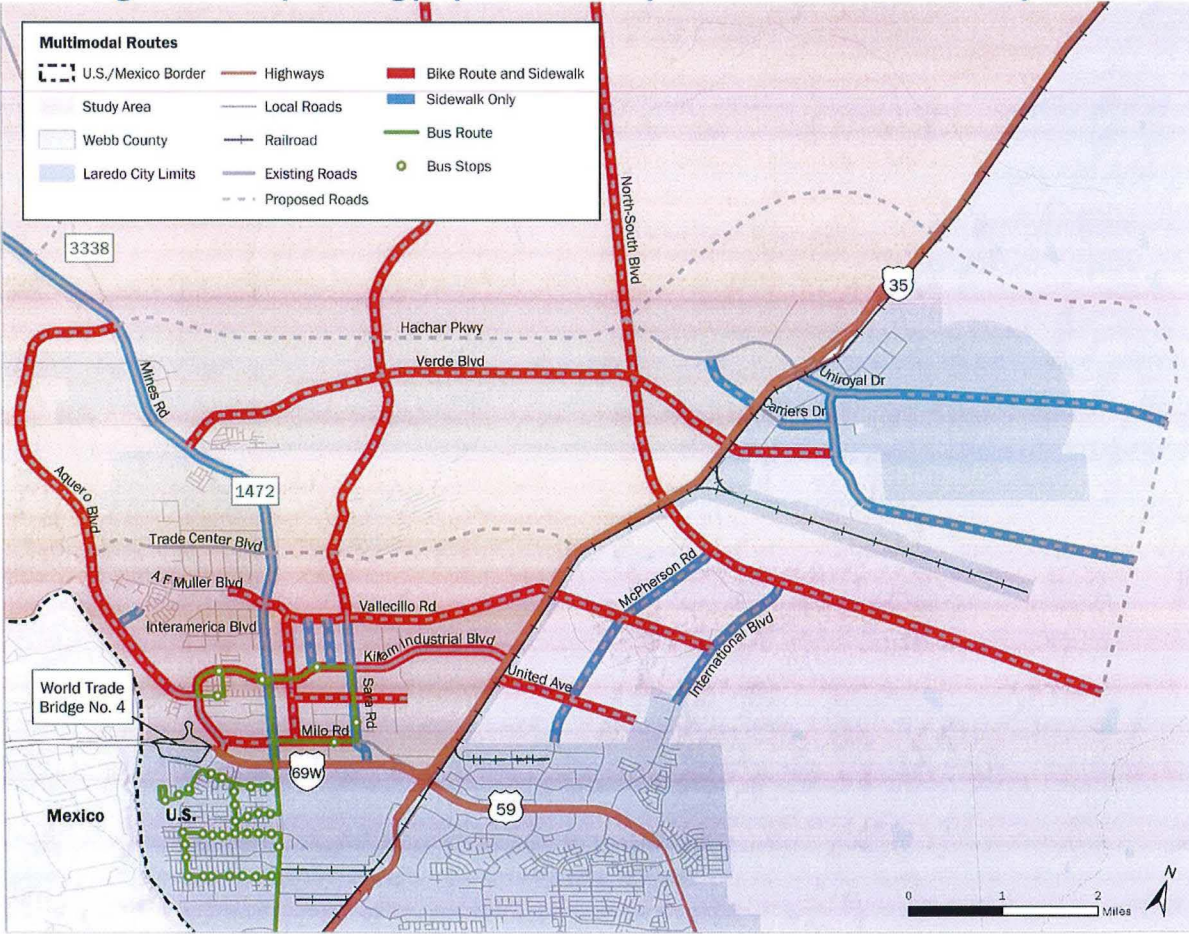
The eight most productive routes in the system serve various parts of north Laredo, including route 17. For the most part, these routes converge in relatively the same place outside the study area near Del Mar Boulevard and IH-35. All routes in the El Metro system currently offer direct service to the El Metro Transit Center located in downtown Laredo. There is an opportunity to restructure the system in a way that could bring some or all these north Laredo routes together intentionally at a new transit center and have some of them end their trip there. This would in effect force a transfer for passengers intending to travel into downtown, though by shortening these routes, fewer buses are needed to offer the service and thus can be re-appropriated to improve their frequency or used to improve other routes. More frequent service is needed for route 17, and by making this investment, El Metro may have an opportunity to shift resources around to increase frequency.

Sidewalks and Bike Facilities

Within the study area, there are currently no bike facilities and sidewalks are only in and around residential subdivisions. Almost no sidewalks can be found around any of the industrial parks because when they were developed, there was not a requirement in place that sidewalks be installed. While the assumption may have been that there would not be a need to get around on foot in these areas, the fact remains that people do in fact need to use the bus, ride a bike or walk for part of their trip to work. Sidewalks are also critical to the safety of students walking to and from the school bus or school. This study recommends addressing this head on by building up a framework across the existing network and as part of other network improvements discussed herein.

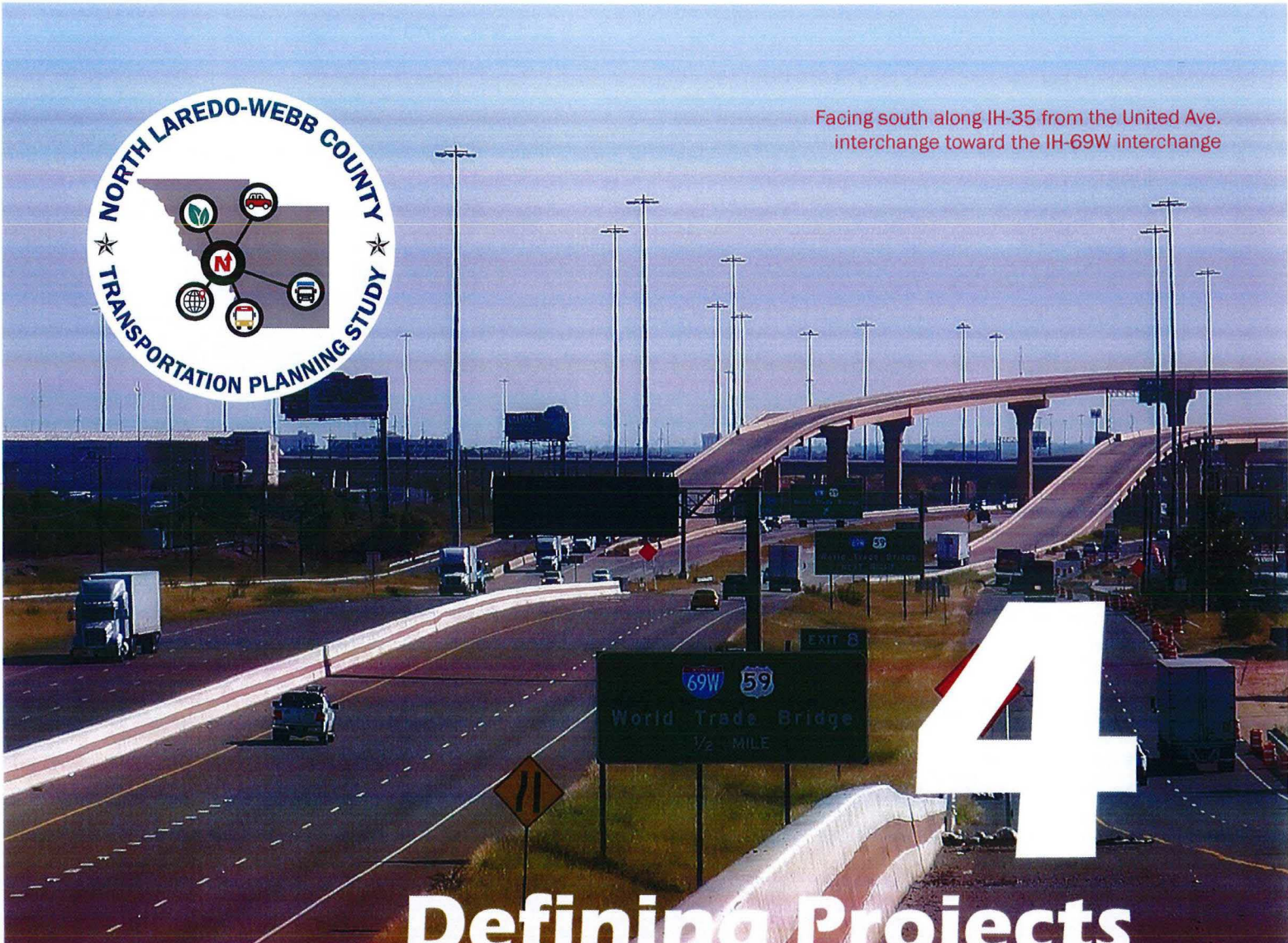
In some locations, protected bike lanes make sense, though in most cases, bikes can be accommodated using a shared-use path, which is essentially a 10-foot wide sidewalk that can be shared by a mix of cyclists and pedestrians and can facilitate passing when bikes are traveling in opposite directions. Pedestrian lighting should also be included as part of this improvement. Connectivity across the interstates need to be facilitated with any new interchanges. In **Figure 15**, a proposed bike and pedestrian network illustrates how by making a relatively minor improvement when compared to the cost of a full roadway, the quality and reach of the pedestrian and bike network can be dramatically improved.

Figure 15 – Map showing proposed bike and pedestrian network in the study area





Facing south along IH-35 from the United Ave. interchange toward the IH-69W interchange



Defining Projects

Building upon the solutions outlined in the previous section, this section provides an overview of a series of recommended capital projects and proposes sequencing. This section then includes more detail on each project or set of projects including cost, description, benefits, map and typical section.

Translating Solutions into Projects

Individual capital projects each include their own scope, cost and purpose. Once identified through various planning exercises to be programmed into the capital improvement plan (CIP) of City of Laredo, the unified transportation plan (UTP) for TxDOT or the MPO's transportation improvement plan (TIP), each project is assigned one or several funding sources to cover the cost. Where the previous section offered network-level solutions, this section takes these a step further by offering some level of project definition, cost and prioritization. Some of these projects are in progress, with some or all funding already identified, while most projects discussed in this section have little or no planning done outside of this study. The project development process is illustrated in **Figure 16** to clarify the necessary next steps along with a comprehensive project list. Projects are packaged into groups and described in more detail in this section.

Figure 16 – Typical capital project development process



Project Development Process

An important question asked by a member of the general public during this study was “why do these projects take so long to build?” This is indeed a common question that many people have, particularly when they are feeling the stresses of congestion now. Building and improving roads happens one capital project at a time, and the need for those projects is identified in planning studies like this one or through the MPO's Metropolitan Transportation Plan (MTP) process. The MTP ultimately formalizes the prioritization of projects and identifies when they might be funded.

Once a project has been identified, as many have in this study, they must formally become a project through scoping and agency agreement, then go through a careful project planning process followed by a more detailed development of specifications for precisely how to build the project. Once this has been developed, the project can go into construction, which can be a lengthy process unto itself depending upon the project's size and complexity. Very large projects may not only take more time to construct, but the construction process can be quite disruptive to daily traffic flows, impacting commute times during that phase.

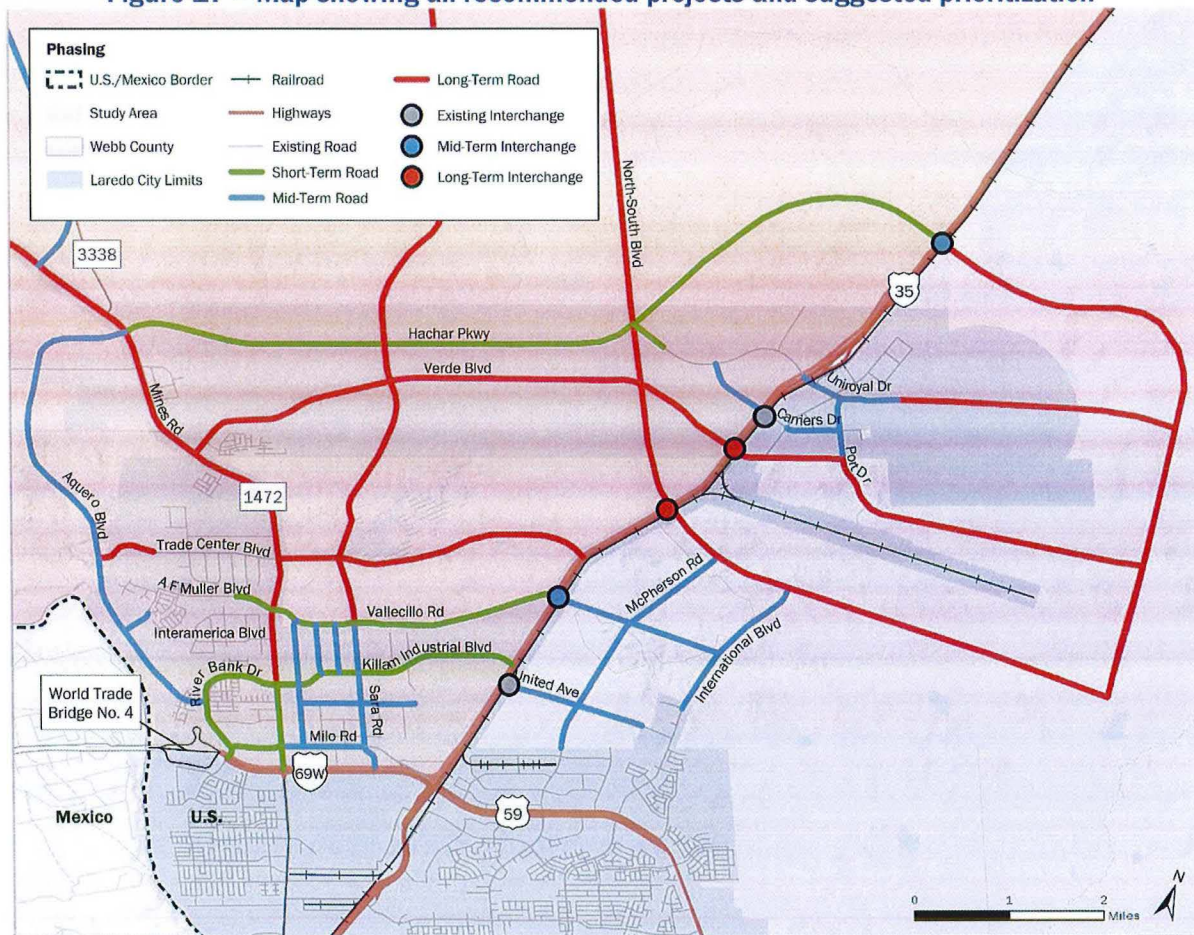
Once this study is complete, projects not already in progress will need to be initiated by defining their scope and the need with all project partners in agreement. Funding will also have to be identified. Then, the project will be further defined through schematic design, and any potential environmental impacts will be identified and mitigated. This is when the general public will have an opportunity to

review the proposed project and provide comments. This is a formal process that is required by the state or federal government, depending upon the project scope and funding sources. Once all environmental approvals are acquired, the project moves into the design phase where detailed plans and specifications are refined along with the project's cost estimate. The more detail that is specified about a project, the more likely a cost estimate will be accurate. During each phase of this process, the cost estimate can be expected to change.

Proposed Project Prioritization

While all the improvements recommended in this study together offer a collective network benefit, not all projects can be funded or built at the same time. Although certain projects individually would have a greater immediate benefit for some users of the roadway network, there are others in areas in need of urgent relief that would be higher priority. There are a few projects discussed in this study that are already at some point in the project planning or project development phase, with all or most of their funding secured. Most of the projects are new recommendations however and would be starting in the project initiation phase. Prioritization in this study is represented by short-term, mid-term and long-term, which refers to the timeframe in which a project could reasonably be expected to have construction completed.

Figure 17 – Map showing all recommended projects and suggested prioritization



Short-Term projects are already in development or relatively minor improvements that can form critical links in the network or improve safety for all users of the transportation network. These projects can be expected to open for use some time between **2020** and **2024**.

