



# LAREDO & WEBB COUNTY

## AREA METROPOLITAN PLANNING ORGANIZATION

### POLICY COMMITTEE

#### MEETING MINUTES

October 15, 2025

LIVE WEB LINK: <http://laredotx.swagit.com/live>  
PUBLIC ACCESS CHANNEL: Spectrum TV channel 1300

#### **I. CHAIRPERSON TO CALL MEETING TO ORDER**

Judge Tijerina, Vice-Chairperson, called meeting to order at 1:35 P.M.

#### **II. CHAIRPERSON TO CALL ROLL**

Graciela S. Briones, MPO Planner III, called roll and verified a quorum existed.

#### **Regular Members Present:**

Honorable Tano E. Tijerina, Webb County Judge and LWCAMPO Vice-Chairperson  
Honorable Vanessa Perez, Mayor Pro-Tempore, District VII  
Honorable Ricardo "Richie" Rangel Jr. City Councilmember, District II  
Honorable John Galo, Webb County Commissioner, Pct. 3

#### **Regular Members Not Present:**

Honorable Dr. Victor D. Treviño, Mayor and LWCAMPO Chairperson  
Honorable Ruben Gutierrez Jr., City Councilmember, District V  
Honorable Jesse Gonzalez, Webb County Commissioner, Pct. 1  
Mr. Epigmenio "Epi" Gonzalez, P.E., TxDOT District Engineer  
Mr. Jed A. Brown, Member-At-Large

#### **Ex-Officio Members Not Present:**

Honorable Judith Zaffirini, State Senator, District 21  
Honorable Richard Raymond, State Representative, District 42  
Honorable Don McLaughlin, State Representative, District 80

#### **LWCAMPO Staff Present:**

Juan S. Mendive, AICP, LWCAMPO Director  
Graciela S. Briones, LWCAMPO Planner III  
Julio A. Niño, LWCAMPO Planner III  
Eduardo Bernal, LWCAMPO Planner III  
Adriana A. Vigil, LWCAMPO Administrative Assistant

**Others:**

Ramon Chavez, COL Assistant City Manager

Vanessa Guerra, COL Planning

Robert J. Garza, El Metro Transit

Eloisa Mascorro, El Metro Transit

Sara Garza, TxDOT

Luis Villarreal, TxDOT

Anthony Garza, Webb County Consultant

Melissa Montemayor, WC-CL/LJA Engineering

Blasita Lopez, WC-CL RMA/LJA Engineering

Baltazar Avila, LJA Engineering

CM. Galo, made a motion to excuse all members not present.

Second: CM. Perez

For: 4

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 1:45 PM the day 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 MPO 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 September 17, 2025.**

CM. Perez made a motion to approve the minutes of September 17, 2025.

Second: CM. Rangel

For: 4

Against: 0

Abstained: 0

Motion carried unanimously.

**B. Receive public testimony and approve Resolution No. MPO 2025-12, adopting the proposed amendment(s) to the 2025-2028 Transportation Improvement Program (TIP).**

Juan Mendive, MPO Director, introduced the item to the Committee. He stated that the item was brought forward the prior month to initiate a comment period

Graciela Briones, MPO Staff, gave a brief presentation, on the item stating no comments were received during the 10-day comment period. She stated that as per Federal law all Metropolitan Planning Organizations (MPOs) were required to develop a Transportation Improvement Program (MTP) for their planning areas for a period of four years in cooperation with the State (TxDOT) and public transit providers (El Metro). She also mentioned that all MPO TIP documents were then combined to form the Statewide Transportation Improvement Program (STIP). She stated that the TIP may be amended by the Policy Committee at any time during its lifecycle. She also stated that any and all amendments that involve major changes require a public review and comment period and a formal action by the MPO Policy Committee before them being added to the STIP. She continued by stating that the approved amendments were then submitted to the STIP on a quarterly basis. She mentioned that the Public Participation Plan (PPP) required a 10-day public review and comment period for any amendments to the TIP.

Ms. Briones continued by presenting the following amendments proposed by TxDOT.

