

COUNTY OF CAMERON §

12:00 Noon

VICTOR ALVAREZ
ABSENT

RMA Minutes\February 16, 2010-Special\Page 1

AGENDA

**Special Meeting of the Board of Directors
of the
Cameron County Regional Mobility Authority**

**Dancy Courthouse
1100 E. Monroe Street
Brownsville, TX 78520**

Tuesday, February 16, 2010

12:00 Noon

ACCEPTED FOR FILING
CAMERON COUNTY

2010 FEB 12 A 10:04

JOE G. RIVERA
COUNTY CLERK

I. Public Comments

CONSENT ITEMS:

- II. Consideration and Approval of the Minutes for February 3, 2010 Special Meeting**
- III. Consideration and Approval of Agreement between Cameron County, the City of Harlingen, the Cameron County Regional Mobility Authority, Union Pacific Railroad and the Rio Valley Switching Company regarding the Olmito Switchyard Project**
- IV. Consideration and Approval for Board and Staff to travel to the Team Texas Meeting in Dallas, Texas on February 18 and 19, 2010**
- V. Consideration and approval of Revenue and Expenditure Report and Financials for the month of January 2010**
- VI. Consideration and Approval of a Request for Primacy on SH 550 from U.S. 77 to SH 48**

ITEMS FOR DISCUSSION AND ACTION:

- VII. Consideration and acknowledgment of GEC Report for the month of January 2010**
- VIII. Discussion regarding the development of a brochure for the SH 550 Project**
- IX. Presentation of plan of finance for the Cameron County Regional Mobility Authority Pledged Vehicle Registration Fee Revenue Bonds, Series 2010**
- X. Consideration and Approval of Resolution authorizing Staff and Advisors to take necessary steps in preparation for the issuance of the Cameroun County Regional Mobility Authority Pledged Vehicle Registration Fee Revenue Bonds, Series 2010 including the preparation of a preliminary official statement and other necessary documents; selection of underwriters; selection of a trustee and paying agent; solicitation of rating(s); solicitation of bond insurance bid(s); and other actions in preparation of the sale**

- XI. Consideration and approval of a Transportation and Project Pledge Agreement between the Cameron County Regional Mobility Authority and Cameron County whereby the County agrees to not lower or eliminate the Pledged Vehicle Registration Fee while the Cameron County Regional Mobility Authority Pledged Vehicle Registration Fee Revenue Bonds, Series 2010 or any other Parity Obligations remain outstanding**
- XII. Consideration and Approval of Supplemental Work Authorization No. 2 to Work Authorization No. 13 for the (PDA) Program Development Agreement**
- XIII. Consideration and Approval of Supplemental Work Authorization No. 3 to Work Authorization No. 16 for the West Rail Design**
- XIV. Consideration and Approval of Work Authorization No. 24 for the SH 550 Project**

EXECUTIVE SESSION ITEMS:

XV. Executive Session:

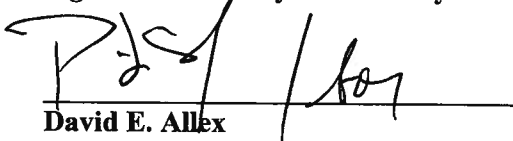
- A. Consultation with, and advice from Legal Counsel concerning negotiations and related contract issues with the Texas Department of Transportation regarding the Cameron County Regional Mobility Authority's projects, specifically SH 550 Toll Project and other legal issues affecting the authority, Pursuant to V.T.C.A. Government Code, Section 551.071 (2)**
- B. Deliberation regarding real property concerning acquisition of Parcel 5, for the West Rail Project, pursuant to Vernon Texas Code Annotated (V.T.C.A.), Government Code, Section 551.072**
- C. Deliberation regarding real property concerning acquisition of Parcel 7, for the West Rail Project, pursuant to Vernon Texas Code Annotated (V.T.C.A.), Government Code, Section 551.072**

XVI. Action relative to Executive Session

- A. Possible Action**
- B. Possible Action**
- C. Possible Action**

XVII. Adjournment

Signed this 12th day of February 2010



David E. Allex
Chairman

PUBLIC COMMENTS

I. PUBLIC COMMENTS

None were presented.

CONSENT ITEMS

ALL ITEMS II TO VI UNDER THE CONSENT RMA AGENDA ARE HEARD COLLECTIVELY UNLESS OPPOSITION IS PRESENTED, IN WHICH CASE THE CONTESTED ITEM WILL BE CONSIDERED, DISCUSSED AND APPROPRIATE ACTION TAKEN SEPARATELY

Upon motion by Director Gallegos, seconded by Director Villalobos and carried unanimously, Items II to VI listed below were approved as presented.

II. CONSIDERATION AND APPROVAL OF THE MINUTES FOR FEBRUARY 3, 2010, SPECIAL MEETING

III. CONSIDERATION AND APPROVAL OF AGREEMENT BETWEEN CAMERON COUNTY, THE CITY OF HARLINGEN, THE CAMERON COUNTY REGIONAL MOBILITY AUTHORITY, UNION PACIFIC RAILROAD AND THE RIO VALLEY SWITCHING COMPANY REGARDING THE OLMITO SWITCHYARD PROJECT

The Agreement is as follows:

IV. CONSIDERATION AND APPROVAL FOR THE BOARD AND STAFF TO TRAVEL TO THE TEAM TEXAS MEETING IN DALLAS, TEXAS ON FEBRUARY 18 AND 19, 2010

V. CONSIDERATION AND APPROVAL OF REVENUE AND EXPENDITURE REPORT AND FINANCIALS FOR THE MONTH OF JANUARY 2010

The Reports are as follows:

VI. CONSIDERATION AND APPROVAL OF A REQUEST FOR PRIMACY ON SH 550 FROM U.S. 77 TO SH 48

ACTION ITEMS

VII. CONSIDERATION AND ACKNOWLEDGMENT OF GEC REPORT FOR THE MONTH OF JANUARY 2010

Mr. Richard Ridings with HNTB, introduced Mr. Van Short, also with HNTB. Mr. Short will handle construction related issues on upcoming projects for the Cameron County Regional Mobility Authority. Mr. Ridings went over project by project and provided the Board an update for every project, including FM 509, West Parkway, West Rail Project, SH 550, SPI 2nd Access, North Rail Relocation, Olmito Switchyard Relocation, and the Port Access Road. Mr. Ridings mentioned upcoming groundbreakings in the next 90 days, including SH 550 at FM 1847, SH 550, West Rail Project, and the Olmito Switchyard Relocation. Mr. Ridings answered questions from the Board.

Director Gallegos moved to acknowledge the January 2010 GEC Report along with the status of the CCRMA projects. The motion was seconded by Director Villalobos and carried unanimously.

The Report is as follows:

VIII. DISCUSSION REGARDING THE DEVELOPMENT OF A BROCHURE FOR THE SH 550 PROJECT

Mr. Richard Ridings with HNTB, introduced the item and went over the brochure that was in the Board's packet. Mr. Ridings talked about the importance of a marketing program and outlined the marketing efforts that will be conducted by the Texas Turnpike Authority. Mr. Ridings urged the Board to review the information in the brochure and send in comments or changes that need to be made to the language in the brochure. He stated that during our next meeting we would discuss how we propose to fund marketing efforts for the Cameron County Regional Mobility Authority projects.

Director Garza moved to approve the development of a Brochure for the SH 550 Project. The motion was seconded by Director Gallegos and carried unanimously.

The Brochure is as follows:

- IX. PRESENTATION OF PLAN OF FINANCE FOR THE CAMERON COUNTY REGIONAL MOBILITY AUTHORITY PLEDGED VEHICLE REGISTRATION FEE REVENUE BONDS, SERIES 2010**
- X. CONSIDERATION AND APPROVAL OF RESOLUTION AUTHORIZING STAFF AND ADVISORS TO TAKE NECESSARY STEPS IN PREPARATION FOR THE ISSUANCE OF THE CAMERON COUNTY REGIONAL MOBILITY AUTHORITY PLEDGED VEHICLE REGISTRATION FEE REVENUE BONDS, SERIES 2010 INCLUDING THE PREPARATION OF A PRELIMINARY OFFICIAL STATEMENT AND OTHER NECESSARY DOCUMENTS; SELECTION OF UNDERWRITERS; SELECTION OF A TRUSTEE AND PAYING AGENT; SOLICITATION OF RATING(S); SOLICITATION OF BOND INSURANCE BID(S); AND OTHER ACTIONS IN PREPARATION OF THE SALE**
- XI. CONSIDERATION AND APPROVAL OF A TRANSPORTATION AND PROJECT PLEDGE AGREEMENT BETWEEN THE CAMERON COUNTY REGIONAL MOBILITY AUTHORITY AND CAMERON COUNTY WHEREBY THE COUNTY AGREES TO NOT LOWER OR ELIMINATE THE PLEDGED VEHICLE REGISTRATION FEE WHILE THE CAMERON COUNTY REGIONAL MOBILITY AUTHORITY PLEDGED VEHICLE REGISTRATION FEE REVENUE BONDS, SERIES 2010 OR ANY OTHER PARITY OBLIGATIONS REMAIN OUTSTANDING**

Director Villalobos motioned to **TABLE** Item IX, X, and XI. The motion was seconded by Director Gallegos and carried unanimously.

XII. CONSIDERATION AND APPROVAL OF SUPPLEMENTAL WORK AUTHORIZATION NO. 2 TO WORK AUTHORIZATION NO. 13 FOR THE (PDA) PROGRAM DEVELOPMENT AGREEMENT

Mr. Richard Ridings with HNTB and Mr. Sepulveda, RMA Coordinator, explained to the Board the need for the extension for this work authorization.

Director Gallegos moved to approve Supplemental Work Authorization No. 2 to Work Authorization No. 13 for the (PDA) Program Development Agreement. The motion was seconded by Director Garza and carried unanimously.

The Supplemental Work Authorization is as follows:

XIII. CONSIDERATION AND APPROVAL OF SUPPLEMENTAL WORK AUTHORIZATION NO. 3 TO WORK AUTHORIZATION NO. 16 FOR THE WEST RAIL DESIGN

Mr. Richard Ridings with HNTB and Mr. Sepulveda, RMA Coordinator, explained to the Board the need for the extension for this work authorization.

Director Gallegos moved to approve Supplemental Work Authorization No. 3 to Work Authorization No. 16 for the West Rail Design. The motion was seconded by Director Garza and carried unanimously.

The Supplemental Work Authorization is as follows:

XIV. CONSIDERATION AND APPROVAL OF WORK AUTHORIZATION NO. 24 FOR THE SH 550 PROJECT

Mr. Richard Ridings with HNTB and Mr. Sepulveda, RMA Coordinator, explained to the Board the purpose of Work Authorization No. 24.

Director Gallegos moved to approve Work Authorization No. 24 for the SH 550 Project. The motion was seconded by Director Garza and carried unanimously.

The Work Authorization is as follows:

EXECUTIVE SESSION

XV. EXECUTIVE SESSION:

- A. CONSULTATION WITH, AND ADVISE FROM LEGAL COUNSEL CONCERNING NEGOTIATIONS AND RELATED CONTRACT ISSUES WITH THE TEXAS DEPARTMENT OF TRANSPORTATION REGARDING THE CAMERON COUNTY REGIONAL MOBILITY AUTHORITY'S PROJECTS, SPECIFICALLY SH 550 TOLL PROJECT AND OTHER LEGAL ISSUES AFFECTING THE AUTHORITY, PURSUANT TO V.T.C.A. GOVERNMENT CODE, SECTION 551.071(2)**
- B. DELIBERATION REGARDING REAL PROPERTY CONCERNING ACQUISITION OF PARCEL 5, FOR THE WEST RAIL PROJECT, PURSUANT TO VERNON TEXAS CODE ANNOTATED (V.T.C.A), GOVERNMENT CODE, SECTION 551.072**
- C. DELIBERATION REGARDING REAL PROPERTY CONCERNING ACQUISITION OF PARCEL 7, FOR THE WEST RAIL PROJECT, PURSUANT TO VERNON TEXAS CODE ANNOTATED (V.T.C.A), GOVERNMENT CODE, SECTION 551.072**

Upon motion by Director Garza, seconded by Director Villalobos and carried unanimously, these items were
TABLED.

XVI. ACTION RELATIVE TO EXECUTIVE SESSION:

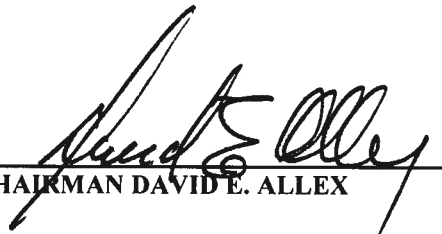
- A. CONSULTATION WITH, AND ADVISE FROM LEGAL COUNSEL CONCERNING NEGOTIATIONS AND RELATED CONTRACT ISSUES WITH THE TEXAS DEPARTMENT OF TRANSPORTATION REGARDING THE CAMERON COUNTY REGIONAL MOBILITY AUTHORITY'S PROJECTS, SPECIFICALLY SH 550 TOLL PROJECT AND OTHER LEGAL ISSUES AFFECTING THE AUTHORITY, PURSUANT TO V.T.C.A. GOVERNMENT CODE, SECTION 551.071(2)**
- B. DELIBERATION REGARDING REAL PROPERTY CONCERNING ACQUISITION OF PARCEL 5, FOR THE WEST RAIL PROJECT, PURSUANT TO VERNON TEXAS CODE ANNOTATED (V.T.C.A), GOVERNMENT CODE, SECTION 551.072**
- C. DELIBERATION REGARDING REAL PROPERTY CONCERNING ACQUISITION OF PARCEL 7, FOR THE WEST RAIL PROJECT, PURSUANT TO VERNON TEXAS CODE ANNOTATED (V.T.C.A), GOVERNMENT CODE, SECTION 551.072**

Upon motion by Director Garza, seconded by Director Villalobos and carried unanimously, these items were
TABLED.

XVII. ADJOURNMENT

There being no further business to come before the Board and upon motion by Director Gallegos, seconded by Director Garza and carried unanimously the meeting was **ADJOURNED** at 12:54 P.M.

APPROVED this 4th day of March, 2010.


CHAIRMAN DAVID E. ALLEX

ATTESTED:


SECRETARY RUBEN GALLEGOS, JR.

**III. CONSIDERATION ON APPROVAL OF AGREEMENT
BETWEEN CAMERON COUNTY, THE CITY OF
HARLINGEN, THE CAMERON COUNTY REGIONAL
MOBILITY AUTHORITY, UNION PACIFIC RAILROAD
AND THE RIO VALLEY SWITCHING COMPANY
REGARDING THE OLMITO SWITCHYARD PROJECT**



MEMORANDUM

TO: CCRMA Board

FROM: Pete Sepulveda, Jr. *psj*
RMA Coordinator

DATE: February 11, 2010

RE: RMA 2.16.10 Agenda - Item III

Attached is the Agreement between Cameron County, City of Harlingen, Cameron County Regional Mobility Authority, Union Pacific Railroad Company, and Rio Valley Switching Company regarding the Olmito Switchyard Project for approval. Changes were made by UPRR and RVSC that don't impact the RMA. Recommend approval.

