

THE STATE OF TEXAS §

COUNTY OF CAMERON §

BE IT REMEMBERED on the 9th day of March 2006, there was conducted a SPECIAL MEETING of the Cameron County Regional Mobility Authority, Texas, at the Rancho Viejo Resort and Country Club thereof, in the Town of Rancho Viejo, Texas, for the purpose of transacting any and all business that may lawfully be brought before the same.

THE BOARD MET AT:

1:30 P.M.

PRESENT:

DAVID ALLEX
CHAIRMAN

LAURA BETANCOURT
DIRECTOR

SCOT CAMPBELL
DIRECTOR

RAY RAMON
DIRECTOR

VICTOR ALVAREZ
DIRECTOR

MICHAEL SCAIEF
DIRECTOR

DAVID N. GARZA
DIRECTOR

MARICRUZ ROBLES
SECRETARY

ABSENT:

=====

The meeting was called to order by Chairman David Allex at 1:30 P.M.

The Board considered the following matters as posted and filed for Record in the Office of the County Clerk on March 6, 2006, at 10:37 A.M.:



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

**Rancho Viejo Resort and Country Club
#1 Rancho Viejo Dr. (Resaca Room)
Rancho Viejo, Texas 78575
Thursday March 9, 2006
1:30 PM**

2006 MAR -6 A 10:37
ACCEPTED FOR FILING
CAMERON COUNTY
CLERK

AGENDA

- I. PUBLIC COMMENTS/OPENING REMARKS
- II. APPROVAL OF MINUTES (FEBRUARY 9, 2006 REGULAR MEETING)
- III. STATUS REPORT BY INTERIM EXECUTIVE DIRECTOR ON CCRMA PROJECTS
- IV. APPROVAL OF TRAVEL FOR THE CHAIRMAN, DIRECTORS AND STAFF IN RELATION TO THE WEST LOOP AND SECOND CAUSEWAY PROJECT
- V. DISCUSSION AND ACTION ON APPROVAL OF WORK AUTHORIZATION #3 FOR PUBLIC INVOLVEMENT PLAN
- VI. DISCUSSION AND ACTION ON LOCATION OF FUTURE CCRMA MEETINGS
- VII. PRESENTATION AND DISCUSSION REGARDING THE CAMERON COUNTY RMA STRATEGIC PLAN AND PUBLIC INVOLVEMENT PLAN

Signed this 3rd Day of March 2006

David E. Allex
Chairman

This meeting is accessible to disabled persons. Reserved parking spaces are located in the large parking lot where immediate ramp access is provided to the front door of the building.

Effective Mobility.....From Borders To Beaches

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Chairman Alex congratulated Director Betancourt for her success in the recent election for County Court at Law Judge No. 2, and gave her a bouquet of red roses on behalf of the Board.

Director Betancourt thanked everyone for their support.

(I) PUBLIC COMMENTS/OPENING REMARKS

None were presented.

**(II) APPROVAL OF MINUTES FOR FEBRUARY 9, 2006
REGULAR MEETING**

Upon motion by Director Scaief, seconded by Director Garza and carried unanimously, the Minutes of the February 9, 2006-Regular Meeting were **APPROVED**.

**(III) STATUS REPORT BY INTERIM EXECUTIVE
DIRECTOR ON CCRMA PROJECTS**

Mr. Pete Sepulveda, Interim Executive Director, reported that two separate toll equity applications were submitted to the Texas Department of Transportation (TXDOT) prior to the March 1st deadline, one for the Second Causeway Project requesting \$12 million and one for the West Loop Project requesting \$29.4 million. He added that the District Office in Pharr was reviewing the applications and would forward them to Austin to be placed on the Agenda for the April 27th Highway Commission Meeting to be held in Brownsville. Mr. Sepulveda added that no changes to the application were reported and that only minor modifications were expected.

Chairman Alex recommended that the feasibility study be done based on a 100 year plan bridge rather than a 30 to 40 year plan. He commended staff for the work done to prepare the applications within the March 1st deadline in order to get them on the agenda for the April 27th meeting. Chairman Alex requested that Board Members be present at said meeting to support the grant applications.

Chairman Alex highlighted page 4 of the application concerning identifying and securing State and Federal environmental permits, adding that much work would be conducted by the GEC with much participation from the board. He explained that the RMA is committed to assume responsibility for identifying and securing all Federal and State environmental permits, issues, and approvals needed to develop the projects which will require much staff time, due diligence from the board and work from the GEC. He reemphasized that there was a lot of work to be done at this time and after the funding was obtained.

Mr. Sepulveda stated that last Friday he met with TXDOT and the PBS & J Firm, the firm hired through TXDOT to do the environmental study for the West Loop Project. He reported that they might attend Stake Holder meetings scheduled for May and June, and that a schedule was being developed and would be provided to the board upon being complete.

**(IV) APPROVAL OF TRAVEL FOR THE CHAIRMAN,
DIRECTORS AND STAFF IN RELATION TO THE
WEST LOOP AND SECOND CAUSEWAY PROJECT**

Mr. Pete Sepulveda, Interim Executive Director, presented and highlighted two lists of individuals that the board must contact with regards to the two toll-equity applications between now and April 27 in order for them to better understand the projects. He reported that he would be in Austin to meet with Cris Heckman, Transportation Director for Governor Perry, with Amadeo Saenz and later with Phil Russell from TTA. Mr. Sepulveda explained that the 2nd list pertains to individuals to be present at the Highway Commission meeting, thus these individuals must be briefed as to the projects and their importance. He stated that the Brownsville MPO has been informed and that other MPO's would be informed prior the meeting in April in order for them to support the RMA's projects, adding that a schedule would be provided for the board to be present. Mr. Sepulveda explained that support from everyone was very important in order to be successful in obtaining the funding for the projects.

Upon motion by Director Michael Scaief, seconded by Director Victor Alvarez and carried unanimously, this item was **APPROVED**.

**(V) DISCUSSION AND ACTION ON APPROVAL OF
WORK AUTHORIZATION #3 FOR PUBLIC
INVOLMENT PLAN**

Ms. Audrey Murphy, Director of Public Involvement Plan, reported that the Public Involvement plan was specific to Cameron County's needs, and it would be made up of detailed interviews to be conducted to understand the community, the public, the values and what the RMA wants to do. She explained that the plan indicates procedures to implement the public involvement, and that there were individual plans for specific projects that address the needs of the area. She stated that the plan specifically addresses an overall approach and guidelines for public involvement.