**Revision:** CSJ 0922-33-205, for the construction of Vallecillo Road. The purpose of the amendment is to revise the project description to read as follows:

**CURRENT:** For the construction of Vallecillo Road 4-Lane off-system highway with continuous turn lane.

**PROPOSED:** For the construction of Vallecillo Road 4-Lane off-system highway with raised median.

The estimated letting date is being revised administratively from FY 2027 to FY 2028

CM. Galo, asked the reason for the addition of a raised median to the project.

Mr. Mendive, stated that the amendment had been originated from TxDOT and the project sponsor. He stated that the raised median was being recommended as a safety measure.

CM. Rangel, asked if there would be two left-turn lanes or just one.

Mr. Baltazar Avila, representing LJA Engineering, the firm currently working on the Vallecillo Road project. He mentioned that an existing section of Vallecillo Road already

had a raised median proposed. Based on projected traffic volumes and safety considerations, he explained that the continuation of a raised median would reduce potential crashes along that section of the project.

CM. Rangel, asked again how many turning lanes were planned.

Mr. Avila, responded that based on the traffic data, there would be double left-turn lanes at the intersection of Vallecillo Road and Mines Road.

CM. Perez, the reason for the letting date being changed from FY 2027 to FY 2028 and whether the project revisions could be made without this change. She also inquired whether the interchange at I-35 was included in the same project or listed separately.

Mr. Avila, stated that the letting date was not being moved due to the revision. He clarified that the letting date remained scheduled for December 2027, and the reason for that date was related to right-of-way acquisition. He noted that environmental clearance had just been received the prior month, and the process of acquiring right-of-way would take approximately one year.

CM. Galo, asked where right-of-way was being purchased if the land had already been donated.

CM. Perez, commented that, since there was only one landowner who had donated the land, the process should be expedited. She noted that Mr. Avila had stated the letting date was 2027, but the revision document indicated it would move to fiscal year 2028.

Ms. Melissa Montemayor, representing the Webb County–City of Laredo Regional Mobility Authority (WC/CL RMA), clarified that the letting date had not changed. She explained that November 2027 fell within Fiscal Year 2028; therefore, while it appeared as 2028 in the Transportation Improvement Program (TIP), it remained in the same calendar year. She stated that TxDOT's fiscal year begins in September, which causes the fiscal year to reflect one year in advance. She emphasized that the project was still on schedule and that the calendar year letting date of 2027 had not changed.

CM. Perez, stated that it would be helpful to mention that clarification in the documentation, as the revision's wording made it sound as though the letting date was being pushed to 2028.

CM. Galo, asked what the cost of the raised median would be.

Ms. Montemayor, stated that the raised median requirement was based on a TxDOT white paper issued statewide as part of a safety process. She explained that it was a required measure and that TxDOT had established a specific process for implementing a raised median along Vallecillo Road. She noted that TxDOT could provide additional



details on the requirement. She added that the RMA was complying with the white paper and that a public information and engagement process would follow as the next step. Ms. Montemayor also shared that, the previous week, the project had received its Environmental Clearance and a Finding of No Significant Impact (FONSI), keeping the project on schedule.

CM. Galo, asked if the same landowner owned both sides of the road and expressed concern about the raised median and the east–west left-turn lanes.

Ms. Montemayor, stated that the project team had reviewed the master plan and incorporated median openings in areas pertinent to existing or planned land developments. She explained that traffic movements and turning movements had also been analyzed to determine where median openings would make the most sense.

CM. Perez, stated that she wanted to ensure that additional funding would not be required later.

Judge Tijerina, asked about the cost of the project revision.

Mr. Avila, stated that the project estimate was \$31.5 million.

Judge Tijerina, then asked what portion of that cost was attributed to the raised median.

Mr. Avila, responded that he did not have a specific cost figure for the raised median at that time but confirmed that the project remained within budget. He added that a raised median had been included in the original cost estimate.

CM. Galo, asked where the intersection of Vallecillo Road and IH-35 would be located.

Mr. Avila, stated that it would be approximately one and one-quarter miles north of the Killam interchange with IH-35.

CM. Galo, asked whether the elevation would be high enough to clear the railroad.

Mr. Avila, responded that it would be high enough. He explained that the design for that intersection was being handled by a consultant working with TxDOT, who was responsible for the overpass design, while Webb County was working on the east side of the project.