Thank you.

**AGREEMENT BETWEEN CAMERON COUNTY, TEXAS,
THE CITY OF HARLINGEN, TEXAS,
THE CAMERON COUNTY REGIONAL MOBILITY AUTHORITY,
UNION PACIFIC RAILROAD COMPANY,
AND
RIO VALLEY SWITCHING COMPANY ADDRESSING
FREIGHT RAILROAD RELOCATION AND IMPROVEMENTS
IN HARLINGEN, TEXAS**

This Agreement (Agreement), made and entered into as of the 5th day of February, 2010 (the Effective Date), between Cameron County, Texas (County), the City of Harlingen, Texas (the City), the Cameron County Regional Mobility Authority (CCRMA), Union Pacific Railroad Company (UPRR), and Rio Valley Switching Company (RVSC).

WITNESSETH

- WHEREAS**, UPRR owns and operates rail freight transportation facilities within the State of Texas; and
- WHEREAS**, RVSC leases and operates rail freight transportation facilities within the State of Texas; and
- WHEREAS**, UPRR and RVSC believe that certain rail relocation projects that offer important opportunities to improve the State of Texas and national freight rail system may be achieved through public/private cooperative relationships; and
- WHEREAS**, the City has developed technical studies and plans for near term railroad relocation alternatives to eliminate vehicle delays and to improve vehicle-rail safety in the northern portion of the County and throughout the City, known as the Phase I Plan; and
- WHEREAS**, the City is developing technical studies and plans for long term railroad relocation alternatives to eliminate vehicle delays and to improve vehicle-rail safety in the northern portion of the County and throughout the City, known as the Harlingen North Rail Relocation Plan, which involves a larger effort to relocate UPRR and RVSC main lines in and around the City than the Phase I Plan; and
- WHEREAS**, the City continues to seek additional federal funding through the Texas Department of Transportation (TxDOT) and the United States Congress for railroad relocations under the Phase 1 Plan and/or the Harlingen North Rail Relocation Plan; and
- WHEREAS**, the County, City, CCRMA, UPRR, and RVSC, agree to the following actions, activities, methodologies, and conditions for addressing the potential relocation of through rail services and/or rail yard operations in the Harlingen, Texas region.

NOW, THEREFORE, it is mutually agreed by and between the Parties:

ARTICLES

- A. This Agreement sets forth each party's obligations with respect to rationalizing rail facilities in the Harlingen Area under the Phase I Plan.
- B. The City, County, and CCRMA, with such cooperation and input as they may reasonably request of UPRR and RVSC, will continue with the planning, analysis, and potential development of the Harlingen North Rail Relocation Plan, including consideration of the possible relocation of through-freight rail routes and rail yard operations to effect potential improvements to existing rail operations and services within the Study Area. (Exhibit I Study Area)
- C. The scope of the Phase I Plan and the scope of the Harlingen North Rail Relocation Plan will be limited to UPRR's and RVSC's railroad facilities within the Study Area.
- D. The City, County, CCRMA, UPRR, and RVSC agree in principle to continue to cooperate in further studies to improve the safety, mobility, reliability, and efficiency of rail operations within the Study Area.
- E. Former Missouri Pacific Yard:
 - 1. Existing Switch Yard Area:
 - a. UPRR will remove five yard tracks adjacent to the siding. Siding will remain. (Exhibit 2 Drawing of Five Tracks) UPRR will dispose of rail, ties and other track material and retain any desired salvage. UPRR will remove car repair facilities, including buildings (known as a "rip track") and all associated trackage.
 - b. Eight tracks currently under lease to RVSC (Exhibit 2 Drawing of Eight Tracks) will remain in operation.
 - c. UPRR will remove all trackage and facilities as described above in Article E.1.a (Exhibit 2) at UPRR's expense.
 - 2. Olmito Yard Improvements:
 - a. County will let Project and Project will include construction of 36,422 feet of yard tracks and twenty two turnouts (Exhibit 4 Scope of Work) at Olmito Yard in Brownsville, Texas to replace capacity lost at Harlingen.
 - b. Construction will also include a car repair facility (i.e., a rip track) at the Olmito Yard to replace the rip track facility retired at Harlingen.
 - c. The estimate for the Olmito Yard work is included in (Exhibit 5 Budget)
 - d. The City, County, and CCRMA will fund construction of all work performed at the Olmito Yard listed in Article E.2.a and E.2.b above.
 - e. UPRR will be financially responsible for changes in scope requested by UPRR. City/County/CCRMA will be financially responsible for changes in scope made at its request.

- f. Project will be let out for bid no later than March 15, 2010.
3. Operational obligations:
- a. UPRR agrees to discontinue railcar classification and switching at Harlingen as soon as the Olmito Yard improvements described in Article E.2.a and E.2.b above are completed.
 - b. Once the Olmito Yard improvements are completed, UPRR or UPRR's agent agrees to deliver and pull RVSC interchange with a dedicated job from the Olmito Yard (or other location) as opposed to using through-freight service to make set-outs/pick-ups. If in the future, UPRR desires to use through-freight service to deliver interchange to RVSC, UPRR will use its best efforts to minimize crossing blockage. Unit train deliveries may be made directly from the North. A Unit Train is defined as a train of single commodity having more than 30 cars.
 - c. County will use reasonable efforts to have all construction listed above in Article E.2a and 2b completed by December 1, 2011.
 - d. UPRR will file for discontinuance of any rail operations affected by the above retirements, if governmental approval is needed.
 - e. If the City initiates a project and obtains funding for a grade separation at Fair Park Boulevard, UPRR agrees to cooperate with the City to modify the connection from the RVSC Yard to the RVSC McAllen Main Line in order to reduce the distance between the lead and the UPRR siding.
 - f. As this relocation takes effect, with respect to RVSC traffic, UPRR has verified that the only costing impact accounted for in our costing system is the additional mileage (approximately 32 miles roundtrip) of running cars through Olmito Yard vs direct to Harlingen Yard. The additional mileage impact will have a negligible impact to UPRR costing structure.

UPRR anticipates only negligible cost impact for future years. Regardless, UPRR agrees not to adjust its rate structure to the detriment of RVSC based on this transportation change and the minimal cost impact associated. The shift in UPRR Operations to be handled through Olmito Yard will improve UPRR operational efficiencies and therefore, will not be viewed as an additional cost impact when related to UPRR pricing decisions in the future.

F. Obligations of RVSC:

- 1. RVSC will agree to operate the remaining eight tracks at Harlingen in the following manner: RVSC and UPRR will employ "yard air" or "jumper hoses" to perform FRA departing terminal air tests to trains departing the Harlingen Yard. RVSC will make every effort, consistent with safe and accepted operating practices, to minimize crossing blockages while performing local switching in the Harlingen area. RVSC will use its best efforts to provide UPRR with an air-tested outbound interchange, provided that UPRR supplies and maintains an air system.
- 2. RVSC will use best efforts to confine switching and classification activities to the eight existing tracks.
- 4. In the event that RVSC is bought or merged, RVSC will assign this Agreement to the New Owner/Successor.

5. If UPRR nullifies their Lease Agreement with RVSC, UPRR, or a New Operator selected by UPRR, will assume switching responsibilities at Harlingen and will abide by this Agreement.

6. ^{MC} UPRR and RVSC agree to install a derail between the RVSC leased yard tracks and the UPRR siding.

G. Obligations of the City, County, and CCRMA:

1. The City, County, and CCRMA will fund the work described in Article E.2.a and E.2.b, except where expressly stated otherwise.

2. The City, County and CCRMA agree to perform any filing and reporting required by the ARRA.

H. Obligations of all parties with respect to the Harlingen North Rail Relocation Plan:

1. All parties agree to cooperate in studies of the Harlingen North Rail Relocation Plan to identify economic and operationally efficient alternatives to relocate the main track out of the downtown Harlingen area.

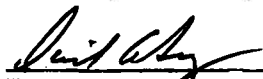
2. UPRR and RVSC agree to attend meetings, respond to reasonable requests for information, and work with the City, County, and CCRMA to obtain Federal and/or State Funding for the Harlingen North Rail Relocation Plan, provided a workable relocation alternative has been identified and agreed to by all parties.

3. UPRR and RVSC agree to work with the City, County, and CCRMA in an effort to develop a workable plan to which all Parties can agree, to move the RVSC switching operations to a location within the Study Area to which all Parties can agree by May 1, 2012.

4. UP and RVSC are not committing to any financial obligations. UPRR and RVSC are by this Agreement committed to working with the City/County/CCRMA in good faith effort to accomplish the Harlingen North Rail Relocation Plan.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the Effective Date.

CAMERON COUNTY, TEXAS



By: David A. Garza
County Judge Pro-Tem, Cameron County


Attest by: Joe G. Rivera
County Clerk

CITY OF HARLINGEN, TEXAS

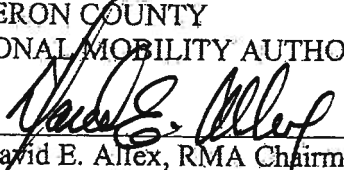


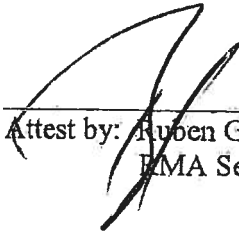
By: Chris Boswell
Mayor, City of Harlingen



