

THE STATE OF TEXAS
COUNTY OF CAMERON

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BE IT REMEMBERED on the 12th day of MARCH 2009, there was conducted a REGULAR Meeting of the Cameron County Regional Mobility Authority, at the Levis Building, thereof, in the City of San Benito, 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 E. ALLEX
CHAIRPERSON

FRANK PARKER, JR.
DIRECTOR

RUBEN GALLEGOS, JR.
DIRECTOR

VICTOR ALVAREZ
DIRECTOR

MICHAEL SCAIEF
DIRECTOR

DAVID N. GARZA
DIRECTOR

YOLANDA VILLALOBOS
DIRECTOR

Mary Robles
Secretary

ABSENT

=====

The meeting was called to order by Chairman David E. Allex at 1:30 P.M. At this time, the Board considered the following matters as posted and filed for Record in the Office of the County Clerk on March 9, 2009, at 10:02 A.M.:

AGENDA

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

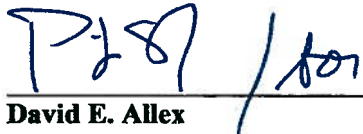
**Levis Building
1390 W. Expressway 83
San Benito, Texas 78586**

Thursday, March 12, 2009

1:30 PM

- I. Public Comments**
- II. Consideration and approval of Revenue and Expense Report for February 2009**
- III. Consideration and approval of the GEC Report for February 2009**
- IV. Discussion and possible action regarding the East Loop Project, West Rail Project, South Padre Island 2nd Access Project, FM 509 Project, North Rail Relocation Project and the US 281 Project**
- V. Consideration and approval of Contract between CCRMA and C&M Associates**
- VI. Consideration and approval of Work Authorization No. 16 with HNTB for the West Rail Project**
- VII. Adjournment**

Signed this 9th day of March 2009



David E. Allex
Chairman

ACCEPTED FOR FILING
CAMERON COUNTY
2009 MAR -9 A 10:02
J. G. RIVERO
CLERK

I. PUBLIC COMMENTS

Mr. Mario Jorge, TxDOT District Engineer, commented that the commission selected the SH 550, Port Spur Project during a special meeting to be fully funded under the Stimulus Package, adding that such action may permit ground breaking of project within the year.

**II. CONSIDERATION AND APPROVAL OF REVENUE
AND EXPENSE REPORT FOR FEBRUARY 2009**

Upon motion by Director Scaief, seconded by Director Garza and carried unanimously, the Revenue and Expense Report for February 2009 was approved.

The Reports are as follow:

**III. CONSIDERATION AND APPROVAL OF THE GEC
REPORT FOR FEBRUARY 2009**

On motion by Director Gallegos the report was acknowledged. The motion was seconded by Director Garza and carried unanimously.

**IV. DISCUSSION AND POSSIBLE ACTION REGARDING
THE EAST LOOP PROJECT, WEST RAIL PROJECT,
SOUTH PADRE ISLAND 2ND ACCESS PROJECT, FM
509 PROJECT, NORTH RAIL RELOCATION
PROJECT AND THE US 281 PROJECT**

At this time Mr. Richard Ridings with HNTB, presented and highlighted a list of RMA projects. He explained that five alternatives for the South Padre Island 2nd Access Project were selected out of fifty after all public input was obtained. Mr. Ridings went over every project and presented a project schedule and timeline for every project. Mr. Ridings went into environmental, engineering, right of way acquisition and construction details.

Mr. Mario Jorge, TxDOT District Engineer, indicated that a Pass Through Financial Agreement could fund construction of the East Loop Project.

NOTE: DIRECTOR ALVAREZ LEFT THE MEETING AT THIS TIME.

Mr. Mike Weaver informed that applications for Pass Through Projects would be due by June.

Director Gallegos moved that the discussion regarding the East Loop Project, West Rail Project, South Padre Island 2nd Access Project, FM 509 Project, North Rail Relocation Project and the US 281 Project be acknowledged.

The motion was seconded by Director Garza and carried unanimously.

**V. CONSIDERATION AND APPROVAL OF CONTRACT
BETWEEN CCRMA AND C&M ASSOCIATES**

Upon motion by Director Garza, seconded by Director Villalobos and carried unanimously, the Contract between CCRMA and C&M Associates was approved, as recommended by the RMA Coordinator.

The Contract is as follows:

**VI. IN THE MATTER REGARDING CONSIDERATION
AND APPROVAL OF WORK AUTHORIZATION NO.
16 WITH HNTB FOR THE WEST RAIL PROJECT
(TABLED)**

Upon motion by Director Gallegos, seconded by Director Scaief and carried unanimously, this Item was
TABLED.

VII. There being no further business to come before the Board and upon motion by Director Garza, seconded by Director Gallegos the meeting was **ADJOURNED** at 2:44 P.M.

APPROVED this 16th day of April 2009.



CHAIRMAN DAVID E. ALLEX

ATTESTED:



SECRETARY RUBEN GALLEGOS, JR.