Mr. Mendive, stated that TxDOT had been hosting quarterly coordination meetings with the RMA and Webb County's consultant.

Ms. Montemayor, noted that the overpass on IH-35 was not yet fully funded for construction. She explained that the Vallecillo roadway constructed by the RMA would currently connect at grade to the frontage road.

CM. Galo, stated that then traffic would have to go south and cross at Killam. He further mentioned that his understanding was that the crossing would not clear the railroad by approximately three feet. He asked why TxDOT could not simply raise the grade by three feet to ensure clearance, noting that there was a substantial distance between where the bridge terminated and the railroad crossing. He requested that TxDOT look into that matter.

Mr. Luis Villarreal, TxDOT Advance Planning Engineer, assured the committee that TxDOT would look into the issue, evaluate limitations and design constraints, and follow up with additional information.

CM. Rangel, stated that he would like to know the cost of the raised median before proceeding further.

Mr. Mendive, clarified that the purpose of the agenda item was to approve changes to the project description and letting year, not to modify funding estimates. He stated that the total funding amounts remained unchanged.

CM. Rangel, stated that, whenever a project revision was presented, he would like to see the related cost figures, even if the funding amounts were not being altered.

Mr. Mendive, explained that for federally funded projects, any funding changes must first be presented to the Policy Committee for approval. He stated that if a change was less than 50%, it could be presented as an administrative modification, but if it exceeded 50%, a formal revision would be required, as was the case with the current item. He mentioned that staff could work with the RMA to obtain the specific cost of the raised median.

Judge Tijerina, asked Ms. Montemayor what she meant by the comment regarding TxDOT standards.

Ms. Montemayor, stated that it was a new TxDOT standard requiring the RMA to incorporate a raised median into the Vallecillo Road project.

Judge Tijerina, asked what had triggered the raised median requirement.

Mr. Villarreal, stated that TxDOT was always stressing safety and considered a range of safety countermeasures and that safety was always a top priority. He explained that such measures were recommended to the RMA and other local government partners. He said he would confirm whether the measure was a recommendation or a mandate and that TxDOT's Traffic Operations Division would verify. He added that TxDOT reviewed all geometric design aspects to ensure that various vehicle types could clear the intersections safely and that the design worked in combination with proper signalization.



Ms. Montemayor, referred to FM 1472 (Mines Road) as an example, noting that the number of accidents had significantly decreased after the installation of a raised median many years ago. She stated that it had proven to be an effective safety improvement, particularly on roadways with three or four lanes.

CM. Perez, stated that she recalled previous agreements and understandings among TxDOT and other entities that, if the Vallecillo project moved forward, TxDOT would assume responsibility for the interchange. She expressed concern that it now appeared the project would require additional local funding. She emphasized that the interchange was essential for connectivity and safety, particularly given nearby residential developments that would rely on the roadway for access to IH-35. She stated that the MPO should urge TxDOT to identify a funding mechanism for the interchange rather than relying solely on MPO funds, as many other regional projects also required funding.

CM. Galo, stated that, if most of the traffic was expected to flow south, a land donation along the IH-35 frontage road could be considered to add a lane along the frontage. He suggested potentially creating one lane dedicated for left turns and another for through traffic for approximately one and one-quarter miles.

Mr. Mendive, stated that TxDOT was leading the overpass design and that quarterly coordination meetings were being held to monitor progress. He added that the MPO had allocated \$16 million in Category 2 funds for the on-system project, which had already been approved by the board. However, there remained a funding gap that TxDOT was still working to address. He noted that TxDOT's overall strategy for finding on-system funding for the project had not changed, to his knowledge.

Mr. Villarreal, confirmed that TxDOT was leading the design phase within the IH-35 right-of-way and that the agency continued to strategize potential funding options. He stated that the Texas Transportation Commission was prioritizing the South Texas region due to its rapid growth and economic activity and that corridors such as IH-35 had been identified as key priorities. He emphasized that TxDOT's approach was to continue advancing project readiness so that when funding became available, the project would be prepared to proceed.

CM Galo, stated that a policy should be established requiring any overpass adjacent to a railroad to be built at sufficient height to clear the tracks, even if construction occurred in the future. He asked if MPO staff can look into such a policy.