Mid-Term projects are critical improvements that would create alternate routes or enhance network connectivity. Many of these projects might be desired in the short-term, though they may be more complicated or require more funding, which makes them more likely to be open for use sometime between **2025** and **2029**.

Long-Term projects establish the larger framework for expanding a well-connected roadway network as the region continues to grow. Plans like this one need to be revisited every few years to account for unforeseen circumstances, and when this happens, long-term priorities might change. These projects still remain a critical part of how the roadway network should grow but are more likely to be open for use sometime between **2030** and **2040**.

Recommended Capital Projects

A comprehensive listing of the capital projects recommended in this study can be found in **Table 2**. There are both individual projects in this list and packages of multiple projects in this list. In most cases where multiple projects have been packaged, these are project phases or key components such as a highway interchange. In a few cases, projects have been categorized into “Freight Network Improvements” or “Multimodal Improvements.” In those cases, projects are in related packages composed primarily of improvements on different, but related roadways. In all cases where there is a package of projects, each individual project component has been identified has been given a letter to differentiate it from the other components.

Projects are listed by short-, mid- or long-term and include a planning-level opinion of probable cost. As the project becomes more defined and progresses through the project development process, there can be more certainty with the what the likely capital cost will be, so over the course of developing the project, its cost estimate can be expected to change. Costs are based on each project’s intended cross-section, understanding which aspects of that section need to be built, calculating the length of the improvement, quantifying materials needed to construct the project and then calculating a cost based on unit prices from recent similar TxDOT and City of Laredo capital projects. Costs shown in this section are planning-level estimates and rounded up to the nearest thousand dollars. It should be noted that the costs included in this study represent an estimate of probable costs prepared in good faith and with reasonable care. The costs of construction labor, materials, equipment, internal staffing and operations structure, or results from bidding cannot be controlled.

Looking at the costs in **Table 2**, a few things stand out. First, is that projects identified as a short-term priority together cost much less than those identified as mid- and long-term. Three of the five short-term projects are also fully or partially funded, while none of the mid- and long-term projects have any funding identified. Multimodal projects are also much less expensive than full roadway projects primarily due to many of these being restricted to the implementation of sidewalks without substantial roadway modifications. Another notable item about the costs is that the combination of all short- and mid-term projects equals a fraction of the probable cost of converting FM 1472 to a full freeway. It is not just that these projects are less expensive, but they are indeed necessary to help manage congestion by providing alternate routes and connectivity for the ultimate build-out of FM 1472 to function properly once it comes on line.

Table 2 – Comprehensive table of recommended capital projects for North Laredo

Page#	Project(s)	Priority	TOTAL Cost
42	FM 1472 - Mines Road Capacity Upgrades	Short-Term	\$ 5,019,000
43	Freight Network Improvements A	Short-Term	\$ 12,517,000
44	Hachar Parkway A, B	Short-Term	\$ 53,896,000
45	Multimodal Improvements A, B, C, D	Short-Term	\$ 5,610,000
46	Vallecillo Road A	Short-Term	\$ 31,471,000
		Short-Term	\$ 108,513,000
47	Aquero Boulevard A, B, C, D	Mid-Term	\$ 59,134,000
48	Carriers Drive A, B	Mid-Term	\$ 4,519,000
49	Freight Network Improvements B, C	Mid-Term	\$ 39,163,000
50	Hachar Parkway C, D*, E*	Mid-Term	\$ 79,461,000
51	Multimodal Improvements E, F, G, H	Mid-Term	\$ 5,940,000
52	Port Drive A, B*	Mid-Term	\$ 24,742,000
53	Unroyal Drive A, B*	Mid-Term	\$ 31,315,000
54	Vallecillo Road B, C	Mid-Term	\$ 40,887,000
55	FM 3338 - Las Tiendas Road	Mid-Term	\$ 45,000,000
56	International Boulevard Extension	Mid-Term	\$ 15,889,000
57	McPherson Road Extension	Mid-Term	\$ 21,096,000
58	United Avenue Extension	Mid-Term	\$ 16,799,000
		Mid-Term	\$ 383,945,000
59	FM 1472 - Mines Road A, B, C	Long-Term	\$ 805,071,000
60	North-South Boulevard A, B, C	Long-Term	\$ 137,807,000
61	Trade Center Boulevard A, B	Long-Term	\$ 24,842,000
62	Verde Boulevard A, B, C	Long-Term	\$ 68,159,000
63	East-West Boulevard	Long-Term	\$ 174,827,000
64	Sara Road Extension	Long-Term	\$ 103,068,000
65	TX 255	Long-Term	\$ 101,250,000
	* Project component recommended as long-term	Long-Term	\$ 1,415,024,000
	Full or Partial Funding programmed		

FM 1472 – Mines Road Capacity Upgrades

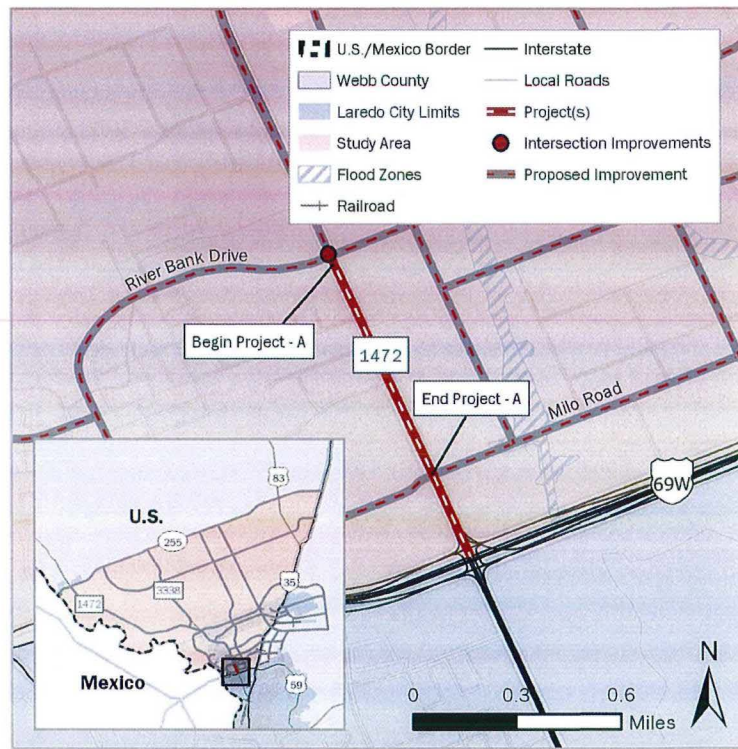
Project Location:

Existing FM 1472–Mines Road from Milo Road to Killam Industrial Boulevard.

Project Description:

This consists of two independent projects meant to increase capacity and improve operations along FM 1472.

The projects include the implementation of a new continuous right-turn lane on FM 1472 between Milo Road and Killam Industrial and a right-turn lane on Killam Industrial at FM 1472. The feasibility of similar improvements up to A.F. Muller Boulevard are being considered as well.



Recommended Timeframe:

Short-Term 2020-2024

Opinion of Probable Cost (FY19):

\$5,019,000

Possible Project Schedule:

Initiation	2018
Planning	2019
Development	2020
Construction	2022

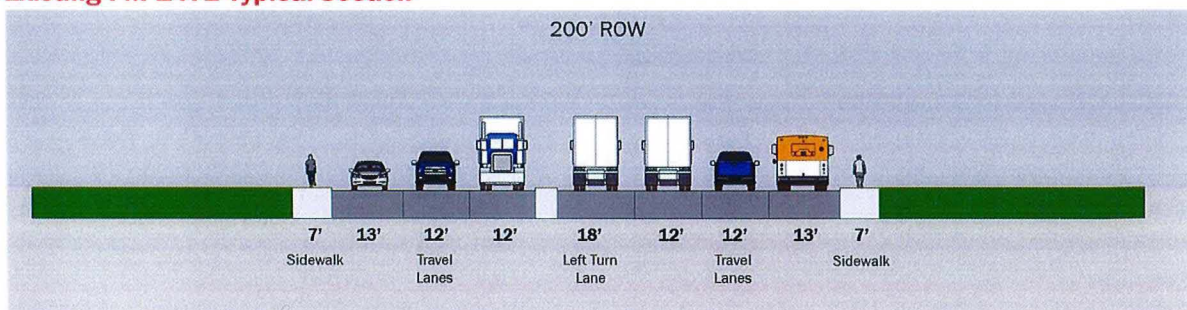
Potential Project Benefits:

This is a short-term fix to help keep traffic flowing at this key intersection. There should be some improvement to level-of-service at this location.

Individual Project Component Costs:

FM 1472 – Right-Turn Lane	\$4,000,000
Killam Industrial – Right-Turn Lane	\$1,019,000

Existing FM 1472 Typical Section



Freight Network Improvements A

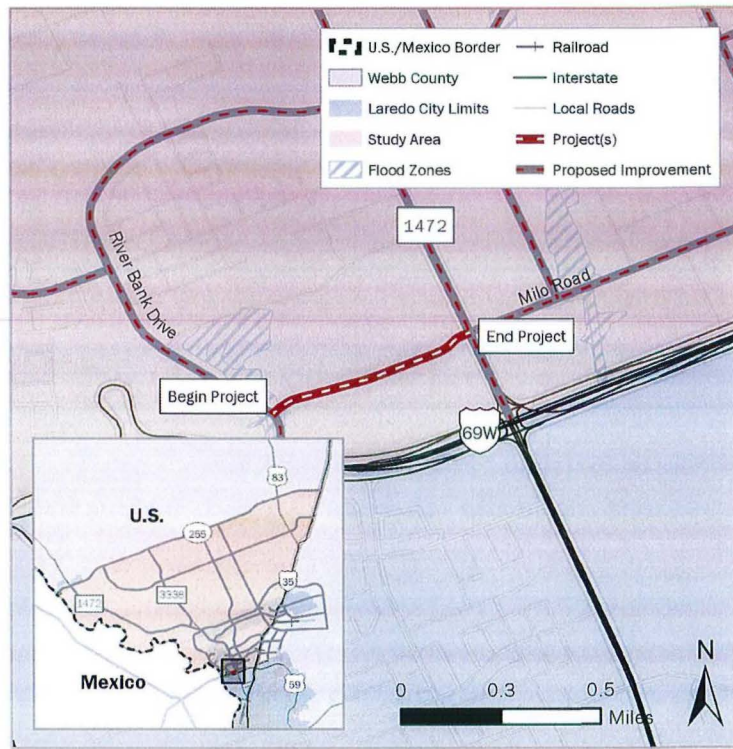
Project Location:

New extension of Milo Road between FM 1472 and River Bank Drive.

Project Description:

This project is a half-mile extension of Milo Road. The project will include a 5-lane roadway, on-street parking reserved for trucks, and sidewalks, including a 10' shared-use path on one side.

This is not only a critical link in the network, but its proximity to World Trade Bridge also presents an opportunity for a direct inbound connection from the POE to Milo Road, allowing trucks to avoid FM 1472 and reduce left turns from IH-69W. This requires further study.



Recommended Timeframe:

Short-Term 2020-2024

Opinion of Probable Cost (FY19):

\$12,517,000

Possible Project Schedule:

Initiation	2020
Planning	2021
Development	2022
Construction	2024

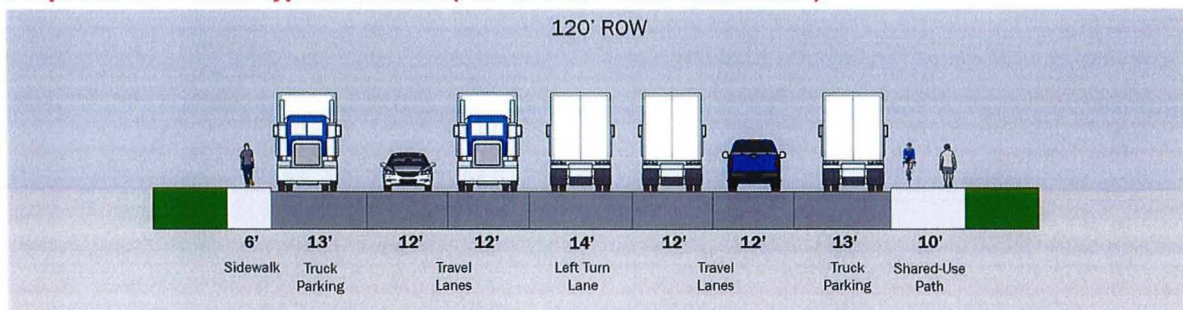
Potential Project Benefits:

This project will complete a small, but critical link in the network in the most congested part of the system. It will also facilitate safe bike and pedestrian connectivity between River Bank Drive and Sara Road. This project presents opportunities for improved freight operations by eventually connecting to the World Trade Bridge and by purposefully facilitating truck parking.

Individual Project Component Costs:

Freight Improvements A (Milo extension)	\$12,517,000
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Proposed Milo Road Typical Section (FM 1472 to River Bank Drive)



Hachar Parkway A and B

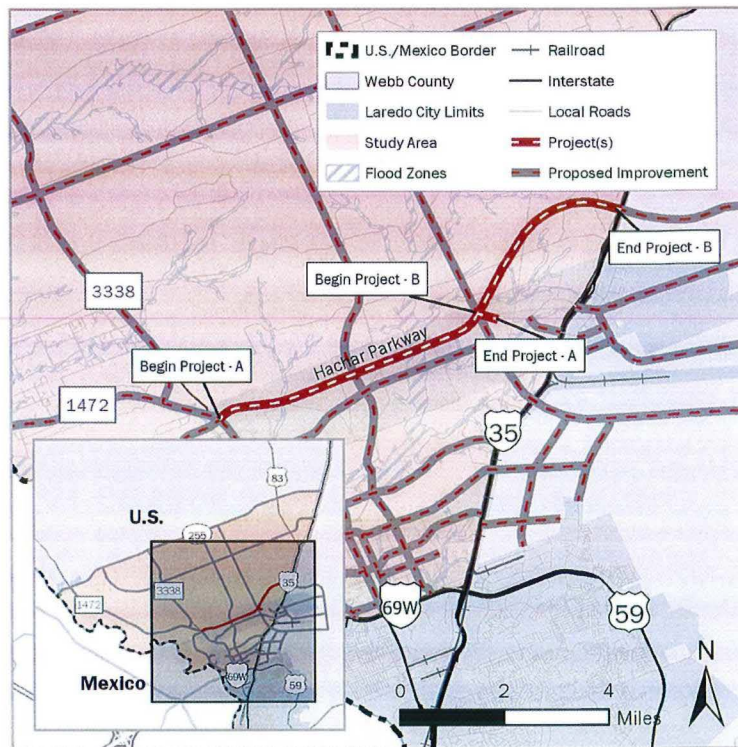
Project Location:

New location roadway connecting FM 1472 near FM 3338 to Beltway Parkway, and on to IH-35

Project Description:

This project is just over 9.5 miles of new roadway that includes a continuous 400' wide right-of-way for future freeway expansion. Initially this will be a five-lane roadway that will link key north-south roadways (FM 1472 and IH-35) where continued industrial growth can be expected.

Hachar Parkway has also been designated as an oversize/overweight route for appropriate cargo to move between World Trade Bridge and IH-35.