Chairman Alex suggested that the process include interviewing people in Cameron County, Mexico, Hidalgo and Willacy Counties.

Mr. Sepulveda explained that Work Authorization No. 3 was to prepare a video presentation for the Second Causeway Project. He explained that the video would be done at South Padre Island during spring break at a cost of \$9,625.00, totaling a cost of \$101,669.00 for Work Authorization No. 3.

Mr. Lamberto "Bobby" Balli, HNTB Corporation, explained that the work authorization was to take video clips of traffic from the air during the spring break weekend and from the ground in the near future, adding that the clips would be used to produce a video.

Director Scaief asked if air pictures would be taken only this weekend or at other times when South Padre Island was busy.

Director Garza asked if an exact time to take the photos was designated.

Director Scaief expressed concern with establishing credibility of the pictures to be published.

Mr. Balli clarified that discussing what would be included in the video was premature because the immediate need was to take pictures of traffic during spring break.

Director Garza expressed concern with focusing mainly on spring break.

Ms. Murphy explained that this was one of a collection of challenges, and noted the need to capture the impact to traffic during spring break.

Director Scaief noted the need to capture other times during the year.

NOTE: DIRECTOR CAMPBELL JOINED THE MEETING AT THIS TIME.

Mr. Balli indicated that capturing other times of the year was part of the plan for Port Isabel.

Director Alvarez noted the need to capture the affects of a hurricane should it occur.

Mr. Balli agreed.

Director Scaief suggested that pictures of the causeway collapse be included in the video.

Chairman Alex commented that the video could be provided to South Padre Island Tourism Bureau for advertisement.

Mr. Mario Jorge, TXDOT District Engineer, noted the need to capture a view of both incoming and outgoing traffic to South Padre Island.

Mr. Balli explained that the plan was to start at Laguna Heights.

Director Garza moved that Work Authorization No. 3 for the Public Involvement Plan, in the amount of \$101,669.00, be approved.

The motion was seconded by Victor Alvarez and carried unanimously.

The Work Authorization No. 3 is as follows:



February 28, 2006

Mr. Mario R. Jorge, P.E.
District Engineer
Texas Department of Transportation
P.O. Box 1717
Pharr, Texas 78577

Dear Mario:

Enclosed you will find two separate toll equity grant applications for your review and subsequent submittal to the appropriate Texas Department of Transportation offices in Austin.

At our February 16, 2006, Special Meeting the Cameron County RMA unanimously voted to approve these two projects and furthermore moved to authorize the Executive Director to proceed with the preparation of a toll equity grant application for the West Loop project in Brownsville and a toll equity grant application for the Second Causeway to South Padre Island. Additionally, I was authorized to submit the applications to TXDOT.

We would like to request that these applications be expeditiously reviewed so that we can place these items on the agenda of the April 2006 Transportation Commission meeting in Brownsville.

As always, thanks to you and your staff for all your assistance during this process.

Sincerest regards,


David E. Alex
Chairman

**Request by Cameron County Regional Mobility Authority for
Financial Assistance for Toll Facilities**

Pursuant to Chapter 370 of the Texas Transportation Code and 43 Tex. Admin. Code Section 27.50 *et seq.* (Financial Assistance for Toll Facilities Rules), the Cameron County Regional Mobility Authority submits this request for a grant of financial assistance to be used in the development of the Second Causeway Project.

Section I – Requestor Information

Project Name: Second Causeway Project

Requestor Name: Cameron County Regional Mobility Authority ("CCRMA")

Requestor's Status: Requestor is a Regional Mobility Authority consisting of Cameron County, created pursuant to Chapter 370 of the Texas Transportation Code and 43 Tex. Admin. Code Section 26.01, and authorized by a minute order of the Texas Transportation Commission approved on September 30, 2004.

Requestor's Eligibility for Grant: The CCRMA is a public entity authorized by Texas state law to construct or maintain a toll facility. It is therefore eligible under 43 Tex. Admin. Code Section 27.53 (a)(1) to submit a request for financial assistance.

Contact Person(s):

Pete Sepulveda, Jr.
Interim Executive Director
Cameron County Regional Mobility Authority
3310 S. Expressway 77
Brownsville, Texas 78521
956-574-8771 Phone
956-574-8778 Fax

Section II – Financial Information

Requested Amount of Financial Assistance: \$12,000,000

Proposed Use of Requested Grant Funds: The financial assistance made available pursuant to this request will be used in further study and development of the proposed Second Causeway Project. Specific uses will include environmental studies, traffic and revenue studies (if needed), preliminary engineering, public outreach and education, legal and financial advisory services, and other direct and indirect project costs.

TOTAL PROJECT COSTS AND FUNDING (27.53(b)(1) & (2))

Total Cost (estimate) of Project: \$408.2 – 584 million

Project Cost Components¹:

| | |
|--|----------------------------|
| Engineering (Schematic & Environmental) ² | Range: \$9.2-12 million |
| Engineering (PS&E) ³ | \$30-39 million |
| Right of Way ⁴ | \$3-51 million |
| Environmental Mitigation ⁵ | \$18-34 million |
| Utility Relocation | \$4 million |
| Construction Cost ⁶ | \$310-400 million |
| Construction Engineering & Inspection ⁷ | \$34-44 million |

Total: \$408.2 - 584 million

Proposed Project Funding Sources And Uses:

Because of the preliminary nature of the project development process the range (and amount) of funding sources has not been determined. CCRMA will consider using revenue bond proceeds, local contributions (right-of-way, TIF/TIRZ generated proceeds), additional TxDOT financial assistance, hurricane relief route funding, TIFIA loans, and various other sources of funding.

In addition, CCRMA will consider public/private partnerships and other means of using private equity to fund all or part of the project development costs.

¹ Because there are several alternative routes under consideration the project cost estimates are preliminary and reflect a range of costs based upon the alternatives. Actual project costs may vary significantly from these estimates. The financial assistance requested hereunder will not be significantly affected by eventual changes to the project cost estimates.

² Engineering (Schematic and Environmental) is estimated at 3.5% of the 2006 Construction Cost.

³ Engineering (PS&E) is estimated at 10% of the 2009 Construction Cost.

⁴ Information acquired from RS&H November 18, 2003 Public Meeting. Projected to begin ROW acquisition March 1, 2010 at 3.5% inflation.