Mr. Mendive, stated that such a requirement could be incorporated into MPO funded projects by linking it to funding conditions.

CM. Perez, asked whether the proposal could be formalized through a resolution.

Mr. Mendive, stated that he would explore some options.

Ms. Briones, continued presenting the TIP Amendments.

Amendments #2.

**Reprogramming:** CSJ 0086-14-077, US 59 Construction of Interchange at airport. The purpose of the amendment is to reprogram this project by removing it from the current 2025-2028 TIP as the updated proposed letting date for this project has been changed to (October 2028) FY 2029 and is outside of the current TIP years.

CM. Galo, asked if the project was being reprogrammed even though it was already funded.

Mr. Mendive, confirmed that this was correct.

CM. Galo, asked why the letting date had changed.

Mr. Mendive, explained that the change was due to the project timeline being adjusted from August to October. He stated that the project would need to be added to the upcoming 2027-2030 TIP, which was scheduled to be released in the coming months.

CM. Galo, asked whether the October 2028 letting date had changed again.

Mr. Mendive, stated that it had not, but that it needs to be clarified on the TIP. He explained that the letting date had been amended once in the past when it was moved into FY 2028.

Mr. Villarreal, added that the most recent change was from July 2028 to October 2028, meaning the project would now be reflected in the new TIP.

CM. Perez, expressed concern regarding the amount of administrative adjustments and the rescheduling of projects. She questioned why so many projects were being moved outward, noting that such changes implied costs that were not currently available. She asked why the timelines were not adjusted earlier, particularly for projects already known to have a later letting date, instead of deferring them to subsequent TIP amendments.

Mr. Mendive, mentioned that the MPO had received the amendments in coordination with TxDOT and that TxDOT had requested the MPO to make the corresponding administrative changes to the TIP, as those adjustments were based on TxDOT's updated letting schedule.

CM. Galo, asked when the project letting date had changed from July to October, requesting the specific date of the change.



Mr. Villarreal, stated that the change was identified earlier in the current year.

Mr. Mendive, explained that there is a quarterly window for submitting TIP amendments to the state. In preparation for these windows, the MPO coordinates with TxDOT to identify any amendments. TxDOT provides a list of projects requiring changes, which are then presented to the committee. He emphasized that the current changes were being made to ensure the projects were accurately reflected in the State Transportation Improvement Program and that the process was conducted in coordination with TxDOT.

CM Perez, expressed concern that, although the stated goal is to get projects shovel-ready and available for funding, the continual rescheduling of projects was delaying that readiness. She noted that while each project had its own justification for delays, the cumulative effect was that fewer projects were becoming shovel ready in a timely manner. She emphasized that this trend could hinder the MPO's ability to secure funding, as projects would not be ready for construction when needed.

Mr. Villarreal, acknowledged CM Perez's concerns and explained that some of the project decisions originated from the TxDOT Commission and leadership before reaching staff. He stated that these decisions were sometimes difficult regarding project scheduling and prioritization. He noted that TxDOT was trying to advance project development as efficiently as possible. He added that, for Fiscal Year 2026, there were constraints in the budget, including adjustments to the consulting budget, but that TxDOT was doing its best with in-house resources.

CM. Perez, asked about the in-house budget.

Mr. Villarreal, explained that TxDOT relied on both in-house resources and collaborative partnerships with consultants, such as LJA Engineering and other consultants, to develop complex mobility projects. He stated that working with consultants helped move projects forward to become shovel-ready. He further noted that this challenge was statewide, and the budget for 2026 had been adjusted accordingly.

CM. Perez, asked if the consultants were charging more than anticipated.

Mr. Villarreal, clarified that the adjustments were not due to higher consultant fees but rather to optimize the use of funding. He emphasized that TxDOT was ensuring funds were used efficiently, and that some projects might be delayed due to budget and scheduling constraints.

CM. Perez, expressed concern that the number of administrative adjustments and project delays indicated something was off. She stated that projects were at risk of being unfunded, incomplete, or postponed. She emphasized that for projects with a single

landowner, acquiring right-of-way should be faster and that delaying was not in the best interest of the MPO.