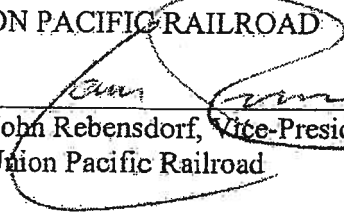

Attest by: Sylvia Trevino
City Secretary

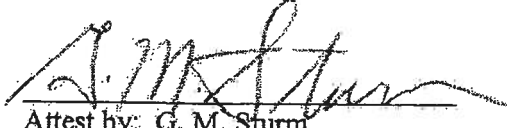
CAMERON COUNTY
REGIONAL MOBILITY AUTHORITY


By: David E. Alex, RMA Chairman
Regional Mobility Authority

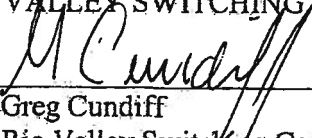

Attest by: Ruben Gallegos, Jr.
RMA Secretary

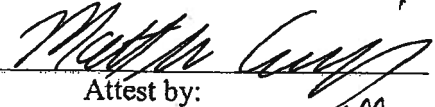
UNION PACIFIC RAILROAD


By: John Rebensdorf, Vice-President
Union Pacific Railroad


Attest by: G. M. Sturm
General Manager Joint Facilities

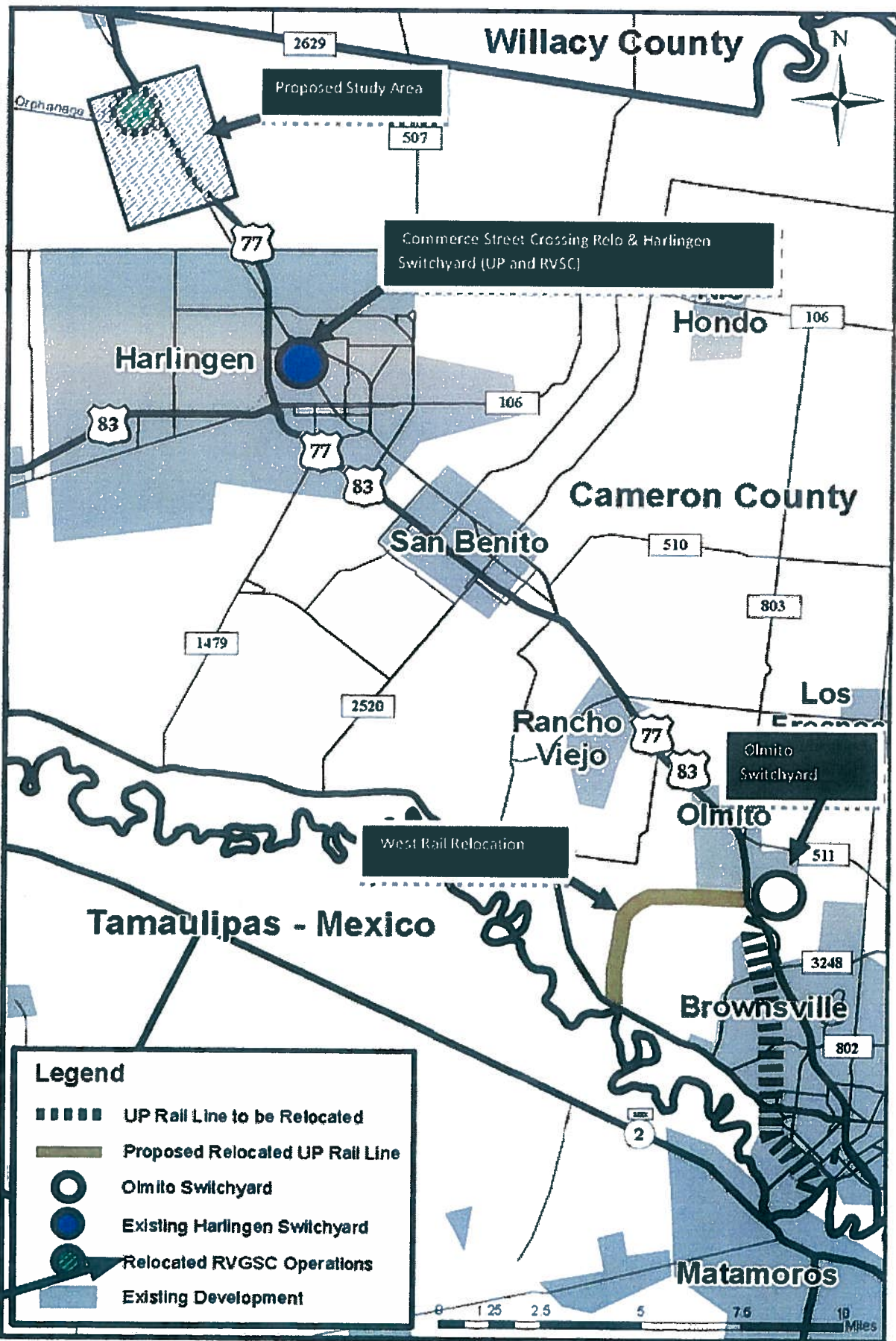
RIO VALLEY SWITCHING COMPANY

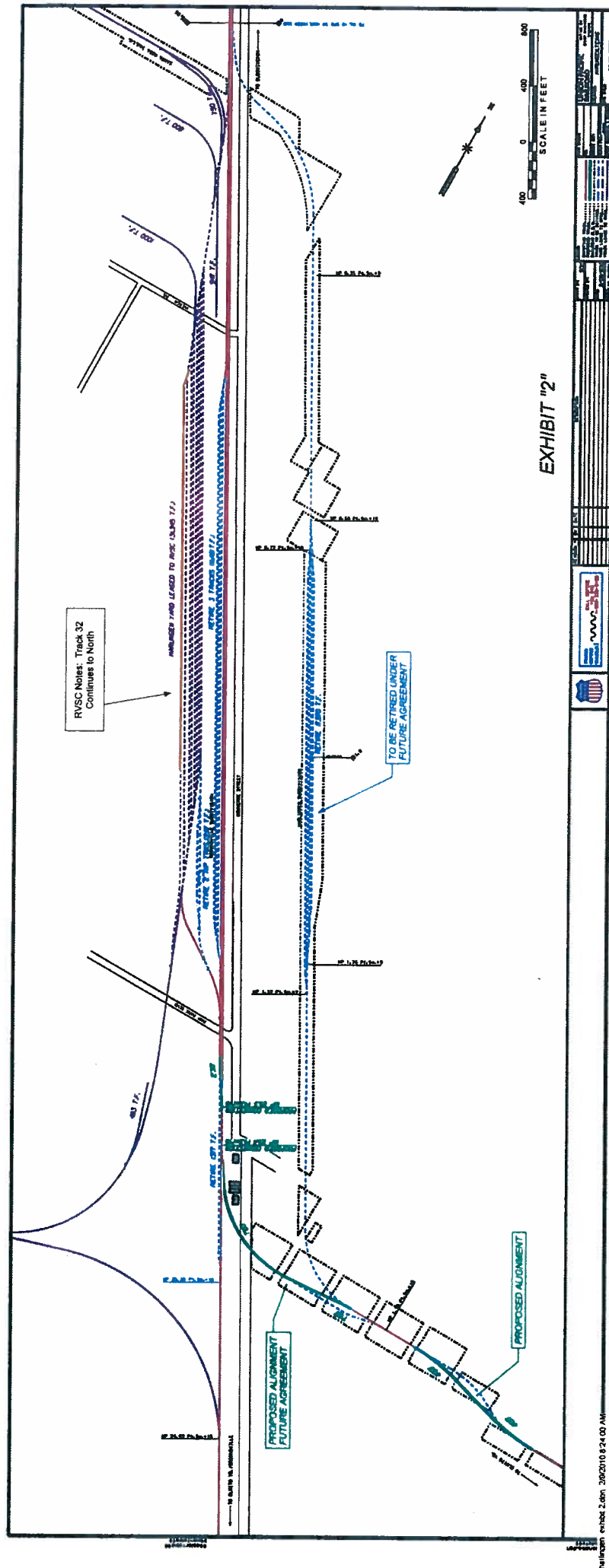

By: Greg Cundiff
Rio Valley Switching Company


Attest by:
Matthew Cundiff
VP Southern Region

List of Exhibits:

- Exhibit 1 – A map of the Study Area
- Exhibit 2 – Drawing of Five tracks to be removed
- Exhibit 2 – Drawing of Eight tracks leased to RVSC by UPRR
- Exhibit 4 – Scope of work in Olmito
- Exhibit 5 – Budget for Olmito Yard work





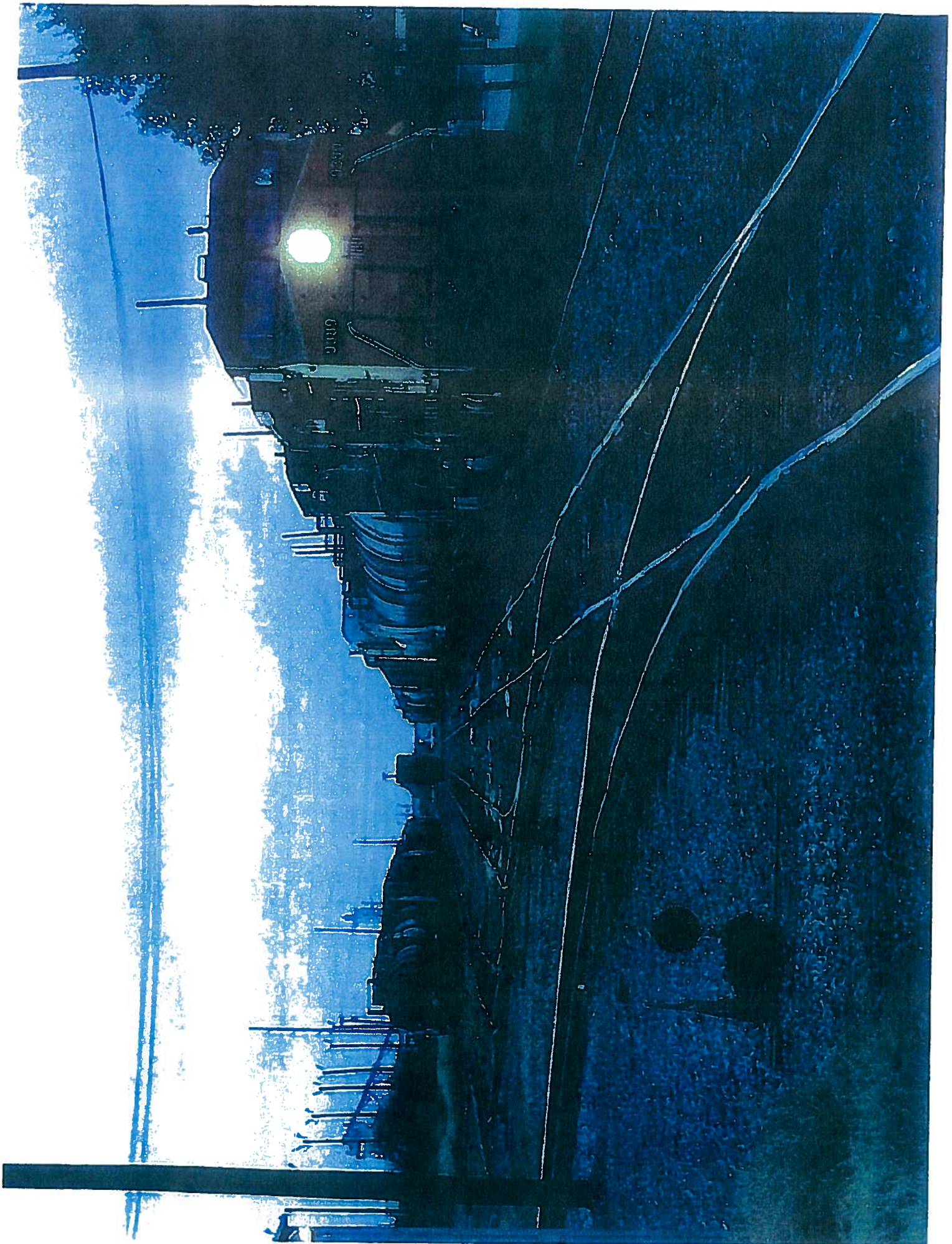




Exhibit 4

Scope of Work in Olmito

Expansion to Olmito Yard Tracks

1. Construct 36,976 feet of yard tracks
2. Construct 14 #9 turnouts
3. Construct 4 #11 turnouts
4. Remove 558 feet of existing rack
5. Construction to include drainage and SWPPP (storm-water pollution prevention plan)

Repair in Place (RIP) Facility

1. Construct Car Repair Facility, including inspection pit
2. Construct 640 feet of RIP track (320 feet x 2 tracks)
3. Construct a modular welfare facility
4. Construction will include drainage, utilities and lighting

Exhibit 5

Material And Force Account Estimate Cameron County

Estimate Number: 25383 Version: 6

Standard Rates: Labor Additive = 236% WT Labor Additive = 187.95%

Estimate Good for 6 Months Until 01/28/10

Location: BROWNSVILLE SUB, CONN, 1.29-19.39

Description of Work: Olmito Yard - near Brownsville, TX - Phase 3 Expansion with RIP Facility
- Contractor Track Construction

COMMENTS	FACILITY	Description	QTY	UOM	UCST	LABOR	MATERIAL	TOTAL
ENGINEERING								
		ENGINEERING	1	LS	800,000.00	800,000	0	800,000
		CONTRACT ENGINEERING	1	LS	100,000.00	0	100,000	100,000
		CONTRACT SURVEYING/STAKING	1	LS	50,000.00	0	50,000	50,000
		FLAGGING/INSPECTION	80	MD	660.00	52,800	0	52,800
Sub-Total =						852,800	150,000	1,002,800
TRACK CONSTRUCTION - COMPANY								
2 - RH By UPRR	PPTO	PPTO 136# #11 HT XLSR	2	EA	164,295.35	146,156	182,434	328,591
1 - RH, 1 - LH By Contractor	PPTO	PPTO 136# #11 HT XLSR	2	EA	91,606.05	0	183,212	183,212
1 - LH, 1 - RH By UPRR	PPTO	PPTO 136# #9 HT RBM	2	EA	127,081.78	126,156	127,966	254,124
5 - LH, 7 - RH By Contractor	PPTO	PPTO 136# #9 HT RBM	12	EA	63,998.79	0	767,985	767,985
Between Switches - By Contractor	TRACK	136# CWRHHD 24-9'PPHWD 16"N TP	292	TF	124.03	0	36,216	36,216
2 Sidings & Leads - By Contractor	TRACK	133# CWRSS3 24-9'PPHWD 16"N TP	16557	TF	71.70	0	1,187,198	1,187,198
Yard Tracks - By Contractor	TRACK	133# CWRSS3 20-8' PPSWD UP-14	20048	TF	49.17	0	985,854	985,854
By Contractor	RDXING	RDXING 136# CON 9-W 9' PP-PAN TIES	216	TF	277.80	0	60,005	60,005
	RDXING	RELOCATE: CONCRETE XING	48	TF	369.10	17,717	0	17,717
	TRACK	SHIFT TRACK: YD 0% TIES	532	TF	18.30	7,353	2,381	9,734
1 - LH, 1 - RH	DERAIL	DERAIL: 136# HAYES SLIDING W/ CROWDER	1	EA	3,162.56	0	3,163	3,163
Sub-Total =						297,384	3,536,416	3,833,800
TRACK REMOVAL - COMPANY								
	TRACK	REMOVE TRACK	484	TF	10.48	4,861	0	4,861
Sub-Total =						4,861	0	4,861
TRACK CONSTRUCTION - CONTRACT								
		MOBILIZATION - TRACK	1	LS	50,000.00	0	50,000	50,000
		TURNOUT - NO 11 - CONSTRUCT	2	EA	15,000.00	0	30,000	30,000
		TURNOUT - NO. 9 - CONSTRUCT	12	EA	12,000.00	0	144,000	144,000
HHCWR - Between Switches		CONSTRUCT TRACK	292	TF	35.00	0	10,220	10,220
Sidings & Leads		CONSTRUCT TRACK	16557	TF	35.00	0	579,495	579,495
Yard Track		CONSTRUCT TRACK	20048	TF	32.00	0	641,536	641,536
		ROAD CROSSING - CONSTRUCT	216	TF	150.00	0	32,400	32,400
		DERAIL - CONSTRUCT	2	EA	1,000.00	0	2,000	2,000
		FIELD WELD	76	EA	550.00	0	41,250	41,250
Sub-Total =						0	1,530,901	1,530,901
SITE WORK - CONTRACT								
		MOBILIZATION	1	LS	200,000.00	0	200,000	200,000
		CLEARING AND GRUBBING	30	AC	2,500.00	0	75,000	75,000
		GRADING: EXCAVATION	80000	CY	12.00	0	960,000	960,000
Includes Backfill		SUBEXCAVATION	8000	CY	20.00	0	160,000	160,000
		LIME STABILIZATION, 6" PLC, CMPCT,	140000	SY	5.00	0	700,000	700,000
		AGGREGATE - SUBBALLAST - FURNISH, PLACE	48000	CY	60.00	0	2,880,000	2,880,000
10' Wide		ASPHALT - 4" FURN. & PLACE	6600	SY	40.00	0	260,000	260,000
Sub-Total =						0	5,235,000	5,235,000
DRAINAGE - CONTRACT								
		RCP 48" - FURNISH & INSTALL	620	LF	300.00	0	186,000	186,000
		HEADWALL TYPE A-2 FURNISH AND INSTALL	1	EA	10,000.00	0	10,000	10,000
Sub-Total =						0	196,000	196,000
UTILITIES - CONTRACT								
		LIGHTING	1	LS	497,344.00	0	497,344	497,344
Sub-Total =						0	497,344	497,344
FACILITIES - CONTRACT								

	CAR REPAIR FACILITY	1	LS	2,398,788.00	0	2,398,788	2,398,788
				Sub-Total =	0	2,398,788	2,398,788
SIGNAL - COMPANY							
RCL	SIGNAL INSTALL	1	LS	90,000.00	0	90,000	90,000
				Sub-Total =	0	90,000	90,000
EQUIPMENT RENTAL							
	EQUIPMENT RENTAL	1	LS	80,000.00	0	80,000	80,000
				Sub-Total =	0	80,000	80,000
HOMELINE FREIGHT							
	HOMELINE FREIGHT	56048	Per Ton	12.92	0	724,294	724,294
				Sub-Total =	0	724,294	724,294
PROJECT LEVEL COST							
	CONTINGENCIES	CONTINGENCY	10	%	155,837.88	115,504	1,443,874
				Sub-Total =	115,504	1,443,874	1,559,378
				Totals =	1,270,549	15,882,618	17,153,167

Total Wgt. In Tons = 56,048

Grand Total = \$17,153,167

This is a "Shotgun" estimate, intended to provide a ballpark cost to determine whether a proposed project warrants further study. This estimate is not to be used for budget authority. This estimate is based on a conceptual design, without detailed engineering or site investigation. Quantities and costs are estimated using readily available information and experience with similar projects. Site conditions and changes in project scope and design may result in significant cost variance.