⁵ Information acquired from RS&H November 18, 2003 Public Meeting. Projected to construction letting March 1, 2010 at 10% inflation.

⁶ Information acquired from RS&H November 18, 2003 Public Meeting. Projected to construction letting June 1, 2010 at 3.5% inflation.

⁷ Construction Engineering & Inspection is estimated at 11% of the 2010 Construction Cost.

Statement Regarding Amount of Unencumbered/ Unreserved Cash on Hand or Requestor's Latest Audited Financial Statement: (27.53(b)(5))

Requestor is a newly formed Regional Mobility Authority. Its initial operational funding is being provided by Cameron County, the City of Harlingen, the City of South Padre Island, the City of Brownsville, and the City of Port Isabel. To date, Cameron County has provided in-kind contributions totalling approximately \$50,000. Cameron County has also committed an additional \$275,000 in start-up funding, the City of Harlingen has committed \$50,000, and the City of South Padre Island has committed \$25,000. The City of Brownsville has proposed but not committed financial support in the amount of \$75,000, and the City of Port Isabel has proposed but not committed \$25,000. To date, all expenses incurred by the Requestor have been funded through the in-kind contributions of Cameron County. Thus, the net amount of fully-committed start-up funding available (as of the date of this application) is \$350,000. An additional \$100,000 may become available following formal funding commitments by Brownsville and Port Isabel.

Latest Bond Rating Obtained by the Requestor When Using Similar Sources of Revenue to Be Pledged (if applicable): (27.53(b)(6))

Not applicable.

Section III – Project Information

Type of Project: Turnpike

Description of projects and its need including the potential impact on traffic congestion and mobility: (27.53(b)(4))

The CCRMA, an entity under local control but working in cooperation with TxDOT, seeks to support and develop transportation improvements in the region which otherwise might depend solely on State or Federal funding. Cameron County is experiencing rapid population growth, and transportation infrastructure improvements are needed to keep pace with growth and to enhance the economic vitality and quality of life for the residents of the Lower Rio Grande Valley. The CCRMA will assist the citizens of South Texas by providing congestion relief, traffic safety, enhanced mobility, and viable alternative routes.

South Padre Island is one of the nation's fastest growing tourist destinations. The two-mile long Queen Isabella Memorial Causeway is currently the only bridge connecting South Padre Island to the mainland. During peak tourist season, the Queen Isabella Memorial Causeway is characterized by frequent gridlock, and traffic accidents on the bridge often shut down traffic for long periods of time. The proposed construction of a second causeway would help to alleviate traffic congestion by providing much needed alternate access between South Padre Island and the mainland. The collapse of a section of the Queen Isabella Memorial Causeway in September 2001 further underscored the importance of providing such alternate access. A second causeway would facilitate evacuation from South Padre Island in the event of a hurricane, relieve traffic congestion on the Queen Isabella Memorial Causeway, and generate additional tourism to South Padre Island. Construction of a second causeway would also stimulate the construction of new hotels, restaurants, and retail establishments, create new jobs, and generate additional tax revenue for the area.

Please provide a preliminary design study which includes: (27.53(b)(7))

- an initial route and potential alignments;
- the project's logical termini and independent utility, if applicable; and
- potential revisions or changes to state highway system facilities necessitated by the project.

1) Initial Routes and Potential Alignments:

Several alternative alignments are under consideration. They vary in terms of the point of departure from the mainland and where they end on South Padre Island. The alternatives will be fully analyzed during the environmental review process.

2) Project's Logical Termini and Independent Utility:

As noted above the logical termini of the project are under consideration as part of the environmental review process. As a causeway the project will clearly have independent utility.

3) Potential Revisions or Changes to State Highway System Facilities:

The project is expected to connect to State highway system facilities both on the mainland and on the island. Required changes to State highway system facilities are not expected to be significant and will be coordinated with TxDOT.

Description of Planned Toll Collection System Interoperability: (27.53(b)(8))

The toll collection system will be implemented by, or in conjunction with, TxDOT and will be fully interoperable with the system used by TxDOT.

Section IV – Written Approvals and Binding Commitments of Requestor

Written Approval from Requestor: (27.53(b)(9))

This requirement is not applicable as Requestor is asking for granted funds for development costs only.

Binding Commitment of Requestor Regarding Environmental Impact and Compliance with Local, State and Federal Environmental Laws: (27.53(b)(10))

CCRMA has committed that it will assume responsibility for identifying and securing all federal and state environmental permits, issues, commitments, and approvals necessary for the development of its projects. The Requestor will reaffirm that commitment and its commitment to comply with all applicable environmental laws in the Financial Assistance Agreement or other documentation prior to funding of the assistance requested herein.

Binding Commitment of Requestor Regarding Implementation of all Environmental Permits, Issues, and Commitments (EPIC): (27.53(b)(11))

CCRMA has committed that it will assume responsibility for identifying and securing all federal and state environmental permits, issues, and approvals commitments necessary for the development of its projects. The Requestor will reaffirm that commitment in the Financial Assistance Agreement or other documentation prior to funding of the grant requested herein.

**Section V – Available Documentary Evidence of Community Involvement and Public Opinion
Regarding Development Proposed Project (27.53(b)(12))**

The need for, and possible location of, a second causeway to South Padre Island has been the subject of considerable public discussion for many years. Various groups have sponsored studies on the economic impact of such a project, and increasing concern has been expressed over the adequacy of hurricane evacuation capacity provided by the existing causeway. Additional opportunity for community involvement and public opinion will be afforded by the environmental review process, and the results will be reflected in a Final Environmental Impact Statement

Section VI – Supplemental Information and Data From Requestor; Waiver

Supplemental Information and Data: (27.53(c))

- 1) Financial Feasibility Study, including all information required under 43 Tex. Admin. Code Section 27.53(c)(1).

This requirement is not applicable as Requestor is asking for granted funds for development costs only.

- 2) Project Impacts, including all information required under 43 Tex. Admin. Code Section 27.53(c)(2).

a) Are the Projects consistent with the Statewide Transportation Plan and with the metropolitan transportation plan developed by an MPO?

There is no metropolitan transportation plan covering this project, as South Padre Island and Port Isabel are not part of any MPO. The Pharr District of TxDOT has been given PLAN authority to develop a second causeway to South Padre Island (TxDOT CSJ No. 092106163).

b) Required information if project is in a nonattainment area.