**II. CONSIDERATION AND APPROVAL OF REVENUE
AND EXPENSE REPORT FOR FEBRUARY 2009**

Cash Disbursement Journal By GL

From 02/01/2009 To 02/28/2009

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 AL									
110 110	6045	0000168656	LOCKE LORD BISSELL AND LIDDELL	00215381	02/20/2009	02/19/2009	P134034	717617	150.00
110 110	6045			00215381	02/20/2009	02/19/2009	P134034	717618	1,253.75
110 110	6045			00215381	02/20/2009	02/19/2009	P134034	717619	2,762.50
									Check Total 4,166.25
110 110	6050	0000164050	ALLEX,DAVID	00214496	02/06/2009	02/05/2009		WASHINGTON 01/25	4,166.25
									499.25
110 110	6050	0000012778	AMERICAN EXPRESS	00214499	02/06/2009	02/05/2009	P133061	8908141012662	499.25
110 110	6050			00214499	02/06/2009	02/05/2009	P133061	8908141012663	75.00
110 110	6050			00214499	02/06/2009	02/05/2009	P133061	8908141012664	160.00
110 110	6050			00214499	02/06/2009	02/05/2009	P133061	8908141012665	40.00
110 110	6050			00214499	02/06/2009	02/05/2009	P133061	8908141012666	25.00
110 110	6050			00214499	02/06/2009	02/05/2009	P133061	8908141012667	100.00
110 110	6050			00214499	02/06/2009	02/05/2009	P133061	5268770018797	128.80
110 110	6050			00214499	02/06/2009	02/05/2009	P133061	8908141012668	25.00
110 110	6050			00214499	02/06/2009	02/05/2009	P133061	8908141012669	100.00
110 110	6050			00214499	02/06/2009	02/05/2009	P133061	8908141012670	25.00
110 110	6050			00214499	02/06/2009	02/05/2009	P133061	5268769106526	638.60
110 110	6050			00214499	02/06/2009	02/05/2009	P133061	5268769106528	638.60
110 110	6050			00214499	02/06/2009	02/05/2009	P133061	5268769106530	638.60
110 110	6050			00214499	02/06/2009	02/05/2009	P133061	5268769106532	638.60
110 110	6050			00214499	02/06/2009	02/05/2009	P133061	5268769106675	638.60
110 110	6050			00214499	02/06/2009	02/05/2009	P133061	5268769106677	638.60
110 110	6050			00214499	02/06/2009	02/05/2009	P133061	8908141012654	200.00
110 110	6050			00214499	02/06/2009	02/05/2009	P133061	8908141012655	100.00
110 110	6050			00214499	02/06/2009	02/05/2009	P133061	5268519271158	112.20
110 110	6050			00214499	02/06/2009	02/05/2009	P133061	8908141012658	25.00
									Check Total 4,947.60
110 110	6050	0000166064	GARCIA,DAVID	00215589	02/27/2009	02/26/2009		AUSTIN 02/17/09	328.45
									328.45
110 110	6050	0000127024	SEPUL VEDA,PETE	00215059	02/13/2009	02/12/2009		AUSTIN 02/04-05	844.23
									844.23
110 110	6050			00215742	02/27/2009	02/26/2009		AUSTIN 02/19-20	564.13
110 110	6050			00215742	02/27/2009	02/26/2009		AUSTIN 02/17-18	459.18

Cash Disbursement Journal By GL

From 02/01/2009 To 02/28/2009

1101100

<u>Fund</u>	<u>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>
110	110	6059	0000164442	CNA SURETY	00214843	02/13/2009	02/12/2009		Check Total	1,023.31
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									0601 15767636	161.88
									Check Total	161.88
110	110	6082	0000154776	BETANCOURT,BLANCA	00214811	02/13/2009	02/12/2009		Line Item Total	161.88
									FEB CONTRACT	200.00
									Check Total	200.00
110	110	6082	0000089010	GALARZA,MARTHA	00214881	02/13/2009	02/12/2009		Check Total	200.00
									FEB CONTRACT	500.00
									Check Total	500.00
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									FEB CONTRACT	300.00
									Check Total	300.00
110	110	6082	0000163539	ROBLES,MARICRUZ	00215039	02/13/2009	02/12/2009		Check Total	416.67
									FEB CONTRACT	416.67
									Check Total	200.00
110	110	6082	0000166843	SAENZ,PERLA J	00215051	02/13/2009	02/12/2009		Check Total	200.00
									FEB CONTRACT	1,000.00
									Check Total	1,000.00
110	110	6082	0000155472	VEGA,DYLBIA JEFFERIES	00215118	02/13/2009	02/12/2009		Check Total	1,000.00
									Line Item Total	2,616.67
									Dept. Total	14,587.64

Cash Disbursement Journal By GL

From 02/01/2009 To 02/28/2009

1101113

<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>
PORT SPUR									
110 1113	6042	0000160653	HNTB CORP	00215357	02/20/2009	02/19/2009	P127260	33-40619-PL-015	1,005.26
Check Total									1,005.26
Line Item Total									1,005.26
Dept. Total									1,005.26

Cash Disbursement Journal By GL

From 02/01/2009 To 02/28/2009

1101114

<u>Fund</u>	<u>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>
110	1114	6042		RFL-COMP DEVELOPMEN	00215357	02/20/2009	02/19/2009	P127675	33-40619-PL-014	181.06
										Check Total
										181.06
										Line Item Total
										181.06
										Dept. Total
										181.06

**III. CONSIDERATON AND APPROVAL OF THE GEC
REPORT FOR FEBRUARY 2009**



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

March 6, 2009

Dear Mr. Sepulveda,

The following is a summary of our progress on the subject projects for the month of February, 2009.

Project Management:

General GEC

- Prepared contract correspondence and monthly GEC progress report.
- Prepared & submitted CCRMA GEC Invoice No. 32 for work performed on Work Authorization Nos. 7, 12 and 14.
- Updated and submitted November 2008 GEC work authorization status report.
- On February 2nd, Richard Ridings submitted the Scope and Fee proposal for Work Authorization No 13 (I-69 Negotiations), No. 16 (West Railroad Supplement) and No 17 (West Loop Informed Consent) and the Scope for SPI 2nd Access Phase 3,
- HNTB facilitated numerous meetings with TxDOT Leadership for the Stimulus Package effort.

North Rail Relocation Project (Work Authorization No. 4)

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.

- HNTB staff continued discussions with UPRR representatives and CCRMA staff. The Work Authorization is complete and awaiting final payment.

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 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 (usual) wide 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.

- Project coordination.
- HNTB submitted the EA to TxDOT ENV for review on January 12, 2009. TxDOT has indicated that this project is not a high priority and may take as much as 6 months to complete their review..
- A report summarizing schedule delays has been prepared.

West Loop Project (Work Authorization No. 7):

The proposed West Loop Road is a new location facility and will provide a 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.

- HNTB coordinated approvals on all correspondence and resource material with TxDOT and CCRMA staff.
- HNTB currently completing the Draft Public Meeting Summary Report, submittal of report to CCRMA for review anticipated in Spring 2009.
- The Draft EA is on hold with completion contingent upon possible additional public involvement.
- Schematic work is on hold until a preferred alternative is selected.
- The additional Public Involvement which is proposed includes "kitchen table" type meetings with home owners as well as neighborhood meetings and newsletters to help foster information exchange and a 2nd public meeting at the end of this 6 month effort. This scope and fee has been submitted for review.

West Rail Relocation Project (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 Limites Y Aguas (CILA) and Kansas City Southern Mexico (KCSM).

- Dr. Arturo de las Fuentes continued communication with the SCT on the pending concessionary contract for the Northeast Package and the negotiations between 14 interested companies. The West rail project on the Mexican side will be included as part of this package.
- Dr. Arturo de las Fuentes also assisted the SCT's consultant in obtaining review and comment from the City of Matamoros officials, CILA and the Finance Division of SCT.
- The Translation and conversion of the US Plans was completed and delivered to the SCT on Friday, January 23.
- The 24th Reunion of the Technical Group of the International Railway Project Brownsville Matamoros Western Alternative will take place on March 6, 2009 in the city of Brownsville, Texas.