Recommended Timeframe:

Short-Term 2020-2024

Opinion of Probable Cost (FY19):

\$53,896,000

Possible Project Schedule:

Initiation	2018
Planning	2019
Development	2021
Construction	2023

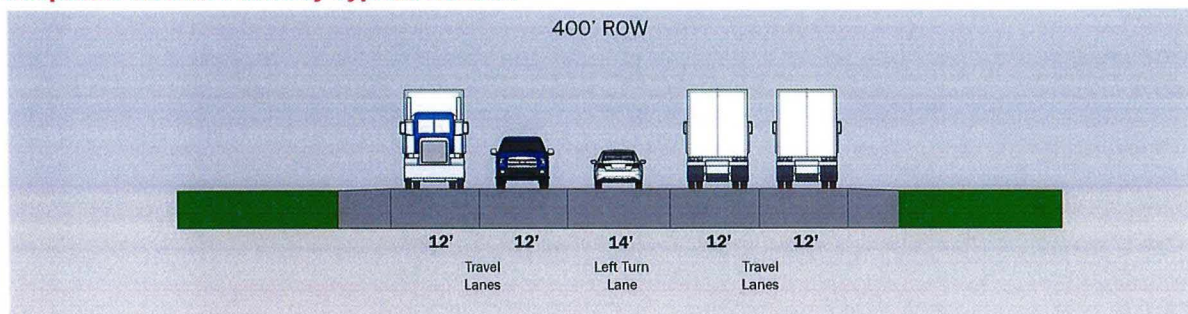
Potential Project Benefits:

Hachar Parkway will offer an alternative freight route connecting FM 1472 and IH-35. This roughly 9.5-mile stretch will also become opened up for new industrial development that can offer some relief to other parts of the system.

Individual Project Component Costs:

Hachar Parkway A (Phase I)	\$32,455,000
Hachar Parkway B (Phase II)	\$21,441,000

Proposed Hachar Parkway Typical Section



Multimodal Improvements A, B, C and D

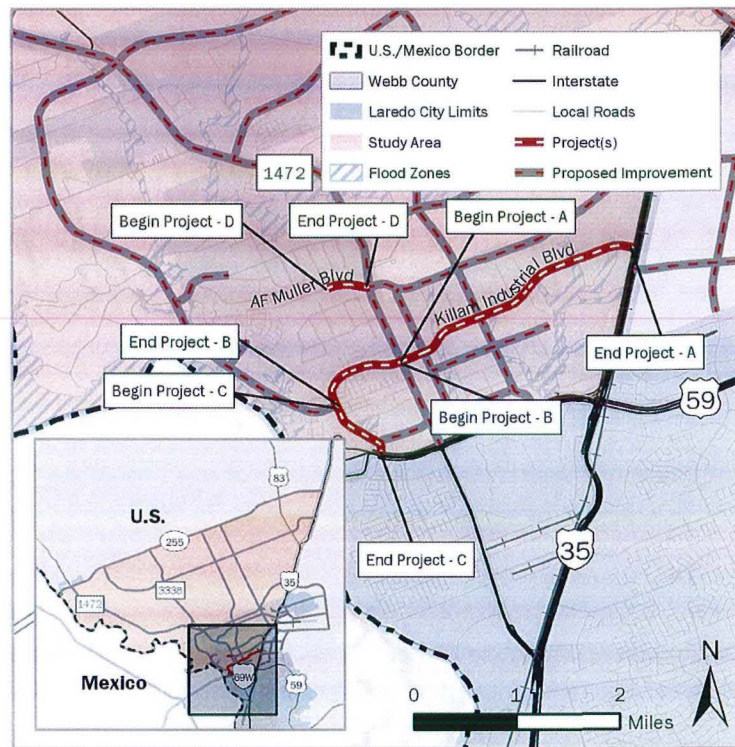
Project Location:

A series of bike/pedestrian improvements along three key roadways in the most congested part of the study area.

Project Description:

This project will add sidewalks to both sides of Killam Industrial and include improving the roadway pavement. Sidewalk gaps along River Bank Drive will be filled in, as well. This includes a 10' shared-use path on one side and making the sidewalk on A.F. Muller a shared-use path.

On River Bank Drive, south of Logistic Drive, a two-way cycle track will be added within the existing pavement to move truck parking over to Milo Road (see section).



Recommended Timeframe:

Short-Term 2020-2024

Opinion of Probable Cost (FY19):

\$5,610,000

Possible Project Schedule:

Initiation	2020
Planning	2022
Development	2023
Construction	2024

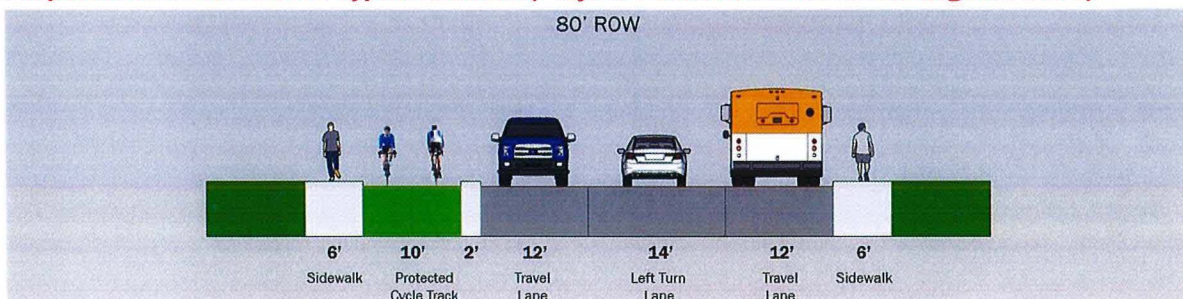
Potential Project Benefits:

People are walking in the area and taking the bus. The quality of the pedestrian environment will be improved through this series of investments in the short-term. This will form the framework for multimodal access in the area.

Individual Project Component Costs:

Multimodal A (Killam Industrial improvements)	\$3,857,000
Multimodal B (River Bank sidewalk gaps)	\$422,000
Multimodal C (River Bank sidewalks/bike lane)	\$1,128,000
Multimodal D (A.F. Muller shared-use path)	\$203,000

Proposed River Bank Drive Typical Section (Project C between IH-69W and Logistic Drive)



Vallecillo Road A

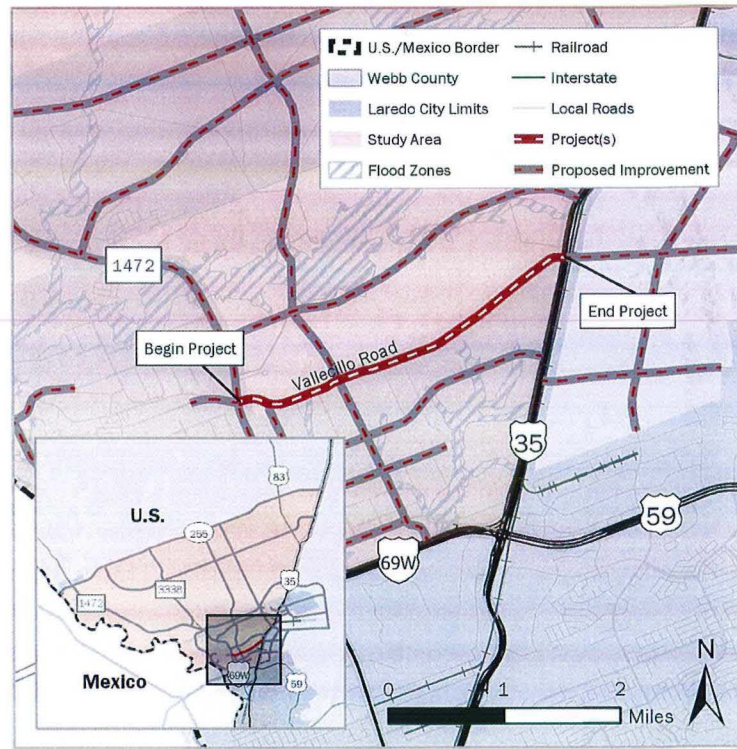
Project Location:

New location roadway connecting FM 1472 at A.F. Muller to IH-35

Project Description:

This project is approximately 3.2 miles of new roadway that includes a continuous 150' wide right-of-way for future expansion. Initially this will be a five-lane roadway that will link key north-south roadways (FM 1472 and IH-35) where continued industrial growth can be expected to occur on the south side of the road.

The project ties into A.F. Muller Boulevard and will have sidewalks on both sides including a 10' shared-use path on one side.



Recommended Timeframe:

Short-Term 2020-2024

Opinion of Probable Cost (FY19):

\$31,471,000

Possible Project Schedule:

- Initiation 2018
- Planning 2019
- Development 2020
- Construction 2022

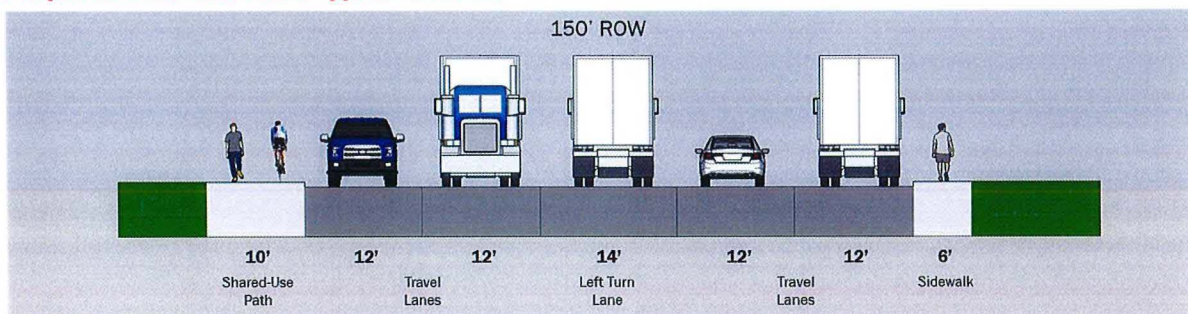
Potential Project Benefits:

This project will serve as a critical connection in the network, not only between FM 1472 and IH-35, but also to several north-south roadways that currently dead end where Vallecillo Road will eventually be, providing relief for Killam Industrial Boulevard. Vallecillo Road will also be an important part of the multimodal framework.

Individual Project Component Costs:

Vallecillo Road A \$31,471,000

Proposed Vallecillo Road Typical Section



Aquero Boulevard A, B, C and D

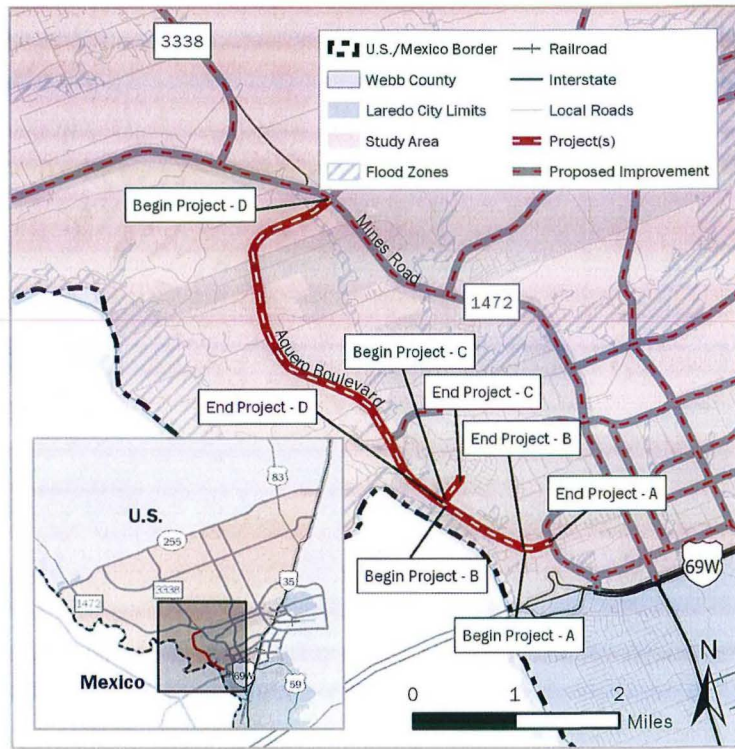
Project Location:

New location roadway extending Aquero Boulevard northwest to FM 1472 at Hachar Parkway.

Project Description:

This project is just under 5.5 miles of new roadway that includes a continuous 100' wide right-of-way. This will be a five-lane roadway that will serve as a parallel route to FM 1472 that could be restricted to non-commercial vehicle use.

The project includes a raised center median as well as sidewalks and buffered bike lanes on both sides. The project is recommended to tie in to Hachar Parkway at FM 1472.



Recommended Timeframe:

Mid-Term 2025-2029

Opinion of Probable Cost (FY19):

\$59,134,000

Possible Project Schedule:

Initiation	2020
Planning	2022
Development	2024
Construction	2026

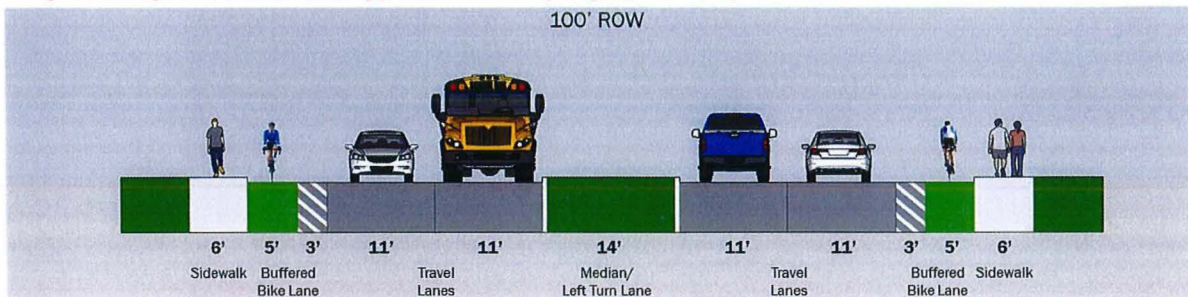
Potential Project Benefits:

This project will be a key connection for residents living in the study area, offering an alternate route to FM 1472 for personal vehicles. This road presents an opportunity to be provide a route that does not allow trucks to use and will open property up for new residential development.

Individual Project Component Costs:

Aquero A (Aquero bike lanes)	\$746,000
Aquero B (La Bota extension)	\$9,866,000
Aquero C (Muller Memorial extension)	\$2,179,000
Aquero D (north extension)	\$46,343,000

Proposed Aquero Boulevard Typical Section (Projects B & D)



Carriers Drive A and B

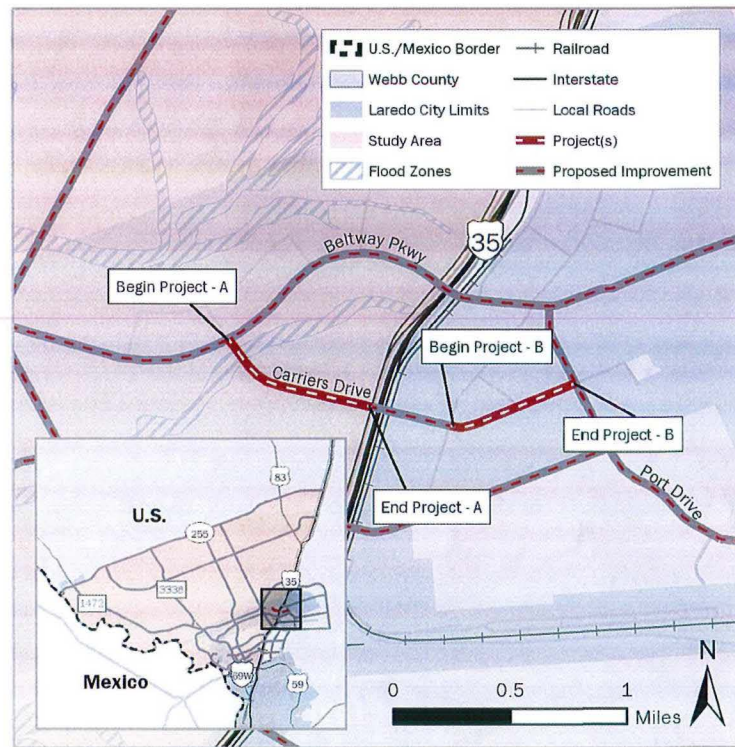
Project Location:

New location extension of Carriers Drive west from IH-35 to Beltway Parkway. Includes sidewalks on east side of IH-35.