**V. CONSIDERATION AND APPROVAL OF REVENUE AND
EXPENDITURE REPORT AND FINANCIALS FOR THE
MONTH OF JANUARY 2010**

Cash Disbursement Journal By GL

From 01/01/2010 To 01/31/2010

1006660

<u>Fund Dept</u>	<u>LnItem</u>	<u>PEID</u>	<u>Vendor Name</u>	<u>Check #</u>	<u>Check Date</u>	<u>Post Date</u>	<u>PO #</u>	<u>Invoice #</u>	<u>Amount</u>
REGIONAL MOBILITY AU									
110 110	6014	0000061750	GENERAL FUND	00232095	01/15/2010	01/14/2010		CR 100-4160-1144	16.00
110 110	6014			00232095	01/15/2010	01/14/2010	P145533	CR 100-4160-4464	19.00
110 110	6014			00232095	01/15/2010	01/14/2010	P145533	CR 100-4160-1144	121.20
Check Total									156.20
110 110	6045	0000168958	C&M ASSOCIATES	00231989	01/15/2010	01/14/2010	P146091	51143	156.20
Line Item Total									57,000.00
110 110	6045	0000160653	HNTB CORP	00232912	01/29/2010	01/28/2010	P139141	47-40619-PL-020	57,000.00
Check Total									994.99
110 110	6050	0000166064	GARCIA,DAVID	00232077	01/15/2010	01/14/2010		AUSTIN 01/10-11	994.99
Line Item Total									57,994.99
110 110	6050	0000127024	SEPULVEDA,PETE	00231714	01/07/2010	01/07/2010		AUSTIN/HOUSTON	350.60
Check Total									350.60
110 110	6050			00232317	01/15/2010	01/14/2010		AUSTIN 01/05/10	1,106.60
110 110	6050			00232317	01/15/2010	01/15/2010		AUSTIN 01/10-11	1,106.60
Check Total									165.70
Check Total									513.10
Check Total									678.80
110 110	6054	0000100395	MONITOR,THE	00232195	01/15/2010	01/15/2010	P145027	300047651209 12/	2,136.00
Line Item Total									1,560.30
Check Total									1,560.30
110 110	6082	0000154776	BETANCOURT,BLANCA	00231977	01/15/2010	01/14/2010		JAN CONTRACT	1,560.30
Line Item Total									400.00
Check Total									400.00
110 110	6082	0000089010	GALARZA,MARTHA	00232068	01/15/2010	01/14/2010		JAN CONTRACT	600.00
Check Total									600.00
110 110	6082	0000166064	GARCIA,DAVID	00232077	01/15/2010	01/14/2010	P146100	JAN CONTRACT	600.00
Check Total									2,083.33
110 110	6082	0000119900	ROBLES,MARIA A	00232286	01/15/2010	01/14/2010		JAN CONTRACT	2,083.33
Check Total									300.00
110 110	6082	0000166843	SAENZ,PERLA J	00232298	01/15/2010	01/14/2010		JAN CONTRACT	300.00
Check Total									300.00
110 110	6082	0000127024	SEPULVEDA,PETE	00232317	01/15/2010	01/14/2010	P146101	JAN CONTRACT	300.00
Check Total									2,083.33
110 110	6082	0000155472	VEGA,DYLBIA JEFFERIES	00232387	01/15/2010	01/14/2010		JAN CONTRACT	2,083.33
Check Total									1,000.00
Check Total									1,000.00
Line Item Total									6,766.66

<u>Fund Dept</u>	<u>LnItm</u>	<u>PEID</u>	<u>Vendor Name</u>	<u>Check #</u>	<u>Check Date</u>	<u>Post Date</u>	<u>PO #</u>	<u>Invoice #</u>	<u>Amount</u>
WEST RAILROAD RELOC									
110 1108	6082	0000160653	HNTB CORP	00232912	01/29/2010	01/28/2010	P145292	47-40619-PL-008	12,390.02
								Check Total	12,390.02
								Line Item Total	12,390.02
								Dept. Total	12,390.02

Cash Disbursement Journal By GL
From 01/01/2010 To 01/31/2010

<u>Fund Dept</u>	<u>LnItem</u>	<u>PEID</u>	<u>Vendor Name</u>	<u>Check #</u>	<u>Check Date</u>	<u>Post Date</u>	<u>PO #</u>	<u>Invoice #</u>	<u>Amount</u>
110 1115	6082		WEST PARKWAY	00232912	01/29/2010	01/28/2010	P145179	47-40619-PL-015	61,572.80
								Check Total	61,572.80
								Line Item Total	61,572.80
								Dept. Total	61,572.80

Cash Disbursement Journal By GL

From 01/01/2010 To 01/31/2010

<u>Fund Dept</u>	<u>LnItm</u>	<u>PEID</u>	<u>Vendor Name</u>	<u>Check #</u>	<u>Check Date</u>	<u>Post Date</u>	<u>PO #</u>	<u>Invoice #</u>	<u>Amount</u>
OLMITO YARD PS&T									
110 1123	6082			00232912	01/29/2010	01/28/2010	P145177	47-40619-DS-023	141,153.43
								Check Total	141,153.43
								Line Item Total	141,153.43
								Dept. Total	141,153.43

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Statement of Net Assets

January 31, 2010

Assets:

Current assets:

	<u>2010</u>
Cash and cash equivalents	\$ 1,037,823
Accounts Receivable	-
Due from other agencies	<u>202,048</u>
Total current assets	<u>1,239,871</u>

Capital Assets: CWIP

Prep Public Inv. Plan	-
SPI 2nd. Causeway	1,408,835
West Loop	1,366,348
West Rail Relocation	-
East Loop	-
Port Spur	434,920
SPI 2nd. Access, Eng., Env.	98,671
West Parkway	61,573
Construction work in progress	<u>3,370,346</u>

Total assets

\$ 4,610,218

Liabilities:

Current liabilities:

Accounts payable	\$ -
Due to other Entities	250,000
Deferred Revenue	1,213
Due to TxDot	<u>2,873,854</u>
Total current liabilities	<u>3,125,067</u>

Total liabilities

3,125,067

Net assets:

Contributed Capital	-
Aid from Other Govt./TxDot	-
Net Assets	<u>1,485,151</u>
Total net assets	<u>1,485,151</u>

Total liabilities and net assets

\$ 4,610,218

CAMERON COUNTY REGIONAL MOBILE AUTHORITY
AS OF 01/31/2010

Statements of Revenues & Expenditures

	<u>2010</u>	
<u>OPERATING REVENUES</u>		
RMA Fees	\$ 366,486	
Interlocal Revenue	-	
Interest Income	<u>788</u>	
TOTAL OPERATING REVENUES		\$ 367,273
<u>OPERATING EXPENSES</u>		
Office Supplies	156	
Small Tools and Equipment	-	
Audit and Accounting	-	
Professional Services	180,527	
Travel	9,685	
Advertising	1,560	
Bonds	-	
Education & Training	-	
Aid to other Governments	-	
Contractual	<u>15,817</u>	
TOTAL OPERATING EXPENSES		207,746
<u>DEVELOPMENT PROGRAMS</u>		
Strategic Plan Development	-	
Public Involvement & Outreach	-	
West Rail Relocation	33,159	
North Rail Relocation	-	
East Loop Project	-	
RFI-Comp Dev Agree	-	
Olmito Yard PS & E	<u>141,153</u>	
TOTAL NON CWIP EXPENDITURES		<u>174,313</u>
CHANGE IN NET ASSETS		(14,785)
TOTAL NET ASSETS - Beginning of Year		<u>1,499,936</u>
TOTAL NET ASSETS - End of Year		<u><u>\$ 1,485,151</u></u>

**VII. CONSIDERATION AND ACKNOWLEDGMENT OF GEC
REPORT FOR THE MONTH OF JANUARY 2010**

Pete Sepulveda Jr.
CCRMA Coordinator
Cameron County Regional Mobility Authority
1100 East Monroe Street
Brownsville, TX 78520



February 5, 2010

Dear Mr. Sepulveda,

The following is a summary of our progress on the subject projects for the month of January 2010.

Project Management:

General GEC

- Prepared contract correspondence and monthly GEC progress report.
- Prepared & submitted CCRMA GEC Invoice for work performed on Work Authorization Nos. 7, 8, 13, 15, 16, 17, 18, 21, 22 and 23.
- Updated and submitted December 2009 GEC work authorization status report.
- On January 7 Richard Ridings, Bobby Balli, and Bryce Turentine attended a special Board Meeting where Mr. Balli and Mr. Ridings presented various agenda items including the GEC report.
- On January 14 Richard Ridings and Bobby Balli attended a Board meeting where Mr. Ridings presented several agenda items including recommended toll policies and toll integration ILA with CTRMA
- On January 21, Richard Ridings assisted Pete Sepulveda in a presentation for the Brownsville Chamber of Commerce.
- On January 27, Richard Ridings attended the CTRMA board meeting on behalf of CCRMA to provide support for the ILA approval for Systems Integration.
- On January 28 Eddie Garcia and Bryce Turentine attended the special Board Meeting.
- Every Monday afternoon Richard Ridings, Loretta Schietinger, and other GEC staff conduct status meetings with Pete Sepulveda and David Garcia to discuss project budgets, financing, agreements, and schedules.
- HNTB continues to attend numerous meetings and correspond with RMA staff and others to support the RMA's efforts.

FM 509 Project (Work Authorization No. 5)

The FM 509 project is a relief route around the north and east areas of the City of Harlingen that would construct an extension of FM 509, in Cameron County, from US 77 to the Intersection with FM 508. The proposed facility would consist of a four-lane roadway with directions of travel separated by a center median. Dependent upon traffic projections, an interim facility with fewer lanes may initially be constructed. Interchanges or grade separations would be constructed at major thoroughfares. As proposed, the right-of-way would be 300-feet wide (usual) and sufficient to accommodate future transportation needs; however, any future improvements would be subject to environmental review. This could include bicycle and pedestrian facilities, general purpose lanes, truck lanes, or some combination of these modes.

- TxDOT notified CCRMA this project was placed on hold due to the projected low traffic counts on the proposed 300 foot transportation corridor. TxDOT transmitted new traffic numbers. Further discussion with TxDOT is pending before continuing the environmental process.

West Parkway Project:

The proposed West Parkway is a new location facility and will provide a four-lane controlled access parkway with interchanges and connections at strategic locations and grade separation structures for several crossing streets in Brownsville. The majority of the project alignment falls within or in the vicinity of the existing Union Pacific Railroad right-of-way. Negotiations are underway to relocate the railroad and donate the right-of-way to the county for the project.

West Parkway EA/Schematic (Work Authorization No. 7):

This Work Authorization provides for the development of a Schematic and Environmental Assessment based on the project design developed by TxDOT and detailed in the value engineering report.

- Revisions to the schematic and EA due to design changes resulting from public comment and typical section changes will require additional study and design/work that is above and beyond the current scope of the approved Work Authorization.
- The Draft EA updates are on hold until changes related to the PI effort are agreed to by TxDOT and supplement is approved
- Detailed schematic work is on hold until discussions with TxDOT are complete and supplement is approved.

West Parkway Public Involvement (Work Authorization No. 18):

This Work Authorization provides community involvement services through a series of neighborhood meetings, focus group meetings, and one on one meetings to develop a two-way dialogue with the public to inform them of the need and purpose of the project and to gather their ideas on how the West Parkway can become a valuable community asset.

- This effort is complete and the contract is closed. No payment for this effort has been received.

West Rail (Work Authorization No. 16):

This Work Authorization provides additional professional services and deliverables for the West Rail Relocation project. Work includes utility coordination and evaluation, siphon extension design, DHS building site items, and surveying.

- Final plans, specifications and estimates have been submitted to TxDOT for processing.
- The West Rail project has a new project manager for TransMontaigne. HNTB is currently working with TransMontaigne for a smooth transition to the new project manager (John Phelps).

Work Authorization No. 16 (Supplemental No. 1):

This Supplemental Agreement provides additional professional services and deliverable for the West Rail Relocation project. Work includes review of translated plans, design of a UPRR maintenance road, a LOA for UPRR approval, additional wetland mitigation coordination, coordination with IBWC and DHS, and noise analysis.

- HNTB provided additional information for the pre-construction notification as requested by USACE.
- HNTB addressed TxDOT comments regarding the plans, specifications, and estimates.

West Rail Relocation International Coordination (Work Authorization No. 8):

This Work Authorization provides appropriate subconsultant(s) for staff coordination with the Mexican agencies to monitor and determine project schedules, permit requirements, funding technical agreements and design for the West Rail Relocation around Brownsville, Texas. The project plans will require approval by Secretaría de Comunicaciones y Transportes (SCT), Comisión Internacional de Límites Y Aguas (CILA) and Kansas City Southern Mexico (KCSM).

- Dr. de las Fuentes continues to facilitate discussions between the CNA (Comision Nacional de Aguas), CONAGUA and CILA as well as the SCT and the project's engineering staff on both sides of the border. All documents, plans and information have been submitted and Dr. de las Fuentes will continue to expedite CILA and CONAGUA approval through constant contact.
- SCT has notified Dr. de las Fuentes that they have approved the plans for the International Bridge Crossing and are forwarding their approval to CILA and CONAGUA.
- Dr. de las Fuentes has been directly involved in the negotiation proceedings between SCT, KCSM and UP.

TxDOT Project Development Agreement for I69 CDA (Work Authorization No. 13):

This Work Authorization provides support to the Authority and its Legal and Financial Advisors in the development of a Project Development Agreement (PDA) between the Authority and TxDOT concerning the development of the SH 550, West Parkway, and US 77 Improvements projects

- The GEC continues to review and comment on drafts of the SH 550 PDA and Market Valuation.
- The GEC continues to develop information and attend meetings as needed to support these discussions and to support continue implementation of SH 550, and the West Parkway project.

SH 550 Re-Evaluation (Work Authorization No. 15 & Supplements 1&2&3):

This Work Authorization provides professional services and deliverables in support of the CCRMA's development of the SH 550 toll project from US 77/83 to State Highway 48 and the proposed entrance to the Port of Brownsville. Work includes the preparation of an Environmental Assessment Re-evaluation focusing on the effects of tolling the project, preparation of a wetlands report, and development of a mitigation plan/Section 404 permit application. Supplements 2 & 3 included the mitigation design and re-evaluation of the EA to include the mitigation site.

- On December 31 the GEC submitted completed design plans, specifications, and estimates to TxDOT for inclusion into the bid documents for SH 550.
- GEC continued to coordinate with Corps of Engineers, the Port of Brownsville and TxDOT to refine the mitigation plan/advance the permit application.
- GEC continued to develop agreements for the donation of the mitigation property.
- On January 12, 2010, GEC participated in conference call with Corps of Engineers, Authority, TxDOT and FHWA to discuss status of permit application.

- On January 25, 2009, GEC and SREG met with Texas Commission on Environmental Quality to discuss Section 401 water quality certification requirements associated with Section 404 permit.
- GEC prepared responses to resource agency comments regarding detailed mitigation plan.
- On January 27, 2010, GEC met with Corps of Engineers, Authority, TxDOT and FHWA to discuss status of permit application, draft responses to agency comments and next steps.
- On January 28, 2010, GEC and SREG participated in conference call with Corps of Engineers to further discuss and refine responses to agency comments. GEC conducted site visit and data collection necessary to prepare environmental re-evaluation for SH 550 mitigation site.
- GEC prepared and submitted environmental re-evaluation for SH 550 mitigation site.
- GEC responded to TxDOT comments on SH 550 environmental re-evaluation for mitigation site.
- GEC resubmitted environmental re-evaluation for SH 550 mitigation site in anticipation of FHWA review.