South Padre Island Second Access (Work Authorization No. 12):

This work authorization provides engineering and environmental services associated with the development and advancement of the National Environmental Policy Act (NEPA) process for the proposed South Padre Island (SPI) 2nd Access Project. The tasks associated with the project will include the development of the necessary environmental documentation, corridor alternatives assessments and related public involvement activities.

- HNTB utilized the evaluation criteria to narrow the preliminary alternatives to a set of reasonable alternatives.
- HNTB presented the reasonable alternatives to FHWA and TxDOT at a February 11, 2009 workshop.
- HNTB held an Engineering TWG on February 11, 2009 to discuss approach to evaluating various modes and cross sectional characteristics of various alternatives.
- HNTB held a PI TWG on February 12 at Laguna Vista City Hall.
- HNTB conducted a second round of three Context Sensitive Solutions TWGs – South Padre Island (Feb 17), Laguna Vista (Feb 17), Port Isabel (Feb 18),
- HNTB conducted 3rd Public Scoping Meeting at Port Isabel High School on February 26, 2009. There were 170 people who signed in. In preparation for this meeting HNTB prepared and sent invitation postcard, agenda and handouts, exhibits, media notices, and changeable message board signs
- HNTB will be finalizing all remaining deliverables. This work authorization will be complete in March.

Request for Statements of Interest (Work Authorization No. 14):

This work authorization provides professional technical services associated with the development of request for statements of interest (RFI) and qualifications from firms to provide strategic partnership/investor opportunities for the proposed CCRMA projects located in Cameron County, Texas; as well as, provide recommendations for the selection of projects that the CCRMA could pursue through a separate CDA procurement process.

- HNTB prepared draft summary fact sheets for all current CCRMA projects which included projected schedules, project limits and estimated costs. These fact sheets will be utilized for individual projects in various project phases. Therefore, the fact sheets will be need periodic updates. The fact sheets are currently being utilized for the March CCRMA Board workshop.
- This Work Authorization is Complete. HNTB will continue communication with CCRMA staff on the CDA project direction.

SH 550 Re-Evaluation (Work Authorization No. 15):

This work authorization provides professional services and deliverables in support of the CCRMA's development of the SH 550 (Port Spur) toll project from FM 511 at Old Port Isabel Road to State Highway 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.

- HNTB is awaiting review comments from the re-evaluation submitted to TxDOT Pharr District Office on November 4, 2008.
- HNTB is completing the Open House Summary Report, submittal of report to CCRMA anticipated in Spring 2009.
- HNTB will instigate coordination with the Corps of Engineers to discuss permitting and mitigation.

Consultant Management:

- Continued ongoing coordination with all subconsultants.
- Updated Progress Report Sheet that is utilized to provide project status to the CCRMA Board of Directors.

Agency Coordination:

- Conducted ongoing discussions with CCRMA staff, TxDOT staff, TTA staff and subconsultants for preparation of SPI 2nd Access Project, West Loop Project and West Rail Project.
- Conducted ongoing discussions with TxDOT staff and Officials for the preparation of the CCRMA System CDA program.

Best regards,

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

cc: David Garcia
Robert Slimp, P.E.
Richard Ridings, P.E.

February Status Report

HNTB

Project		West Rail Relocation
Work Authorization	8	International Advisor Services
Supplemental	1	International Advisor Services
Supplemental	2	International Advisor Services

WA Cost: \$	186,579.00
SA Cost: \$	67,264.00
SA Cost: \$	67,163.00
SA Cost: \$	67,163.00
Total Cost: \$	388,169.00

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

ENVIRONMENTAL	
Status:	-
Recent Activity:	-
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 - Supplemental WA approved
Upcoming Activity:	Continued efforts on project administration and coordination
Outstanding Issues:	-

Task		Status	Date Anticipated Completion	% Complete
International Services		Continuing	Continuing	90%
WA Amount:	\$ 388,169.00	Outstanding Invoice Number:	Days Old:	Invoice Amount
Billed To Date:	\$ 343,141.40	34-40619-PL-008	8	\$ 22,135.40
Paid To Date:	\$ 321,006.00			
Unpaid Balance:	\$ 22,135.40			
Funding Source:	Cameron County			
Total:			\$	22,135.40

February Status Report

HNTB

Project	North Rail Relocation			
Work Authorization	<input checked="" type="checkbox"/> 4	Route Studies and Environmental	WA Cost: \$	522,045.00
Supplemental	<input checked="" type="checkbox"/> 1	UPRR MOU Support	SA Cost: \$	23,883.00
Supplemental	<input type="checkbox"/>		SA Cost:	
			Total Cost: \$	545,928.00

Description: The 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 in not eliminate the transport of hazardous material via freight rail through towns, improve traffic congestion and ultimately enhance the economic development of the region.

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

Deliverables: A report that summarizes the assumptions, evaluation criteria and methodology, alternative analysis, and order of magnitude capital and construction costs. Conceptual Layout alternatives

Project Activity

Environmental Status: Complete

Design Status: Complete

Other MOU Support

Status: Complete

Recent Activity: HNTB staff has been assisting CCRMA staff in reviewing UPRR estimates and proposals for the Harlingen switch yard relocation. Additional fascilitation of meetings with UPRR have also

Upcoming Activity: -

Outstanding Issues: -

Task	Status	Date of Antipated Completion	% Complete
North Rail Data Assembly and Review	Complete	Complete	100%
Switch Relocation Analysis	Complete	Complete	100%
Conceptual Route Geometrics	Complete	Complete	100%
Funding Analysis	Complete	Complete	100%
Notice to Proceed	Complete	Complete	100%
Data Collection	Complete	Complete	100%
Alternative Analysis	Complete	Complete	100%
Field Investigations	Complete	Complete	100%
Constraints Map	Complete	Complete	100%
Social/Economic Investigations	Complete	Complete	100%
Natural Environment Investigation	Complete	Complete	100%
Cultural Resources	Complete	Complete	100%
Public Involvement	Complete	Complete	100%
Supp: Relocation of Rail Switching Operations	Complete	Complete	100%
WA Amount: \$	545,928.00	Outstanding Invoice Number:	Days Old:
Billed To Date: \$	545,928.00	22-40619-PL-004	315
Paid To Date: \$	522,045.00	23-40619-PL-004	287
Unpaid Balance: \$	23,883.00	28-40619-PL-004	168
Funding Source:	City of Harlingen		
Total: \$			23,883.00

