A PUBLICATION OF THE

LAREDO
ECONOMIC DEVELOPMENT CORPORATION

LAREDO REGION: RAIL AND INFRASTRUCTURE



CONNECTING BUSINESS TO GLOBAL MARKETS

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LAREDO REGION: RAIL AND INFRASTRUCTURE

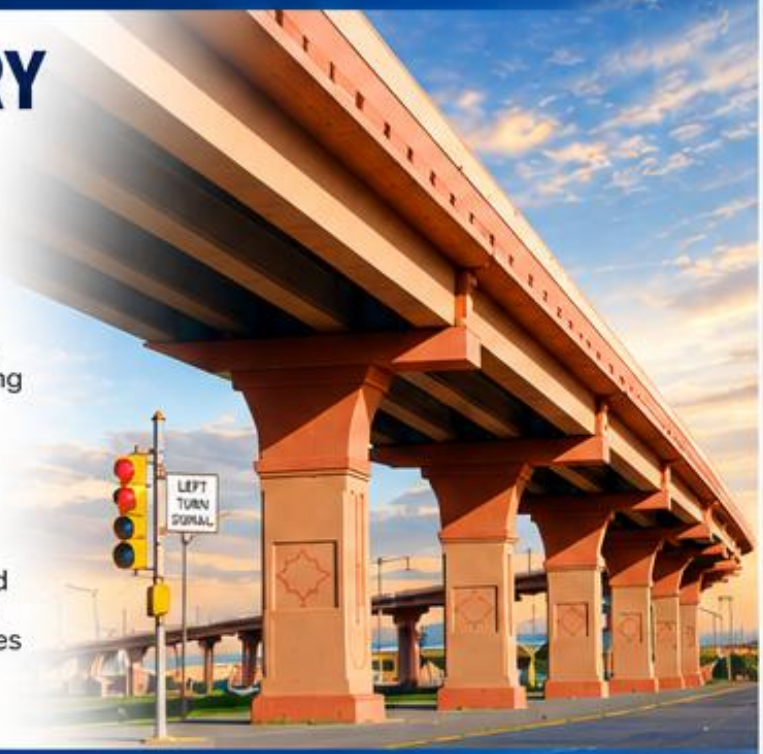
CONNECTING BUSINESS TO GLOBAL MARKETS

1 EXECUTIVE SUMMARY

OVERVIEW

The Laredo Region stands at the forefront of North American trade, serving as a vital connection between the United States, Mexico, and Canada. As one of the nation's most important inland trade gateways, Laredo's strategic location, extensive transportation infrastructure, and expanding rail networks position the region as a driving force in international commerce, industrial development, and economic growth.

The Laredo Region: Rail and Infrastructure publication highlights the transformative investments, strategic partnerships, and transportation initiatives strengthening the region's competitive advantage. Through the combined efforts of major railroad operators, regional transportation authorities, and public-private stakeholders, Laredo continues to enhance its capacity to move goods efficiently, safely, and reliably across North America.



2 RAIL CONNECTIVITY

STRENGTHENING NORTH AMERICAN SUPPLY CHAINS

Rail transportation is a cornerstore of Laredo's economic success, providing critical connections between manufacturing centers, distribution hubs, and consumer markets throughout North America. Two major railroad operators, Union Pacific Railroad and Canadian Pacific Kansas City (CPKC), are advancing investments and service **improvements** that **reinforce Laredo's importance** as a premier international rail gateway.



UNION PACIFIC RAILROAD

EXPANDING MARKET ACCESS

- Proposed merger with Norfolk Southern would create the nation's first single-line transcontinental railroad, connecting more than 50,000 route miles across 43 states.
- Could create more direct connections to major eastern and western markets, improve freight efficiency, and expand intermodal opportunities.
- Approximately **$60 million** in planned merger-related improvements at Port Laredo to increase annual container-handling capacity from 160,000 to 250,000 lifts.



CPKC

CONNECTING THREE NATIONS THROUGH ONE RAIL NETWORK

- Formed in April 2023 as the first single-line transnational railroad connecting Canada, the United States, and Mexico.
- Operates approximately 20,000 route miles, linking major industrial centers and international ports.
- Second span of the Patrick J. Ottensmeyer International Railway Bridge in February 2025 effectively doubled CPKC's cross-border rail capacity at Laredo.
- Innovative services such as the Mexico Midwest Express and Southeast Mexico Express improve transit efficiency and expand market access.

3 INFRASTRUCTURE DEVELOPMENT

BUILDING CAPACITY FOR TOMORROW

Laredo's transportation infrastructure extends beyond rail, encompassing an integrated network of highways, international crossings, industrial corridors, and freight distribution facilities.

As cross-border commerce expands, continued investments in roadway capacity, connectivity, and transportation safety are essential to maintaining the region's economic competitiveness.



WEBB COUNTY–CITY OF LAREDO REGIONAL MOBILITY AUTHORITY (WC-CL RMA)

Plays a significant role in advancing critical transportation projects through collaboration with local, state, and federal partners.

KEY INITIATIVES INCLUDE:

- Vallecillo Road Project
- Los Presidentes roadway improvements
- Springfield Avenue improvements
- Transportation planning studies designed to improve regional accessibility and accommodate future development.

The **Vallecillo Road Project** alone represents a funding partnership exceeding **$55 million**, illustrating the scale of regional investment dedicated to enhancing transportation mobility.

These initiatives support more efficient freight movement, reduce congestion, improve roadway safety, and provide essential infrastructure for expanding residential, commercial, and industrial development.

4 ECONOMIC IMPACT

SUPPORTING TRADE, INVESTMENT, AND JOB CREATION

Laredo's transportation and logistics infrastructure serves as a powerful catalyst for economic activity throughout the region.

According to the publication's Port Laredo trade dashboard, year-to-date trade through July 2026 reached approximately **$236.1 billion**, including **$80.5 billion** in exports and **$155.5 billion in imports.**

$236.1 BILLION
Total Trade
(YTD July 2026)

$80.5 BILLION
Exports

$155.5 BILLION
Imports

MAJOR TRADED COMMODITIES INCLUDE:

- Motor vehicle parts
- Computers
- Automotive equipment
- Diesel engines
- Commercial vehicles

5 LOOKING AHEAD

CONNECTING BUSINESS TO GLOBAL MARKETS

The future of the Laredo Region will be shaped by continued infrastructure modernization, expanded rail connectivity, technological innovation, and the growing integration of North American supply chains.

As manufacturers and logistics providers seek reliable transportation solutions, Laredo is positioned to capitalize on emerging opportunities associated with nearshoring, international trade, and industrial expansion.