SH 550 Toll Systems Integration and Design (Work Authorization No. 21 & Sup 1 & 2):

This Work Authorization provides professional services and deliverables in support of the CCRMA's tolling of the SH 550 from US 77/83 to State Highway 48 and the proposed entrance to the Port of Brownsville. Work includes the preparation of plans, specifications, and estimates for gantry, signing, conduit, and paving required for tolling of the main lanes. These will be included in the design package that TxDOT is currently completing and plans on letting using ARRA funds early in 2010. Supplement 1 to this WA includes the development of gantry and signage plans for change order into the current project under construction at the FM 1847 overpass as well as developing a plan for toll systems integration and customer service center implementation. Supplement 2 to this WA includes the development of interlocal agreements with CTRMA and TTA for the toll system implementation and TxTAG customer service.

- The GEC met with TxDOT's contractor on January 14 and January 21 to negotiate the price and details of the change order for gantry. Negotiations resulted in a reduction of the initial price proposal by \$700,000.
- Draft ILA's with CTRMA for Systems integration were completed and the final ILA was approved by both the CCRMA and CTRMA Boards in January
- Tolling Policies were prepared and approved by the Board at the January 14 meeting.
- On January 21 GEC staff conducted a meeting with TTA marketing staff to discuss TxTAG distribution and customer service issues.
- A draft ILA with CTRMA is being prepared for Toll Collection services.
- Plans, Specifications and Estimates were prepared for the toll system equipment at the port spur for inclusion into TxDOT's bid package for March letting.

South Padre Island Second Access Phase 3A (Work Authorization No. 17):

This Work Authorization provides engineering and environmental services associated with the development and advancement of the NEPA process for the proposed South Padre Island (SPI) 2nd Access Project in Cameron County, Texas. The proposed Project will provide important congestion relief for the Queen Isabella Memorial Causeway. The proposed SPI 2nd Access Project will also serve as a critical alternative evacuation route from the island in times of disaster, hurricanes, and other emergencies. The tasks associated with the Project will include the development of the necessary environmental documentation, corridor alternatives assessments, and related public involvement activities.

This Work Authorization continues the environmental and corridor alternatives assessment tasks necessary to advance the project to a selection of a Recommended Preferred Alternative and ultimately to a Record of Decision (ROD). After the selection of a Preferred Alternative a supplement for schematic design will be required.

- Initial Draft Environmental Impact Statement (DEIS) was submitted on November 9, 2009.
- TxDOT indicates they may return comments in February. This is approximately 3 months after the scheduled return of comments. An adjustment in the schedule will be required.
- Additional internal QA/QC of the document is ongoing as TxDOT reviews.
- The Biological Assessment and Archeological Surveys subcontracts were prepared and work will begin in February on Piping Plover surveys.
- Coordination continues with sea grass experts to evaluate possible development of a shading model to help determine possible impacts caused by the shade of the bridge.
- A DVD was prepared and forwarded to TxDOT with the electronic files of the DEIS submittal.
- Efforts continue on development and maintenance of the administrative record.

North Rail Relocation Projects

North Rail Relocation Project relocates the existing and operating freight rail lines away from incorporated and unincorporated areas of Cameron County, Texas, in particular in and around Harlingen, Texas. An effective relocation of the existing freight rail facility will not only improve freight rail operations to and from the US/Mexico border, but may aid in the enhancement of air quality for the area, improve the safety of the traveling public with regard to the freight rail/passenger interface, improve the response time of emergency vehicles, minimize if not eliminate the transport of hazardous material via freight rail through towns, improve traffic congestion, and ultimately enhance the economic development of the region.

Olmito Switchyard Letter of Continuance/ re-evaluation (Work Authorization No. 20):

This Work Authorization provides for development of a Statement of Continuous Activity for the Olmito Switchyard which has received ARRA funds.

- Re-evaluation has been approved by FHWA; This WA is now complete.

Olmito Switchyard PS&E (Work Authorization No. 23 & Supplement No. 1):

This Work Authorization provides for the production of Plans, Specifications, and Estimates for the construction of addition rail and repair facilities in the Olmito Switchyard. Rail and grading plans were prepared to meet a March letting schedule. The repair facilities (RIP) will be included in a second set of plans for letting at a later date.

- The GEC completed rail and grading PS&E and submit to TxDOT on December 18
- The GEC continues to address TxDOT comments on the Olmito Switchyard rail and grading PS&E.
- A number of meetings were held with UPRR concerning design and operational requirements on the repair (RIP) facility.
- The 30% plans for the RIP facility are planned to be submitted to UPRR for review the first week in February.

Port Access Road (Work Authorization No. 25):

This Work Authorization provides engineering services associated with the development of plans, specifications, and estimates for the construction of a new access drive from SH 48

into the Port of Brownsville. The CCRMA will construct the new \$2.5 M entrance into the Port of Brownsville in exchange for the donation of the SH 550 Port Spur ROW. TxDOT had initiated design of this entrance road but stopped design at an approximately 60% level of completion. The GEC has obtained TxDOT design files and will utilize them to complete a PS&E package for CCRMA letting in March

- Reviewed, checked, and revised TxDOT 60% design plans.
- Completed plans, specifications, and estimates to 90%.
- Met with TxDOT on January 28 to discuss coordination issues.
- Met with Port of Brownsville on January 29 to submit plans and coordinate design issues.
- Performed site visit and photo reconnaissance on January 29.
- Preparing draft contract documents for the letting and construction.

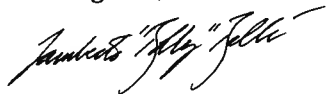
Consultant Management:

- Continued coordination with subconsultants.

Agency Coordination:

- Conducted ongoing discussions with CCRMA staff, TxDOT staff, TTA staff and subconsultants for preparation of SPI 2nd Access Project, West Parkway Project, SH 550, North Rail, and West Rail Project.

Best regards,



Lamberto "Bobby" Balli, P.E.
Associate Vice President

cc: David Garcia
Van Short P.E.
Richard Ridings, P.E.

January Status Report



Project		FM 509
Work Authorization	5	Route Studies and Environmental
Supplemental	1	ICI Analysis
Supplemental	2	Development of Reasonable Alternatives

WA Cost: \$	656,210.00
SA Cost: \$	40,358.00
SA Cost: \$	10,826.00
Total Cost: \$	707,394.00

Description: The FM 509 project is a relief route around the north and east areas of the City of Harlingen that would construct FM 509, in Cameron County, from US 77 to the intersection with FM 508. the proposed facility would consist of a four-lane roadway with directions of travel separated by a center median. Dependent upon traffic projections, an interim facility with fewer lanes may initially be constructed. Interchanges or grade separations would be constructed at major thoroughfares. As proposed, the right-of-way would be 300-foot wide (usual and sufficient to accommodate future transportation needs; however, any future improvements would be subject to environmental review. This could include bicycle and pedestrian facilities, general purpose lanes, truck lanes or some combination of these modes.

Scope: Develop Route and Environmental Studies for the Cameron County Regional Mobility Authority.

Deliverables: Drawing of the Conceptual Corridor Alternatives. Line Diagrammatic Schematic Drawings. Environmental Assessment Document required for obtaining a Finding of No Significant Impact (FONSI)

Project Activity

Environmental

Status: Project On-Hold

Recent Activity: None

Upcoming Activity: on hold

Outstanding Issues: on hold

Design Status: Complete

Task	Status	Date of Antipated Completion	% Complete
FM 509 Data Assembly and Review	Complete	Complete	100%
FM 509 Route Alternative Studies	Complete	Complete	100%
FM 509 Development of Reasonable Alter.	Complete	Complete	100%
FM 509 Evaluation and Viable Alter.	Complete	Complete	100%
Notice to Proceed	Complete	Complete	100%
Data Collection	Complete	Complete	100%
Need and Purpose	Complete	Complete	100%
Alternatives Analysis	Complete	Complete	100%
Field Investigations	Complete	Complete	100%
Resource Agency Mtgs.	Ongoing	Complete	50%
Constraints map	Complete	Complete	100%
Social/Economic Investigations	Complete	Complete	100%
Natural Environment Investigations	Complete	Complete	100%
Cultural Resources	Complete	TBD	95%
Report Preparation	on hold	TBD	95%
Public Involvement	on hold	TBD	60%
Supp 1: Envir. Assessment Doc. Prepar.	Complete	Complete	100%
Supp 1: Indirect Impacts	Complete	Complete	100%
Supp 1: Cumulative Impacts	Complete	Complete	100%
Supp 1: Surveying/Mapping	Complete	Complete	100%
Supp 1: Light Detection and Ranging	Complete	Complete	100%
Supp 2: Deve. Reasonable Alternatives	Complete	Complete	100%

WA Amount: \$	707,394.00	Outstanding Invoice Number	Days Old	Invoice Amount
Billed To Date: \$	686,172.18			
Paid To Date: \$	686,172.18			
Unpaid Balance: \$	-			
Funding Source:	Cameron County			
Total: \$				-

January Status Report

HNTB

Project		West Parkway		
Work Authorization	<input checked="" type="checkbox"/>	Route Studies and Environmental	WA Cost: \$	1,471,763.00
Supplemental	<input checked="" type="checkbox"/>	Public Involvement and ENV	SA Cost: \$	98,862.00
Supplemental	<input type="checkbox"/>		SA Cost:	
			Total Cost: \$	1,570,625.00

Description: The West Parkway project is a proposed new location, four-lane controlled access expressway with interchanges and connections at strategic locations and grade separation structures for several crossing streets in Brownsville. The majority of the project alignment falls within or in the vicinity of the existing Union Pacific Railroad right-of-way. Negotiations are underway to relocate the railroad and donate the right-of-way to the county for the project.

Scope: Develop Route and Environmental Studies for the Cameron County Regional Mobility Authority

Deliverable: Develop Route and Environmental Studies for the Cameron County Regional Mobility Authority. Conceptual typical section Summary of preliminary conceptual design criteria. Overlay of identified major utilities onto conceptual layouts. Overlay of conceptual ROW requirements onto conceptual layouts. Final Traffic Technical Memorandum. Draft and Final Intermediate Level (Level 2) Toll Feasibility Report (Level 2 funding matrix. Environmental Assessment Document required for obtaining a Finding of No Significant Impact (FONSI))

Project Activity

Environmental	
Status:	Awaiting approval of supplement
Recent Activity:	Public Meeting Report submission
Upcoming Activity:	Updating and revising EA based on public comments and design changes.
Outstanding Issues:	Supplement needs approval
Design	
Status:	Awaiting approval of supplement
Recent Activity:	Began Schematic preparation
Upcoming Activity:	Prepare Schematic
Outstanding Issues:	Significant changes in Typical Section and access - need supplement to address
Other: Traffic	
Status:	On Hold
Recent Activity:	On Hold
Upcoming Activity:	Revise Microsimulation based on new schematic
Outstanding Issues:	3d animation is recommended - need supplement for this effort

Task	Status	Date of Anticipated Completion	% Complete
Conceptual Design	Complete	Complete	100%
Intermediate-level (level 2) Toll Feasibility	Draft Level 2 TFS complete		80%
Innovative Financing Support	Ongoing	TBD	20%
Traffic Analysis and Microsimulation	On hold	TBD	80%
Geometric Schematic	assessing revisions	TBD	65%
Environmental Assessment Report	on hold	TBD	80%
West Loop Public Involvement Activities	awaiting Public Hearing	TBD	70%
Surveying and Aerial Mapping	Complete	Complete	100%
Surveying	Complete	Complete	100%
Aerial Mapping	Complete	Complete	100%
Right of Entry	Complete	Complete	100%
Supp 1: Inter.Level Toll Feasibility Study	Complete	Complete	100%
Supp 1: Environmental Assessment	assessing revisions	TBD	80%
Supp 1: Public Involvement	complete	TBD	100%

WA Amount:	\$	1,570,625.00	Outstanding Invoice Number	Days Old	Invoice Amount
Billed To Date:	\$	1,444,014.32	32-40619-PL-007	385	\$ 37,823.88
Paid To Date:	\$	1,348,236.22	33-40619-PL-007	357	\$ 9,184.30
Unpaid Balance:	\$	95,778.10	36-40619-PL-007	294	\$ 9,212.11
			38-40619-PL-007	255	\$ 9,205.52
Total Accrued Interest	\$	1,918.37	40-40619-PL-007	203	\$ 9,202.27
			42-40619-PL-007	127	\$ 10,011.86
Funding Source:	TxDOT Toll Equity Funding		46-40619-PL-007	56	\$ 6,524.30
			47-40619-PL-007	14	\$ 4,613.86
Total: \$ 95,778.10					

January Status Report

HNTB

Project	West Rail Relocation		
Work Authorization	8	International Advisor Services	WA Cost: \$ 186,579.00
Supplemental	1	International Advisor Services	SA Cost: \$ 67,264.00
Supplemental	2	International Advisor Services	SA Cost: \$ 67,163.00
Supplemental	3	International Advisor Services	SA Cost: \$ 67,163.00
Supplemental	4	International Advisor Services	SA Cost: \$ 67,939.00
Supplemental	5	International Advisor Services	SA Cost: \$ 67,939.00
			Total Cost: \$ 524,047.00

Description: The West Rail Relocation project provides appropriate subconsultant (s) for staff coordination with the Mexican agencies to monitor and determine project schedules, permit requirements, funding technical agreements and design for the West Rail Relocation around Brownsville, Texas. This subconsultant is Arturo de las Fuentes of Caminos Y Puentes Internacionales. The project plans will require approval by Secretaria de Comunicaciones y Transportes (SCT), Comision Internacional de Limits Y Aguas (CILA) and Kansas City Southern Mexico (KCSM).

Scope: Provide professional services and deliverables required for project administration and coordination for the Cameron County Regional Mobility Authority

Deliverable: Monthly Project Progress Reports and meeting minutes that details activities performed by task (Spanish and English versions will be provided). Monthly invoice/billings with list of tasks performed and products delivered per invoice billing cycle (English version will be provided). Project schedule and timeline for agency approval (Spanish and English version will be provided).