February Status Report

HNTB

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-feet (usual) wide 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

Status:	Environmental Assessment -Submitted to TxDOT ENV on January 12, 2009
Recent Activity:	None - awaiting comments
Upcoming Activity:	Respond to ENV comments - When Received
Outstanding Issues:	None

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	Under agency review	TBD	80%
Report Preparation	Addressing district comments	1/30/2009	90%
Public Involvement	Public hearing forthcoming	6/30/2009	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
Billed To Date: \$	643,728.54		Invoice Amount
Paid To Date: \$	643,728.54		
Unpaid Balance: \$	-		
Funding Source:	Cameron County		
Total: \$ -			

February Status Report

HNTB

Project		West Rail Relocation
Work Authorization	8	International Advisor Services
Supplemental	1	International Advisor Services
Supplemental	2	International Advisor Services

WA Cost: \$	186,579.00
SA Cost: \$	67,264.00
SA Cost: \$	67,163.00
SA Cost: \$	67,163.00
Total Cost: \$	388,169.00

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

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

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

Status:	Continued efforts on project administration and coordination
Recent Activity:	Coordination of Mexican Agencies and presentation of Project Report to the Binational Committee - Supplemental WA approved
Upcoming Activity:	Continued efforts on project administration and coordination
Outstanding Issues:	-

Task	Status	Date Anticipated Completion	% Complete
International Services	Continuing	Continuing	90%
WA Amount: \$ 388,169.00	Outstanding Invoice Number: 34-40619-PL-008	Days Old: 8	Invoice Amount: 22,135.40
Billed To Date: \$ 343,141.40			
Paid To Date: \$ 321,006.00			
Unpaid Balance: \$ 22,135.40			
Funding Source: Cameron County			
Total: \$			22,135.40

February Status Report

HNTB

Project West Loop
 Work Authorization ☒ 7 Route Studies and Environmental
 Supplemental ☒ 1 Public Involvement and ENV
 Supplemental ☐

WA Cost: \$ 1,471,763.00
 SA Cost: \$ 98,862.00
 SA Cost:
 Total Cost: \$ 1,570,625.00

Description: The West Loop Road project is a new location facility and will provide a 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 sections 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

Status: EA on hold pending results of additional public involvement
Recent Activity: EA – draft prepared. On hold pending additional public involvement. Public Meeting Report – prepared/in QC process
Upcoming Activity: EA submission – TBD, contingent upon possible additional public involvement. Public Meeting Report submission
Outstanding Issues: A proposed Scope and Fee has been submitted to CCRMA staff for the next Informed consent (Public Involvement) Phase

Status: Continued efforts on the preferred alternatives
Recent Activity: Reasonable alternatives are complete
Upcoming Activity: Selection of preferred alternative
Outstanding Issues: -

Status: On Hold
Recent Activity: Development of the travel demand model and toll diverted traffic numbers are complete
Upcoming Activity: Complete Microsimulation on preferred alternative
Outstanding Issues: -

Task	Status	Date of Anticipated Completion	% Complete
Conceptual Design	Complete	Complete	100%
Intermediate-level (level 2) Toll Feasibility	Draft Level 2 TFS complete	2/15/2009	80%
Innovative Financing Support	Ongoing	3/15/2009	20%
Traffic Analysis and Microsimulation	waiting Preferred alt selection	TBD	80%
Geometric Schematic	waiting Preferred alt selection	TBD	60%
Environmental Assessment Report	On hold	TBD	80%
West Loop Public Involvement Activities	On hold	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	On hold	TBD	80%
Supp 1: Public Involvement	Pending additional meetings	TBD	80%

WA Amount	\$	1,570,625.00	Outstanding Invoice Number	Days Old	Invoice Amount
Billed To Date	\$	1,395,244.40	29-40619-PL-007	133	\$ 45,158.80
Paid To Date	\$	1,295,229.49	31-40619-PL-007	77	\$ 4,068.52
Unpaid Balance	\$	100,014.91	32-40619-PL-007	42	\$ 40,795.68
			33-40619-PL-007	14	\$ 9,991.91
Funding Source:	TxDOT Toll Equity Funding				
		Total: \$	100,014.91		

February Status Report

HNTB

Project		South Padre Island Second Access
Work Authorization	12	Route Studies and Environmental
Supplemental	1	Economic Study
Supplemental		

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 the necessary environmental documentation, corridor alternatives assessments 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

Status:	3rd public meeting complete
Recent Activity:	DEIS Chapters 1, 2 (partial) and 3 -- prepared/in QC process, Public Meeting #3 --February 26 at the Port Isabel High School Auditorium, 2nd round of CSS meetings, NEPA TWG, PI TWG, Engineering TWG, & Alternative Workshop
Upcoming Activity:	Final Reports
Outstanding Issues:	Phase 3 authorization needed for continued work

Status:	Identified reasonable alternatives
Recent Activity:	Analysis of Alternatives
Upcoming Activity:	Phase 3 work
Outstanding Issues:	Authorization for phase 3

Status:	Under review by GEC staff
Recent Activity:	The draft Regional Economic Study has been prepared and is undergoing CCRMA staff review.
Upcoming Activity:	Phase 3 work
Outstanding Issues:	Authorization for phase 3

Task	Status	Date of Anticipated Completion	% Complete
Data Collection/Existing Condition Assessment	Pending condition assess. report	3/31/2009	98%
Corridor Alter. Assessment & Documentation	Pending reasonable alternatives	3/31/2009	90%
Intermediate-Level Toll Feasibility Study	Methodology complete	complete	100%
Economic Study	Draft complete	3/31/2009	90%
Environmental Impact Statement (EIS) Phase 1	Chapters 1,2,3	3/31/2009	90%
Affected Environmental	Draft complete	3/31/2009	90%
Environmental Consequences	Not in Phase 2	3/31/2009	0%
Public Involvement and CSS	Pending final reports	3/31/2009	90%
Field Surveying and Photogrammetry	Complete	Complete	100%
WA Amount: \$	1,550,838.00	Outstanding Invoice Number	Days Old
Billed To Date: \$	1,203,212.93	29-40619-PL-012	133
Paid To Date: \$	921,334.44	30-40619-PL-012	105
Unpaid Balance: \$	281,878.49	31-40619-PL-012	99
		32-40619-PL-012	42
		33-40619-PL-012	14
Funding Source:	TxDOT Toll Equity Funding		
Total: \$		281,878.49	

February Status Report

HNTB

Project	<u>Request for Statements of Interest</u>		WA Cost: \$	299,496.00
Work Authorization	<input checked="" type="checkbox"/> 14	<u>Professional Technical Services</u>	SA Cost: \$	18,446.00
Supplemental	<input checked="" type="checkbox"/> 1	<u>Coordination and Publication</u>	SA Cost:	
Supplemental	<input type="checkbox"/>		Total Cost: \$	317,942.00

Description: The Request for Statements of Interest project provides professional technical services associated with the development of request for statements of interest (RFI) and qualifications from firms to provide strategic partnership/investor opportunities for the proposed CCRMA projects located in Cameron County, Texas; as well as, provide recommendations for the selection of projects that the CCRMA could pursue through a separate CDA procurement process.