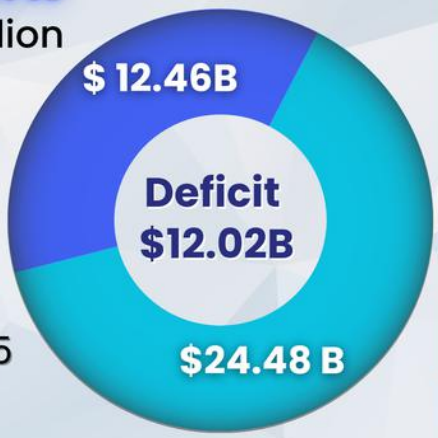
Strategic investments in rail capacity, intermodal facilities, roadway improvements, and transportation safety will remain essential to sustaining this momentum—connecting business to global markets.

PORT LAREDO'S TRADE JULY 2026

JULY 2026 OVERVIEW

Port Laredo **Exports** totaled **$12.46** billion 21.97% from 2025

While **Imports** were valued at **$24.48** billion 24.97% from 2025



TOP TRADING PARTNERS

MEXICO $35.90B
Exports **$12.45B** Rose 37.87%
Imports **$23.45B** Rose 24.98%

JAPAN $178.58M
Exports **$2.90M** Rose 57.71%
Imports **$175.68M** Rose 81.65%

FRANCE $122.16M
No Exports **$0**
Imports **$122.16M** Rose 13.57%

VIETNAM $107.76M
No Exports **$0**
Imports **$107.76M** Rose 232.49%

CHINA $122.16M
Exports **$516,984** Rose 0%
Imports **$106.45M** Fell -21.68%

JULY 2026 IN DETAIL (BY VALUE)

PORT LAREDO EXPORTS

Motor Vehicle Parts rose 19.21% compared to last year
$1.31B

Diesel Engines rose 84.7% compared to last year
$433.83M

Gasoline & other fuels rose 11.17% compared to last year
$370.04M

Computer parts rose 644.99% compared to last year
$370.04M

Motor vehicle engines rose 20.97% compared to last year
$284.71M

PORT LAREDO IMPORTS

Computers rose 130.97% compared to last year
$6.47B

Motor Vehicle Parts rose 2.48% compared to last year
$2.18B

Cell phones, related equipment rose 47.66% compared to last year
$1.32B

Passenger vehicles fell 30.91% compared to last year
$1.09B

Commercial vehicles rose 47.73% compared to last year
$903.25M

Source: US Trade Numbers-WorldCity

Compiled by Laredo Economic Development Corporation

Union Pacific Railroad Merger Puts Laredo on the Fast Track



Connecting America's Freight Network:

Proposed Union Pacific - Norfolk Southern Merger Would Strengthen Laredo's Rail Gateway

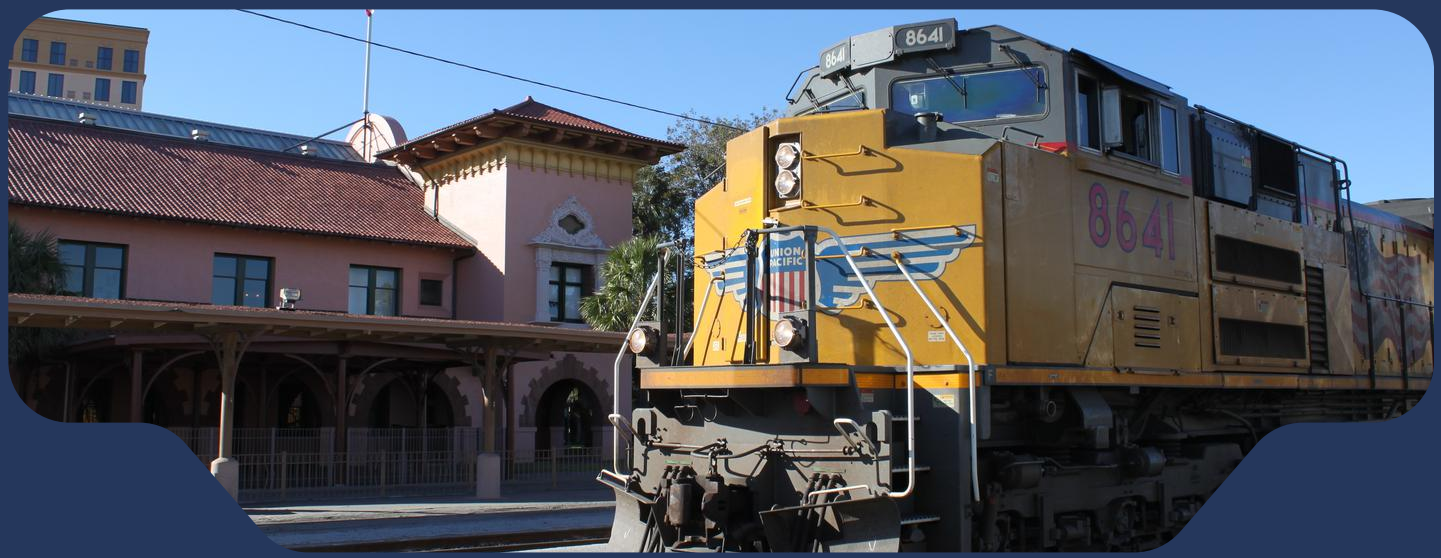
Decades of strong investments and generations of dedicated employees helped Union Pacific grow the number of shipments moving across the Laredo - Nuevo Laredo rail bridge. The company has not stood still and is pursuing a merger that will transform the movement of goods across all rail gateways to Mexico.

Union Pacific's proposed merger with Norfolk Southern is one of the most significant developments in freight transportation in history. The proposed combination would create the United States' first single-line transcontinental railroad, connecting more than 50,000 route miles across 43 states from the East Coast to the West Coast.

As Chief Executive Officer, Jim Vena has said, "The merger between Union Pacific and Norfolk Southern is more than just a business deal. It's a pivotal opportunity to strengthen America's competitiveness, deliver exceptional service for our customers, enhance the safety of freight transportation and safeguard jobs." By bringing together two largely end-to-end networks with very little overlap, the combination would create a more seamless national freight network designed to strengthen the U.S. supply chain, expand market access, and support long-term economic growth.

The Texas Impact

For South Texas, these benefits would be particularly relevant in Laredo, one of the nation's most important trade gateways with Mexico. The proposed combination would strengthen Laredo's role in connecting Mexico to the broader U.S. market through a single-line transcontinental network. The post-merger system would more effectively link the U.S.-Mexico border with major markets across the country, including a Mexico/Texas–Memphis/St. Louis/Chicago corridor extending between Eagle Pass/Laredo and Chicago. For Laredo, that means a stronger position as a border gateway with more direct access to key inland and eastern markets.



That broader reach matters because the merger is designed to replace today's multi-carrier handoffs with more seamless single-line service. For cross-border shippers, that means freight moving through Laredo could reach more destinations with fewer intermediate handlings and a simpler overall service product.