CM Galo, noted that the project in question had been funded for years and questioned why consulting issues were arising. He asked how the entrance to Lake Casa Blanca would be addressed during reconstruction with the overpass.

Mr. Villarreal, stated that the project was moving forward.

CM. Galo, asked whether a queuing lane would be added near the dam or if the entrance would be relocated.

Mr. Villarreal, replied that the area was being reconfigured in collaboration with the county.

Judge Tijerina, clarified that the entrance was located between private properties and required a right turn.

Mr. Villarreal, confirmed that the reconfiguration would improve capacity and avoid queuing issues and that TxDOT was coordinating with the county to advance the work.

CM. Rangel, stated that as a newer committee member, he observed that past members, including Judge Tijerina and CM Galo, had approved numerous projects. He expressed concern that the extension of current projects prevented new projects from being added to the TIP. He noted that projects were being extended over seven-year periods, making it difficult to advance new projects like Buena Vista or Lomas del Sur.

Judge Tijerina, agreed with CM Rangel, noting that certain projects, such as the 4/5 Bridge from US 83, would help fast-track future phases.

CM. Rangel, reiterated that project extensions limited the committee's ability to add new projects.

Mr. Mendive, explained that the TIP covered a four-year window (2025–2028) and that the MPO would soon develop the 2027–2030 TIP. He stated that funding for these projects had already been programmed, including federal funds from the Unified Transportation Program (UTP), and that additional funding targets would be available in future years. Therefore, reprogramming current projects did not reduce funding for other projects.

CM. Rangel, acknowledged that funding for future years was programmed but emphasized that construction timelines were a concern.

Mr. Mendive, explained that funding acceleration was possible if a project became shovel-ready sooner. He cited the Vallecillo Road and Hachar-Reuthinger projects as examples where projects advanced quickly due to readiness. He stated that TxDOT's project development timelines dictated requested changes.

CM. Rangel, noted that amendments were being revisited repeatedly.

Mr. Mendive, clarified that TIP amendments were administrative adjustments reflecting changes to project descriptions or funding amounts. He emphasized that all funds had been previously programmed and that any increase in funding reflected additional resources identified by TxDOT. He stated that these adjustments did not impact other projects the committee might want to program, though they could temporarily affect TxDOT's capacity to develop additional projects.

Ms. Briones, continued her presentation on the TIP amendments.

Amendment #3.

**Reprogramming:** CSJ 0086-14-086, US 59 Converting a 6 lane non-freeway facility to a 6-lane freeway facility with auxiliary lanes and frontage roads. The purpose of the amendment is to reprogram this project by removing it from the current 2025-2028 TIP as the updated proposed letting date for this project has been changed to (October 2028) FY 2029 and is outside of the current TIP years.

Amendment #4.

**Addition:** CSJ 0922-33-242, Colombia International Bridge Port infrastructure of the Colombia International Bridge Expansion to construct a new 4-lane span for southbound commercial traffic and a new 4-lane span for northbound commercial traffic. The estimated construction cost is \$28,854,285. Funding amounts include Category 3-Local in the amount of \$27,854,285 and \$1,000,000 in Category 12 Strategic Partnership funds. The project sponsor is the Webb County City of Laredo Regional Mobility Authority (RMA) and the proposed letting date is FY 2028. The purpose of the amendment is to add this project to the current 2025-2028 TIP under FY2028.

Judge Tijerina, asked when the project was adopted or when the motion for this amendment was passed, stating that he did not recall.

Mr. Mendive, stated that the Colombia International Bridge Project had been included in the MPO's Metropolitan Transportation Plan (MTP) when it was adopted in January 2025 as part of the illustrative project list. The current action involved adding the project to the Transportation Improvement Program (TIP) because, in coordination with TxDOT, the proposed letting year was identified as FY 2028. He explained that the project consists of

port infrastructure expansion, including construction of a new four-lane span for southbound commercial traffic and a new four-lane span for northbound commercial traffic.