Scope: Provide professional technical services associated with the development of request for statements of interest (RFI) and qualifications from firms to provide strategic partnership/investor opportunities for the proposed AUTHORITY projects located in Cameron County, Texas; as well as, provide recommendations for the selection of projects that the AUTHORITY could pursue through a CDA procurement process.

Deliverable: Program development schedule. Recommendations for the selection of projects that the AUTHORITY could pursue through a separate CDA procurement process.

Project Activity	
Status:	-
Recent Activity:	-
Upcoming Activity:	-
Outstanding Issues:	-
Status:	-
Recent Activity:	-
Upcoming Activity:	-
Outstanding Issues:	-
Status:	Project finalized
Recent Activity:	Final revisions placed on hold pending a decision to pursue the CCRMA System CDA
Upcoming Activity:	-
Outstanding Issues:	-

Task	Status	Date of Anticipated Completion	% Complete
Notice to Proceed	Complete	Complete	100%
Project Admin., Coordination & Seminar	Complete	Complete	100%
RFI Letter	Complete	Complete	100%
Prepare Map and List of Authority Projects	Complete	Complete	100%
Inquiries/Responses	Complete	Complete	100%
CDA Constructor Opportunity Workshop	Complete	Complete	100%
Review/Evaluations/Deliverables	Ongoing	TBD	25%

Deliverables:	None			
WA Amount:	\$ 317,942.00	Outstanding Invoice Number:	Days Old	Invoice Amount
Billed To Date:	\$ 315,517.46	31-40619-PL-014	77	\$ 11,024.54
Paid To Date:	\$ 304,492.92			
Unpaid Balance:	\$ 11,024.54			
Funding Source:	County License Plate Fees			
Total: \$				11,024.54

HNTB

WA Cost:	\$	402,102.00
SA Cost:		
SA Cost:		
Total Cost:	\$	402,102.00

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

CONFIDENTIAL

Outstanding Issues:	
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Upcoming Activity:-

Status: [REDACTED]

Recent Activity:-

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Outstanding Issues

Task			Status	Date of Anticipated Completion	% Complete
Environmental Assessment Doc. Preparation			under District review	TBD	80%
Wetland Delineation, Permitting and Mitigation			initiating coordination with Corps	2/27/2009	60%
Public Involvement			Open house report under review	4/15/2009	95%
WA Amount:	\$ 402,102.00	Outstanding Invoice Number	Days Old	Invoice Amount	
Billed To Date:	\$ 297,354.43				
Paid To Date:	\$ 297,354.43				
Unpaid Balance:	\$ -				
Funding Source:	County License Plate Fees				
			Total:	\$	-

**V. CONSIDERATION AND APPROVAL OF CONTRACT
BETWEEN CCRMA AND C&M ASSOCIATES**

SH 550/FM 511 & US281 CONNECTOR TRAFFIC AND REVENUE STUDY

CLIENT: Cameron County Regional Mobility Authority.
PROJECT: SH 550/FM511 & US 281 Traffic and Revenue Forecast Study

This Agreement dated March 12, 2009, is between Cameron County Regional Mobility Authority hereinafter referred to as "Client" and C&M Associates, Inc., hereinafter referred to as the "Consultant". The Client desires to engage the Consultant to perform certain professional services. In consideration of the mutual covenants hereinafter provided, the Client and the Consultant agree as follows:

- 1. CONSULTANT SERVICES**

The Consultant shall collaborate with and furnish services to the Client to perform the services set forth in **Exhibit A**, which is attached hereto and incorporated herein by reference (hereinafter the "Services"). In all respects as to term and scope of the Services, the Consultant shall be bound to perform the Services for the Client according to the provisions contained in this Agreement.
- 2. PERIOD OF SERVICE**

The Consultant shall begin its services promptly when notified to proceed by the Client, and will complete the Services described in **Exhibit A** within the time schedule established within **Exhibit A**. However, the times for performance established in such schedule shall be extended on a day for day basis for periods of delay resulting from strikes, natural disasters, and similar circumstances for which the Consultant has no fault.

Client will promptly supply Consultant with all the necessary information required to conduct the Services, as well as being responsive to comments and input request. In the case where Client is required to provide information to Consultant and to be the point of contact with government and state agencies, any delay in the delivery of anticipated data or material shall result in such **Exhibit A** schedule to be extended on a day for day basis for periods of delay.
- 3. COMPENSATION**

For the Services described in **Exhibit A** hereto, Consultant's compensation shall be computed on the basis set forth in **Exhibit B**, which is attached hereto and incorporated herein by reference. The manner in which such compensation shall be paid is also set forth in **Exhibit B**.

The Consultant's compensation will be paid on a lump sum fee basis for the scope of the Services described in **Exhibit A**, plus direct costs and expenses as set forth in **Exhibit B**.

If at any time, that Client requests additional work beyond the Services in **Exhibit A**, Client will negotiate and agree with the Consultant the compensation for such work.

Payment shall be made to the Consultant within 30 days of the Client's receipt of invoices from the Consultant for services performed by the Consultant.
- 4. PENALTY FOR LATE DELIVERY**

Consultant shall be subject to a 7% (seven per cent) penalty for failing to meet the delivery date of its Draft Report as specified in **Exhibit B**. Such penalty shall be computed based on the total labor costs invoiced to Client for the Services and shall be exclusive of any direct expenses.
- 5. CHANGES**

This Agreement may only be changed by written amendment, which specifies the terms being revised and which has been signed by both parties hereto.
- 6. PROJECT DATA**

Client shall assist Consultant to obtain, from the appropriate sources, all data and information necessary for the proper and complete execution of the Consultant's services.