The combined railroad would create new single-line service between points in the eastern and western United States that today can only be served by interline service, creating efficiencies that cannot otherwise be achieved without the merger.



Union Pacific also has plans to develop new intermodal opportunities for the region, most notably a planned Port Laredo–Croxton, New Jersey service. Upon merger approval, Union Pacific plans to operate a new eastbound train from Port Laredo to Croxton with a planned transit time of 85 hours, as well as a westbound counterpart from Croxton to Port Laredo with a planned transit time of 83 hours.

More broadly, the merger would create new intermodal opportunities from South Texas, including Laredo, to the Ohio Valley, Southeast, and Northeast, allowing freight from the border region to move more directly to major eastern distribution hubs such as Atlanta, Charlotte, Harrisburg, and New Jersey.

To support that expected growth, Union Pacific intends to invest approximately $60 million in planned merger-related investment at Port Laredo, expected to be completed within two years after the merger.

Port Laredo currently has an estimated fluid capacity of 160,000 container lifts per year and would require about 233,000 lifts per year post-merger. The planned improvements would raise that capacity to 250,000 lifts per year through the addition of 818 paved parking stalls, five support tracks totaling 11,700 feet, and two working-track extensions totaling 9,400 feet.

Taken together, those service and infrastructure improvements position Laredo for continued growth as a more efficient, better-connected gateway for cross-border freight.

These new lines, along with infrastructure investments, would be expected to support more opportunities for South Texas shippers as well as jobs for both rail workers and the many industries rail supports.

Customer Benefits and Service Improvements

This combination is expected to produce meaningful benefits for shippers, employees, communities, and the broader economy. Customers would have access to a single accountable partner for more of their rail journey, along with a broader service reach and a more integrated transportation network.

The combined system is expected to improve transit times by eliminating handoffs and interchanges, where railcars move from one carrier to another, reducing delay and inefficiency in long-distance freight movements.
As rail service becomes more competitive, the transaction is intended to create new shipping options that are more competitive with long-haul trucking.



For example, the merger would convert 10,000 existing shipping routes ("lanes") that currently require freight to move between multiple railroads ("interline service") into routes handled entirely by one railroad from origin to destination ("single-line service") and could create an additional 84,000 lanes where shippers that currently rely on trucks may gain access to uninterrupted, single-line rail service for the first time.

The combined network would be positioned to provide cost-effective rail service to the chronically underserved Mississippi River Valley Watershed market, creating an additional growth opportunity for rail and for the customers it serves.

Growth, Competition, and Market Reach

Another important part of the combined network is its emphasis on growth and broader market reach. When single-line service is available, market share can grow. This transaction is designed to expand the number of lanes where customers can choose rail as a practical and cost-effective option.

That expected growth is one reason why this is an opportunity not simply to combine networks, but to reinvigorate the rail industry and better position it to support a growing U.S. economy. A more truck-competitive rail network has the potential to reduce congestion on public highways, lower emissions, and ease wear and tear on taxpayer-funded roads.

The merger would also introduce new competitive energy into the U.S. freight rail sector itself by creating a stronger single-line service option across the country. In that sense, the combination is intended not only to improve service on the combined system, but also to help rail compete more effectively for freight that would otherwise move by truck, ultimately driving transportation costs down.


THE Great CONNECTION
One seamless network.
DELIVERING
for AMERICA.
Creating measurable benefits for shippers, employees, farmers, consumers and the American economy.
Shippers:
$3.5 BILLION saved annually by shippers.
Economy:
STRONGER supply chains. More RESILIENT American economy.
Employees:
Union employees at the time of the merger have a job. FOR LIFE.
Farmers:
Expanded access to NEW MARKETS: East Coast, West Coast, Great Lakes and Gulf Coast.
Taxpayers:
Moving freight by rail REDUCES congestion on taxpayer-funded roads.
Environment:
3.8 MILLION metric tons of emissions eliminated annually.
UNION PACIFIC
NORFOLK SOUTHERN
AmericasGreatConnection.com



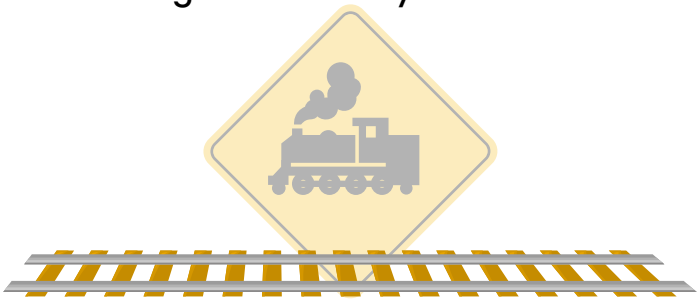
Workforce Commitments and Safety Performance

The merger is also designed to prioritize workforce opportunity. Union Pacific committed that union employees holding a job at the time of the merger would continue to have one, and has supported that commitment with jobs-for-life agreements with several unions. In Jim Vena's words, "This agreement reaffirms Union Pacific's promise that all union employees who have a job when the merger closes will have one for life." It's also projected that growth from the combined network could result in approximately 1,200 new union jobs by the third year following the merger. This is one reason the merger is supported by SMART-TD, the union representing the most rail workers across all sectors in the country.

The security and safety rail workers gain through this merger would be extended to all those who come into contact with the combined network. Safety is one of the clearest reasons for this combination. A stronger single-line railroad does more than move freight more efficiently; it also reduces the friction points that can introduce delay, variability, and operational risk. Fewer handoffs between carriers, fewer intermediate handlings, and a more unified network can support more consistent service and a more controlled operating environment.

Additionally, the combined railroad would be positioned to build on the safety gains both companies have made over the last two decades by expanding the use of industry-leading technologies such as digital train inspection, automated track inspection, Physics Train Builder, and semi-autonomous switching tools.

That focus is already producing measurable results: by Union Pacific's accounting, the railroad improved its personal injury rate by 41% between the first three quarters of 2023 and the same period in 2025, while Norfolk Southern improved its FRA accident rate by 45% over that span – evidence that both companies are entering this combination with strong recent safety momentum.



A Long-Term Investment

Union Pacific views the proposed combination with Norfolk Southern as more than a corporate transaction.

It is a long-term investment in the future of American freight transportation – one designed to connect markets more directly, support economic growth, preserve strong rail careers, and create a safer, more competitive, and more resilient supply chain for customers across the country.

For Laredo, it is also an opportunity to deepen the city's role as a critical gateway linking Mexico to the entire nation through a more seamless and better-connected rail network.