Cameron County is not currently designated as being in non-attainment of the U.S. Environmental Protection Agency's National Ambient Air Quality Standards.

c) Preliminary description of any known environmental, social, economic, or cultural resource issues.

Because this project will cross open waters there will be environmental impacts. Mitigation is anticipated. Other impacts, as well as social, economic, and cultural resource issues, will be thoroughly addressed in the environmental review process.

Waiver of Required Supplemental Information and Data:

Information required under the "Sources of Funds" and "Project Impacts" sections above is still in the process of being developed. Requestor hereby requests a waiver of the submittal of additional information on those topics at this time, and will provide such information to TxDOT as soon as it becomes available through the various studies which are ongoing and/or will be performed, some of which require the funding requested in this request for financial assistance.

Submitted By:

Cameron County Regional Mobility Authority,

By: 

Date: 3/1/06

**Request by Cameron County Regional Mobility Authority for
Financial Assistance for Toll Facilities**

Pursuant to Chapter 370 of the Texas Transportation Code and 43 Tex. Admin. Code Section 27.50 *et seq.* (Financial Assistance for Toll Facilities Rules), the Cameron County Regional Mobility Authority submits this request for a grant of financial assistance to be used in the development of the West Loop Project.

Section I – Requestor Information

Project Name: West Loop Project

Requestor Name: Cameron County Regional Mobility Authority ("CCRMA")

Requestor's Status: Requestor is a Regional Mobility Authority consisting of Cameron County, created pursuant to Chapter 370 of the Texas Transportation Code and 43 Tex. Admin. Code Section 26.01, and authorized by a minute order of the Texas Transportation Commission approved on September 30, 2004.

Requestor's Eligibility for Grant: The CCRMA is a public entity authorized by Texas State law to construct or maintain a toll facility. It is therefore eligible under 43 Tex. Admin. Code Section 27.53 (a)(1) to submit a request for financial assistance.

Contact Person(s):

Pete Sepulveda, Jr.
Interim Executive Director
Cameron County Regional Mobility Authority
3310 S. Expressway 77
Brownsville, Texas 78521
956-574-8771 Phone
956-574-8778 Fax

Section II – Financial Information**Requested Amount of Financial Assistance: \$ 29,400,000**

Proposed Use of Requested Grant Funds: All of the granted funds will be used for right of way acquisition, relocation assistance, preliminary engineering services, legal and financial advisory services, marketing and public education, and other direct and indirect costs for the proposed West Loop Project.

**TOTAL PROJECT COSTS AND
FUNDING (27.53(b)(1) & (2))****Total Cost (estimate) of Project: \$216,300,000¹****Project Cost Components:**

| | |
|--|---------------|
| Engineering (Schematic & Environmental) | \$2,800,000 |
| Engineering (PS&E) | \$9,600,000 |
| Right of Way | \$7,900,000 |
| Environmental Mitigation | \$2,500,000 |
| Rail Relocation | \$21,600,000 |
| Utility Relocation | \$35,900,000 |
| Construction Cost | \$108,800,000 |
| Construction Engineering & Inspection | \$12,000,000 |
| Capitalized Interest & Debt Service Reserve Fund | \$2,200,000 |
| Capitalized Finance Costs | \$13,000,000 |

| | |
|--------------|----------------------|
| Total | \$216,300,000 |
|--------------|----------------------|

Proposed Project Funding Sources And Uses:²**Funding Sources:**

| | |
|---|---------------|
| 1) Bond Proceeds | \$104,100,000 |
| 2) Current and Future TxDOT Participation | \$63,266,000 |
| 3) TIFIA Loans | \$41,500,000 |
| 4) Federal – SAFETEA-LU | \$3,942,000 |
| 5) City of Brownsville | \$2,000,000 |
| 6) Cameron County | \$1,000,000 |
| 7) Brownsville MPO (UTP SMP) | \$492,000 |

| | |
|--------------|----------------------|
| Total | \$216,300,000 |
|--------------|----------------------|

¹ Project Costs include the cost of the required rail relocation necessary to make the existing rail right-of-way available for the toll project.

² Certain locally committed funds are associated with the rail relocation portion of the project.

Statement Regarding Amount of Unencumbered/ Unreserved Cash on Hand or Requestor's Latest Audited Financial Statement: (27.53(b)(5))

Requestor is a newly formed Regional Mobility Authority. Its initial operational funding is being provided by Cameron County, the City of Harlingen, the City of South Padre Island, the City of Brownsville, and the City of Port Isabel. To date, Cameron County has provided in-kind contributions totaling approximately \$50,000. Cameron County has also committed an additional \$275,000 in start-up funding, the City of Harlingen has committed \$50,000, and the City of South Padre Island has committed \$25,000. The City of Brownsville has proposed but not committed financial support in the amount of \$75,000, and the City of Port Isabel has proposed but not committed \$25,000. To date, all expenses incurred by the Requestor have been funded through the in-kind contributions of Cameron County. Thus, the net amount of fully-committed start-up funding available (as of the date of this application) is \$350,000. An additional \$100,000 may become available following commitments by Brownsville and Port Isabel.

Latest Bond Rating Obtained by the Requestor When Using Similar Sources of Revenue to Be Pledged (if applicable): (27.53(b)(6))

Not applicable.

Section III – Project Information

Type of Project: Turnpike

Description of projects and its need including the potential impact on traffic congestion and mobility: (27.53(b)(4))

The CCRMA, an entity under local control but working in cooperation with TxDOT, seeks to support and develop transportation improvements in the region which otherwise might depend solely on State or Federal funding. Cameron County has experienced rapid population and job growth in recent years, and transportation infrastructure improvements are needed to keep pace with that growth and to enhance the economic vitality and quality of life for the residents of the Lower Rio Grande Valley. The CCRMA will assist the citizens of South Texas by providing congestion relief, traffic safety, enhanced mobility, and viable alternative routes.