CLIENT: Cameron County Regional Mobility Authority.
PROJECT: SH 550/FM511 & US 281 Traffic and Revenue Forecast Study
Professional Services Agreement

- 7. SUCCESSORS & ASSIGNMENTS** The Consultant and Client shall not assign or transfer interest in this Agreement without the other party's prior written consent.
- 8. CONFIDENTIALITY** Consultant shall not divulge any proprietary or confidential information or material of the Client without the Client's prior written consent.
- 9. RIGHTS OF WORK** All reports, drawings and specifications prepared by Consultant pursuant to this Agreement for the express purpose of delivery to Client, whether completed or in progress, are the property of the Client. All other documentation or methodologies developed by Consultant and not intended for delivery to Client will remain Consultant's property.
- 10. CONSULTANTS LIABILITY** Any use of documents or results produced by Consultant in connection to the Services will be at the user's sole risk and without liability or legal exposure to Consultant.
- 11. INDEMNIFICATION** The parties to the extent permitted by law, shall indemnify, hold and save harmless each other, and their officers, agents and employees, from liability of any nature or kind, including costs and expenses, for or on account of any or all claims or suits for damages of any character whatsoever resulting from injuries or damages sustained by any person or persons or property arising from negligent or intentional acts or omissions from their part. The Parties shall have no obligation hereunder to indemnify the other Party on account of the sole negligence or willful misconduct of this Party.
- 12. TERMINATION** The Client may terminate this agreement at any time by giving Consultant 15 (Fifteen) days written notice. In the event of termination, Consultant shall receive compensation for Services satisfactorily performed to the date of termination.

For the portion of the Consultant's compensation hereunder that is a lump sum fee, the amount payable to the Consultant in the event of termination will be a pro rata amount of such fee determined on the basis of the relationship of the amount and value of the Services performed prior to the Consultant's receipt of notice of termination to all of the Services described in **Exhibit A** plus reasonable costs incurred in the preparation of documentation of work to date by the Consultant.
- 13. ADDITIONAL CONDITIONS** Where the Consultant deems that extra compensation will be due it for services or materials not covered in this Agreement nor ordered in writing by the Client as an extra, the Consultant shall notify the Client in writing. Where the Consultant deems that additional effort, fees and/or expenses, are required to complete the project tasks assigned, prior written agreement from the Client is required.
- 14. CONTROLLING LAW** This Agreement is to be governed by the law of the State of Texas. Venue for litigation and mediation shall be Cameron County, Texas.
- 15. DISPUTES** All claims, counterclaims, disputes, and other matters in question between the Client and the Consultant arising out of this Agreement or the breach thereof shall be submitted to mediation before recourse to a judicial forum. The mediator shall be as mutually agreed upon or, the parties failing to agree, shall be appointed by the American Arbitration Association in accordance with its standard procedures.

CLIENT: Cameron County Regional Mobility Authority.
PROJECT: SH 550/FM511 & US 281 Traffic and Revenue Forecast Study
Professional Services Agreement

16. POINT OF CONTACT

Written communications and electronic mail (email) communications shall be considered valid for the purposes of this contract.

The Consultant designates Carlos M. Contreras as the point of contact for contractual matters. The mailing address to be used for all official communications with Consultant is:

5956 Sherry Lane, Suite 1000
Dallas, Texas 75225
Tel: (214) 764-2896
email: cmcontreras@candm-associates.com

The Consultant designates Kawkeb Said as the point of contact for project management matters. The mailing address for project management issues is:

5956 Sherry Lane, Suite 1000
Dallas, Texas 75225
Tel: (214) 245 5307
email: ksaid@candm-associates.com

The Client hereby designates David Garcia as its Project Manager. The mailing address to be used for all official communications with Client is:

Cameron County Department of Transportation
1100 E. Monroe Street
Brownsville, Texas 78520
Tel. (956) 574-8771
email: dagarcia@co.cameron.tx.us

Project direction, correspondence, communications, and coordination of the project shall take place through these representations.

17. SEVERABILITY AND WAIVER OF PROVISIONS

Any provisions in this Agreement that are prohibited or unenforceable in any jurisdiction shall, as to such jurisdiction, be ineffective to the extent of such prohibition or unenforceability without invalidating the remaining provisions hereof or affecting the validity or enforceability of such provision in any other jurisdiction. Also, the non-enforcement of any provisions by the Consultant shall not constitute a waiver of that provision nor shall it affect the enforceability of that provision or of the remainder of this Agreement.

18. MERGER AMMENDMENT

This Agreement constitutes the entire agreement between the Client and the Consultant, and all negotiations and oral understandings between the parties are merged herein. This Agreement can be supplemented and/or amended only by a written document executed by both the Client and the Consultant.

SPACE INTENTIONALLY LEFT BLANK

CLIENT: Cameron County Regional Mobility Authority.
PROJECT: SH 550/FM511 & US 281 Traffic and Revenue Forecast Study
Professional Services Agreement

BOTH PARTIES HERETO WARRANT AND REPRESENT that they have full right, power, and authority
to execute this Subcontract.

IN WITNESS THEREOF, the parties hereto have executed this Agreement as of the day and year
specified above.

CLIENT

Cameron County Regional Mobility Authority

CONSULTANT

C&M Associates, Inc.

By:


Signature

David E. Alley
Typed Name

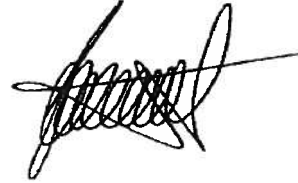
Chairman

Officer's Title

March 12, 2009

Date

By:


Signature

Carlos Contreras

Typed Name

President

Officer's Title

March 12, 2009

Date

Exhibits:

Exhibit A: Scope of Services

Exhibit B: Schedule and Fees

CLIENT: Cameron County Regional Mobility Authority.
PROJECT: SH 550/FM511 & US 281 Traffic and Revenue Forecast Study
Professional Services Agreement

Exhibit A
Scope of Services

CLIENT: Cameron County Regional Mobility Authority.
PROJECT: SH 550/FM511 & US 281 Traffic and Revenue Forecast Study
Professional Services Agreement

For the Traffic and Revenue Study the tasks can be identified, as follows:

C&M intends to conduct this study, in such a way that it would deliver a sketch level analysis at approximately four weeks following the commencing of the project. An intermediate level of traffic and revenue analysis results will be delivered after four and a half months from the commencement of the project. It should be realized that these two deliverables do not stem from two independent phases, but rather they will be based on various levels of analysis accuracy, given the data that is expected to be available within the defined time periods. The following tasks are expected to be performed in the course of this study:

TASK 1: PROJECT MANAGEMENT/MOBILIZATION

Upon receiving Notice to Proceed, the Project Manager will schedule a project kick-off meeting with key stakeholders (CCRMA, TxDOT, etc.) with the objective to define the alternatives, overall project methodology and data requirements. Based on this meeting, the Project Manager will develop a Project Control Plan, outlining the identified project stakeholders, specific project procedures, project methodology, data collection needs, schedule, and project contact information. The Project Manager will issue a notice to stakeholders regarding project commencement and may request assistance in gathering existing data, traffic reports for the area, details and specifics for the project and/or other planned projects in the area of influence, when applicable.