Mr. Mendive, further explained that the project was initially on the MTP illustrative list, with funding provided by the RMA, which contributed \$1,000,000 in federal Category 12 Strategic Partnership funds, and the remainder being covered locally by the City of Laredo. He noted that the federal funds required the project to be added to the TIP to comply with federal regulations and to allow for environmental review under the National Environmental Policy Act (NEPA), which requires a federal sponsor to review and approve environmental documentation. The project consists of adding two bridge spans structures adjacent to the existing bridge to add a total of 8 lanes. He also mentioned that the project has a presidential permit and will have a total of 16 lanes.

CM. Galo, asked what role TxDOT had in the project since it was a bridge project.

Mr. Mendive, explained that TxDOT's role was oversight of the federal funds contributed by the RMA.

Ms. Montemayor, clarified that the Category 12 Strategic Partnership funds were 80% federal and 20% state and that any project receiving federal funds must be added to the TIP via the MTP.

Ms. Briones, continued the presentation, reviewing two administrative amendments that increased estimated construction costs—one by \$41 million and the second by \$20 million.

Mr. Mendive, clarified that the overpass project estimate had increased from \$254,133,312 to \$295,277,876. Since the increase was below the 50% threshold, the amendment could be processed administratively without a formal revision.

Judge Tijerina, asked about the 4/5 bridge and its coordination with current projects.

Mr. Mendive, explained that the 4/5 bridge was currently outside the MPO boundary and therefore did not need to be included in the TIP.

Judge Tijerina, and CM. Rangel, expressed concern about future traffic flow.

Mr. Mendive, noted that plans were underway to extend infrastructure from Rio Bravo to Loop 20, but project advancement depended on funding availability. He emphasized that



the MPO has limited funds and relies on project sponsors such as the City of Laredo, Webb County, RMA, and TxDOT to provide additional funding for priority projects.

CM. Galo, asked about the process to expand the MPO boundary.

Mr. Mendive, stated that expansion would require analysis, evaluation of impacts, and submission to the Governor's office. He added that care must be taken to avoid affecting rural funding eligibility.

CM. Perez, inquired about rural transportation priorities and whether Webb County participated in the decision-making process.

Mr. Mendive, confirmed that the TxDOT Laredo District manages the Rural Transportation Improvement Program and acknowledged the importance of coordinating with neighboring jurisdictions to address boundary differences and priority projects.

Anthony Garza, MPO Advisor for Webb County, stated that from a planning perspective, rural areas in Texas that are not part of an MPO, such as this one, have limited control over infrastructure funding and it is difficult to obtain federal or state funding for projects. He explained that to federalize a project and complete schematic and environmental review, inclusion within the MPO boundary would be advantageous. Regarding the 4/5 bridge, he noted that placing it within the MPO boundary would allow the use of nominal federal funds to obtain an Advance Funding Agreement (AFA) and initiate review. He also highlighted that from TxDOT's perspective, rural and urban funds are allocated differently, and expanding the MPO boundary could result in the loss of access to certain rural funding, which is quantifiable.

Mr. Mendive added that although inclusion within the MPO boundary could help secure funding, the MPO's current funding is limited and there are many other projects already in line for funding.

Mr. Mendive stated that Category 4 TxDOT funds could be used for projects both within and outside the MPO boundary, depending on the specific funding eligibility and project location.

Ms. Briones, continued by presenting the nine amendments submitted by El Metro. She stated that the first five amendments involved reprogramming funds from apportionment years 2022, 2023, and 2024, and that these funds would roll over to Fiscal Year 2025.

Judge Tijerina, asked if anyone had any questions regarding the El Metro amendments.

The committee responded that there were no questions.

Judge Tijerina, asked if there was anyone present to speak for or against the item.

There were no comments.

CM. Galo, made a motion approve Resolution No. MPO 2025-12, adopting the proposed amendment(s) to the 2025-2028 Transportation Improvement Program (TIP).

Second:	CM. Rangel
For:	4
Against:	0
Abstained:	0

Motion carried unanimously.

**C. Receive public testimony and approve Resolution No. MPO 2025-13, adopting the proposed revision(s) to the 2025-2050 Metropolitan Transportation Plan (MTP).**

Ms. Briones presented the item to the Policy Committee she stated that no comments had been received.

Judge Tijerina, asked if there was anyone present wishing to speak for or against the item.

There were no comments.