Project Description:

This project includes 0.7 miles of new roadway with a continuous 80' wide right-of-way. The extension component will tie in to the existing interchange at IH-35. This will be a four-lane roadway with sidewalks on either side.

Another component of this project includes the implementation of sidewalks along the existing portion of Carriers Drive from Unitec Drive. 0.7 miles east to the end of the roadway.



Recommended Timeframe:

Mid-Term 2025-2029

Opinion of Probable Cost (FY19):

\$4,519,000

Possible Project Schedule:

Initiation	2020
Planning	2022
Development	2023
Construction	2025

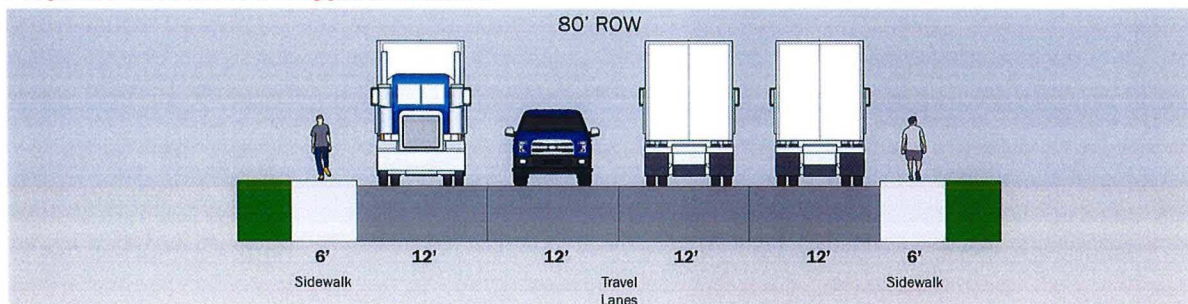
Potential Project Benefits:

The west extension of Carriers Drive will offer a critical grade-separated connection across the railroad and Interstate in a congested industrial area. Carriers Drive serves as the only grade-separated connection in this area.

Individual Project Component Costs:

Carriers Drive A (west extension)	\$4,251,000
Carriers Drive B (east sidewalks)	\$268,000

Proposed Carriers Drive Typical Section



Freight Network Improvements B and C

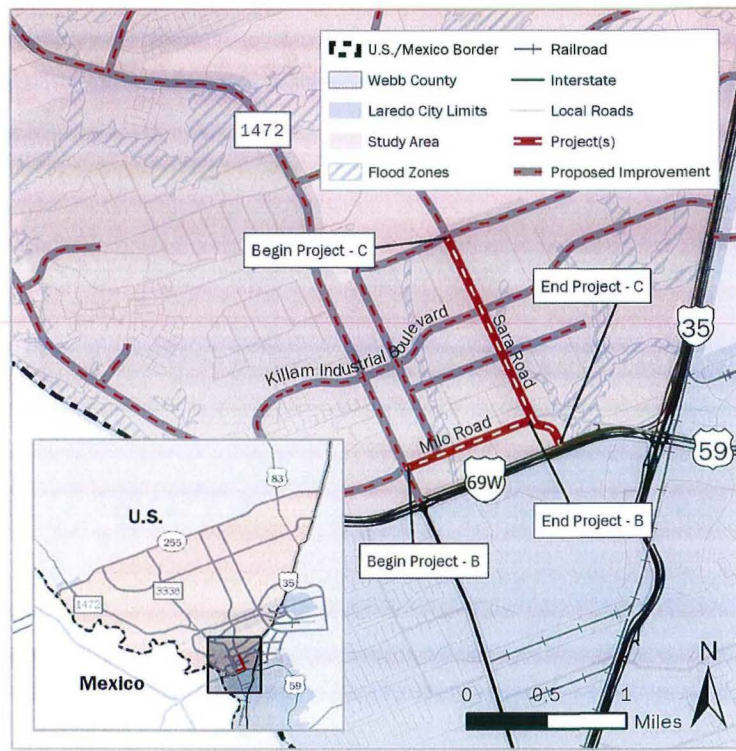
Project Location:

Key freight network improvements in the southern part of the study area; adding capacity to Milo Road from FM 1472 to Sara Road; adding capacity to Sara Road from US-69W to Vallecillo Road.

Project Description:

This project includes expanding Milo Road to five lanes with sidewalks including a 10' shared-use path and expanding Sara Road to seven lanes with sidewalks on either side.

The Sara Road expansion will require 20' of additional right-of-way on both sides, which may also require setback variances for existing buildings along Sara Road.



Recommended Timeframe:

Mid-Term 2025-2029

Opinion of Probable Cost (FY19):

\$39,163,000

Possible Project Schedule:

Initiation	2021
Planning	2023
Development	2025
Construction	2028

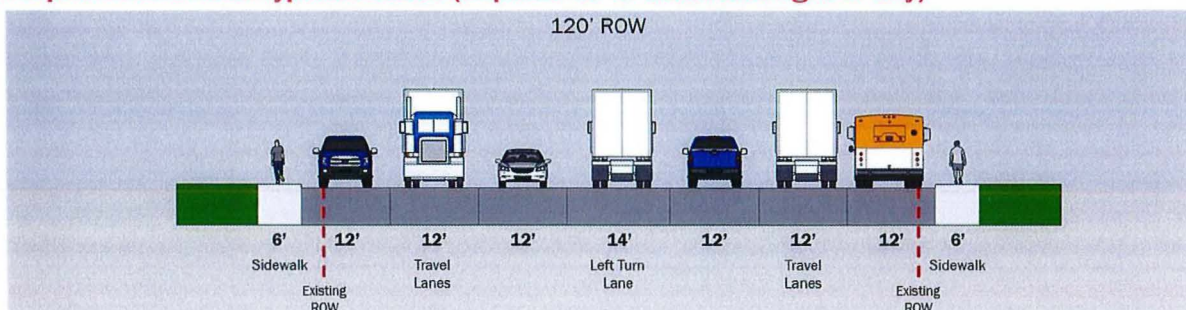
Potential Project Benefits:

Combined with the extension of Milo Road, these improvements provide an alternative route to FM 1472 for trucks. This will offer some congestion relief in the mid-term and provide an alternate route for traffic during construction should FM 1472 be expanded to a full freeway. Milo Road serves as a critical connection in the multimodal framework.

Individual Project Component Costs:

Freight Improvements B (Milo expansion)	\$9,083,000
Freight Improvements C (Sara expansion)	\$30,080,000

Proposed Sara Road Typical Section (requires 40' of additional right-of-way)



Hachar Parkway C, D and E

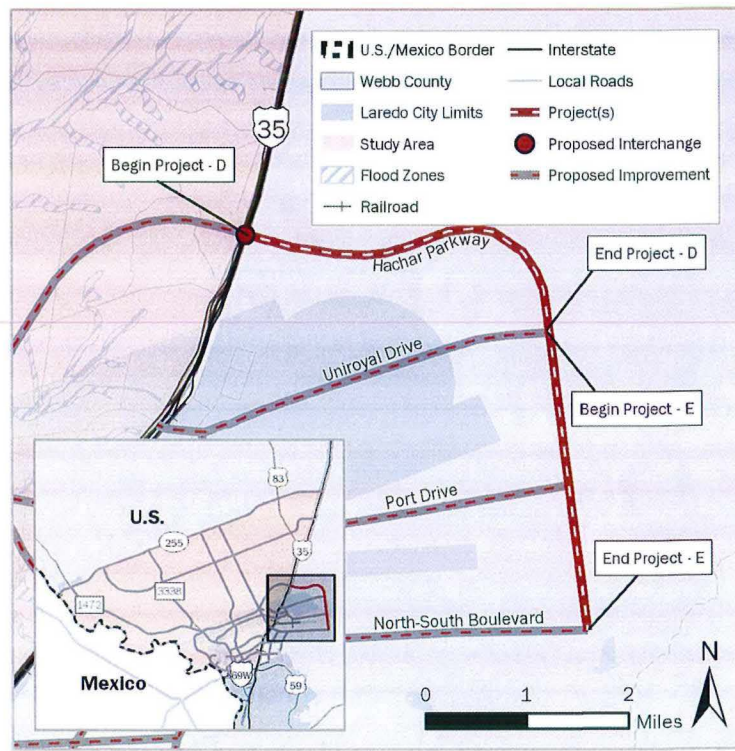
Project Location:

New location extension of Hachar Parkway east from IH-35, then south past Port Laredo.

Project Description:

This project is 7 miles of new roadway that includes a continuous 400' wide right-of-way for future freeway expansion. Initially this will be a five-lane roadway extending Hachar Parkway east of IH-35.

In the mid-term, this project includes an interchange at IH-35 to facilitate a grade-separated crossing. Longer-term improvements include extending Hachar Parkway to the east. This alignment is subject to change as is the typical section.



Recommended Timeframe:

Mid-Term 2025-2029

Opinion of Probable Cost (FY19):

\$79,461,000

Possible Project Schedule:

Initiation	2021
Planning	2023
Development	2025
Construction	2028, 2030, 2032

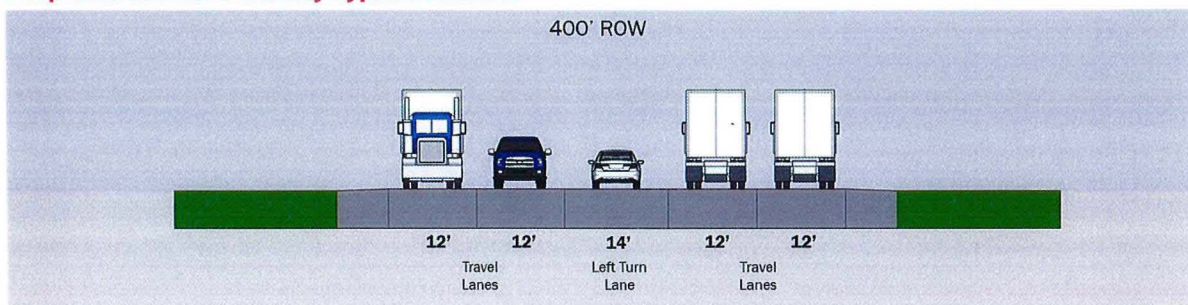
Potential Project Benefits:

Description of what the project will be able to accomplish

Individual Project Component Costs:

Hachar Parkway C (Interchange at IH-35)	\$24,203,000
Hachar Parkway D (IH-35 to Uniroyal Drive)	\$29,936,000
Hachar Parkway E (south of Uniroyal)	\$25,322,000

Proposed Hachar Parkway Typical Section



Multimodal Improvements E, F, G and H

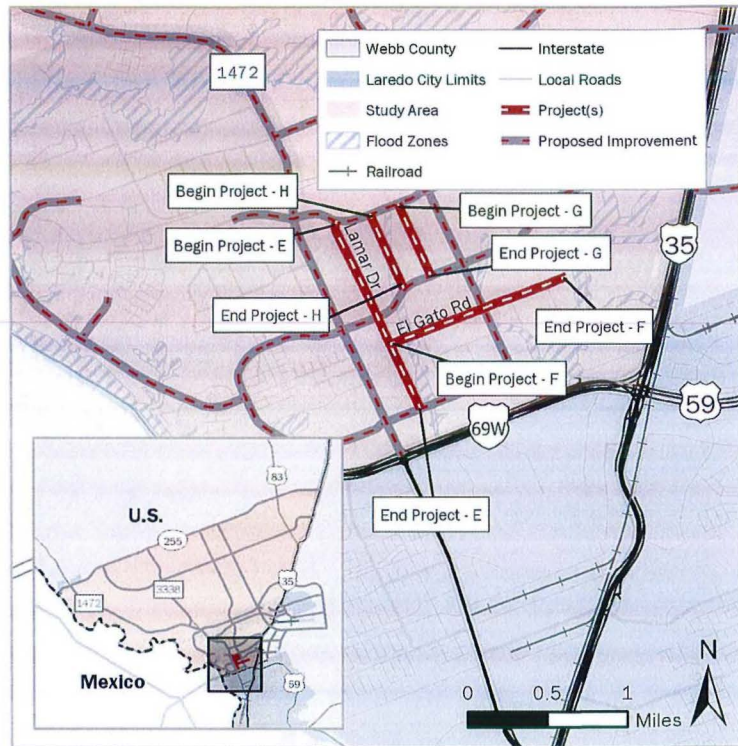
Project Location:

A series of bike/pedestrian improvements along four key roadways in the most congested part of the study area.

Project Description:

This project will add sidewalks to both sides of Lamar Drive, El Gato Road, Archer Drive and Spivey Drive, including a 10' shared-use path along one side of Lamar and El Gato Road.

This also includes extending Lamar north and south to link Milo Road to Vallecillo as well as removing a center median from the existing portion of Aquero Boulevard and adding buffered bike lanes within the existing pavement.



Recommended Timeframe:

Mid-Term 2025-2029

Opinion of Probable Cost (FY19):

\$5,940,000

Possible Project Schedule:

Initiation	2022
Planning	2023
Development	2025
Construction	2026

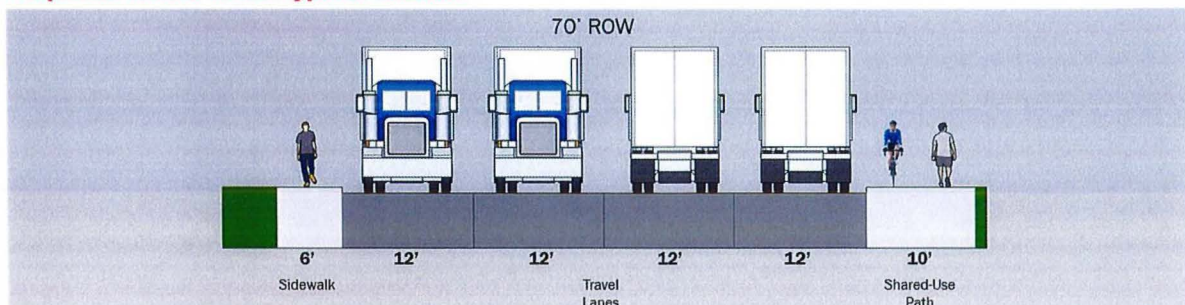
Potential Project Benefits:

These improvements will create a pedestrian network in this area where people are walking for the bus stop on Killam Industrial Boulevard. Extending Lamar Drive to connect Milo Road with Vallecillo Road will offer a parallel route to FM 1472 that would be more safe for people on foot and on bike.

Individual Project Component Costs:

Multimodal F (Lamar Drive)	\$5,032,000
Multimodal G (El Gato Road)	\$312,000
Multimodal H (Archer Drive)	\$303,000

Proposed Lamar Drive Typical Section



Port Drive A and B

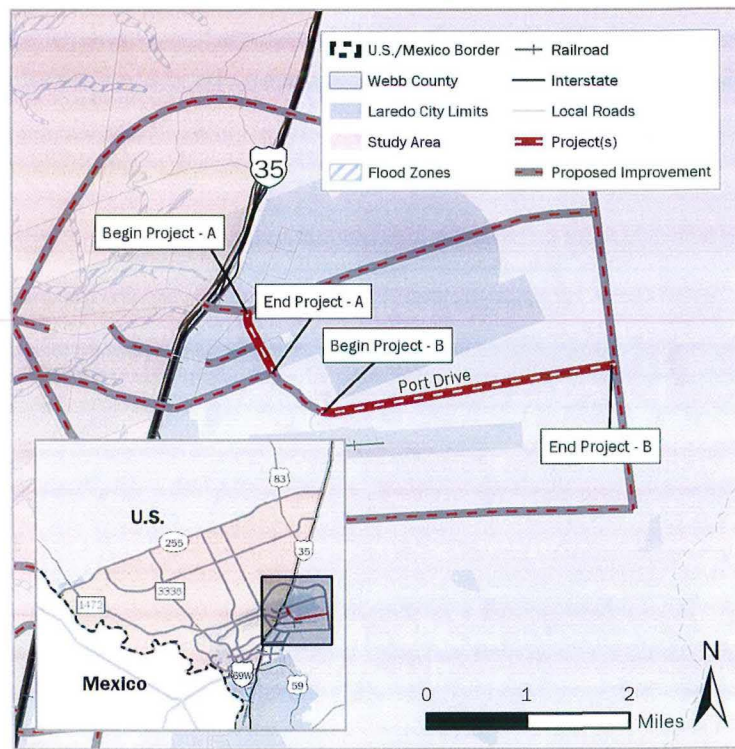
Project Location:

Reconstruction of existing Port Drive from Uniroyal Drive to 0.7 miles south and a 3.5-mile extension of the road from there to the new Hachar Parkway.