The proposed West Loop Project involves two phases: 1) the relocation of the Union Pacific Railroad's mainline to the west of the City of Brownsville as part of Cameron County and the City of Brownsville's West Rail Relocation Project; and 2) the subsequent construction of 7.9 tolled miles within the former Union Pacific right of way made available through the rail relocation.³ The tolled project will be located in the City of Brownsville, stretching from the Brownsville & Matamoros ("B&M") International Bridge to US 83/US 77. The City of Brownsville is the Rio Grande Valley's largest city and is uniquely positioned as a hub for international trade in the NAFTA marketplace. Brownsville welcomed new industry to the region and has emerged as a top destination for retailers, manufacturers, and logistics firms. As a result of the area's rapid growth, traffic volumes are increasing between 5% to 6% each year on many of the roadways within the Brownsville MPO area, and volumes are expected to double in an 18-20 year period. The West Loop Project will relieve congestion and increase vehicle flow in the Brownsville area by providing an important north-south

³ Category 6 funds totaling \$13,500,000 have been dedicated for the funding of three overpasses to be constructed over the existing Union Pacific Railroad. The relocation of the railway will eliminate the need for those overpasses and thus will result in \$13,500,000 of funds that may be re-directed to the tolled portion of the West Loop Project.

corridor, create improved access to the Brownsville central business district, and serve to support additional economic development in the region.

For development purposes, the Project may be divided into two segments. The segments are defined as follows:

Segment 1: B&M International Bridge to FM 3248 (four-lane divided section)

Segment 2: FM 3248 to US 83/US 77 (two-lane section)

The project costs reflected in Section II above includes the aggregate cost of the completion of segments 1 and 2 (in addition to the rail relocation costs). Together with the East Loop and FM 511/InterState-69 extension projects planned for the Brownsville area, the West Loop will eventually become part of a 31-mile horseshoe-shaped road system that will greatly improve the Brownsville's transportation infrastructure. Once completed, the horseshoe-shaped road system will serve to link major destinations such as the international bridges, the University of Texas at Brownsville, the Brownsville-South Padre Island International Airport and its Foreign Trade Zone, the Port of Brownsville, the desalination plant, and the Carrizalez-Rucker Detention Center.

Please provide a preliminary design study which includes: (27.53(b)(7))

- ☐ an initial route and potential alignments;
- ☐ the project's logical termini and independent utility, if applicable; and
- ☐ potential revisions or changes to State highway system facilities necessitated by the project.

1) Initial Routes and Potential Alignments:

The West Loop Project will consist of 7.9 tolled miles from B&M International Bridge to US 83/US 77 in the City of Brownsville. The Project will start at the railroad switchyard just south of Merryman Road, branch off US 77/US 83 to the west at approximately FM 1732, and run parallel and southward along the former railroad tracks. The West Loop Project will terminate at B&M International Bridge.

2) Project's Logical Termini and Independent Utility:

The logical termini are described in Section 1) above ("Initial Route and Potential Alignments"). The West Loop Project has independent utility. The West Loop will help improve traffic flow and relieve congestion in this rapidly growing area, provide an important north-south corridor and a reliever route for some of the noncommercial traffic that currently uses US 77/US 83, and serve to link the B&M International Bridge and US 83/US 77.

3) Potential Revisions or Changes to State Highway System Facilities:

The West Loop Project has been included in the approved Metropolitan Transportation Plan of the Brownsville Metropolitan Planning Organization. It has also been included in the Statewide Transportation Improvement Program and the Unified Transportation Program.

Description of Planned Toll Collection System Interoperability: (27.53(b)(8))

The toll collection system will be implemented by, or in conjunction with, TxDOT and will be fully interoperable with the system used by TxDOT.

Section IV – Written Approvals and Binding Commitments of Requestor

Written Approval from Requestor: (27.53(b)(9))

This requirement is not applicable as Requestor is asking for granted funds for development costs only.

Binding Commitment of Requestor Regarding Environmental Impact and Compliance with Local, State and Federal Environmental Laws: (27.53(b)(10))

CCRMA has committed that it will assume responsibility for identifying and securing all Federal and State environmental permits, issues, commitments, and approvals necessary for the development of its projects. The Requestor will reaffirm that commitment and its commitment to comply with all applicable environmental laws in the Financial Assistance Agreement or other documentation prior to funding of the assistance requested herein.

Binding Commitment of Requestor Regarding Implementation of all Environmental Permits, Issues, and Commitments (EPIC): (27.53(b)(11))

CCRMA has committed that it will assume responsibility for identifying and securing all Federal and State environmental permits, issues, and approvals commitments necessary for the development of its projects. The Requestor will reaffirm that commitment in the Financial Assistance Agreement or other documentation prior to funding of the grant requested herein.

Section V – Available Documentary Evidence of Community Involvement and Public Opinion Regarding Development Proposed Project (27.53(b)(12))

The Final Environmental Impact Statement for the West Loop Project is nearing completion; a Record of Decision is expected by April 2006. Community involvement and public opinion will be documented in the Final Environmental Impact Statement.

Section VI – Supplemental Information and Data From Requestor; Waiver

Supplemental Information and Data: (27.53(c))

- 1) Financial Feasibility Study, including all information required under 43 Tex. Admin. Code Section 27.53(c)(1).

This requirement is not applicable as Requestor is asking for granted funds for development costs only.

- 2) Project Impacts, including all information required under 43 Tex. Admin. Code Section 27.53(c)(2).

- a) Are the Projects consistent with the Statewide Transportation Plan and with the metropolitan transportation plan developed by an MPO?

The West Loop Project has been included in the approved Metropolitan Transportation Plan of the Brownsville Metropolitan Planning Organization, and has been included in the Statewide Transportation Improvement Program and the Unified Transportation Program.

- b) Required information if project is in a nonattainment area.

Cameron County is not currently designated as being in non-attainment of the U.S. Environmental Protection Agency's National Ambient Air Quality Standards.

- c) Preliminary description of any known environmental, social, economic, or cultural resource issues.

TxDOT is in the process of completing an environmental assessment of the Project corridor. Since the Project is proposed to be constructed on existing railroad right of way, it is not expected that it will result in the taking of any protected species habitat or the displacement of businesses or residences. The CCRMA is not aware of any environmental, social, economic, or cultural resource issues at this time.

Waiver of Required Supplemental Information and Data:

Portions of the information required under "Project Impacts" are reflected in the records of TxDOT (Pharr District), including records pertaining to the environmental assessment for the West Loop Project. Therefore, if there is an independent requirement for Requestor to submit information, Requestor proposes waiving the requirement on the basis that TxDOT already possesses the information.

Submitted By:

Cameron County Regional Mobility Authority,

By: 

Date: 3/1/06

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
General Engineering Consultant Services

WORK AUTHORIZATION NO. 3
Phase I - Public Involvement 90-Day Work Plan

This Work Authorization No. 3 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:

Development of the Public Involvement and Outreach program for the Cameron County Regional Mobility Authority. The Plan is the basic framework of a Public Information and Involvement initiative and includes an overall approach for the outreach and communication process. This plan will serve as a guide and schedule for activities and events that will be coordinated with the Authority's approval. The responsibilities of Authority, the Consultant, and the schedule are further detailed in Exhibits A, B, C and D.