PORT LAREDO TRADE

Economic Dashboard | Year-to-Date Through July 2026

The value of trade through Port Laredo increased **14.71%** through July, compared with the same seven-month period in the previous year

TOTAL TRADE	EXPORTS	IMPORTS
$236.1	**$80.5**	**$155.5**
BILLION	**BILLION**	**BILLION**
up 14.71%	up 7.10%	up 19.09%
$205.88B YTD 2025	$75.24B YTD 2025	$130.64B YTD 2025

Top Trading Partners

MEXICO $229.88B
Exports **$80.48B** (Rose 7.12%) Imports **$149.40B** (Rose 19.29%)

FRANCE $982.13M
Exports **$33,469** (Rose 0%) Imports **$982.10M** (Rose 57.77%)

JAPAN $790.27M
Exports **$14.27M** (Rose 98.46%) Imports **$776.0M** (Rose 28.39%)

CHINA $787.48M
Exports **$3.20M** (Rose 5937.48%) Imports **$784.28M** (Fell -17.81%)

TAIWAN $747.13M
Exports **$1.24M** (Rose 7937.3%) Imports **$745.89M** (Rose 78.33%)

TOP EXPORTS COMMODITIES
July 2026 (YTD)

	Value (USD)	% Change
Motor vehicle parts	$8.13 billion	down 3.26%
Computer parts	$3.09 billion	up 219.14%
Gasoline and other fuels	$2.45 billion	down 15.58%
Diesel engines	$2.19 billion	up 22.2%
Motor vehicle engines	$1.91 billion	up 29.55%

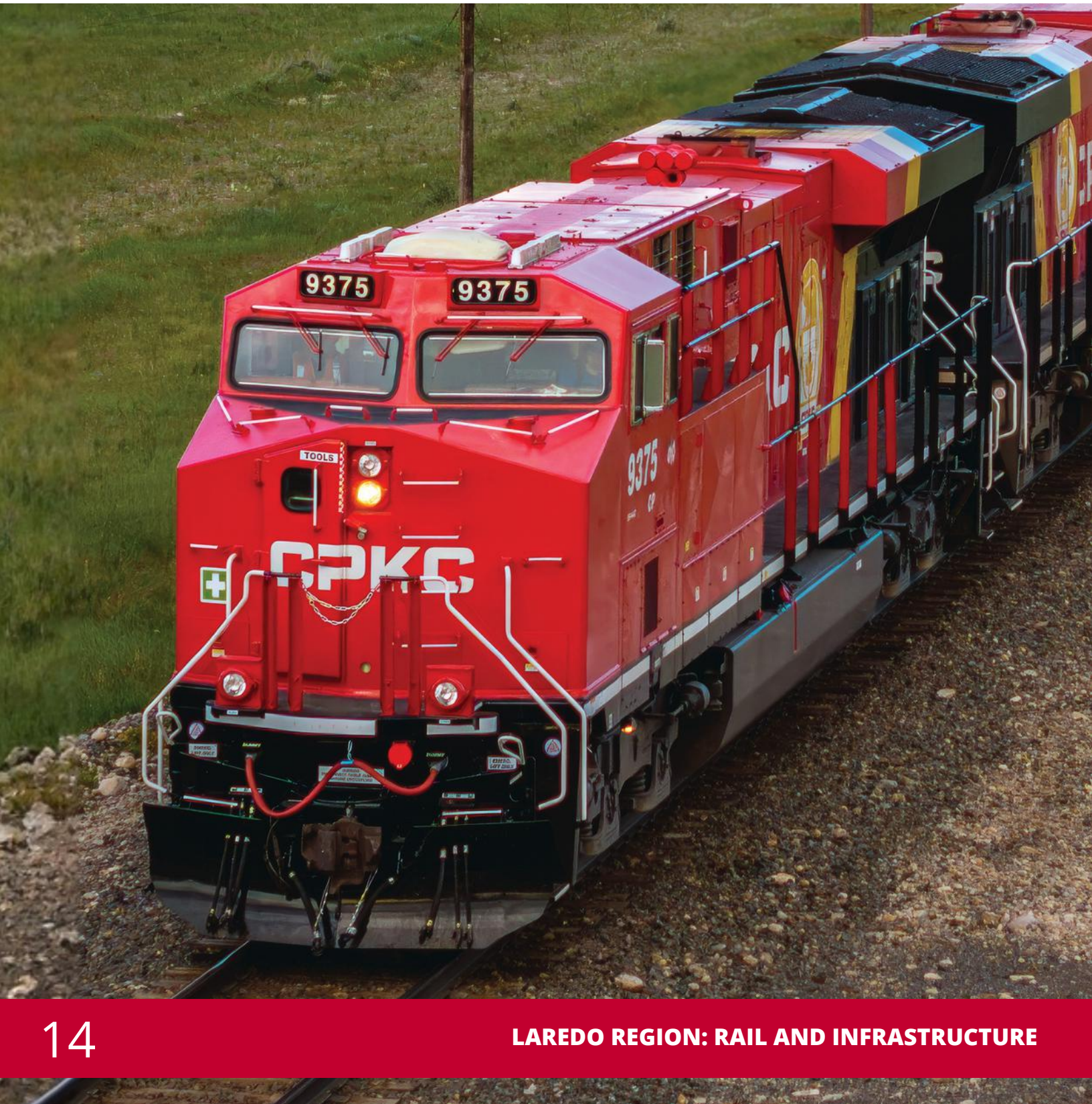
TOP IMPORTS COMMODITIES
July 2026 (YTD)

	Value (USD)	% Change
Computers	$33.06 billion	up 132.73%
Motor vehicle parts	$15.49 billion	up 1.98%
Passenger vehicles	$8.20 billion	down 16.65%
Cell phones and related equipment	$7.79 billion	up 50.69%
Commercial vehicles	$5.75 billion	up 15.44%

Source: US Trade Numbers-WorldCity

Compiled by Laredo Economic Development Corporation

Freight, Innovation, and Growth: Inside the CPKC Network



Driving Growth Through the Laredo Gateway

The formation of CPKC in April 2023 represented a groundbreaking moment in the history of North American logistics. By uniting Canadian Pacific and Kansas City Southern, CPKC established the first and only single-line transnational railroad network connecting Canada, the United States, and Mexico. This combination, the first of its kind in the rail industry, has redrawn the continent's transportation map. For the Laredo gateway, North America's largest port of entry, CPKC has ushered in an era of enhanced capacity, operational precision, and strategic growth.

CPKC operates a network of approximately 20,000 route miles, staffed by 20,000 railroaders. The company's mandate extends beyond transportation, it is focused on delivering a seamless, integrated supply chain solution that unlocks new market access for its customers. Guided by the principles of Precision Scheduled Railroading, CPKC adheres to a discipline of service excellence, cost control, and asset optimization. This operating model provides the reliability required by industry to move goods efficiently from origin to destination.