Project Activity				
International Advisory Services				
Status:	Ongoing			
Recent Activity:	detailed report available			
Upcoming Activity:	-			
Outstanding Issues:				
Design				
Status:	-			
Recent Activity:	-			
Upcoming Activity:	-			
Outstanding Issues:	-			
Other: Project Administration				
Status:	Continued efforts on project administration and coordination			
Recent Activity:	Coordination of Mexican Agencies and presentation of Project Report to the Binational Committee -			
Upcoming Activity:	Continued efforts on project administration and coordination			
Outstanding Issues:	-			
Task		Status	Date Anticipated Completion	% Complete
International Services		Continuing	Continuing	90%
WA Amount:	\$ 524,047.00	Outstanding Invoice Number	Days Old	Invoice Amount
Billed To Date:	\$ 468,498.02			
Paid To Date:	\$ 468,498.02			
Unpaid Balance:	\$ -			
Funding Source:	Cameron County			
Total:			\$	-

January Status Report

HNTB

Project		South Padre Island Second Access
Work Authorization	<input checked="" type="checkbox"/>	Route Studies and Environmental
Supplemental	<input checked="" type="checkbox"/>	Economic Study
Supplemental	<input type="checkbox"/>	

WA Cost: \$	1,211,320.00
SA Cost: \$	339,518.00
SA Cost:	
Total Cost: \$	1,550,838.00

Description: The South Padre Island Second Access project provides engineering and environmental services associated with the development and advancement of the National Environmental Policy Act (NEPA) process. The tasks associated with the project will include the development of an environmental impact statement, alternatives development and evaluation, and related public involvement activities.

Scope: Develop Route and Design, Environmental, Public Involvement, Field Surveying and Photogrammetry studies.

Deliverable: Effort involved in conducting three Public Meetings and associated TWG meetings listed in Project Development Plan and as approved in Phase 2. Preliminary Study Methodology Memorandum. Draft and final preliminary alternative layouts. Draft and final conceptual typical sections and layouts of the reasonable corridor alternatives. Draft technical memorandum. Existing Conditions Assessment summary document. Data Collection Summary Document. Writing of initial Chapters of the NEPA Document.

Project Activity	
Environmental	
Status:	This phase complete
Recent Activity:	This phase complete
Upcoming Activity:	Work Authorization is complete
Outstanding Issues:	Outstanding invoices
Design	
Status:	This phase complete
Recent Activity:	This phase complete
Upcoming Activity:	Work Authorization is Complete
Outstanding Issues:	Outstanding invoices
Economic Study	
Status:	This phase complete
Recent Activity:	This phase complete
Upcoming Activity:	Work Authorization is complete
Outstanding Issues:	Outstanding invoices

Task	Status	Date of Anticipated Completion	% Complete
Data Collection/Existing Condition Assessment	Complete	complete	100%
Corridor Alter. Assessment & Documentation	Complete	complete	100%
Intermediate-Level Toll Feasibility Study	Methodology complete	complete	100%
Economic Study Phase 2	Complete	complete	100%
Environmental Impact Statement (EIS) Phase 2	Chapters 1,2,3 complete	complete	100%
Affected Environmental	Draft complete	complete	100%
Environmental Consequences	Not in Phase 2	complete	100%
Public Involvement and CSS	Complete	complete	100%
Field Surveying and Photogrammetry	Complete	Complete	100%

WA Amount:	\$	1,550,838.00	Outstanding Invoice Number	Days Old	Invoice Amount
Billed To Date:	\$	1,550,838.00	32-40619-PL-012	385	\$ 46,065.79
Paid To Date:	\$	1,222,366.66	33-40619-PL-012	357	\$ 15,053.31
Unpaid Balance:	\$	328,471.34	35-40619-PL-012	329	\$ 216,310.61
			36-40619-PL-012	294	\$ 51,041.63
Total Accrued Interest	\$	9,896.65			
Funding Source:	TxDOT Toll Equity Funding				
					\$ 328,471.34

January Status Report

HNTB

Project PDA Coordination and Negotiation Support
 Work Authorization ☒ 13 _____
 Supplemental ☐ _____
 Supplemental ☐ _____

WA Cost: \$ 790,903.00

SA Cost: _____

SA Cost: _____

Total Cost: \$ 790,903.00

Description: This Work Authorization provides support to the Authority and its Legal and Financial Advisors in the development of a Project Development Agreement (PDA) between the Authority and TxDOT concerning the development of the Port Spur, West Loop, and US 77 Improvements projects

Scope: Support the CCRMA in negotiations with TxDOT and ZAI/ACS, and assist in the development of a Project Development Agreement (PDA) for SH 550, West Parkway, and US 77 Improvements

Deliverable: Engineering support in the development of a PDA

Project Activity

CDA and Proposal Review

Status: PDA for SH 550 is under review and negotiation -

Recent Activity: Reviewed PDA and commented. Having weekly meetings with RMA staff

Upcoming Activity: Complete PDA and get TxDOT and CCRMA approval

Outstanding Issues:

Project Development Agreement

Status: Meetings have been held with TTA to develop a PDA for SH 550 as an initial start to negotiations

Recent Activity: PDA development underway by TTA

Upcoming Activity: continue meetings

Outstanding Issues:

Task	Status	Date of Anticipated Completion	% Complete
Design Review	initiated		10%
Specification Review	initiated		1%
CDA Requirements/Terms/Risk Assessment	initiated		25%
			%
Draft Technical Requirements/Obligations	Not Started		5%
Draft Operations/Tolling Obligations	Started PDA		5%
Draft Reporting/Maintenance Obligations	Started PDA		5%
Final Reviews, Recommendations, and Presentations	Not Started		0%
			%

WA Amount:	\$	790,903.00	Outstanding Invoice Number	Days Old	Invoice Amount
Billed To Date:	\$	101,685.09	38-40619-PL-013	255	\$ 2,436.20
Paid To Date:	\$	-	39-40619-PL-013	238	\$ 6,391.38
Unpaid Balance:	\$	101,685.09	40-40619-PL-013	203	\$ 10,691.84
			41-40619-PL-013	172	\$ 7,544.08
Total Accrued Interest	\$	413.71	42-40619-PL-013	127	\$ 8,683.80
			43-40619-PL-013	109	\$ 4,716.28
Funding Source:			44-40619-PL-013	84	\$ 7,650.43
			46-40619-PL-013	56	\$ 36,912.17
			47-40619-PL-013	14	\$ 16,658.91
Total:					\$ 101,685.09

January Status Report

HNTB

Project		SH 550 Re-Evaluation
Work Authorization	15	Environmental Studies
Supplemental	1	Re-Evaluation
Supplemental	2	Individual Permit
Supplemental	3	Env Site Plan Development

WA Cost:	\$	402,102.00
SA Cost:	\$	41,694.00
SA Cost:	\$	153,932.00
SA Cost:	\$	45,304.00
Total Cost:	\$	643,032.00

Description: The SH 550 Re-Evaluation project provides professional services and deliverables in support of the CCRMA's development of the SH 550 toll project from US 77/83 to SH 48 and the proposed entrance to the Port of Brownsville. The focus of the re-evaluation will be on the effects of tolling the project. Supplements focus on developing mitigation plans and permit approval.

Scope: Project Management and Social, Economic and Environmental studies for the AUTHORITY. Environmental Activity necessary for obtaining Re-evaluation clearance for a tolled roadway. Development of plans for mitigation site.

Deliverable: Environmental Activity necessary for obtaining Re-evaluation clearance for a tolled roadway

Project Activity

Environmental

Status:	EA re-evaluation for mitigation property completed and submitted for approval.
Recent Activity:	Several meetings were held with Corps to discuss Mitigaion plan. developed and submitted for Approval. Draft agreements with Port of Brownsville prepared. Port comments were addressed and agreement ready for Board approval in early February.
Upcoming Activity:	Respond to comments and Obtain permits.
Outstanding Issues:	

Design

Status:	Submitted PS&E plans for inclusion into TxDOT Bid package
Recent Activity:	Awaiting comments. Provide support during letting
Upcoming Activity:	Respond to cmmnts
Outstanding Issues:	

Other

Status:	-
Recent Activity:	-
Upcoming Activity:	-
Outstanding Issues:	-

Task	Status	Date of Anticipated Completion	% Complete
Environmental Assessment Doc. Preparation	Complete	September	100%
Wetland Delineation, Permitting and Mitigation (supplement 2)	Ongoing	February	95%
Public Involvement	Complete	September	100%
PS&E plans for TxDOT (supplement 3)	Ongoing	March	90%
Re-evaluation of EA for mitigation property (supplement 3)	initiated and submitted	February	90%
WA Amount: \$ 643,032.00	Outstanding Invoice Number	Days Old	Invoice Amount
Billed To Date: \$ 496,492.88			
Paid To Date: \$ 496,492.88			
Unpaid Balance: \$ -			
Funding Source: County License Plate Fees			
Total: \$ -			

January Status Report

HNTB

Project	West Rail Design		
Work Authorization	16	WA Cost: \$	179,683.00
Supplemental	1	SA Cost: \$	138,732.00
Supplemental	2	SA Cost: \$	5,882.00
		Total Cost: \$	324,297.00

Description: This work authorization includes additional items to the scope of the West Rail Relocation project. The West Rail Relocation is a six-mile new rail section that moves the existing rail through Brownsville and Matamoros west of the cities. As part of this project, a new bridge across the border crosses the Rio Grande River. Coordination involves the County, TxDOT, UPRR, DHS, and utility owners.

Scope: Utility coordination and evaluation, siphon extension design and PS&E, DHS building site items, survey.

Deliverable: Utility estimates, design, and resolution; siphon extension plans, specifications, and estimates; utility hookups for DHS building; and stakes and survey data items.

Project Activity**Utility Coordination and Evaluation**

Status: Ongoing

Recent Activity: Coordination with TransMontaigne on estimate of pipeline design

Upcoming Activity: Cameron County to discuss agreements with TransMontaigne; continued coordination with TransMontaigne; begin setting up other utility agreements

Outstanding Issues: Unpaid invoices

Siphon Extension Design

Status: Complete

Recent Activity: continued coordination

Upcoming Activity: Prepare for letting in March

Outstanding Issues: Unpaid invoices

DHS Building Items

Status: complete

Recent Activity: continued coordination

Upcoming Activity: Prepare for letting in March

Outstanding Issues: Unpaid invoices

Supplement items (design, noise, mitigation,)

Status: Awaiting USACE approval of mitigation plans

Recent Activity: Submitted PCN to USACE for review and comment; s

Upcoming Activity: Receive comments from USACE,

Outstanding Issues: Unpaid invoices

Task	Status	Date of Anticipated Completion	% Complete
Project Management	Ongoing	TBD	99%
Utility Coordination and Evaluation	Ongoing	TBD	98%
Siphon Extension Design	Ongoing	TBD	99%
DHS Building Items	Ongoing	TBD	99%
Supplement items (design, noise, mitigation)	Ongoing	TBD	99%

WA Amount:	\$	324,297.00	Outstanding Invoice Number	Days Old	Invoice Amount
Billed To Date:	\$	317,183.94	38-40619-PL-016	255	\$ 62,889.05
Paid To Date:	\$	-	39-40619-PL-016	238	\$ 44,920.75
Unpaid Balance:	\$	317,183.94	40-40619-PL-016	203	\$ 17,968.30
			42-40619-PL-016	127	\$ 50,311.24
Total Accrued Interest	\$	2,261.38	45-40619-PL-016	72	\$ 86,013.84
			46-40619-PL-016	56	\$ 49,375.22
Funding Source:			47-40619-PL-016	14	\$ 5,705.54
Total:					\$ 317,183.94

January Status Report

HNTB

Project South Padre Island Phase 3A

Work Authorization ☒ 17 _____

Supplemental ☒ 1 Affected Env & Env Consequences

Supplemental ☐ _____

WA Cost: \$ 2,965,831.00

SA Cost: \$ 165,885.00

SA Cost: _____

Total Cost: \$ 3,131,716.00

Description: This Work Authorization provides engineering and environmental services associated with the development and advancement of the NEPA process for the proposed South Padre Island (SPI) 2nd Access Project in Cameron County, Texas. The proposed Project will provide important congestion relief for the Queen Isabella Memorial Causeway. The proposed SPI 2nd Access Project will also serve as a critical alternative evacuation route from the island in times of disaster, hurricanes, and other emergencies. The tasks associated with the Project will include the development of the necessary environmental documentation, corridor alternatives assessments, and related public involvement activities.

Scope: Prepare preliminary engineering, DEIS, Public Hearing, and FEIS

Deliverable: This Work Authorization continues remaining environmental and corridor alternatives assessment tasks necessary to advance the project to a selection of a Recommended Preferred Alternative and ultimately to a Record of Decision (ROD). After the selection of a Preferred Alternative a supplement for schematic design will be required.

Project Activity

Environmental	
Status:	DEIS under review
Recent Activity:	DEIS submitted on Nov 9; developing, organizing and cataloging administrative record. Completed! QA/QC reviews. Ongoing conversations with Sea Grass experts on shading model.
Upcoming Activity:	DEIS will be revised/resubmitted upon receipt of comments
Outstanding Issues:	Schedule slip due to delays in agency reviews

Status:	Completed preliminary Engineering - awaiting supplement for Schematic development
Recent Activity:	completed preliminary engineering
Upcoming Activity:	Prepare scope for Schematic Development. Continue coordination with Environmental.
Outstanding Issues:	obtain approval of schematic scope and fee
Economic Study	
Status:	completed draft economic study submitted in December
Recent Activity:	coordinate with DEIS
Upcoming Activity:	Respond to comments
Outstanding Issues:	

Task	Status	Date of Anticipated Completion	% Complete
Data Collection/Existing Conditional Analysis	complete		100%
Preliminary Engineering Services	on-going		95%
Geometric Layout (Schematic Plan) Development (SWA)	NA	NA	NA
Value Engineering Participation	NA	NA	NA
Traffic Volume Development	NA	NA	NA
Innovative Financing Support	NA	NA	NA
Traffic Operational Analysis	NA	NA	NA
Economic Study	complete		100%
Environmental Impact Statement	on-going		60%
Affected Environment and Environmental Consequences	on-going		65%
Public Involvement	Public hearing in 2010		0%
Field Surveying (SWA)	NA	NA	NA

WA Amount:	\$	2,965,831.00	Outstanding Invoice Number	Days Old	Invoice Amount
Billed To Date:	\$	1,970,659.57	38-40619-PL-017	255	\$ 32,942.42
Paid To Date:	\$	98,671.23	39-40619-PL-017	238	\$ 65,884.84
Unpaid Balance:	\$	1,871,988.34	40-40619-PL-017	203	\$ 230,596.94
			41-40619-PL-017	172	\$ 133,875.78
Total Accrued Interest:	\$	10,835.20	42-40619-PL-017	127	\$ 670,468.92
Funding Source:			43-40619-PL-017	109	\$ 274,602.18
			44-40619-PL-017	84	\$ 147,347.98
			46-40619-PL-017	56	\$ 126,553.56
			47-40619-PL-017	14	\$ 189,715.72
Total:					\$ 1,871,988.34

January Status Report

HNTB

Project West Parkway Study - Public Involvement
 Work Authorization ☒ 18 _____
 Supplemental ☐ _____
 Supplemental ☐ _____

WA Cost: \$ 431,119.00
 SA Cost: \$ (43,928.00)
 SA Cost: _____
 Total Cost: \$ 387,191.00

Description: The West Parkway project is a proposed new location, four-lane controlled access expressway with interchanges and connections at strategic locations and grade separation structures for several crossing streets in Brownsville. The majority of the project alignment falls within or in the vicinity of the existing Union Pacific Railroad right-of-way. Negotiations are underway to relocate the railroad and donate the right-of-way to the county for the project.