CM. Galo, made a motion to approve Resolution No. MPO 2025-13, adopting the proposed revision(s) to the 2025-2050 Metropolitan Transportation Plan (MTP).

Second:	CM. Rangel
For:	4
Against:	0
Abstained:	0

Motion carried unanimously.

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

**A. Status report by the Regional Mobility Authority (RMA).**

Ms. Melissa Montemayor, WC-CL RMA/ LJA Engineering, presented the following Regional Mobility Authority (RMA) report, which had been included in the meeting packet:

**WC-CL RMA October 2025 Status Report to LWCAMPO**

1. **Vision Zero Webb Laredo Safety Action Plan (Safe Streets for All)**- See supplemental memorandum.
2. **The Vallecillo Road Project** – See supplemental memorandum.
3. **Vallecillo Overpass** – This project is being led by the TxDOT LRD. It has an estimated construction cost of \$130M and is programmed for an FY 2030 letting per the Draft 2026 UTP. To date, the project is not fully funded for construction. The MPO has allocated \$16M of Category 2 funds to the construction of the project; thus, the project still has a \$114M funding gap. The TxDOT LRD hosts a quarterly meeting with the City of Laredo, WC-CL RMA, Webb County, and the Killam Company to discuss the status of progress of the various sections of Vallecillo Road that is ongoing. At the last quarterly meeting that occurred on the week of the 19<sup>th</sup> of May, TxDOT LRD notified the group that PS&E for the project is scheduled for FY 2030. TxDOT's and its consultant are actively developing a schematic design for this section in close coordination with the RMA's Vallecillo project. There was a utility kickoff meeting on June 24, 2025, at TxDOT's Laredo Area office where TxDOT's and its consultant will now transition responsibility for some of the utilities currently being managed by CRANE/LJA for the Vallecillo Road project. At the last quarterly meeting that occurred on the week of August 19, 2025, the TxDOT LRD is on track for PS&E to commence on FY 2030. The next quarterly meeting is scheduled for November 2025.
4. **Springfield Phase IV** – Similar to Springfield Phase III, the RMA has committed up to \$1 million to the City to assist with the funding of the construction of Phase IV of the project from Hospitality Drive to Bob Bullock Loop. The construction contract was awarded on 2/18/25 to ALC Construction by the City of Laredo for \$765,299.00. Construction commenced on the 14th of March. The official groundbreaking occurred on 3/24/2025. As of 8/13/2025, the project is complete. The ribbon cutting occurred on 7/21/2025 and it is open to traffic. The City of Laredo closed out the construction contract with ALC Construction on 8/4/2025. The WC-CL RMA and the City of Laredo are in the process of closing out final payment per their ILA.
5. **Concord Hills (Wormser Road/ Lomas Del Sur to Los Presidentes)** – The RMA has committed \$1 million to the development of a new location 1.3 mile, 2-lane minor arterial roadway extension from Los Presidentes to Wormser Road/ Lomas Del Sur within a nominal ROW width of 90' in partnership with the City. The project will provide a parallel route to Cuatro Vientos and provide additional access to the new Laredo Sports Complex and the Municipal Water Park. The ROW acquisition is ongoing. The draft parcel plats have been submitted to the City and the City is moving forward with the landowner coordination for acquisition. The donation agreements are on-going in development. The

City is targeting completing all agreements for consideration of approval by City Council in October 2025. The design is 90% complete. The City is targeting a November – December bid advertisement time frame.

6. **North Laredo Transportation Reinvestment Zone (TRZ)** - The North Laredo TRZ Study ILA is fully executed and in effect as of February 19, 2025. The WC-CL RMA is working with the City of Laredo to commence the next steps.
7. **Cuatro Vientos Transportation Reinvestment Zone (TRZ)** - Regarding the Cuatro Vientos TRZ, the City would like to commence the process of implementing the TRZ with support from the WC-CL RMA. The Cuatro Vientos TRZ ILA was executed as of 3/19/2025. The WC-CL RMA and the City of Laredo conducted an implementation kick-off meeting on 6/12/2025. On 6/24/2025, the WC-CL RMA Team individually met with staff from various departments of the City of Laredo including Planning and Zoning, Engineering, Traffic, Economic Development, Finance, Budget and the Tax Departments to explain the implementation process and describe the roles of each department in the process. The project is anticipated to be complete by the end of 2025.
8. **Other Items:**
  - The WC-CL RMA conducted a Board meeting in September 23, 2025.
  - The WC-CL RMA will conduct their next Board meeting in November or December 2025.