Part 2. Without modification, the maximum amount payable for services performed under this Cost Plus to Maximum Work Authorization No. 3 is not to exceed \$92,014. A fee schedule used to establish the maximum amount payable is attached hereto as Exhibit D.

The Authority and Consultant both recognize that additional effort will be required to complete the services listed in Attachment B of the Agreement. This additional effort will be addressed and executed in future Work Authorizations.

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

Part 4. This Work Authorization No. 3 is effective as of March 7, 2006, and shall terminate August 1, 2006, unless extended by a Supplemental Work Authorization.

Part 5. This Work Authorization does not waive the parties' responsibilities and obligations provided under the Contract.

Part 6. This Work Authorization No. 3 in hereby accepted and acknowledged below.

CONSULTANT:
HNTB Corporation

AUTHORITY:
Cameron County Regional Mobility Authority

By: _____
Signature

By: _____
Signature

Thomas D. Ellis
Printed Name

Printed Name

Vice President
Title

Title

Date

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

EXHIBIT A

SERVICES TO BE PROVIDED BY THE AUTHORITY

In addition to the services listed in the Agreement, the Authority will provide the following services:

1. Authorize the Consultant in writing to proceed.
2. Place at Consultant's disposal all available information pertinent to the program, including previous reports, drawings, specifications or any other data relative to the development of the System.
3. Render decisions and approvals as promptly as necessary to allow for the expeditious performance of Consultant's Services.
4. Give prompt written notice to Consultant whenever the Authority becomes aware of any development that does or may affect the scope or timing of Consultant's Services, or any defect in the Consultant's Scope of Services or its subconsultants.
5. Advise Consultant of the identity and scope of services of any independent consultants retained by the Authority to provide services in regard to the Project.

EXHIBIT B

SERVICES TO BE PROVIDED BY THE CONSULTANT

The Consultant shall furnish technical resources and materials required to perform the following engineering services for this Cost Plus to Maximum Work Authorization except as otherwise specified in Exhibit A, Services to be Provided by Authority.

I) MESSAGE DEVELOPMENT

- a) **ISSUES IDENTIFICATION.** The public involvement team will identify and develop specific workgroup sessions -- including internal and external interviews among key stakeholder groups -- to gain their perspective on issues that will affect public acceptance and understanding of the CCRMA. The information will be used to assist in developing, refining and/ or validating the base "key messages" and assumptions already identified by the Authority.

i) **Key Person Interviews or IDI (In-depth Interviews).**

- (1) **Internal.** Board members, committee members and staff will be invited to participate in individual interviews to provide their perspective of potential issues and key messages for the Authority as well as what it will take to gain public acceptance.

Estimate up to three (3) meetings.

- (2) **External.** Interviews will be conducted among key (external, but relevant) stakeholder groups -- including the transportation partnering network -- to gain their perspective on potential issues as well as what they think it will take to gain public acceptance.

Estimate a minimum of eleven (11) possible meetings.

- Five Chambers of Commerce
- Two Metropolitan Planning Organizations
- Seven Economic Development Committee members
- Mario Jorge, P.E. -- TxDOT District Engineer
- Amadeo Saenz, P.E. -- TxDOT Director of Engineering

- b) **MESSAGE DEVELOPMENT/ DELIVERY.** The public involvement team will develop an initial base of Key Messages. In meeting with the Authority and other interviews, these messages will be refined and put into DRAFT form for presentation to the Board.

- i) **Message/ Media/ Spokesperson Training.** The public involvement team will conduct an initial workshop to present and practice the "key messages" identified by the

Authority throughout this process. This workshop will be used to align the “key messages” of the Authority and develop final “Talking Points” that can be used to guide speaking opportunities.

- ii) Initial Materials and Assistance with Contact Points: This effort will include fact sheets (1), news releases (1), talking points (1)
- c) INITIAL DATABASE DEVELOPMENT. An initial database will be developed to incorporate contact names, stakeholders, and individuals who have expressed an interest in the Authority or projects.
- d) GRAPHICS PACKAGE. The graphics package includes up to 15 (32x40) exhibit boards that will be used during Phase I.

(Phase I deliverables will be received by June 16, 2006)

EXHIBIT C

WORK SCHEDULE

This Work Authorization shall become effective March 7, 2006, and shall terminate on August 1, 2006, unless extended by a supplemental Work Authorization.