Scope: The purpose of this task is to determine corridor issues and implement an informed consent process with community residents and business leaders impacted by the West Parkway project. This will be accomplished through the development of informational materials to be presented in newsletters and through the media as well as conducting neighborhood meetings, small focus group meetings, and most importantly, individual stakeholder meetings. Efforts will culminate in a second public meeting and a corridor outreach report to accompany and support the West Parkway EA findings and recommendation

Deliverable: Updated project database; display ads; opinion editorial pieces; editorial board meeting; project newsletters; neighborhood meeting materials; neighborhood meetings summary memo; small group focus meeting materials; small group focus meetings memo; individual stakeholder meeting notes; public meeting materials; corridor issues outreach report

Project Activity

Public and Media Relations

Status: Complete
 Recent Activity: Task complete
 Upcoming Activity: Task complete
 Outstanding Issues: None to date

Corridor Issues Determination

Status: Complete
 Recent Activity: complete
 Upcoming Activity: Complete
 Outstanding Issues:

Public Meeting

Status: Task complete
 Recent Activity: none - task complete
 Upcoming Activity: none - task complete
 Outstanding Issues:

Task	Status	Date of Anticipated Completion	% Complete
Public and Media Relations	complete	11/30/2009	100%
Corridor Issues Determination	complete	11/30/2009	100%
Public Meeting	complete	11/30/2009	100%

WA Amount:	\$	387,191.00	Outstanding Invoice Number	Days Old	Invoice Amount
Billed To Date:	\$	387,191.00	38-40619-PL-018	255	\$ 6,182.06
Paid To Date:	\$	18,111.33	39-40619-PL-018	238	\$ 9,273.09
Unpaid Balance:	\$	369,079.67	40-40619-PL-018	203	\$ 30,910.30
			41-40619-PL-018	172	\$ 56,605.10
Total Accrued Interest	\$	1,927.27	42-40619-PL-018	127	\$ 86,772.60
			43-40619-PL-018	109	\$ 21,418.99
			44-40619-PL-018	84	\$ 82,107.58
			46-40619-PL-018	56	\$ 31,373.96
			47-40619-PL-018	14	\$ 44,435.99
Funding Source:					
Total:					\$ 369,079.67

January Status Report

HNTB

Project North Rail Letter of Continuance
 Work Authorization ☒ 20 _____
 Supplemental ☐ _____
 Supplemental ☐ _____

WA Cost: \$ 25,115.00
 SA Cost: _____
 SA Cost: _____
 Total Cost: \$ 25,115.00

Description: This Work Authorization provides for development of a Statement of Continuous Activity for the Olmito Switchyard which has received ARRA funds.

Scope: Research and document ongoing activities under the current environmental document. Develop a statement of continuous activity and coordinate with TxDOT and FHWA accordingly.

Deliverable: Statement of Continuous Activity for FHWA review and approval

Project Activity

GEC Program Management

Status: Completed

Recent Activity: FHWA issued approval of re-evaluation

Upcoming Activity: none all work completed

Outstanding Issues:

Design

Status: NA

Recent Activity:

Upcoming Activity:

Outstanding Issues:

Other

Status: NA

Recent Activity:

Upcoming Activity:

Outstanding Issues:

Task		Status	Date of Anticipated Completion	% Complete
Olmito Switchyard Statement of Continuous Activity				100%
WA Amount:	\$ 25,115.00	Outstanding Invoice Number	Days Old	Invoice Amount
Billed To Date:	\$ 24,927.81			
Paid To Date:	\$ 24,927.81			
Unpaid Balance:	\$ -			
Funding Source:				
			Total: \$	-

January Status Report

HNTB

Project		SH 550 Toll Implementation
Work Authorization	21	Port Spur Sign and Gantry design
Supplemental	1	Overpass change order, Toll imp, PI efforts
Supplemental	2	Development of ILA

WA Cost: \$	63,369.00
SA Cost: \$	304,561.00
SA Cost: \$	224,425.00
Total Cost: \$	592,355.00

Description: SH 550 is being designed and constructed by TxDOT. Currently the plans do not have Toll facilities included. To reduce the number of change orders and/or reconstruction in the area of gantry construction, TxDOT has agreed to incorporate gantry, signage and conduits into the plan set for letting in early 2010. Supplement 1 incorporates gantry plans into the existing TxDOT contract for the Overpass of FM 1847 which will be open in March, it also included procurement of the tolling for this overpass. Supplement 2 provides support for developing agreements with CTRMA and TTA on tolling initiation.

Scope: Develop gantry, signage, and conduit plans, specs, and estimates to insert into TxDOT PS&E set in time for letting. Supplement 1 added design of FM 1847 gantry and toll system implementation efforts. Supplement 2 added development of agreements.

Deliverable: PS&E for gantry, signage and conduits, Change order documents for FM 1847, Toll System implementation plans, tours of toll agencies, PI efforts in preparation for FM 1847 tolling. ILA for system integration, collections, and maintenance and support in setting up local CSS.

Project Activity

Toll Implementation

Status: ILAs with CTRMA initiated

Recent Activity: Final ILA for system integration coordinated, drafted, and approved by both boards. Started draft of operations/collections ILA. Met with TTA on marketing and Customer service efforts.

Upcoming Activity: Complete operations/collections ILA with CTRMA. Develop marketing plan and begin identifying sites for TxTAG distribution and customer service.

Outstanding Issues:

Design

Status: Gantry design for spur letting and overpass change order

Recent Activity: Continued coordination with TxDOT on the FM 1847 overpass change order. Attended two Negotiation meetings in Brownsville. Final change order amount was included in AFA which will go to the board in early February.

Upcoming Activity: coordinate with TxDOT to get equipment ordered for FM 1847. Coordinate with TxDOT on any final addendum and letting documents for SH 550 spur

Outstanding Issues:

Public Involvement

Status: Brochure for tolling and Frequently asked questions being prepared

Recent Activity: Coordination with Breeden and McCumber, Exhibits for Brochure prepared. Messaging discussions and Marketing plan

Upcoming Activity: complete brochure and FAQ sheet

Outstanding Issues:

Task	Status	Date of Anticipated Completion	% Complete
Gantry and Conduit design	complete	October	100%
Signing Design	complete	October	100%
Estimates	complete	October	100%
Toll implementation Procurement	complete	December	100%
Toll ILA development and oversight	ongoing	June	30%
Public Involvement	ongoing	May	40%
WA Amount: \$ 592,355.00	Outstanding Invoice Number	Days Old	Invoice Amount
Billed To Date: \$ 331,137.00	40-4061-PL-021	203	\$ 5,069.52
Paid To Date: \$ -	41-40619-PL-021	172	\$ 46,893.06
Unpaid Balance: \$ 331,137.00	42-40619-PL-021	127	\$ 36,340.62
	43-40619-PL-021	109	\$ 58,868.80
Total Accrued Interest: \$ 969.80	44-40619-PL-021	84	\$ 36,793.00
Funding Source:	46-40619-PL-021	56	\$ 73,586.00
	47-40619-PL-021	14	\$ 73,586.00
Total: \$			331,137.00

January Status Report

HNTB

Project TIGER Grant Application

Work Authorization ☒ 22 _____

Supplemental ☐ _____

Supplemental ☐ _____

WA Cost: \$ 56,243.00

SA Cost: _____

SA Cost: _____

Total Cost: \$ 56,243.00

Description: Based on the criteria identified by the DOT for applying for a Transportation Investment Generating Economic Recovery (TIGER) discretionary grant, it was decided by the CCRMA to submit an application for CCRMA's Railroad Relocation Projects including West Rail Relocation and North Rail switch yards.

Scope: CONSULTANT will prepare the TIGER grant application based on the requirements and guidance provided in the June 17 Federal Register Notice. CONSULTANT will develop the final formatting and graphical layout of the application prior to submittal.

Deliverable: The application will consist of a maximum of 25 pages and corresponding appendices, in keeping with the guidelines within the Federal Register Notice. The final application deliverable must be completed and submitted to FHWA by September 15, 2009. CONSULTANT will be responsible for developing the reproducible electronic email copy of the application required for submittal in the Federal Register Notice guidelines. CONSULTANT will also produce up to five (5) hard copies to provide to the AUTHORITY for their internal use and distribution.

Project Activity**Application development**

Status: Completed application

Recent Activity: Completed application. Submitted on September 11.

Upcoming Activity: DOT selection by February 2010

Outstanding Issues:

Status:

Recent Activity:

Upcoming Activity:

Outstanding Issues:

Other

Status:

Recent Activity:

Upcoming Activity:

Outstanding Issues:

Task		Status	Date of Anticipated Completion	% Complete
Project Admin and meetings		complete	9/15/2009	100%
Prepare nomination forms		complete	complete	100%
Prepare application		complete	9/11/2009	100%
WA Amount:	\$	Outstanding Invoice Number	Days Old	Invoice Amount
Billed To Date:	\$ 56,243.00			
Paid To Date:	\$ 60,849.49			
Unpaid Balance:	\$ (4,606.49)			
Funding Source:				
Total:				\$ -

January Status Report

HNTB

Project		Olmito Switchyard PS&E
Work Authorization	23	Olmito Track and grading PS&E
Supplemental	1	Olmito RIP and Lighting PS&E
Supplemental		

WA Cost: \$	145,519.00
SA Cost: \$	183,763.00
SA Cost:	
Total Cost: \$	329,282.00

Description: This Work Authorization is to provide plans, specifications, and estimates (PS&E) for the Union Pacific Railroad (UPRR) Olmito Yard expansion. The construction of these additional tracks will allow the UPRR to relocate their current yard operations from Harlingen to Olmito.

Scope: Design and preparation of PS&E for the Olmito Yard expansion, not including the repair-in-place (RIP) facility and lighting. This includes track, drainage, construction sequencing, SWPPP, bid package, specifications, quantities, construction estimate, and schedule. Supplement includes the RIP facility and Lighting PS&E (separate PS&E letting Package)

Deliverable: Olmito Switchyard PS&E package, including mylar sheets, bid package, estimate, and construction schedule.

Project Activity

Olmito Switchyard PS&E

Status:	Track and grading In 100% review with TxDOT Division Plan Review; addressing comments. RIP: Started 30%
Recent Activity:	Track and grading: Submitted 100% PS&E package for submission to TxDOT. RIP: substantial coordination with UPRR and initiated development of 30% PS&E
Upcoming Activity:	Track and Grading: Complete all revisions and prepare for Letting. RIP: Submit 30% PS&E.
Outstanding Issues:	N/A

Task	Status	Anticipated Completion	% Complete
Olmito Switchyard PS&E			
Coordination with County, UPRR, and TxDOT	Ongoing	TBD	85%
Coordination of Field Survey	Complete	Complete	100%
Project Control Plans	Awaiting TxDOT Comments	1/31/2010	95%
Railroad Track Plans and Profiles	Awaiting TxDOT Comments	1/31/2010	95%
Construction Sequencing	Awaiting TxDOT Comments	1/31/2010	95%
Drainage Plans and Profiles	Awaiting TxDOT Comments	1/31/2010	95%
SWPPP	Awaiting TxDOT Comments	1/31/2010	95%
Bid Package, Specifications, Quantities, and Estimates	Awaiting TxDOT Comments	1/31/2010	95%
Pre-bid Conference and Requests for Information	Not Started	2/28/2010	0%
Field Surveys	Complete	Complete	100%

Olmito RIP PS&E

Coordination with County and UPRR	Ongoing		5%
Coordination of Geotechnical Borings	Complete		100%
Project Control Plans	Ongoing		13%
Railroad Track Plans and Profiles	Ongoing		47%
Construction Sequencing	not started		0%
Drainage Plans and Profiles	Ongoing		14%
SWPPP	not started		0%
RIP Facility Building, Crew Modular Building, and Structural Plans	not started		0%
RIP Facility and Crew Modular Mechanical and Plumbing Plans	not started		0%
Power and Lighting Plans	Not Started		0%
Bid Package, Specifications, Quantities, and Estimates	Not Started		0%
Pre-bid Conference and Requests for Information	Not Started		0%
Geotechnical Studies	completing subcontract		0%
Field Surveys (Olmito Yard)	completing subcontract		0%
Field Surveys (UPRR/RVSC Harlingen Yard)	completing subcontract		0%

WA Amount:	\$	329,282.00	Outstanding Invoice Number	Days Old	Invoice Amount
Billed To Date:	\$	141,153.43			
Paid To Date:	\$	141,153.43			
Unpaid Balance:	\$	-			
Funding Source:					
				Total: \$	-

January Status Report

HNTB

Project Port Entrance Road
 Work Authorization ☒ 25 PS&E development and letting support
 Supplemental ☐ _____
 Supplemental ☐ _____

WA Cost: \$ 157,214.00
 SA Cost: _____
 SA Cost: _____
 Total Cost: \$ 157,214.00

Description: This Work Authorization provides engineering services associated with the development of plans, specifications, and estimates for the construction of a new access drive from SH 48 into the Port of Brownsville. The CCRMA will construct the new \$2.5 M entrance into the Port of Brownsville in exchange for the donation of the SH 550 Port Spur ROW. TxDOT had initiated design of this entrance road but

Scope: This Work Authorization provides engineering services associated with the development of plans, specifications, and estimates for the construction of a new access drive from SH 48 into the Port of Brownsville. The CCRMA will construct the new \$2.5 M entrance into the Port of Brownsville in exchange for the donation of the SH 550 Port Spur ROW. TxDOT had initiated design of this entrance road but stopped design at an approximately 60% level of completion. The GEC has obtained TxDOT design files and will utilize them to complete a PS&E package for CCRMA letting in March.

Deliverable: Pre-Final Plans, Specifications, and Estimates. Final Plans, Specifications, and Estimates with CCRMA comments addressed, ten (10 copies and one (1) PDF on CD. Issued for Construction plans, including incorporate Agenda, as needed.