Project Description:

This project converts Port Drive from a relatively minor roadway in the area to a critical industrial collector that will play an important role in distributing traffic as this area continues to grow.

The road will be expanded to a four-lane roadway with sidewalks on either side in the mid-term and extended in the long-term.



Recommended Timeframe:

Mid-Term 2025-2029

Opinion of Probable Cost (FY19):

\$24,742,000

Possible Project Schedule:

Initiation	2023
Planning	2025
Development	2026
Construction	2028, 2030

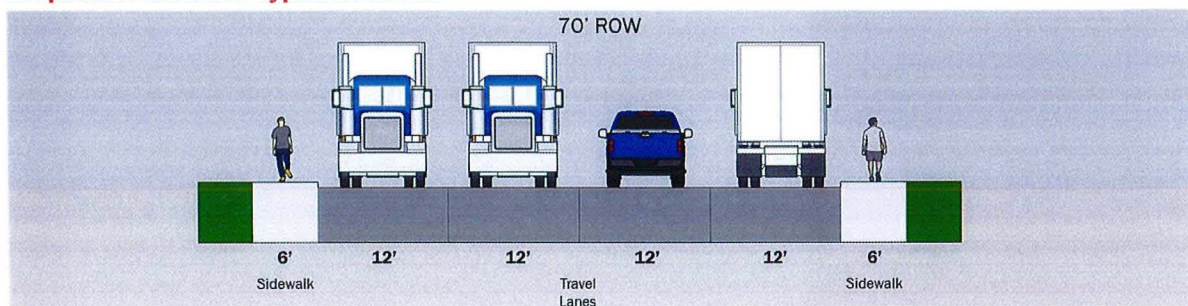
Potential Project Benefits:

This roadway is a critical link between Uniroyal Drive, Carriers Drive, and in the future, Verde Boulevard. It also connects this area to Port Laredo. Sidewalks will be added here as well, improving multimodal connectivity in the area.

Individual Project Component Costs:

Port Drive A (expand existing)	\$3,483,000
Port Drive B (extend east)	\$21,259,000

Proposed Port Drive Typical Section



Uniroyal Drive A and B

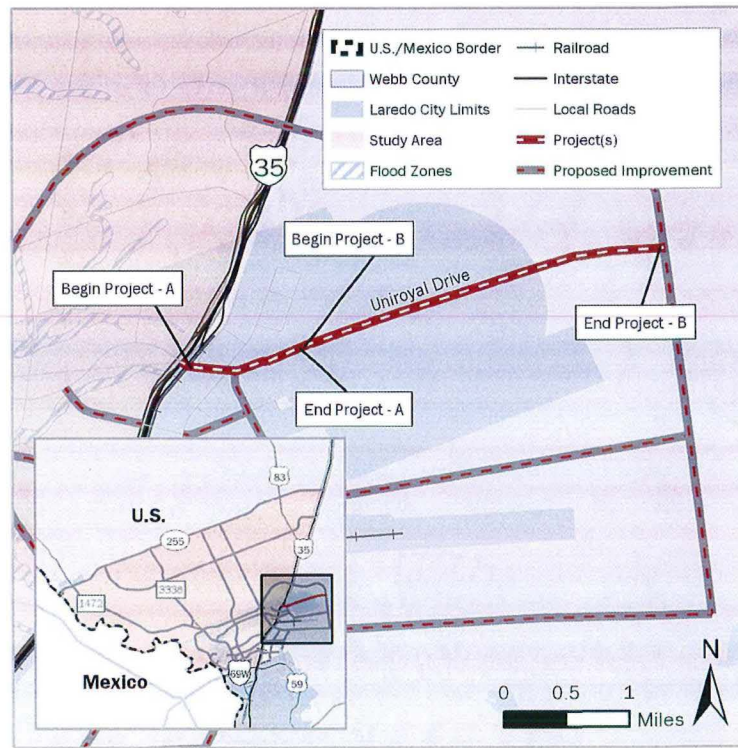
Project Location:

Reconstruction of existing Uniroyal Drive from IH-35, 1 mile to the end of the roadway and a 3-mile extension of the road from there to the new Hachar Parkway.

Project Description:

This project converts Uniroyal Drive from an industrial collector to a principal arterial that will play an important role in distributing traffic as this area continues to grow.

The road will be expanded to a five-lane roadway with sidewalks on either side in the mid-term and extended in the long-term.



Recommended Timeframe:

Mid-Term 2020-2024

Opinion of Probable Cost (FY19):

\$31,315,000

Possible Project Schedule:

Initiation	2023
Planning	2025
Development	2026
Construction	2028, 2030

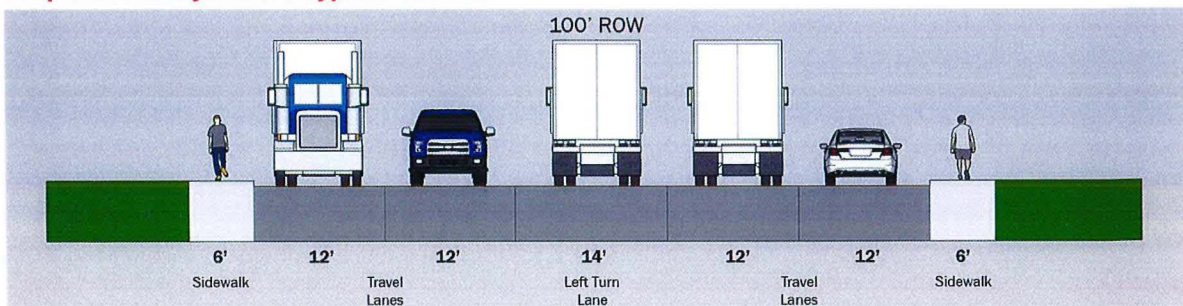
Potential Project Benefits:

As this area just east of IH-35 continues to grow, Uniroyal Drive will become a key arterial that ties into Beltway Parkway on the west side of IH-35. Sidewalks will improve multimodal conditions in the area as well.

Individual Project Component Costs:

Uniroyal Drive A (expand existing)	\$6,852,000
Uniroyal Drive B (extend east)	\$24,463,000

Proposed Uniroyal Drive Typical Section



Vallecillo Road B and C

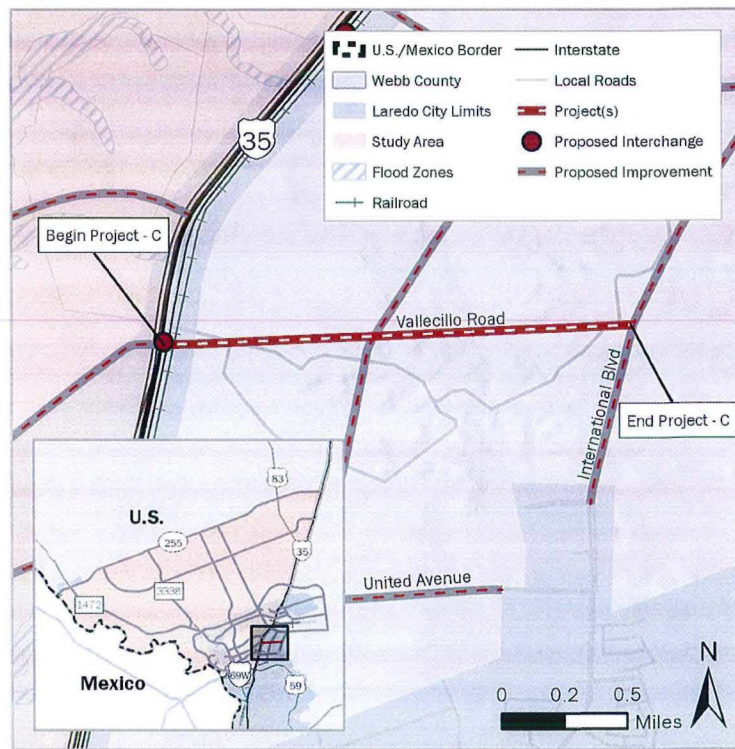
Project Location:

New location extension of Vallecillo Road east from IH-35 to International Boulevard

Project Description:

This project is approximately 1.8 miles of new roadway that includes a continuous 150' wide right-of-way for future expansion. Initially this will be a five-lane roadway that will link the southern part of the study area, with key north-south roadways (McPherson Blvd., International Blvd.) on the east side of IH-35.

The project will have sidewalks on both sides including a 10' shared-use path on one side, and a grade-separated interchange at IH-35.



Recommended Timeframe:

Mid-Term 2025-2029

Opinion of Probable Cost (FY19):

\$40,887,000

Possible Project Schedule:

Initiation	2021
Planning	2023
Development	2024
Construction	2026

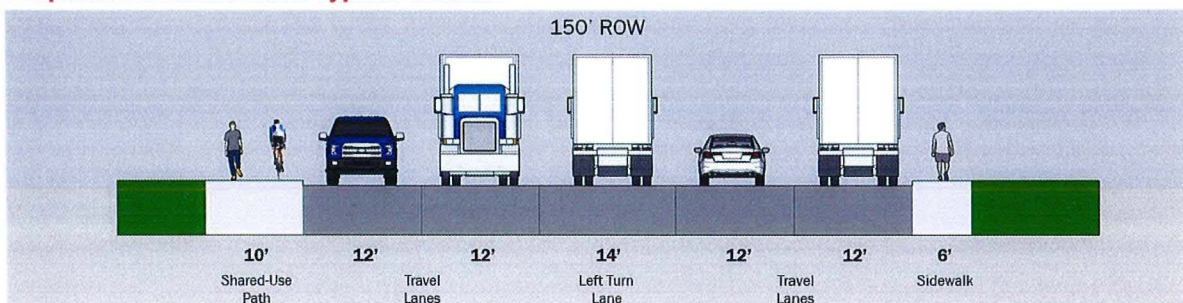
Potential Project Benefits:

This project will serve as a critical connection in the network, opening the east side of IH-35, south of Port Laredo up for development. Vallecillo will also be an important part of the multimodal framework and offer a safe path across IH-35.

Individual Project Component Costs:

Vallecillo B (interchange at IH-35)	\$28,059,000
Vallecillo C (east extension)	\$12,828,000

Proposed Vallecillo Road Typical Section



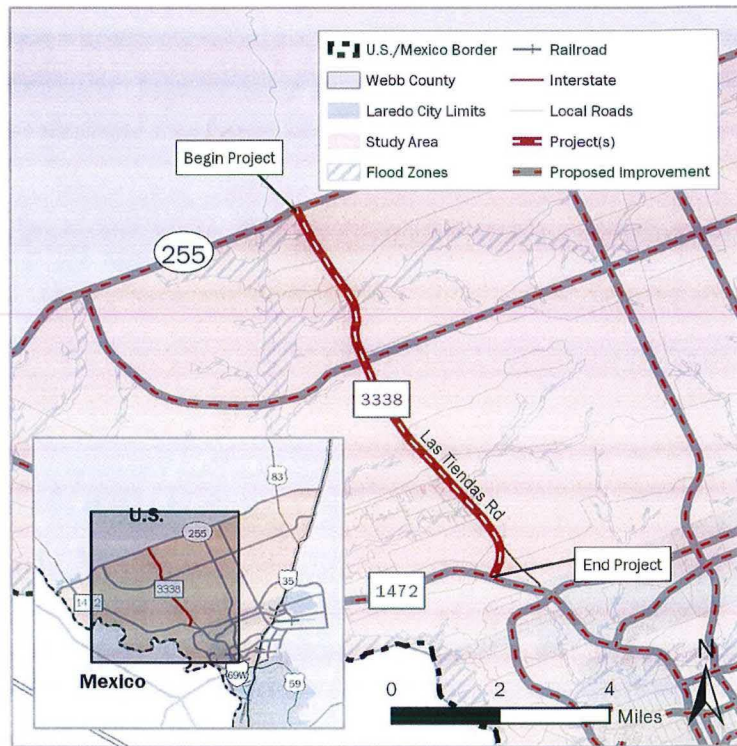
FM 3338 – Las Tiendas Road

Project Location:

Expansion of existing FM 3338 from FM 1472 to TX 255.

Project Description:

This project includes expanding FM 3338 to five lanes with shoulders. There are two realignments, the first being at a curve located two miles south of TX 255, and the other relocating the FM 1472 intersection about a mile north of its current location to improve spacing between FM 3338 and the future intersection where Hachar and Aquero will cross FM 1472.



Recommended Timeframe:

Mid-Term 2025-2029

Opinion of Probable Cost (FY19):

\$45,000,000

Possible Project Schedule:

Initiation	2023
Planning	2025
Development	2027
Construction	2029

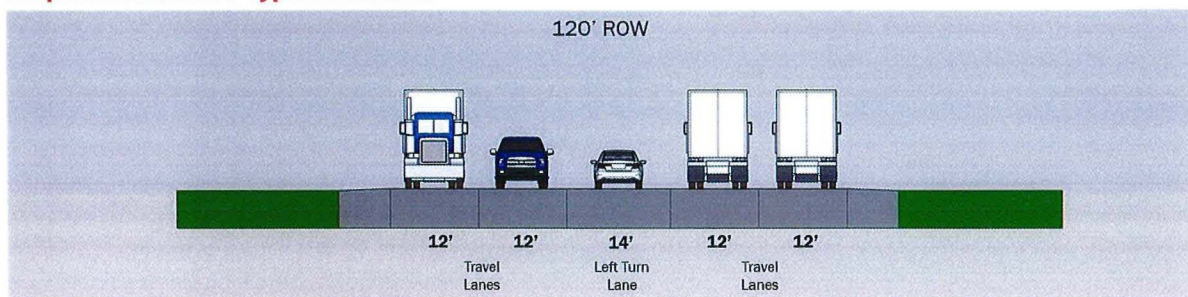
Potential Project Benefits:

This will add capacity and safety to this road as commercial and non-commercial traffic continues to grow in the area.

Individual Project Component Costs:

FM 3338 – Las Tiendas Road Expansion	\$45,000,000
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Proposed FM 3338 Typical Section



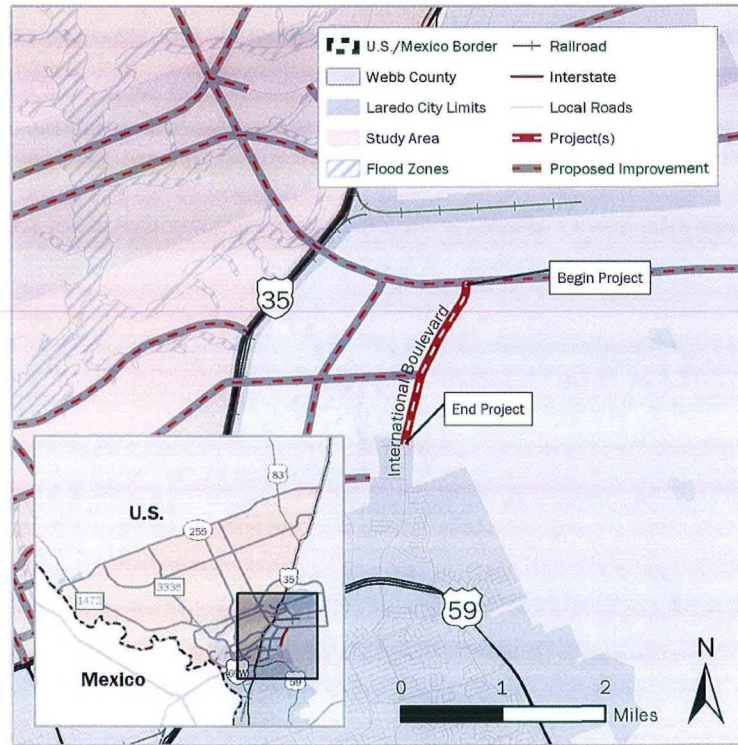
International Boulevard Extension

Project Location:

New location extension of International Boulevard from United Avenue to the proposed North-South Boulevard.