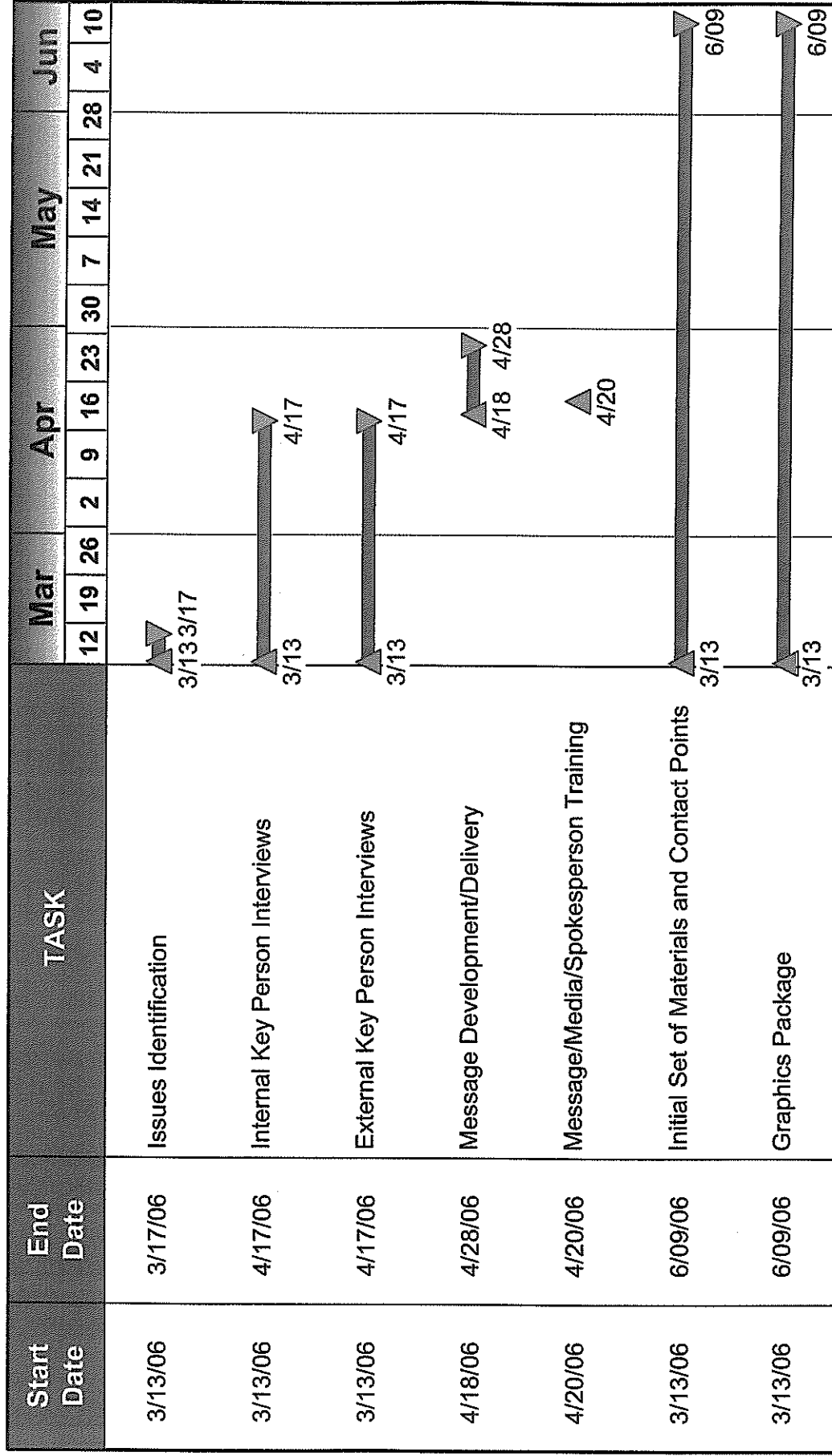
Phase I Project Schedule:

| | |
|--|---------------------------|
| Issues Identification: | March 13 – March 17, 2006 |
| Internal Key Person Interviews: | March 13 – April 17, 2006 |
| External Key Person Interviews: | March 13 – April 17, 2006 |
| Message Development/Delivery: | April 18 – April 28, 2006 |
| Message/Media/Spokesperson Training: | April 20, 2006 |
| Initial Set of Materials and Contact Points: | March 13 – June 9, 2006 |
| Graphics Package: | March 13 – June 9, 2006 |

Exhibit C



Phase 1 Project Schedule



LEGEND

Task Begin Date
 Task Duration
 Task End Date

| TASK | PUBLIC INVOLVEMENT TASK/DESCRIPTION | Senior Project Manager | Project Director | Dir. of Public Involv | Public Involv Mgr | Graphic Design | Proj Admin | Clerk | TOTAL HOURS | TOTAL LABOR |
|---------|---|------------------------|------------------|-----------------------|-------------------|----------------|------------|---------|-------------|-------------|
| 1.1 | Message Development | | | | | | | | | |
| 1.1.1 | Issues Identification | 4 | 4 | | | | | | 16 | \$2,071.44 |
| 1.1.1.1 | Key Person Interviews (DI) Internal | 8 | 8 | 8 | 35 | | | | 59 | \$8,245.60 |
| 1.1.1.2 | Key Person Interviews (DI) External | 8 | 6 | 16 | 86 | | | | 116 | \$14,843.22 |
| 1.1.1.3 | Focus Groups | | | | | | | | 0 | \$0.00 |
| 1.1.2 | Message Development/ Delivery | 4 | 4 | 18 | 36 | | | | 78 | \$9,802.10 |
| 1.1.2.1 | Message/Media/Spokesperson Training | 4 | 4 | 45 | 75 | | | | 128 | \$17,764.45 |
| 1.1.2.2 | Initial Set of Materials and Assistance with Contact Points | | 4 | 28 | 75 | | | | 107 | \$13,979.20 |
| 1.1.3 | Initial Database Development | | | 18 | 38 | | | | 56 | \$7,375.86 |
| 1.1.4 | Graphics Package | | | | | 58 | | | 58 | \$6,305.76 |
| | | | | | | | | | | \$0.00 |
| | | | | | | | | | | \$0.00 |
| | | | | | | | | | | \$0.00 |
| | | | | | | | | | | \$0.00 |
| | SUBTOTAL | 28 | 30 | 133 | 345 | 58 | 24 | 0 | 618 | |
| | HOURLY RATES (re Agreement) | \$180.25 | \$194.55 | \$180.25 | \$108.72 | \$108.72 | \$71.53 | \$42.92 | | |
| Total | | \$5,047.00 | \$5,896.50 | \$23,973.25 | \$37,508.40 | \$6,305.76 | \$1,716.72 | \$0.00 | | \$80,388 |

3/6/2006

**(VI) DISCUSSION AND ACTION ON LOCATION OF
FUTURE CCRMA MEETINGS**

Mr. Pete Sepulveda explained that the Levi Building would be unavailable to house the CCRMA meetings for the next four months due to remodeling.

At this time, the Board briefly discussed different places where future CCRMA meetings could be held.

Director Ramon suggested that the place of the meetings be held at different City Halls throughout the County.

The Board's consensus was to hold future CCRMA meetings at various City Halls throughout the County.

Mr. Sepulveda noted that appropriate notices would be posted as required.

DIRECTOR RAMON LEFT AT THIS TIME.

**(VII) PRESENTATION AND DISCUSSION REGARDING
THE CAMERON COUNTY RMA STRATEGIC PLAN
AND PUBLIC INVOLVEMENT PLAN**

At this time Mr. Keith Rosbury, HTNB, highlighted Report regarding the Cameron County RMA Strategic Plan and Public Involvement Plan.