The Project Manager will provide CCRMA with progress reports on a monthly basis and will provide minutes of meetings held with project stakeholders.

TASK 2: EXISTING INFORMATION

Task 2.1—Review of existing information: Including previous traffic reports, current and historical traffic volumes, existing origin-destination surveys, socioeconomic data (including population, employment, and income), as well as macroeconomic variables. Data will be compiled from the appropriate government information repositories and other available sources such as TxDOT, Cameron County, MPOs, Port operators, International bridges operators, Truck Companies, and others.

Task 2.2—Highway network characteristics, review and validation of supply inventory: Inventory of existing highway network characteristics and definition of an "area of influence," ascertaining "decision making points," where competition and the general users' trade-offs occur. Identification of a "network supply" for potential user markets, including planned improvements to highways and bridges within the project area of influence and the region.

Task 2.3—Review of existing models. Review of the travel demand models available in the area: Hidalgo, Harlingen/San Benito, Brownsville and the Texas State Wide Analysis Model (TexasSAM). In addition, C&M will utilize the model that was developed for the traffic and revenue analysis of the South Padre Island 2nd Causeway project. During this task, C&M will review and assess the applicability of joining some of those models into a single area-wide model, for its use in this project. The envisioned joint model will address the modeling needs of the area of influence in sufficient detail. In addition, drawing on C&M's vast experience along the U.S.-Mexican border, the joint model will address local and non-local (bi-national) travel patterns: It will pay special attention to the area as part of a trade corridor with its added international commuting and specific travel characteristics.

TASK 3: FIELD WORK AND SURVEYS

Task 3.1—Road Observations: C&M will perform a field observation of the main roads as well as competing roads. Project area and road observation, such as traffic signals, operation conditions, posted speeds, number of moving lanes, general land use characteristics and others, will be conducted. Observation notes that are relevant would be incorporated into the study.

Task 3.2—Travel Times: Travel times will be assessed by time of day periods (AM, MD and PM). Average speeds on relevant highway stretches will also be determined.

Task 3.3—Limited Stated Preference Survey for Truck Traffic: This will be conducted as field interviews to determine travel characteristics specific to the truck traffic in the study area. Interview teams will be organized and interviews will be conducted in order to obtain a representative sample of the area. Interview forms will be designed to include a number of questions, which will be utilized to investigate truck travel patterns. These questions will include, truck ownership (owner, operating for a company, operating for someone else), willingness and decision to pay toll, truck registration by nationality (US versus Mexican), origin-destination, cargo information and other aspects that would help in incorporating

CLIENT: Cameron County Regional Mobility Authority.
PROJECT: SH 550/FM511 & US 281 Traffic and Revenue Forecast Study
Professional Services Agreement

the information within the travel demand model. No specific stated preference survey for passenger car users will be conducted for this project, since its primary focus will be on truck traffic, which will generate the revenues. Instead, readily available data used for other projects in the region will be used for that purpose.

The results of such survey will be the basis to develop a toll diversion model, the travelers' probability of using the proposed toll facility as a function of their trade-offs in time savings, cargo weight, toll expenditures, other possible travel costs, and other perceptible trip attributes, if applicable. As a by-product, a user's Value of Time (VOT), by subcategory, is developed from the SP survey.

Task 3.4—Traffic count programs: Plan and conduct classification traffic count program to cover a sufficient number of screenlines for the purpose of calibrating and validating the travel demand model. The screenline identification will be based on targeting major highways, arterials and main roadways that would cover the project area of influence.

TASK 4: SOCIOECONOMICS

Task 4.1—Socioeconomic analysis: This project is unique in the sense that the proposed corridor addresses primarily truck traffic. Nevertheless, the travel demand model developed for this project need to be calibrated and validated for all traffic using the network. In order to achieve that, an evaluation of the available socioeconomic data (such as population, employment and income) and/or generation of new supplementary socioeconomic information need to be conducted in the project area. Working with available socioeconomic data from the MPO models, TexasSAM model, and Cameron County, this data will be supplemented with information extracted from the US Census data and Mexico Census data, Bureau of Labor Statistics and state employment statistics, as well as other sources. The other sources will include interviews with business and government agencies and personnel, as well as consulting economic variable projection entities, such as Woods and Poole and Moody.

Socioeconomic variables will be used to update the information fed into the travel demand model in order to estimate its trip generation and distribution, ultimately developing trip tables between traffic analysis zones (TAZ).

Growth models for the socioeconomic variables will be developed based on historic and other aspects associated with these variables.

The socioeconomic study will determine the following:

1. Trip generation characteristics of land uses in the project area
2. Major planned developments in the project area.
3. Development of estimated socioeconomic data for opening year and for 30 years after opening year

TASK 5: TRAVEL DEMAND MODEL DEVELOPMENT

TASK 5.1—travel demand model component: a travel demand model will be developed for this project using a transcad platform and a four step model will be adopted.

TASK 5.2—transportation network updates: this model will use the transportation network extracted from the MPOs and Texas-SAM models, as well as networks developed by C&M for other projects in the area, such as the south padre island model network. The resultant network would then be checked at main roadway level, and its functionality and attributes would be enhanced, to include updated speed, capacity, connectivity, and delays if deemed specifically relevant to the project. Future network configuration will be determined based on information obtained from TxDOT, county and MPOs which would reflect future projects committed for the area of influence.

TASK 5.3—trip generation and trip distribution modules: socioeconomic variables for the current year will be used, as described in a previous task in this proposal, and will be fed into the trip generation module. Trip distribution module will be used to ultimately develop trip tables between tazs.

TASK 5.4—model calibration and validation: traffic assignment module runs will be performed to estimate traffic volumes on individual links in the network. The travel demand model will be calibrated to

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corroborate with the field data collected and it will be validated according to validation criteria and process adopted by the federal highway administration (FHWA).