The company's reach is comprehensive, accessing more than 30 major ports across the continent. From the Pacific Coast at Vancouver and the deep-water container terminals at Lázaro Cárdenas, to the Atlantic and Gulf Coasts via Saint John, New Orleans, and Port Arthur, CPKC offers unparalleled connectivity to global markets. This geographic diversity allows the company to serve as a critical intermediary in international trade, linking producers and consumers across three nations.



The Laredo Advantage: Capacity and Connectivity

"Laredo is the single largest, busiest transit location for commerce movement into and out of Mexico and the United States on our network. The second span of the bridge across the river has effectively doubled the capacity," said Larry Lloyd, CPKC Assistant Vice President, U.S. Government Affairs.

Within this expansive network, the Laredo gateway holds a position of unique importance. As the premier crossing point for surface trade between the U.S. and Mexico, Laredo is the linchpin of the North American supply chain. CPKC's commitment to this region is exemplified by the completion of the second span of the Patrick J. Ottensmeyer International Railway Bridge in February 2025. This capital investment effectively doubled the company's cross-border capacity, addressing long-term volume growth and reinforcing the fluidity of the corridor.

This infrastructure provides what CPKC terms "The Laredo Advantage." It is a value proposition built on three core pillars:



1. **Single-Line Service:** By eliminating the need for handoffs between separate carriers, CPKC provides a more secure and reliable service. This single-line reach reduces dwell times and simplifies the logistical complexity for shippers moving goods between the industrial heartlands of Mexico and the consumer markets of the U.S. and Canada.
2. **Truck-Competitive Transit:** The company's Mexico Midwest Express (MMX) 180/181 service leverages this infrastructure to offer transit times that compete directly with trucking. The daily MMX 180/181 intermodal service provides the fastest rail transit between Chicago and Central Mexico, capturing a significant share of the long-haul freight market and offering a viable alternative to highway congestion.
3. **Enhanced Security Protocols:** Operating the busiest border crossing demands rigorous security. CPKC has deployed advanced VACIS inspection technology and works in close coordination with U.S. Customs and Border Protection. This collaboration ensures that the corridor remains the most secure and efficient entry point for cross-border freight, protecting the integrity of the supply chain while maintaining velocity.

"We are known for the most secure passageway into and out of Mexico. Security is critically important to our customers. Our systems have allowed companies to shift shipments from truck to rail with confidence reducing supply chain disruptions," said Larry Lloyd, CPKC Assistant Vice President, U.S. Government Affairs.



Service Portfolio and Market Outlook

CPKC's service offering is diversified across key traffic segments to drive sustainable growth. The automotive sector is a primary focus,where the company utilizes a unique closed-loop service model.

Complemented by strategic infrastructure investments, such as the automotive compound in Wylie, Texas, CPKC provides original equipment manufacturers (OEMs) with enhanced reliability and car supply. The intermodal segment continues to expand, driven by both the performance of the MMX service and growth in the domestic refrigerated market.

We are also leveraging our unique cross-border capacity through the Southeast Mexico Express, a new Class 1 connection with CSX connecting Mexico, Texas and the southeast U.S. Through the 50 miles of track from Meridian, Miss., to Myrtlewood, Ala., we have unlocked routing opportunities for our customers, offering efficient shipping options for intermodal, automotive, transload and other commodities. At a time when efficient and predictable supply chains matter more than ever, these direct cross-border services aren't just a bright spot, they're redefining how North America moves.

Looking ahead, CPKC is well-positioned to capitalize on the trend of nearshoring. As manufacturing production shifts closer to end-markets, the company's network—which traverses Mexico's industrial heartland—provides a direct and efficient land bridge to the U.S.

Operational Excellence and Safety

The foundation of CPKC's commercial strategy is its unwavering commitment to safety.

In 2025, for the third consecutive year, CPKC recorded the lowest Federal Railroad Administration-reportable train accident frequency among all Class 1 railroads. This achievement builds upon Canadian Pacific's legacy of 17 consecutive years of industry leadership.

To maintain this standard, CPKC is investing heavily in technology and innovation. The deployment of autonomous inspection systems, cold wheel detectors, and predictive analytics enhances both safety and operational efficiency. These tools allow the company to proactively maintain its assets and infrastructure, ensuring the resilience and reliability of the network that connects Laredo to the continent.

For the Laredo Economic Development Corporation and the broader business community, CPKC represents more than a transportation provider, it is a strategic partner in regional growth. Through historic investments in infrastructure, the introduction of innovative service products like the MMX and SMX, and a disciplined focus on safety and efficiency, CPKC is unlocking the full potential of the Laredo gateway. As North American trade flows continue to evolve, CPKC's single-line transnational network offers the capacity, connectivity, and reliability required to drive long-term, sustainable prosperity.

GO PLACES
NO ONE ELSE CAN GO
TOGETHER

cpkcr.com



PORT LAREDO TRADE

JULY 2026 | COMMODITIES MONTHLY SNAPSHOT

LAREDO Economic Development Corporation
60 Years
SERVING LOS DOS LAREDOS

A look at the fastest-growing commodities and top ranked trade at the Port Laredo.

1 FASTEST-GROWING EXPORTS

COMMODITY	VALUE	GROWTH (%)
Computer parts	$303.66M	↗ 644.99%
Diesel engines	$433.83M	↗ 84.70%
Chemical reaction accelerators	$125.98M	↗ 64.72%

2 FASTEST-GROWING IMPORTS

COMMODITY	VALUE	GROWTH (%)
Computers	$3.67M	↗ 130.97%
Electric storage batteries	$117.15M	↗ 86.93%
Tractors	$296.91M	↗ 72.36%

3 HIGHEST RANKING EXPORTS (% OF U.S. TOTAL)

COMMODITY	VALUE	GROWTH (%)
Motor vehicle parts	$1.31B	↗ 34.45%
Diesel engines	$433.83M	↗ 56.08%
Motor vehicle engines	$284.71M	↗ 40.03%