Project Description:

This project is approximately 1.9 miles of new roadway that includes a continuous 120' wide right-of-way. This will be a five-lane roadway that will link the San Isidro Northeast area with Vallecillo Road on the east side of IH-35. The project will have sidewalks on both sides.



Recommended Timeframe:

Mid-Term 2025-2029

Opinion of Probable Cost (FY19):

\$15,889,000

Possible Project Schedule:

Initiation	2022
Planning	2024
Development	2025
Construction	2027

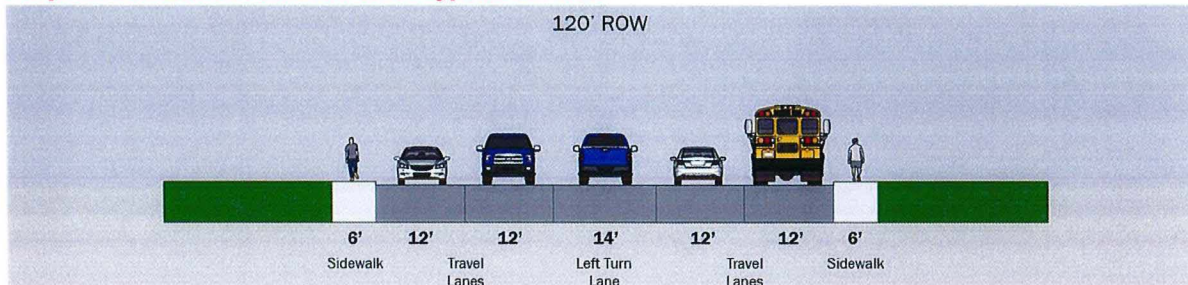
Potential Project Benefits:

This road plays a key role in establishing a well-connected street grid on the east side of IH-35 and opens the area for residential development.

Individual Project Component Costs:

International Boulevard Extension	\$15,889,000
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Proposed International Boulevard Typical Section



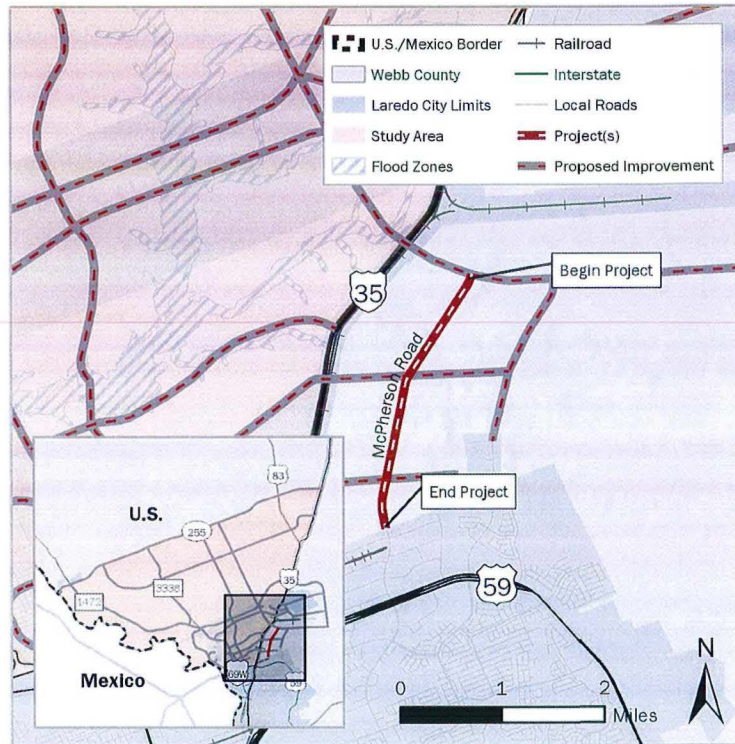
McPherson Road Extension

Project Location:

New location extension of McPherson Road from Union Pacific Boulevard to the proposed North-South Boulevard.

Project Description:

This project is approximately 3 miles of new roadway that includes a continuous 120' wide right-of-way. This will be a five-lane roadway that will link industrial parks northeast of the IH-35/IH-69W interchange with Vallecillo Road on the east side of IH-35. The project will have sidewalks on both sides.



Recommended Timeframe:

Mid-Term 2025-2029

Opinion of Probable Cost (FY19):

\$21,096,000

Possible Project Schedule:

Initiation	2022
Planning	2024
Development	2025
Construction	2027

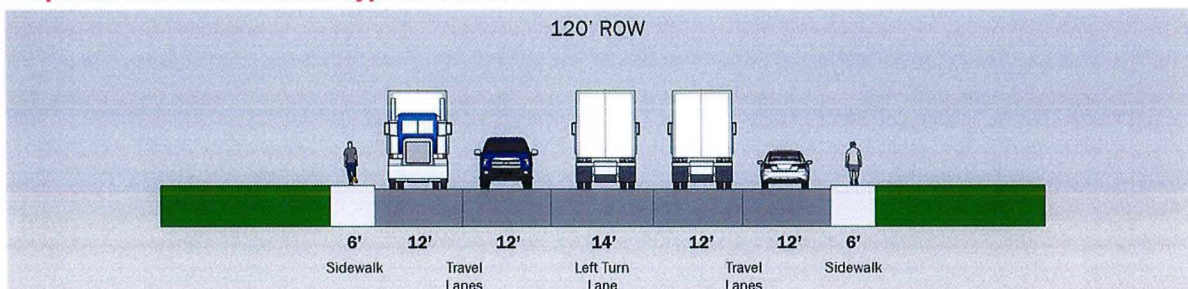
Potential Project Benefits:

This road plays a key role in establishing a well-connected street grid on the east side of IH-35 and opens the area for development.

Individual Project Component Costs:

McPherson Road Extension	\$21,096,000
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Proposed McPherson Road Typical Section



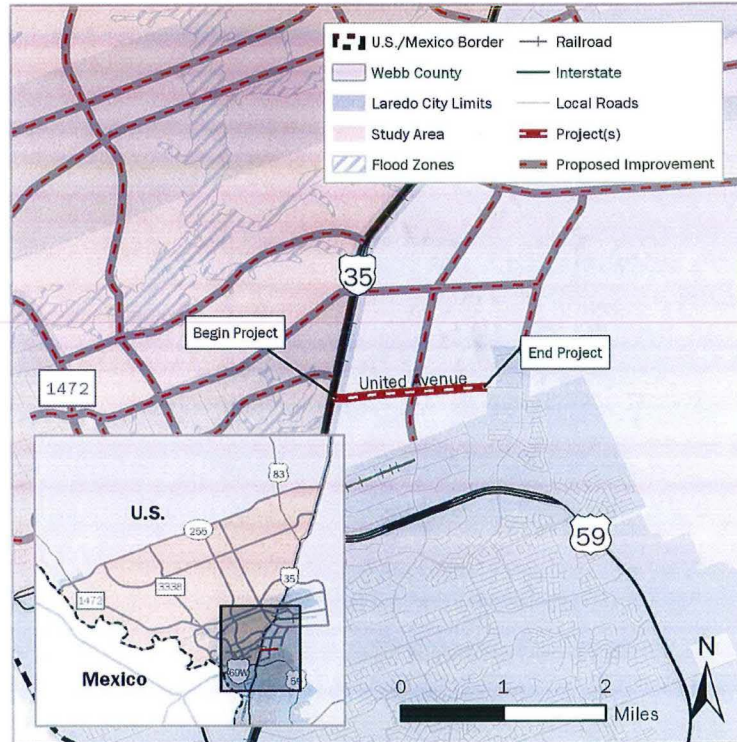
United Avenue Extension

Project Location:

Extension of United Avenue from United High School to IH-35.

Project Description:

This project is approximately 1.5 miles of new roadway that includes a continuous 90' wide right-of-way. This will be a five-lane roadway that will tie into the existing grade-separated interchange with IH-35 located less than a quarter-mile south of Killam Industrial Boulevard. The project will have sidewalks on both sides of the roadway including a 10' shared-use path.



Recommended Timeframe:

Mid-Term 2025-2029

Opinion of Probable Cost (FY19):

\$16,799,000

Possible Project Schedule:

Initiation 2022
 Planning 2024
 Development 2025
 Construction 2027

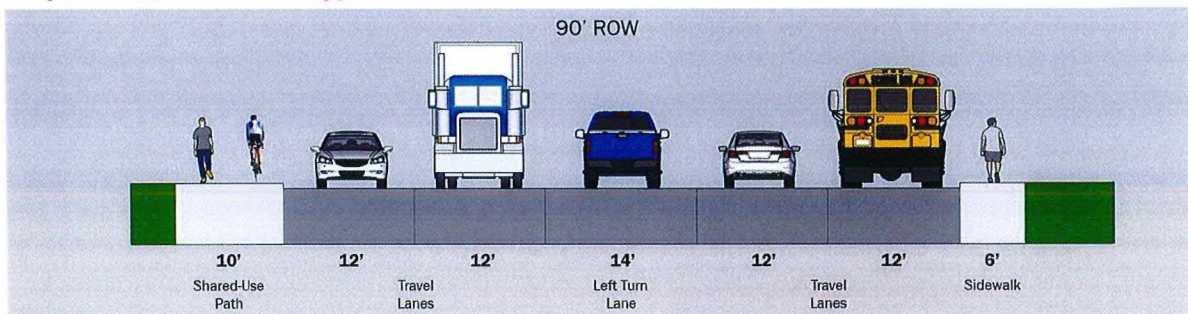
Potential Project Benefits:

This road plays a key role in establishing a well-connected street grid on the east side of IH-35 and opens the area for development. This also supports better connectivity to United High School.

Individual Project Component Costs:

United Avenue Extension \$16,799,000

Proposed United Avenue Typical Section



FM 1472 – Mines Road A, B and C

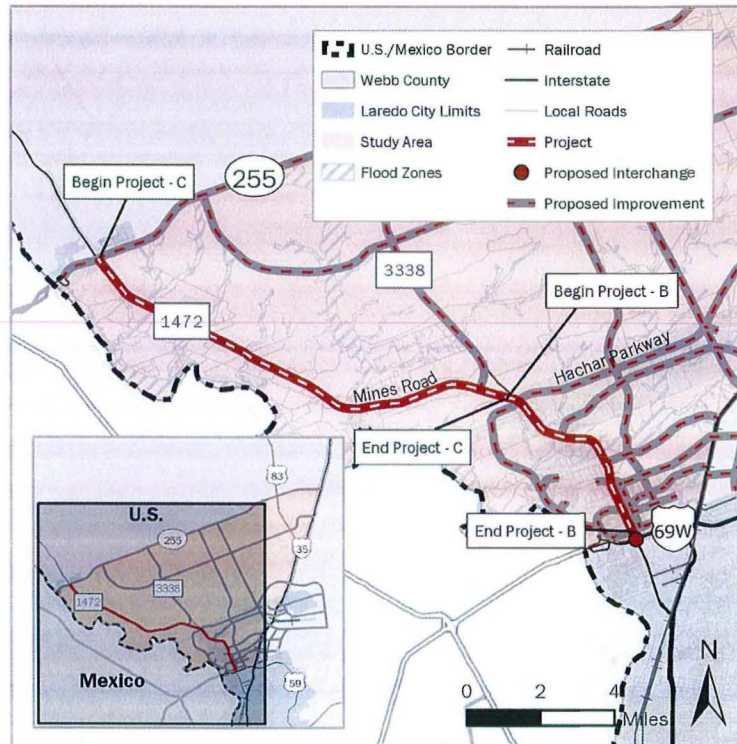
Project Location:

Expansion of FM 1472 from IH-69W to TX 255.

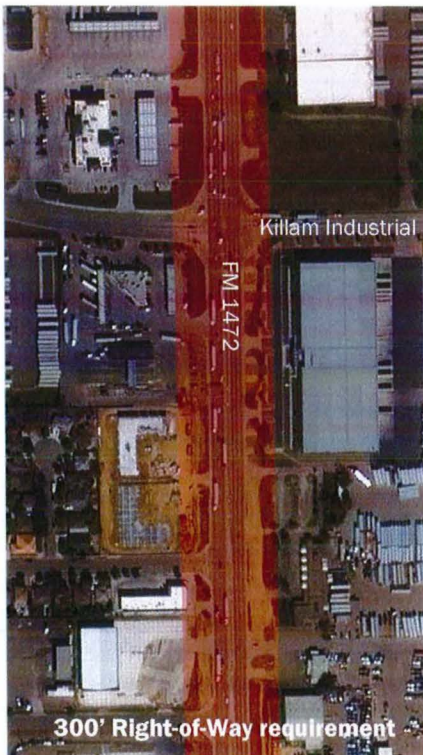
Project Description:

This project involves converting 18.8 miles of FM 1472 to a full freeway. This would include a six-lane freeway with overpasses and interchanges at key intersections, with two frontage lane on either side of the facility. This requires a continuous 300' wide right-of-way, with 400' at interchanges. This project includes a completely new interchange at IH-69W.

The right-of-way required can be expected to impact several properties in the southern part of the study area.



Proposed ROW Requirement



Recommended Timeframe:

Long-Term 2030-2040

Opinion of Probable Cost (FY19):

\$805,071,000

Possible Project Schedule:

Initiation	2024
Planning	2027
Development	2029
Construction	2033

Potential Project Benefits:

A full freeway section for FM 1472 would help to keep greater volumes of traffic flowing through the area. This could greatly improve capacity and travel time.

Individual Project Component Costs:

Mines Road A (2 direct connectors @ IH-69W)	\$75,559,000
Mines Road B (IH-69W to FM 3338)	\$286,333,000
Mines Road C (FM 3338 to TX 255)	\$443,179,000

North-South Boulevard A, B and C

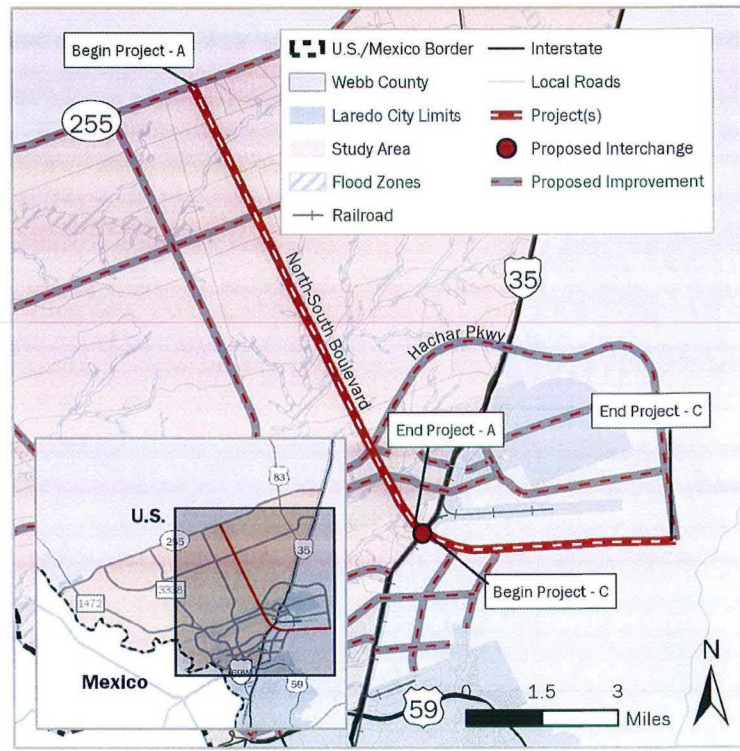
Project Location:

New location roadway from TX 255 (between U.S. 83 and FM 3338) to east of IH-35 to the proposed Hachar extension.