Special methodology will be developed within this task to address truck trips. This methodology will depend on availability and ease of obtaining data (within the time frame of the project schedule) required to address this aspect of the project.

The calibrated model (base year model) will be used as a base for the future year projections of the opening year and future years, given the growth models associated with the socioeconomic variables, as well as the truck traffic growth pattern.

TASK 6: OPENING YEAR TRAFFIC

Task 6.1—Traffic trends: Analysis of historic traffic trends for the corridor/area, including other modes of transportation, if applicable.

Task 6.2—Toll diversion model: Willingness to pay and general cost differentials between the proposed toll facility and its free alternative will be the basis to establish diverted traffic to the proposed project.

Task 6.3 —Opening Year Trip Tables: Preparation of opening -year trip tables that include diverted traffic (toll diversion model), induced traffic (trips not present at the time), and traffic generated from special generators (as applicable).

TASK 6.4 — AADT TRAFFIC ESTIMATES: Traffic seasonal variation factors will be determined based on information obtained under the “Field data collection” task. These factors will be used to adjust the model's daily traffic into AADT values for each vehicle class.

TASK 7: FUTURE YEAR FORECAST

C&M will use travel demand and toll diversion models to develop traffic forecast for the opening year and two more horizon years as per the availability of networks, and socioeconomic forecast structures. Based on that, C&M will report forecasted traffic in every year through the projection period.

Task 7.1: Future Year Trip Tables: A growth model will be used to develop future (projected) socioeconomic variables. Using trip generation and distribution as part of the travel demand model development, new set of trip tables for future years will be developed.

Task 7.2—Competing Transportation Improvements: Investigate plans pertaining to possible competitors in the area of influence, such as other roads improvements, and/or competitive modes (e.g., bus, rail, others).

Task 7.3—Ramp-Up Period: The opening year estimated traffic will be adjusted to account for project ramp-up based on toll operation characteristics such as electronic toll collection market penetration and other factors characteristic of start-up projects and/or characteristic to the area.

Task 7.4—Future years forecast: Based on the opening year and future networks and trip tables, the traffic will be forecasted for two future years after opening year estimated by the developed travel demand model.

TASK 8: SENSITIVITY ANALYSES

Conduct toll sensitivity analysis, by varying proposed toll rates and determining the potential toll traffic associated with it. As a result, a set of toll sensitivity curves will be established. These curves show the potential diverted traffic in relation to toll rates, and the potential revenue in relation to toll rates. A preferred toll rate will be determined from this analysis with a specific criterion that is compatible with the goals and policy of the CCRMA have for the project, such as maximizing traffic, maximizing revenue, striking a balance of the two, or earning sufficient revenue while maintaining a certain traffic operational level of service.

TASK 9: TRAFFIC AND REVENUE FORECAST

Develop annual traffic estimates for the opening year and anticipated future years of the projection period. The traffic projection will be adjusted to reflect variation within the week (weekday vs. weekend), monthly variations, and taking into consideration other possible variation found as a result of traffic pattern

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investigation, such as holidays. Based on that, annual revenues will be calculated for the opening year and future years.

TASK 10: DOCUMENTATION

C&M will report its findings for this Traffic and Revenue Study in accordance with the following:

Task 9.1—Preparation of A Technical Memorandum for A Sketch Level Analysis: A Technical Memorandum will be prepared to document assumptions, inputs, early preliminary findings, and preliminary traffic and revenue results, based on a sketch level analysis. The results in this tech memo will not include analysis that takes into consideration the truck interview surveys, the updated socioeconomic analysis, the updated transportation network, nor the specific treatment of truck travel pattern.

Task 9.2—Preparation of Draft Report for the Traffic and Revenue Study: A Draft Report will be prepared to document assumptions, inputs, findings, and results. A proposed report layout would include: (i) a description of the proposed toll facility; (ii) a summary of existing travel conditions and data collection; (iii) summary of the socioeconomic evaluation and findings; (iv) details of the development of travel demand model; (v) toll sensitivity analysis and (vi) the traffic and revenue forecast.

Task 9.3—Draft Report review by CCRMA: Copies of the Draft Report will be delivered to CCRMA staff for review and comments.

Task 9.4—Final Report: C&M will evaluate and respond to comments received during the review period. Accordingly, C&M will revise the draft report to address the comments received during this period.

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Exhibit B
Schedule and Fees

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SCHEDULE AND FEE

C&M is ready to start work on the project once a Notice to Proceed (NTP) is issued. The following is a summary of the milestones and deliverables anticipated for the project following the receipt of requested information pertaining to the project from CCRMA:

1. Project Control Plan: within two weeks from NTP
2. Sketch level Traffic and Revenue Projections: within four weeks from Reception of Relevant Information
3. Draft Report: within four and half months from NTP
4. Final Report: two weeks following the receipt of comments on the draft report

A table presenting our development of the total fee, inclusive of all direct costs, cost of sub-consultants, and other expenses, is presented next. The estimated fee to perform this traffic and revenue work proposed in this scope is \$346,455. Please note that direct costs are estimates and will be pass through to the CCRMA

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		Preliminary Level									
		Principal	QA/QC	Project Manager	Sr. Modeler	Traffic Engineer	Graduate Engineer Sr.	Graduate Engineer Jr.	Project Administrator		
Task 1	Project Management	4		40	8				4		56
Task 2	Existing Information			40		24	40	40			144
Task 3	Survey and Data Collection	8	24	64	16	40	60	24	8		244
Task 4	Socio-Economic Analysis	16		40	16		80	40			192
Task 5	Model Development		8	80	32		120	80			320
Task 6	Opening Year Traffic		8	40	16		40	20			124
Task 7	Future Year Forecast			32	16		40	20			108
Task 8	Sensitivity Analysis		8	32	16		40	40			136
Task 9	Traffic and Revenue Forecast	16	24	60	32	8	110	55			305
Task 10	Documentation	24	8	140	24	16	120	120	8		460
TOTAL HOURS		68	80	568	176	88	650	439	20		2,089
TOTAL LABOR											\$ 301,155
Estimated Direct Expenses*											\$ 40,000
* Direct Expense are estimates and will be billed at actual cost											
Traffic Counts/Travel Time Runs and Surveys											\$ 5,000
Travel											\$ 50
Reproduction/Computer Media											\$ 150
Printing, Telephone, Fax											\$ 50
Postage and Express											\$ 50
Materials, Supplies											\$ 50
Total Estimated Direct Expenses											\$346,455