4 HIGHEST RANKING IMPORTS (% OF U.S. TOTAL)

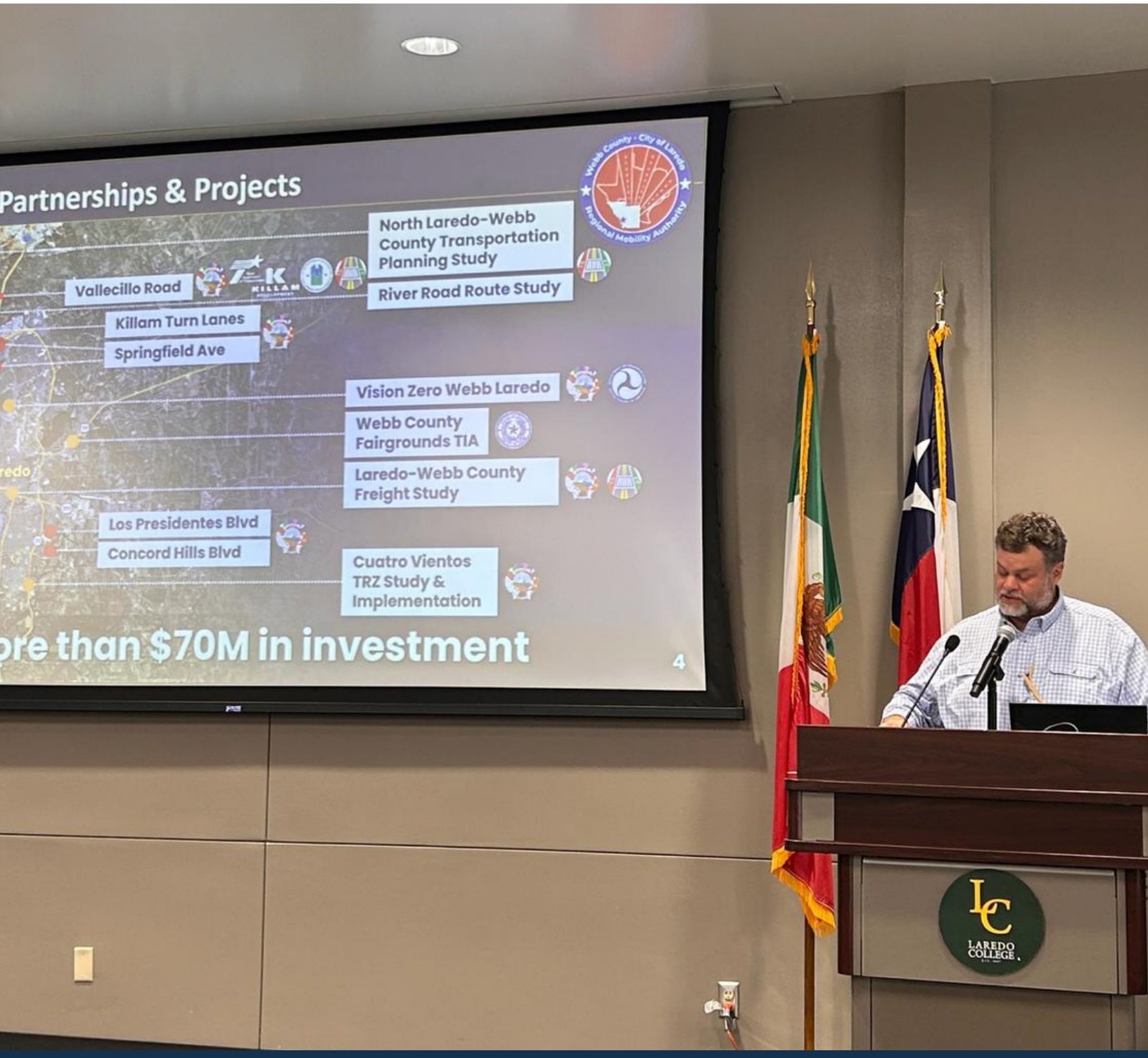
COMMODITY	VALUE	GROWTH (%)
Motor vehicle parts	$2.18M	↗ 31.79%
Tractors	$707.24M	↗ 68.08%
Insulated wire cable	$631.03M	↗ 17.33%



Source:
U.S. Trade Numbers-World City

Compiled by:
Laredo Economic Development Corporation

WEBB COUNTY–CITY OF LAREDO REGIONAL MOBILITY AUTHORITY



TURNING PARTNERSHIPS INTO PROJECTS

WCCL-RMA ADVANCES REGIONAL MOBILITY THROUGH COLLABORATION

In a region where freight movement, roadway congestion, safety, and cross-border connectivity shape daily life and long-term economic growth, the Webb County-City of Laredo Regional Mobility Authority (RMA) has increasingly served as a conduit between planning and implementation.

How the RMA was formed . . .

Formulated by TxDOT Laredo and created by the Texas Transportation and the City of Laredo, the WCCL-RMA remains unique in Texas as the only regional mobility authority organization jointly formed by both a city and a county. Furthering the distinction of its origin story, the then TxDOT Laredo District team developed the structure, goals and objectives of the RMA. In its current operations, the Board of Directors authorizes official actions in open meetings, including contracts and financial partnerships, giving the organization a formal structure for advancing transportation projects through collaboration.

1 appointee represents the Governor of Texas **+ 4** appointees represent City of Laredo **+ 4** appointees represent Webb County **= 9** appointees total

The RMA Today

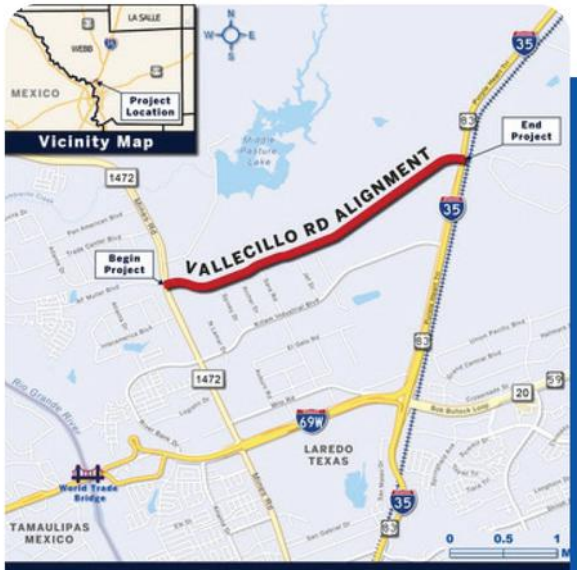
Over the last several years, the RMA has evolved from an organizing agency into an active project partner, helping move roadway construction projects, transportation studies, and safety initiatives forward across Laredo and Webb County. The agency's single recurring revenue source is the $10 fee collected for each vehicle registered in Webb County, and those revenues have helped the RMA develop solutions that advance mobility priorities for both Webb County and the City of Laredo. In 2014 the RMA was granted $8.89 million in Category 12 Strategic Partnership funds from TxDOT, dedicated to roadway construction projects including Vallecillo Road, the City of Laredo Colombia Solidarity International Bridge Expansion Project, and the Webb County Mangana Hein Road Project.

A Partnership Model Built Around Delivery

The WCCL-RMA's recent work demonstrates a deliberate model: identify a regional transportation need, help develop the construction project or study, formalize roles through agreements, and leverage local, state, federal, and private resources to move implementation forward. That approach is reflected in the agency's 2026 Economic Development Week presentation theme, "Turning Partnerships into Projects," which highlights more than $70 million in investment across projects and studies such as North Laredo-Webb County Transportation Planning Study, River Road Route Study, Vallecillo Road, Killam Turn Lanes, Springfield Avenue, Vision Zero Webb Laredo, Webb County Fairgrounds TIA, Laredo-Webb County Freight Study, Los Presidentes Boulevard, Concord Hills Boulevard, the North Laredo TRZ Study and the Cuatro Vientos TRZ Study and Implementation.