Project Description:

This project is approximately 16 miles of new roadway that includes a continuous 120' wide right-of-way. This will be a five-lane roadway that will serve as a parallel route to FM 1472/FM 3338 that will be critical to future growth of the transportation network.

The project passes through the future intersection of Hachar Parkway and Beltway Parkway, then crosses IH-35 near exit 12A, just south of Port Laredo, continuing east for 5 miles.



Recommended Timeframe:

Long-Term 2030-2040

Opinion of Probable Cost (FY19):

\$137,807,000

Possible Project Schedule:

Initiation	2024
Planning	2026
Development	2028
Construction	2030, 2032

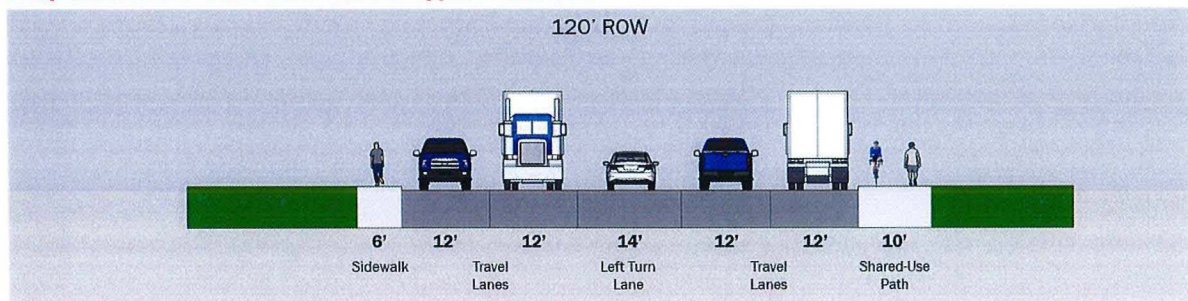
Potential Project Benefits:

This project will offer some structure to the roadway network as a new north-south principal arterial connecting both sides of IH-35 and areas that will develop off Beltway Parkway.

Individual Project Component Costs:

North-South A (TX 255 to IH-35)	\$74,657,000
North-South B (Interchange at IH-35)	\$25,166,000
North-South C (IH-35 to Hachar Extension)	\$37,984,000

Proposed North-South Boulevard Typical Section



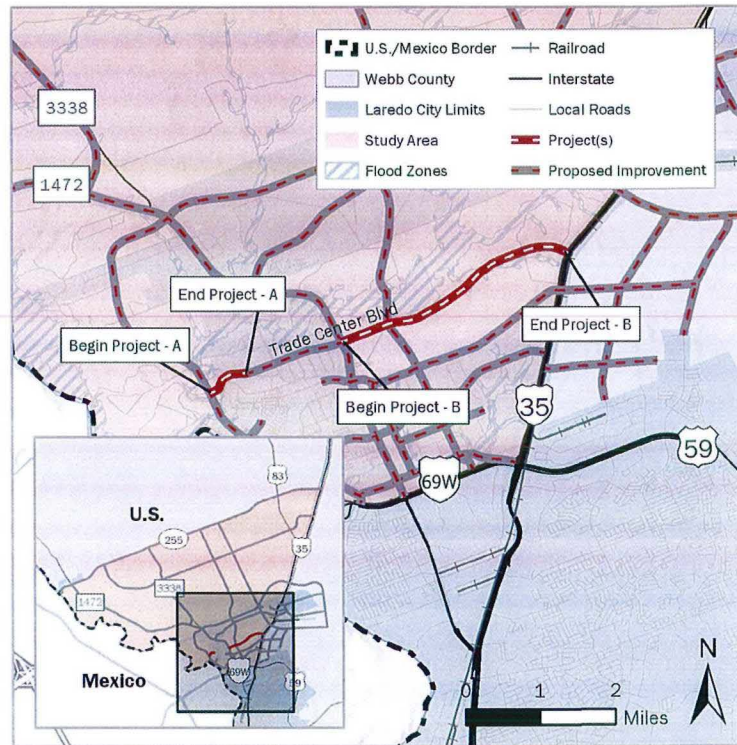
Trade Center Boulevard A and B

Project Location:

Two new location extensions of Trade Center Boulevard that together will complete a connection between Aquero Boulevard and IH-35.

Project Description:

This project has a 0.6-mile extension west to Aquero Boulevard and another 3.4 miles east to IH-35. This includes a continuous 80' wide right-of-way. This will be a four-lane roadway primarily meant to facilitate truck movement. This roadway would terminate at the southbound frontage road of IH-35, similar to Killam Industrial Boulevard.



Recommended Timeframe:

Long-Term 2030-2040

Opinion of Probable Cost (FY19):

\$24,842,000

Possible Project Schedule:

Initiation	2028
Planning	2030
Development	2031
Construction	2032, 2034

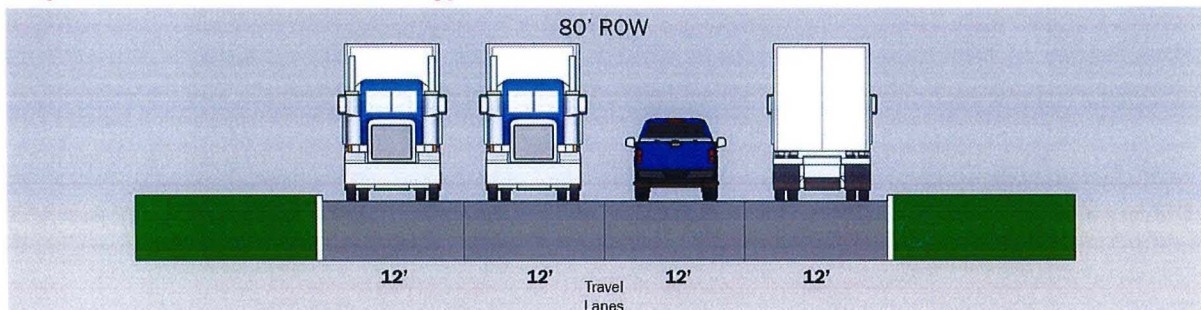
Potential Project Benefits:

This project will offer some structure to the roadway network as a new east-west connection between FM 1472 and IH-35.

Individual Project Component Costs:

Trade Center A (west extension to Aquero)	\$6,247,000
Trade Center B (east extension to IH-35)	\$18,595,000

Proposed Trade Center Boulevard Typical Section



Verde Boulevard A, B and C

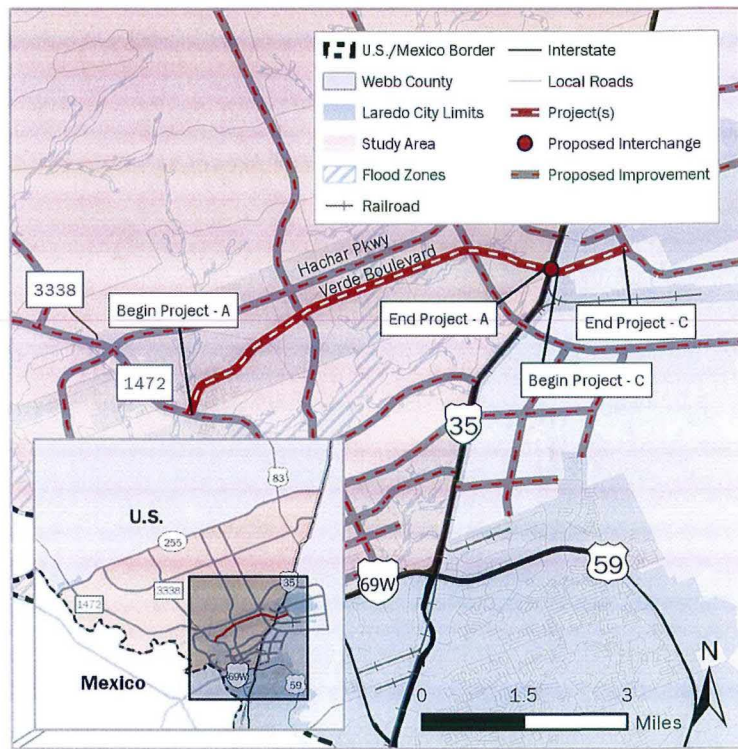
Project Location:

A new location extension of Verde Boulevard from FM 1472 to IH-35.

Project Description:

This project has a 7.3-mile extension east to and across IH-35 that includes a continuous 100' wide right-of-way. This will be a four-lane roadway serving as a parallel route to Hachar Parkway.

The project has sidewalks on both sides, including a 10' shared-use path on one side.



Recommended Timeframe:

Long-Term 2030-2040

Opinion of Probable Cost (FY19):

\$68,159,000

Possible Project Schedule:

Initiation	2029
Planning	2031
Development	2033
Construction	2036

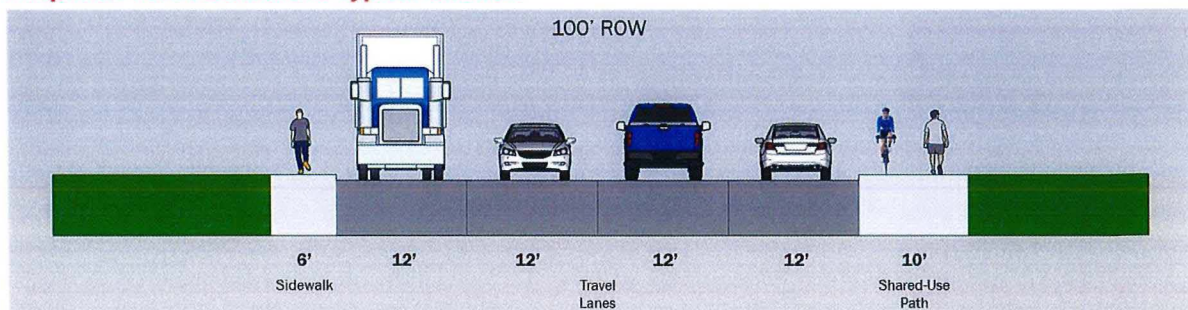
Potential Project Benefits:

This project will offer some structure to the roadway network as a new east-west connection between FM 1472 and IH-35.

Individual Project Component Costs:

Verde A (FM 1472 to IH-35)	\$34,229,000
Verde B (Interchange at IH-35)	\$25,810,000
Verde C (IH-35 to Port Drive)	\$8,120,000

Proposed Verde Boulevard Typical Section



East-West Boulevard

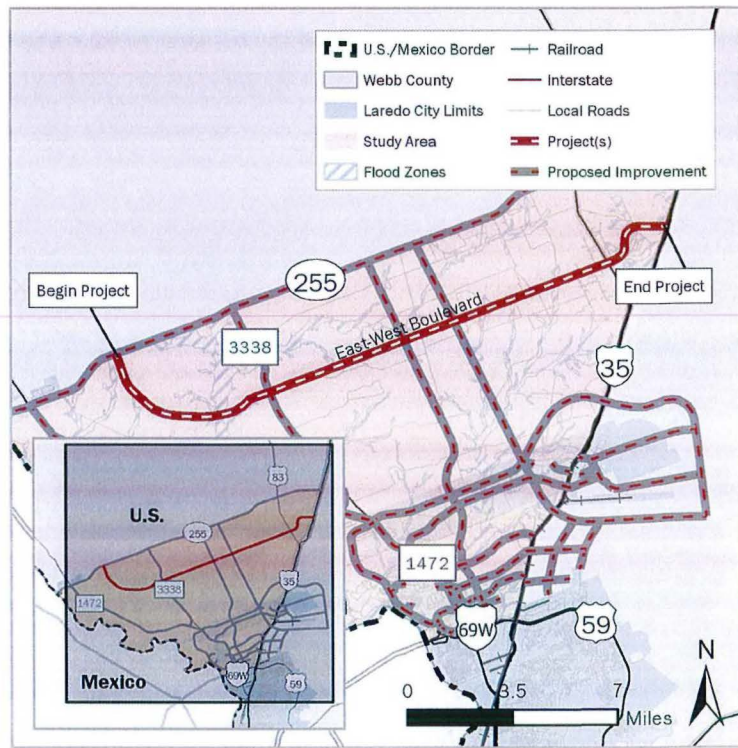
Project Location:

A new location roadway from IH-35 to FM 3338, continued on to TX 255.

Project Description:

This project has a 21.7-mile new location roadway that includes a continuous 140' wide right-of-way for future expansion. This will be a four-lane roadway with a center median serving as a parallel route to TX 255.

The project has sidewalks as well as buffered bike lanes on both sides of the roadway. This project has been identified as a "Multiuse Boulevard" in the Future Thoroughfare Plan.



Recommended Timeframe:

Long-Term 2030-2040

Opinion of Probable Cost (FY19):

\$174,827,000

Possible Project Schedule:

Initiation	2033
Planning	2035
Development	2037
Construction	2040

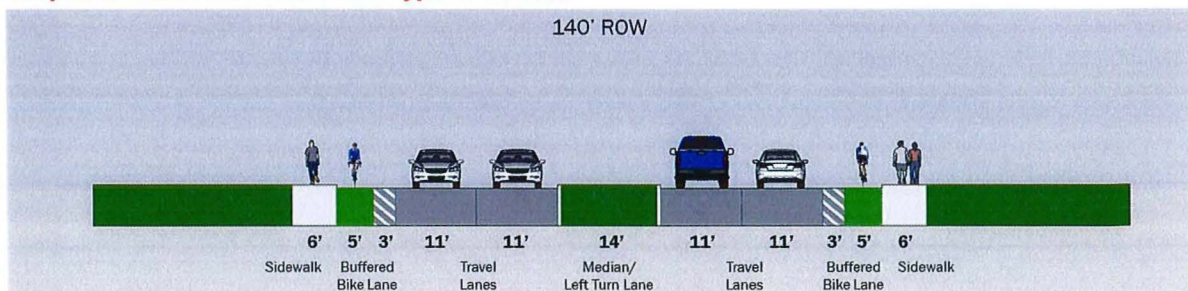
Potential Project Benefits:

This project will offer some structure to the roadway network as a new east-west connection parallel to TX 255.

Individual Project Component Costs:

East-West Boulevard	\$174,827,000
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Proposed East-West Boulevard Typical Section



Sara Road Extension

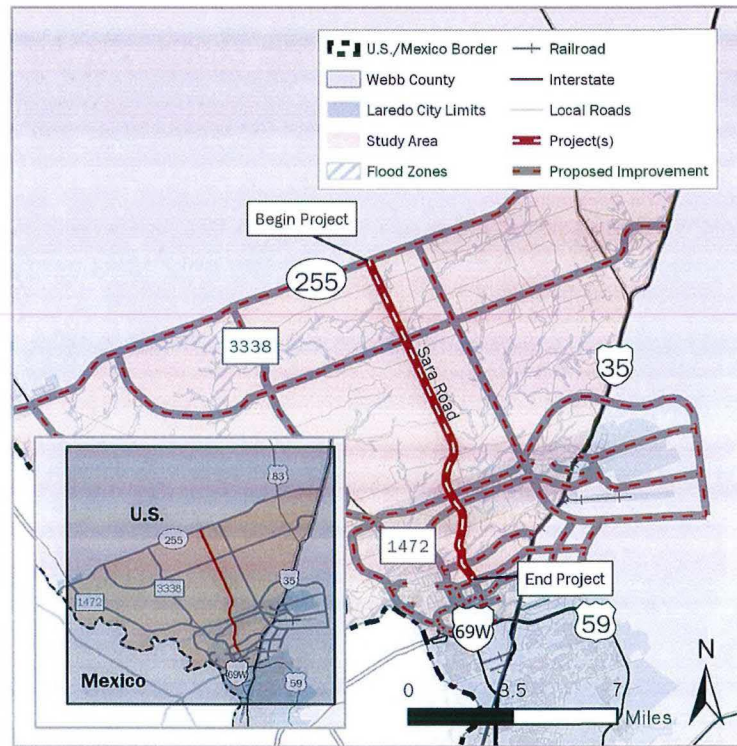
Project Location:

A new location extension of Sara Road from Vallecillo Road to TX 255.