The Report is as follows:

Cameron County Regional Mobility Authority

Draft Strategic Plan Workshop No. 1

March 9, 2006

CCRMA Mission Statement: "The CCRMA will provide our residents and visitors with a high quality of life through effective mobility to foster economic growth in South Texas from borders to beaches."

| | | |
|---------------------|---|---|
| 5 minutes | Introductions / Opening Remarks | David Alex |
| 10 minutes | Topics Overview and Format <ul style="list-style-type: none"> ▪ Why Are We Here? ▪ Strategic Plan Potential Goals | Keith Rosbury |
| 15 minutes | Strategic Plan Potential Goal #1 Organizational Start-Up | Keith Rosbury |
| 45 minutes | Strategic Plan Potential Goal #2 Project Identification & Costs | David Clarke, P.E. and Bobby Balli, P.E. |
| <i>Break</i> | | |
| 15 minutes | | |
| 15 minutes | Strategic Plan Potential Goal #3 Financing Options / Finance Plan | David Clarke, P.E. |
| 30 minutes | Strategic Plan Potential Goal #4 Public Involvement Plan / Outreach | Audrey Murphy |
| 15 minutes | Strategic Plan Potential Goal #5 Leveraging TTA / TxDOT/ MPO Support | David Clarke, P.E. and Bobby Balli, P.E. |
| 15 minutes | Strategic Plan Potential Goal #6 Agency Coordination | Bobby Balli, P.E. and Arturo de las Fuentes Hernandez |
| 15 minutes | Strategic Plan Potential Goal #7 Toll Operational Roles / IT Plan | David Clarke, P.E. |
| 30 minutes | Wrap Up of Draft Strategic Plan Components | David Clarke, P.E. and Bobby Balli, P.E. |

Adjourn

Today's Process

1. Where are we in the process?
2. Why do you need a strategic plan?
3. What kind of strategic plan do you want?
4. Process
 - a. Identify key foundation questions
 - b. Board discussion of key foundation questions
 - c. Write draft plan based on answers to foundation questions
 - d. Present draft plan to Board in April Meeting
5. Next meeting/extended time

Why a Strategic Plan?

1. The value of the Plan development process itself. It allows the Board to work together to:
 - a. Identify issues
 - b. Discuss issues
 - c. Learn to work together on controversial issues
 - d. Reach a consensus on goals and objectives
 - e. Eliminate later disputes between board members
2. Provide road map for what the agency intends to do
3. Guide Board in a broad range of decisions. Justify Board decisions.
4. Guide staff and consultant decisions
5. Communicate with other agencies and the public

Review of Other RMA/Toll Agency Strategic Plans

1. CTRMA

- a. Mission statement
- b. Very general goals
- c. First project
- d. List of potential projects
- e. “Every Day/Every Dollar”. Very focused on date of groundbreaking and opening date of first project.

2. Alamo RMA

- a. Big introduction about shortage of funding and need for the RMA
- b. List of potential projects
- c. Pictures/quotes of:
 - i. Each board member
 - ii. TxDOT Commission members
 - iii. Other elected officials
- d. Fairly general goals and strategies to achieve each goal
- e. “Providing Affordable, Reliable Choices to Keep the Region Moving”. Very focused on choice.

3. NETRMA

- a. Plan in development

4. Grayson County RMA

- a. No plan

5. NTTA

- a. General goals
- b. Detailed one-year work plan
 - i. Specific projects with exact progress to be made
 - ii. Organization changes

- iii. Staff changes
 - iv. Internal operations changes
 - v. Customer service changes
6. Harris County Toll Road Authority
- a. No information
 - c. No slogan. Very focused on speed of developing new projects and meeting public opening dates.

Potential Projects

Toll Equity Grant Submitted

1. 2nd Crossing
2. West Loop

Other Potential Projects

1. Pass through toll projects
2. North loop ~~North Loop~~
3. I-37
4. West Rail Bridge
5. Flor de Mayo Bridge
6. Sell an existing Cameron Count bridge to TxDOT
 - a. Veterans Bridge
 - b. Gateway Bridge
 - c. Los Indios
7. Projects in Mexico connecting to Cameron County projects
8. Other

Questions for Input to the CCRMA Strategic Plan Development


March, 2006

| Foundation Questions | Secondary Questions | Later Questions |
|---|---|--|
| <p>Do you want to be multi-modal?</p> <ul style="list-style-type: none"> • Highway • Rail • Airports • Other | <p>How overt do you want to be about the role of the RMA in promoting economic development?</p> | <p>How do you want to work as a Board?</p> <ul style="list-style-type: none"> • Strong committees or full board discussion • Policy board or very active with details • More frequent than monthly meetings |
| <p>Do you want to be multi-county?</p> <ul style="list-style-type: none"> • Expand the RMA to add counties • Keep RMA single county but actively work with other counties or RMA's | <p>Do you want to favor Cameron County businesses in your procurement processes?</p> | <p>Do you want to build a strong identity as an organization? Do you want a separate identity from the county?</p> |
| <p>Do you want to be international?</p> <ul style="list-style-type: none"> • International crossings • Projects in Mexico | <p>Do you want to actively encourage CDA's as opposed to design/bid/build which would allow more participation of local businesses?</p> | <p>Do you want to generate a record/emphasize efficiency, responsiveness and innovation?</p> |
| <p>Do you always want to provide a non-tolled alternative to the tolled alternative for all projects?</p> | <p>How aggressive do you want to be fiscally?</p> | <p>Do you want a record of "state of the art"/high technology?</p> |
| <p>How active do you want to be with public involvement?</p> | <p>When do you want the first project ground breaking? First project opening?</p> | <p>Do you want a strong customer service record?</p> |
| <p>How aggressive do you want to be politically? What levels of government? Who does it?</p> | | <p>Do want a strong "We are a business" record?</p> |
| <p>How aggressive do you want to be with project development? Do you want to submit other Toll Equity Grant applications now?</p> | | <p>Do you want a strong environmental advocacy record?</p> |
| <p>What other projects do you want to become active with in addition to the West Loop and 2nd Causeway?</p> <ul style="list-style-type: none"> • Pursue now • Pursue some time in the future | | <p>Do you want your facilities to be all electronic toll collection (ETC), or a mixture of cash and ETC?</p> |
| <p>How do you want to compare with other RMA's?</p> | | <p>How comfortable are you with advertising?</p> |
| <p>Specifically adopt ethics policies? -</p> | | <p>Approach to RMA staffing/privatization of services</p> |
| | | |
| | | |

There being no further business to come before the **BOARD** and upon motion by Director Garza,
seconded by Director Scaief, the meeting was **ADJOURNED** at 3:40 P.M.

=====

APPROVED this 13th day of **APRIL 2006**.



CHAIRMAN DAVID E. ALLEX

ATTESTED:


SECRETARY LAURA BETANCOURT