A current example of this partnership model is the Vallecillo Road Project, a 2.85-mile new location roadway that will extend from FM 1472 to the IH-35 southbound frontage road.

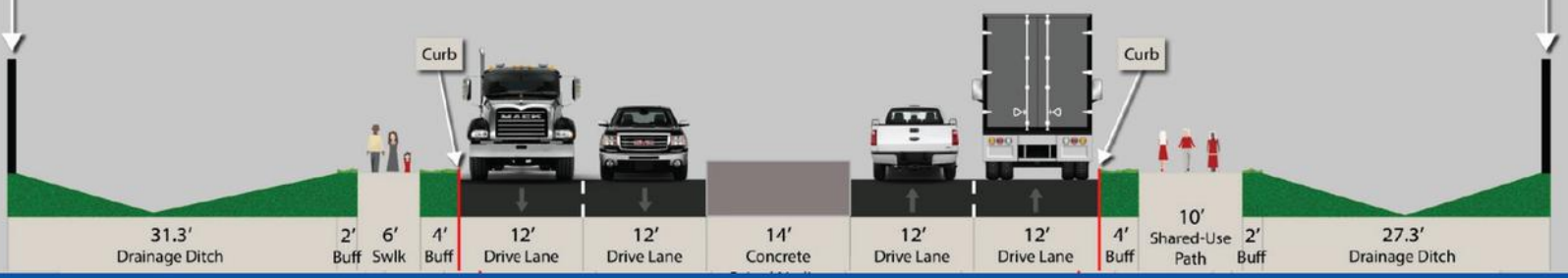
The project is intended to provide an alternate route for traffic from the World Trade Bridge area to IH-35, relieve congestion along FM 1472, provide direct egress for residents near La Bota Ranch and north of Muller Memorial Boulevard, and open prime property for industrial development.



Map image of the Vallecillo Road Project

Proposed Road Section

150' ROW

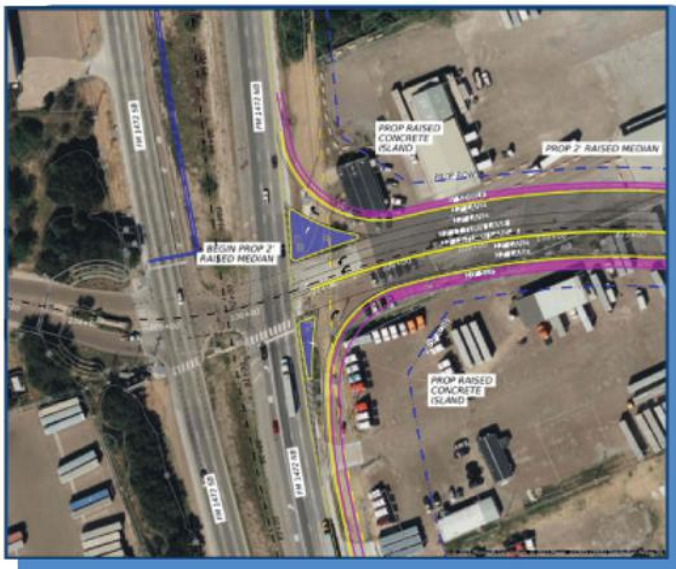


The Webb County City of Laredo Regional Mobility Authority (WebbLaredoRMA) is required to file a RAISED MEDIAN White Paper and attain approval from the Texas Department of Transportation before letting.

As project sponsor, the RMA has formalized contractual relationships with multiple entities to advance the Vallecillo Road Project. These include:

- *Executed a funding agreement with the Killam Companies*
- *An adaptable Interlocal Agreement with the City of Laredo to define construction roles/responsibilities*
- *An Advanced Funding Agreement with TxDOT Laredo District*
- *Coordination with HUD for Congressional Community Project Funding for construction*
- *A Project Contribution Agreement between the RMA and the Killam Companies*

The project's funding structure reflects the breadth of that partnership.



Project western limit: FM 1472 (Mines Road) at Muller Boulevard proposed design

The RMA, City of Laredo, Killam Company, HUD Community Project Funding, and Laredo and Webb County Area Metropolitan Planning Organization funds together account for a Vallecillo funding partnership over $55M.

OUR PARTNERS	OUR INVESTMENT
Webb County-City of Laredo Regional Mobility Authority	$9,182,693
City of Laredo (Construction and utility)	$8,643,331
Killam Company (including right-of-way)	$16,692,636
Category 10 Federal Community Project Funds	$3,000,000
Category 7 LWCAMPO Project Funds	$17,812,592

THE RESULT
VALLECILLO ROAD PROJECT

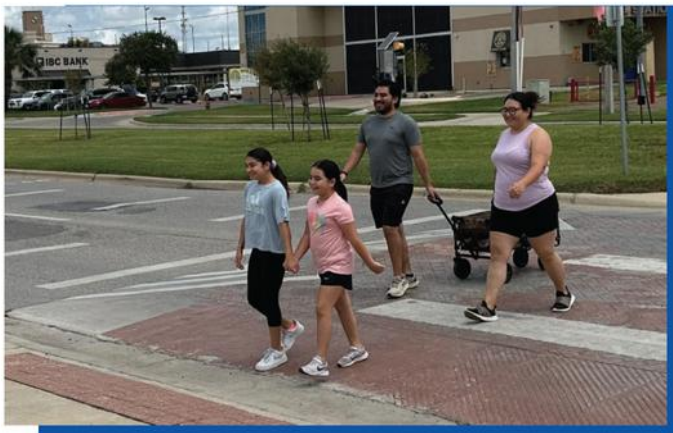
TOTAL PARTNERSHIP INVESTMENT

$55,331,252

The Vallecillo corridor also illustrates how one project can generate the need for further regional coordination. The adjacent IH-35 Interchange overpass at Vallecillo Road is being led by TxDOT Laredo District and is listed in TxDOT's Unified Transportation Program, although the project is not yet fully funded for construction. The RMA has been advocating to further the project, evidenced by a U.S. Department of Transportation (DOT) BUILD Planning Grant application it submitted for PS&E development with local match commitments identified from WCCL-RMA, LWCAMPO, and TxDOT. While the grant application fell short of an award, the RMA will continue to seek other funding opportunities.