Project Description:

This project has a 12-mile new location roadway that includes a continuous 140' wide right-of-way for future expansion. This will be a four-lane roadway with a center median serving as a parallel route to TX 255.

The project has sidewalks as well as buffered bike lanes on both sides of the roadway. This project has been identified as a "Multiuse Boulevard" in the Future Thoroughfare Plan.



Recommended Timeframe:

Long-Term 2030-2040

Opinion of Probable Cost (FY19):

\$103,068,000

Possible Project Schedule:

Initiation	2031
Planning	2033
Development	2035
Construction	2038

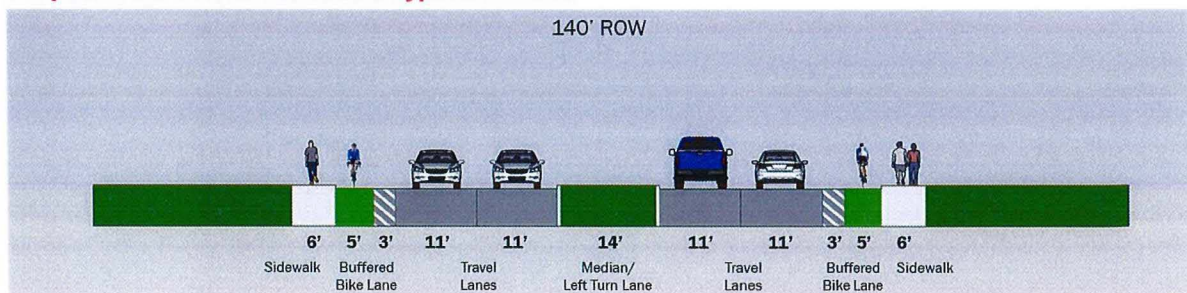
Potential Project Benefits:

This project will offer some structure to the roadway network as a new north-south connection parallel to FM 1472/FM 3338.

Individual Project Component Costs:

Sara Road Extension	\$103,068,000
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Proposed Sara Road Extension Typical Section



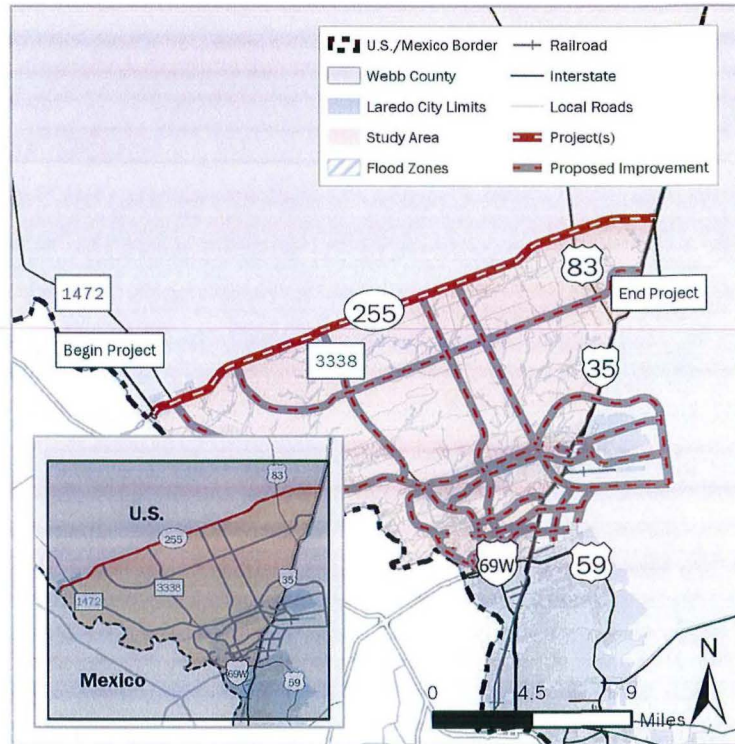
TX 255

Project Location:

Expansion of TX 255 from IH-35 to FM 1472.

Project Description:

This project includes expanding TX 255 to four lanes with shoulders, effectively adding a lane in each direction for the entire length of the roadway.



Recommended Timeframe:

Long-Term 2030-2040

Opinion of Probable Cost (FY19):

\$101,250,000

Possible Project Schedule:

Initiation 2033
 Planning 2035
 Development 2037
 Construction 2040

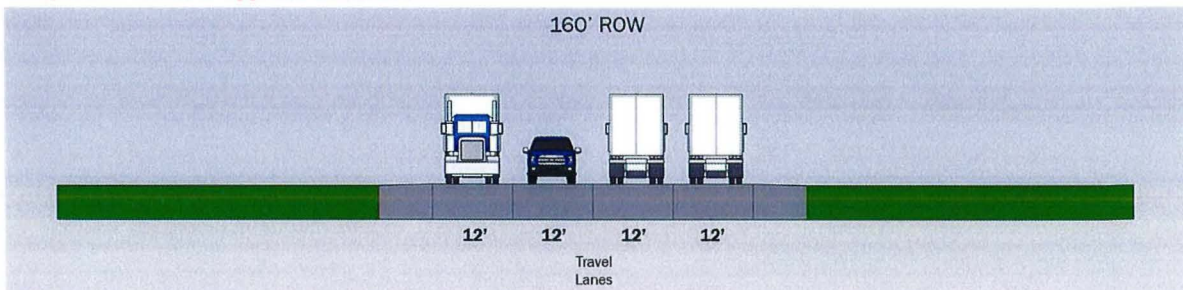
Potential Project Benefits:

This will add capacity to TX 255 in the long-term.

Individual Project Component Costs:

TX 255 Expansion \$101,250,000

Proposed TX 255 Typical Section





inspired west on TX 255 at sunset

5

Implementation Plan

This section takes the recommended short-, mid- and long-term priority phasing a step further and assigns estimated schedules to each project. These schedules are subject to change as the projects develop further. This section also lists projects by phase and by year for the first five years of implementation of this plan.

Building a Program of Projects

As discussed in **Section 4**, each capital project is implemented through a process of defining, planning and designing in order to get to construction. Each of these phases requires funding and resources to get to the next phase of implementation. Because there is limited funding and resources, the projects recommended in this study have been prioritized. The implementation process in **Figure 18** applies to each of the projects in this study.

Figure 18 – Typical capital project development process



Project Schedule

Every capital project is unique. Its environmental conditions are unique, and the scope and complexity of each project is also different. While this may be the case, they all follow the same general process. Those unique factors all have some degree of bearing on how much effort is required during each phase of this process, and therefore differs in the amount of time it takes to deliver a fully built project. An example of how the process in **Figure 18** applies to an actual project including dates and milestones is illustrated in **Table 3**.

Table 3 – Example of individual project schedule

Potential Schedule for Milo Road Extension																				
Project(s)	2020				2021				2022				2023				2024			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Identify Funding																				
Project Scoping																				
Schematic Design																				
Environmental																				
30% PS&E																				
60% PS&E																				
100% PS&E																				
Right-of-Way Acquisition																				
Utility Coordination																				
Project Letting																				
Construction																				

Each project schedule gets even more detailed than what is shown in **Table 3**. Each individual project schedule will be revisited and defined in more detail as part of the scoping discussions during the project initiation phase. In **Table 4**, a comprehensive listing of all the projects described in **Section 4** and their respective schedules are simplified further and shown together. The colors represent different phases and they are placed in the year those activities can be generally expected to occur. The number at the end of the estimated construction timelines indicate the year the project can be expected to open for use. As discussed in **Section 4**, the projects are split into short-, mid- and long-term, which essentially reflects the time period when a project can be expected to be completed. As illustrated in **Table 4**, even if a project is characterized as mid- or even long-term, there are still several activities that must occur in the short-term to deliver the project on time.

Table 4 – Comprehensive table of estimated project schedules

Project #	Project(s)	Years																																						
		20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40																		
42	FM 1472 - Mines Road Capacity Upgrades				22																																			
43	Freight Network Improvements A																																							
44	Hachar Parkway A, B																																							
45	Multimodal Improvements A, B, C, D																																							
46	Vallecillo Road A																																							
47	Aquero Boulevard A, B, C, D																																							
48	Carriers Drive A, B																																							
49	Freight Network Improvements B, C																																							
50	Hachar Parkway C																																							
50	Hachar Parkway D*, E*																																							
51	Multimodal Improvements E, F, G, H																																							
52	Port Drive A																																							
52	Port Drive B*																																							
53	Uniroyal Drive A																																							
53	Uniroyal Drive B*																																							
54	Vallecillo Road B, C																																							
55	FM 3338 - Las Tiendas Road																																							
56	International Boulevard Extension																																							
57	McPherson Road Extension																																							
58	United Avenue Extension																																							
59	FM 1472 - Mines Road A, B, C																																							
60	North-South Boulevard A, B, C																																							
61	Trade Center Boulevard A, B																																							
62	Verde Boulevard A, B, C																																							
63	East-West Boulevard																																							
64	Sara Road Extension																																							
65	TX 255																																							

* Project component recommended as long-term

Initiation Planning Development Construction

First Five Years

The full listing of projects and schedules illustrates how multiple things must occur at the same time in order to implement this program of projects. It is important to determine how to execute this in the first five years. In **Table 5**, projects are shown by which phase they should be in by year over the next

five years. This shows that five projects can be delivered within the next five years, though 16 new projects will have been initiated within that same timeframe.

Table 5 – Phasing schedule for proposed projects

Projects by Phase in First Five Years				
Year	Project Initiation	Project Planning	Project Development	Construction
2020	Milo Road Ext. Multimodal A-D Aquero Blvd Carriers Dr		FM 1472 Capacity Hachar Pkwy Vallecillo Road	
2021	Sara/Milo Expansions Hachar Ext. Vallecillo Ext.	Milo Road Ext. Multimodal A-D Aquero Blvd Carriers Dr	Hachar Pkwy Vallecillo Rd	FM 1472 Capacity
2022	Multimodal E-H International Ext. McPherson Ext. United Ext.	Multimodal A-D Aquero Blvd Carriers Dr Sara/Milo Expansions Hachar Ext. Vallecillo Ext.	Milo Ext.	FM 1472 Capacity Hachar Pkwy Vallecillo Rd
2023	Port Dr Expansion Uniroyal Expansion FM 3338 Expansion FM 1472 Expansion	Sara/Milo Expansions Hachar Ext. Multimodal E-H Vallecillo Ext. International Ext. McPherson Ext. United Ext.	Multimodal A-D Aquero Blvd Carriers Dr	Milo Ext. Hachar Pkwy Vallecillo Rd
2024	FM 1472 Expansion North-South Blvd	Port Dr Expansion Uniroyal Expansion FM 3338 Expansion International Ext. McPherson Ext. United Ext.	Aquero Blvd Sara/Milo Expansions Hachar Ext. Multimodal E-H Vallecillo Ext.	Milo Ext. Multimodal A-D Carriers Dr

Bold Construction completed during the year

As projects are developed, planning for future projects remains continuous. Planning is occurring at several levels as well including the City, MPO and State levels, where annual budgeting is an ongoing function. It is important to maintain an awareness of the needs in the region and the projects that can

be implemented to meet those needs. As circumstances change, so too can priorities, which should be reflected in how projects are planned.

Project Preparedness

While the projects discussed in **Section 4** address the physical characteristics and constraints of the overall network, there are also many organizational and analytical needs to consider when implementing projects and to inform decision-making and prioritization. Planning and organizing individual projects strategically to improve the overall roadway network communicates a clear intent and function for each individual project. This helps prioritize projects and be best prepared for funding when there is a call for projects or a discretionary grant opportunity that a given project may be competitive for.

There are several transportation needs across the region of which the projects in this study are just a part. Continued coordination between the City, TxDOT, MPO, RMA and private developers is key to identifying needs, prioritization and funding. Many projects can only be realized if several different funding sources are combined to cover the costs. Anticipating future projects and targeting the less costly, earlier project phases for which to obtain funding is necessary to be prepared as funding opportunities are made available. Demonstrating that a project has some level of funding identified, that there is support for the project and that it is clearly defined along with all its benefits and risks, makes a project that much more likely to be considered for funding. It is important to get projects into the pipeline and keep them moving to the extent possible.

Data Recommendations

In addition to investing in roadway infrastructure, it is recommended that to better understand what is happening within the roadway network and inform decision-making, a more robust data collection and analysis infrastructure be put in place. Often over-looked or collected on an as-needed basis data such as traffic counts, origin and destination and socio-economic data can be extremely valuable tools if consistently updated at regular intervals.

In developing the traffic analysis for this study, it was determined that the regional travel demand model is due for an overhaul. This would require some investment, though there may be opportunities to include sub models or improved functionality for testing different scenarios and roadway configurations. Due to the conditions unique to this study area, there should be a way to differentiate between cars and trucks to be able to test truck-specific scenarios. To take that a step further, it is recommended that a freight commodity based sub-model element be included in the travel demand model update. This can be done building off the Texas Statewide Analysis Model, which includes Mexico, so data such as cross-border freight can be utilized and expanded upon. This statewide model pulls from the Freight Analysis Framework national dataset which includes commodity information.²⁶ This information can be further enhanced with localized origin and destination datasets such as Streetlight.

In addition, keeping socioeconomic data up to date at least in five-year intervals in line with the MPO Metropolitan Transportation Plan updates will help to make more defensible projections when considering changes to the road network. Revisiting the TAZ structure as the road network and land develop will help to keep the model consistent with what is occurring at a giving time. Similarly, it is

²⁶ *Development of a Comprehensive Urban Commodity/Freight Movement Model for Texas*. Texas A&M Transportation Institute, January 2006 <https://static.tti.tamu.edu/tti.tamu.edu/documents/O-4430-1.pdf>

recommended that traffic counts be collected every two to three years along key roadways in the system. This may require some coordination in terms of resources to keep this data as up-to-date as possible. To understand traffic conditions, compare over time and validate assumptions in the travel demand model, a comprehensive traffic data set will prove valuable for decision-making. Counts should also differentiate trucks from cars at key locations.

Like the roadway network capital project recommendations, these investments will cost money and may require commitments from multiple partners to deliver. This would be a worthwhile investment to make up front and program for in the future to make the most informed decisions possible and to keep up with trends happening on the ground in Laredo and Webb County.

Summary of Implementation

There are many moving parts to any implementation plan. This plan is primarily focused on projects in North Laredo-Webb County and other considerations may need to be part of the considerations moving forward. A brief list of next steps is provided below, outlining key points in this process that should be met over the next 24 months:

- Identify key partners and determine commitments to the first five years of this plan
- Determine how to formalize partnerships for funding projects in the plan
- Finalize funding for Vallecillo Road and Hachar Parkway
- Determine how to formalize partnerships for data collection and sharing
- Determine approach for Travel Demand Model Update and Data Collection Plan
- Identify funding for first set of Multimodal Improvements and Milo Road Extension
- Identify Project Development funds for Aquero Boulevard and Carriers Drive extensions
- Identify funds for investment in Travel Demand Model update
- Proceed with PS&E on Vallecillo Road and Hachar Parkway
- Begin Environmental Process and Schematic Design on Milo, Aquero and Carriers
- Finalize funding for Milo, Aquero, Carriers and first set of Multimodal projects

Appendices

A. Studies Done to Date

B. Existing and Future Conditions

C. Traffic Analysis

D. Environmental Constraints

E. Public & Stakeholder Involvement

F. Cost Estimates