#### **B. TxDOT Project Updates**

Mr. Mendive stated that TxDOT had requested this agenda item be tabled. Mr. Vargas was not present at the meeting and was unable to provide the project updates. The updates will be presented at a future meeting when Mr. Vargas is available.

CM. Perez, made a motion to table the TxDOT Project Updates.

Second:	Judge Tijerina
For:	3
Against:	0
Abstained:	0

Motion carried unanimously.

#### **VI. DIRECTOR'S COMMENTS**

##### **Director's Report October 15, 2025**

Mr. Mendive, MPO Director, presented the following report, which was included in the meeting packet:

1. **Association of Texas MPOs (TEMPO) meeting in Laredo:**



- The quarterly meeting of Texas MPO Directors will be held in Laredo on September 25<sup>th</sup> and 26<sup>th</sup> at the Joe A. Guerra Laredo Public Library Multi-Purpose Room. We are pleased to welcome our colleagues from across the state and look forward to a productive meeting.

## **2. MPO Staff Updates:**

- We would like to congratulate Mr. Julio Niño, Planner III and Active Transportation Committee Chair, for his recent appointment by the Texas Transportation Commission to TxDOT's Bicycle and Pedestrian Advisory Committee (BPAC).
- Juan S. Mendive, MPO Director and Julio Niño will be attending the American Planning Association (APA) Texas Chapter Conference in College Station from October 22<sup>nd</sup> through October 24<sup>th</sup>.
- Graciela Briones, MPO Planner III will be attending a STIP Workshop on October 30<sup>th</sup> in Austin Texas.
- On November 4<sup>th</sup>, TxDOT Senior Leadership will meet with MPO Directors in Austin, Texas.

## **3. MPO 2025 Transportation Alternatives Set-Aside (TASA) Call for Projects:**

- On March 19<sup>th</sup>, 2025, the Policy Committee authorized the TASA Call for Projects.
- The MPO team, in coordination with TxDOT, held two workshops in April for prospective applicants of the TASA Call for Projects.
- The TASA Call for Projects officially opened on April 11<sup>th</sup> and closed on May 30<sup>th</sup>.
- MPO and TxDOT staff met with the applicants on July 15<sup>th</sup> to review the proposed projects.
- In coordination with TxDOT and project applicants, site visits were conducted in August.
- The evaluation committee has met and completed scoring of the projects based on the evaluation criteria.

## **4. Texas-Mexico Border Transportation Master Plan (BTMP) Update:**

- TxDOT is organizing working group meetings along the Texas-Mexico border to partner with binational, federal, state, regional, and private stakeholders to update the Texas-Mexico Border Transportation Master Plan that was adopted in 2021.
- A Binational Working Group meeting will be held on Thursday, October 23, 2025 from 9:30 a.m. to 1:30 p.m. at the Embassy Suites Laredo. (see attached flyer)

## **5. Texas Transportation Commission Meetings:**

- October 30, 2025
- November 13, 2025
- December 16, 2025

Calendar invites for the upcoming Texas Transportation Commission meeting were sent by email.

Upcoming Texas Transportation Commission meetings and agendas can be found at the following link: <https://www.txdot.gov/about/leadership/texas-transportation-commission/meeting-dates-agendas.html>

**6. Upcoming regularly scheduled MPO meetings:**

- Active Transportation Committee – October 29, 2025
- Technical Committee – November 11, 2025
- Policy Committee – November 19, 2025

There being no further questions or comments from the Committee, the discussion concluded.

**VII. COMMUNICATIONS**


There were no comments.

**VIII. ADJOURNMENT**

Judge Tijerina, made a motion to adjourn the meeting at 2:46 P.M.

Second: CM. Perez  
 For: 4  
 Against: 0  
 Abstained: 0

Motion carried unanimously.



Juan S. Mendive, AICP  
 LWCAMPO Director



Mayor Dr. Victor D. Treviño  
 LWCAMPO Chairperson