Safety Partnerships Through Vision Zero Webb Laredo

The WCCL-RMA's partnership role extends beyond roadway capacity into regional safety planning. Through the Vision Zero Webb Laredo Comprehensive Safety Action Plan (CSAP), the RMA worked with the U.S. Department of Transportation, the City of Laredo, and FHWA to develop a regional plan focused on reducing and ultimately eliminating crashes that result in serious injuries and fatalities by 2040. Funded through a $2 million Safe Streets and Roads for All (SS4A) planning grant in partnership with the City of Laredo and FHWA, the plan was adopted by the RMA, Laredo and Webb County Area MPO, and City of Laredo in Spring 2025.



Pedestrian safety was a focal point of the Vision Zero Webb Laredo Comprehensive Safety Action Plan.

The CSAP includes roadway projects, policy actions, Safe Routes to School strategies, rural bus stop improvements, and continued coordination through LWCAMPO. It also provides an action plan, capital plan, and financial resources guide, with systemic countermeasure recommendations and infrastructure plans for 16 high-priority project locations. The safety work was grounded in broad public engagement. Plan development drew on data from City departments, federal resources, TxDOT, Webb County, state agencies, and school districts, and included a community-wide survey, targeted outreach, public interactive sessions, and community events.

Two stakeholder committees, the Vision Zero Working Group and Safe Transportation Advisory Council, both helped evaluate actions and provide input throughout the process. There is a project website with the published plan and a crash data dashboard available to any user: *www.visionzerowebblaredo.com* or scan the QR code.

SCAN ME!

After adoption of CSAP, the RMA submitted a SS4A implementation grant application in June of that same year, for $25 million, to fund roadway safety improvements on 12 TxDOT and City of Laredo roadways, along with a citywide Safe Routes to School study. Although the application was not selected for an award, the RMA reviewed the other funded projects and applications from across the state & nation. Once they received an official debrief from the U.S. DOT, wherein they learned that its proposal was highly rated but unfunded, the RMA was encouraged to apply again in the next cycle. The RMA submitted a new $12 million implementation funding application in May 2026, with a federal response anticipated by Winter 2027.

That same safety commitment also supported the City of Laredo's successful pursuit of LWCAMPO Transportation Alternatives Set-Aside funds for quick-build improvements tied to a Safe Routes to School pilot study. The City received the award in June 2026, a welcome outcome from another successful partnership.

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Studies That Prepare Projects for Future Funding

Beyond individual construction projects, the WCCL-RMA is helping Laredo and Webb County prepare for long-term economic growth by advancing studies that connect transportation investment with future development potential. The North Laredo Area Transportation Reinvestment Zone Study Interlocal Agreement, fully executed and in effect since February 19, 2025, positions the RMA and City of Laredo to evaluate how growth in property values generated by improved access and new development can be reinvested into needed infrastructure. Through Resolution 23-09, approved August 1, 2023, the RMA Board authorized the interlocal agreement with the City and committed to funding up to 50 percent of the study cost, reinforcing TRZs as an important financing tool for corridors where mobility, land development, and regional competitiveness are closely linked.

The Cuatro Vientos/Loop 20 Transportation Reinvestment Zone effort provides a stronger example of this economic development strategy in action. First commissioned by the RMA in 2018 for Loop 20 South from US 59 to US 83 and later updated in partnership with the City of Laredo in 2022, the study evaluates how future residential, commercial, industrial, and port-related growth along the corridor can generate incremental revenue to help fund transportation improvements.

With the Cuatro Vientos TRZ Interlocal Agreement executed on March 19, 2025, and implementation activities underway following a June 12, 2025 kickoff meeting, the effort moves TRZs from planning concept to practical funding mechanism—capturing a portion of future economic growth and directing it back into infrastructure projects that support development, improve access, and strengthen Laredo's role as a major trade and logistics hub.

Local Roadway Projects Advanced Through Shared Roles

Several completed and emerging roadway projects show how the WCCL-RMA pairs local funding with partner agency delivery.

The Los Presidentes Phase 1 and Phase 2A project was developed with RMA project development support, City of Laredo oversight, and TxDOT participation for related acceleration and deceleration lanes; it opened to traffic on February 1, 2023, as the first major transportation infrastructure investment completed since the RMA was established in 2014. Looking to future projects, 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 of Laredo. The project will provide a parallel route to Cuatro Vientos and provide additional access to the new Laredo Sports Complex.



Los Presidentes aerial. Project Partners included TxDOT, Webb County Drainage District, City of Laredo, and the Webb Laredo RMA.

Springfield Phase III Ribbon Cutting Event








Springfield Phase IV Ribbon Cutting Event

The earlier Springfield Road Phase III project also advanced through an interlocal partnership with the City of Laredo. The RMA approved an interlocal agreement to provide up to $2 million for construction, while the City designed and led project development; the project opened to traffic on August 2, 2023.

Springfield Phase IV opened to traffic in July 2025 after a March 24, 2025 groundbreaking, with the City of Laredo handling right-of-way and design, the RMA funding construction and testing, and TxDOT facilitating timely progress and connection to the IH-35 frontage road. The RMA approved $1 million in construction funding for the City of Laredo and TxDOT provided the connector to the Loop 20 service road.

Other completed projects further demonstrate the agency's role as a funding and project development partner. The Killam Industrial Boulevard and FM 1472 Turn Lane Additions were delivered through plans, specifications, and estimates developed by the WCCL-RMA, an Advanced Funding Agreement with TxDOT, and funding participation from the RMA, City of Laredo, and TxDOT-Laredo District.

A Connector for Regional Priorities

Taken together, these projects and studies show that the RMA's value lies not only in funding, but in its ability to align partners around shared transportation priorities. As summarized in the project report, the RMA can use its funding sources to perform studies, develop new funding opportunities, team with partner agencies, advance priority roadway projects, and make local projects shovel-ready for future state and federal funding. In recent years, it has functioned as a bridge in project delivery among Webb County, the City of Laredo, TxDOT, the Laredo and Webb County Area MPO, and other partners. The result is a growing portfolio of projects that reflects the region's transportation needs and the partnerships required to bring them to fruition. From Vallecillo Road and Vision Zero Webb Laredo to TRZ studies, Springfield Avenue, Los Presidentes, and future corridors, the RMA continues to turn formal agreements into tangible progress for Laredo and Webb County.

FOLLOW US!

WHAT IS THE WEBB COUNTY–CITY OF LAREDO REGIONAL MOBILITY AUTHORITY?

The Webb County–City of Laredo Regional Mobility Authority brings public and private partners together to secure funding, build critical transportation projects, and keep Laredo moving forward.









ABOUT THE AUTHORITY

- Improving mobility across Laredo, Webb County
- Delivering transportation solutions that keep the region moving.
- Planning and advancing critical roadway and infrastructure projects.
- Enhancing safety, connectivity, and economic growth.
- Building transportation alternatives for the future of South Texas.

CONNECTING COMMUNITIES. ADVANCING MOBILITY. DRIVING THE FUTURE OF LAREDO, WEBB COUNTY, TEXAS



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