Project Activity

Port entrance Road	
Status:	90% plans submitted to CCRMA and Port of Brownsville for review.
Recent Activity:	<ul style="list-style-type: none"> Reviewed, checked, and revised TxDOT 60% design plans. Completed plans, specifications, and estimates to 90%. Met with TxDOT on January 28 to discuss coordination issues. Met with Port of Brownsville on January 29 to submit plans and coordinate design issues. Performed site visit and photo reconnaissance on January 29. Preparing draft contract documents for the letting and construction.
Upcoming Activity:	<ul style="list-style-type: none"> Meet with the Rio Grande Railroad Company Meet with AT&T and Texas Gas Services regarding their utility lines crossing Port Access Road. Finalize draft contract documents for the letting and construction for CCRMA review.
Outstanding Issues:	N/A

Task	Status	Anticipated	% Complete
Port Entrance Road			
Project Management and Coordination	Ongoing		10%
General Administration	Ongoing		10%
Review Roadway Design Criteria	Ongoing		95%
Cost Estimate and Specifications	Ongoing		90%
Plans	Ongoing		90%
Bid Package Items	Ongoing		60%
Prepare for and Host Pre-Bid Meeting			0%
Receive Bids and Host Bid Opening			0%
Certify Bids			0%
Contract Execution to Awarded Contractor			0%

WA Amount:	\$	157,214.00	Outstanding Invoice Number	Days Old	Invoice Amount
Billed To Date:	\$	-			
Paid To Date:	\$	-			
Unpaid Balance:	\$	-			
Funding Source:					
Total:					\$ -

**VIII. DISCUSSION REGARDING THE DEVELOPMENT OF A
BROCHURE FOR THE SH 550 PROJECT**

Future Driven

Opens
Spring 2010

SH 550

Phase 1

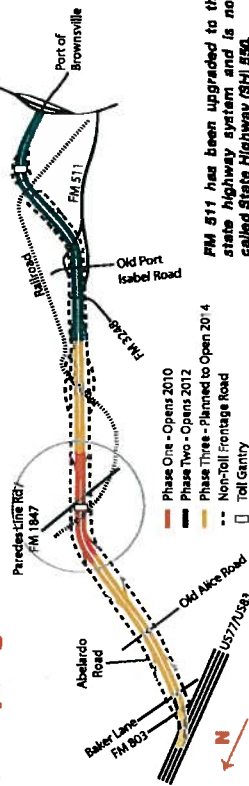
A Fast,
Safe & Easy
Transportation
Route



SH 550

**Phase 1 of the New SH 550
Opens Spring 2010**

The opening of the Overpass at Paredes Line Road is the first of three phases that will help to make traveling on the new SH 550 faster, safer and easier.



The first phase of SH 550 (formerly FM 511) is the beginning of a new transportation route to and from Expressway 77/83 and Hwy 48 at the Port of Brownsville.

The New SH 550 Will be Safer.

- The express lanes on the overpass will allow truck drivers who are traveling to and from the Port of Brownsville to completely bypass the intersection at Paredes Line Road and the cars that have stopped and/or are turning at the light.
- The overpass will allow any driver to avoid the at-grade railroad crossing.
- When completed, the entire project will help reduce truck traffic that currently runs along neighborhoods and your routes to church, school, work, and play.

The New Express Lanes on SH 550 Will Make Your Commute Faster.

- Using the overpass means you will no longer have to stop at the light or wait on drivers turning off or onto the highway.
- Speeds on the express lanes will be 70 mph with no need to slow down. Speeds on the current road will stay at the current 50 mph.
- Drivers will no longer be delayed by long train waits.

The Improvements on SH 550 Mean a Better Cameron County for Everyone.

- The estimated cost of development of the total project is \$197,000,000 and will result in an estimated 5,000 jobs for families.
- All tolls collected stay in Cameron County and will benefit the county's citizens, its programs and services.
- The planned infrastructure improvements associated with the project are projected to result in economic development in the area.

Opening in Spring 2010. Free until Summer 2010.

In Summer 2010, the toll is anticipated to be 50¢ for cars and \$1.50 for trucks with TxTAG.

For more information visit: www.SH550.org

State-of-the-Art Technology Means Using the Toll Road Will be Easy.

- Toll collection will be all electronic: no cash or tokens will be collected and there will be no stopping at toll booths.
- Tolls will be collected via a scanned TxTAG on your windshield (fastest and cheapest option) or by video tolling (with pay-by-mail):

- Tolls are deducted from an established, pre-paid account.
- If you do not have a TxTAG, cameras will photograph your license plate and you will be billed by mail.
- TxTAG's are easy to use, easy to purchase online, and useable on all tollroads in Texas, including in Houston, Austin and Dallas.
- Express lanes look like regular highway lanes that you are used to, but enable drivers to maintain safety at normal highway speeds.

To purchase a TxTAG in English, call 1-888-468-9824.

To purchase a TxTAG in Spanish, call 1-888-468-9824, select option 2 or visit www.txtag.org



Drivers Will Always Have a Choice.

The road that you have been driving on is still an option for you and you will not pay a toll if you continue to drive it. If you choose, however, to use the overpass at Paredes Line Road, you will pay a small fee for the added safety and improved travel time.



The Cameron County Regional Mobility Authority is Working to Increase Your Quality of Life.

- The CCORMA is planning a complete system of transportation infrastructure additions and upgrades for Cameron County that will support economic development and increase safety for the benefit of the entire region.
- The completed State Highway 550 project is one of several projects that will integrate regional planning, multi-modal options, and modern technology to develop a world-class transportation system.
- By combining various funding options, the CCORMA is able to support growth in your community and increase safe travel by building needed infrastructure faster and with modern safety systems.
- This modern transportation system will support future tourist and business development from the U.S. and internationally.

Draft 1-28-10

**XII. CONSIDERATION AND APPROVAL OF
SUPPLEMENTAL WORK AUTHORIZATION NO. 2 TO
WORK AUTHORIZATION NO. 13 FOR THE (PDA)
PROGRAM DEVELOPMENT AGREEMENT**

Supplemental Work Authorization No. 2
to Work Authorization No. 13

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
General Engineering Consultant Services

**SUPPLEMENTAL WORK AUTHORIZATION NO. 2
TO WORK AUTHORIZATION NO. 13**
PDA Coordination and Negotiation Support

This Supplemental Work Authorization No. 2 to Work Authorization No. 13 is made pursuant to the terms and conditions of the Base Contract, effective February 16, 2006, hereinafter identified as the "Agreement", entered into by and between Cameron County Regional Mobility Authority (the "AUTHORITY"), and HNTB Corporation (the "GEC TEAM").

Part 1. No change is made to WA 13 engineering services with this supplement.

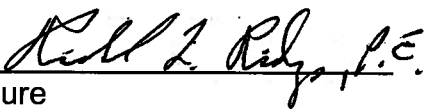
Part 2. This Supplemental Work Authorization No. 2 to Work Authorization No. 13 is effective as of February 16, 2010 and shall extend the termination date from **February 28, 2010 to December 31, 2010**, unless extended by a Supplemental Work Authorization.


Part 3. This Supplemental Work Authorization No. 2 to Work Authorization No. 13 does not waive the parties' responsibilities and obligations provided under the Agreement.

Part 4. This Supplemental Work Authorization No. 2 to Work Authorization No. 13 is hereby accepted and acknowledged below.

GEC TEAM:
HNTB Corporation

AUTHORITY:
Cameron County Regional Mobility Authority

By: 
Signature

By: 
Signature

Richard L. Ridings, P.E.
Printed Name

David E. Allex
Printed Name

Vice President
Title

Chairman
Title

2/16/10
Date

2-16-10
Date

**XIII. CONSIDERATION AND APPROVAL OF
SUPPLEMENTAL WORK AUTHORIZATION NO. 3 TO
WORK AUTHORIZATION NO. 16 FOR THE WEST RAIL
DESIGN**

Supplemental Work Authorization No. 3
to Work Authorization No. 16

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
General Engineering Consultant Services

SUPPLEMENTAL WORK AUTHORIZATION NO. 3
TO WORK AUTHORIZATION NO. 16
West Rail Design

This Supplemental Work Authorization No. 3 to Work Authorization No. 16 is made pursuant to the terms and conditions of the Base Contract, effective February 16, 2006, hereinafter identified as the "Agreement", entered into by and between Cameron County Regional Mobility Authority (the "AUTHORITY"), and HNTB Corporation (the "CONSULTANT").

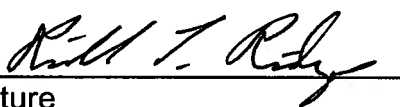
Part 1. No change is made to WA 16 engineering services with this supplement.

Part 2. This Supplemental Work Authorization No. 3 to Work Authorization No. 16 is effective as of February 16, 2010 and shall extend the termination date from **February 28, 2010 to April 30, 2010**, unless extended by a Supplemental Work Authorization.

Part 3. This Supplemental Work authorization No. 3 to Work Authorization No. 16 does not waive the parties' responsibilities and obligations provided under the Agreement.

Part 4. This Supplemental Work Authorization No. 3 to Work Authorization No. 16 is hereby accepted and acknowledged below.

CONSULTANT
HNTB Corporation

By: 
Signature

Richard L. Ridings, P.E
Printed Name

Vice President
Title

2/16/10
Date

AUTHORITY:
Cameron County Regional Mobility Authority

By: 
Signature

David E. Allex
Printed Name

Chairman
Title

2-16-10
Date

**XIV. CONSIDERATION AND APPROVAL OF WORK
AUTHORIZATION NO. 24 FOR THE SH 550 PROJECT**

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
General Engineering Consultant Services

WORK AUTHORIZATION NO. 24
SH 550 PS&E

This Work Authorization No. 24 is made pursuant to the terms and conditions of the Base Contract, effective February 16, 2006, hereinafter identified as the "Agreement", entered into by and between Cameron County Regional Mobility Authority (the "AUTHORITY"), and HNTB Corporation (the "CONSULTANT").

Part 1. The CONSULTANT will provide the following engineering services:

Support the AUTHORITY in the. The responsibilities of the AUTHORITY, the CONSULTANT and the schedule are further detailed in Exhibits A, B, and C.

Part 2. Without modification, the amount payable for services performed under this Lump Sum Work Authorization No. 24 is **\$39,243.00**. A fee schedule used to establish the amount payable is attached hereto as Exhibit D. The CONSULTANT may alter the compensation distribution between individual phases, tasks or work assignments to be consistent with the services actually rendered, within the total lump sum amount.

The lump sum includes compensation for the services, subconsultant costs, if any, and appropriate factors for labor, overhead, profit and reimbursable expenses.

Although the CONSULTANT recognizes and accepts the ordinary risks and/or benefits of a lump sum fee structure, the parties agree to negotiate adjustment of the lump sum amount if there has been, or is to be, a material change in the: (a) scope, complexity or character of the services or the project; (b) conditions under which the services are required to be performed; or (c) duration of the services, if a change in the schedule warrants such adjustment in accordance with the terms of this Agreement.

Part 3. Payment to the CONSULTANT for the services established under this Work Authorization No. 24 shall be made in accordance with the Agreement.

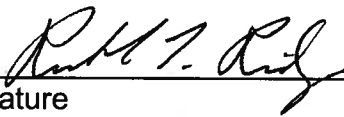
Part 4. This Work Authorization No. 24 is effective as of January 14, 2010 and shall terminate March 31, 2010, unless extended by a Supplemental Work Authorization.


Part 5. This Work Authorization No. 24 does not waive the parties' responsibilities and obligations provided under the Agreement.

Part 6. This Work Authorization No. 24 is hereby accepted and acknowledged below.

CONSULTANT
HNTB Corporation

AUTHORITY:
Cameron County Regional Mobility Authority

By: 
Signature

By: 
Signature

Richard L. Ridings, P.E.
Printed Name

David E. Alex
Printed Name

Vice President
Title

Chairman
Title

2/16/10
Date

2-16-10
Date

LIST OF EXHIBITS

- Exhibit A - Services to be Provided by the Authority
- Exhibit B - Services to be Provided by the Consultant
- Exhibit C - Work Schedule
- Exhibit D - Fee Schedule

COUNTY OF CAMERON **§**

THE BOARD MET AT:

PRESENT:

DIRECTOR

DIRECTOR

DIRECTOR

YOLANDA VILLALOBOS
DIRECTOR

Secretary

MICHAEL SCAIEF
ABSENT

FRANK PARKER, JR.
ABSENT

VICTOR ALVAREZ
ABSENT

The Board considered the following Supplemental Agenda as posted and filed for Record in the Office of the County Clerk on February 12, 2010 at 1:47 P.M.:

AGENDA
SUPPLEMENTAL NOTICE

**Special Meeting of the Board of Directors
of the
Cameron County Regional Mobility Authority**

**Dancy Courthouse
1100 E. Monroe Street
Brownsville, TX 78520**

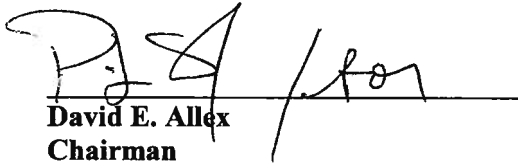
Tuesday, February 16, 2010

12:00 Noon

ITEMS FOR DISCUSSION AND ACTION:

- I. Discussion and possible action regarding approval of Work Authorization for General Brandt Road (FM 106)

Signed this 12th day of February 2010


David E. Alex
Chairman

ACCEPTED FOR FILING
CAMERON COUNTY
2010 FEB 12 P 1:47
JOE G. RIVERA
COUNTY CLERK

SUPPLEMENTAL AGENDA

ACTION ITEM

I. DISCUSSION AND POSSIBLE ACTION REGARDING APPROVAL FO WORK AUTHORIZATION FOR GENERAL BRANDT ROAD (FM 106)

Mr. Pete Sepulveda, RMA Coordinator, introduced the item to the Board. General Brandt Road is an off-system project that has been in the works for over eight years. Cameron County and TxDOT formed a partnership and the County was able to acquire the right of way needed for the project. TxDOT did the Environmental Assessment and designed the project. This project was submitted for ARRA funding, but was not selected. The project cost is approximately \$11 million. Since the environmental clearance is more than three years old, an updated Environmental Assessment is necessary. However, since the right of way is in place, a categorical exclusion might suffice the standards of TxDOT and FHWA. A major issue that needs to be worked on is a mitigation plan. Mr. Sepulveda informed the Board that we are looking at the possibility of a work authorization in the range of \$200,000.00, but that it was a project that was badly needed and the idea was to get the environmental and mitigation plan in place in case of a second ARRA funding cycle.

Director Gallegos moved to authorize Staff to proceed in developing a work authorization for the environmental work needed for General Brandt Road (FM 106). The motion was seconded by Director Villalobos and carried unanimously.

There being no further business to come before the Board and upon motion by Director Gallegos, seconded by Director Villalobos and carried unanimously the meeting was **ADJOURNED** at 12:54 P.M.

APPROVED this ____ day of _____, 2010.

ATTESTED:

CHAIRMAN DAVID E. ALLEX

SECRETARY RUBEN GALLEGOS, JR.