

THE STATE OF TEXAS                   §

COUNTY OF CAMERON               §

BE IT REMEMBERED on the 27<sup>th</sup> day of March 2008, there was conducted a SPECIAL Meeting of the Cameron County Regional Mobility Authority, at the Levi 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:

12:00 P.M.

PRESENT:

DAVID E. ALLEX  
CHAIRPERSON

RUBEN GALLEGOS, JR.  
DIRECTOR

FRANK PARKER, JR.  
DIRECTOR

\_\_\_\_\_  
DIRECTOR

MICHAEL SCAIEF  
DIRECTOR

DAVID N. GARZA  
DIRECTOR

\_\_\_\_\_  
DIRECTOR

Mary Robles  
Secretary

RAY RAMON  
ABSENT  
VICTOR ALVAREZ  
ABSENT

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The meeting was called to order by Chairman David A. Allex at 12:00 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 24, 2008, at 9:13 A.M.:

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

**Levis Building**  
**1390 W. Expressway 77**  
**San Benito, Texas 78586**

**Thursday, March 27, 2008**  
**12:00 Noon**

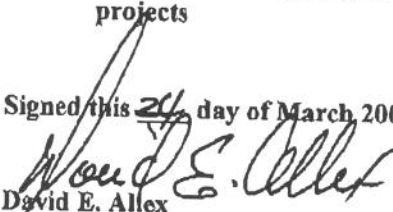
ACCEPTED FOR FILING  
CAMERON COUNTY

2008 MAR 24 A 9:13

J. G. RIVERA  
COUNTY CLERK

- I. Public Comments**
- II. Approval of Meeting Minutes for February 21, 2008**
- III. Approval of GEC report for February 2008**
- IV. Approval of expenditure report for February 2008 and review of cash flow statement**
- V. Consideration and Authorization for the CCRMA Board and Coordinator to begin discussions with all required entities to extend the current state legislation for the overweight truck corridor in Brownsville**
- VI. Consideration and Approval of Interlocal Agreement between Cameron County and the Cameron County Regional Mobility Authority**
- VII. Consideration and Action approving Supplemental Work Authorization 1 to Work Authorization 7 for services provided on the West Loop Project**
- VIII. Consideration and Approval of Supplemental Work Authorization No. 1 to Work Authorization No. 12**
- IX. Update on the issuance of the Request For Statements of Interest (RFI) for CCRMA projects**

Signed this 24 day of March 2008.

  
David E. Allex  
Chairman

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**I. PUBLIC COMMENTS**

Mr. Lawrence, former DPS Officer, expressed concern regarding the need for a traffic device at the intersection of Loop 509 and Russell Lane.

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**IX. UPDATE ON THE ISSUANCE OF THE REQUEST  
FOR STATEMENT OF INTEREST (RFI) FOR  
CCRMA PROJECTS**

Mr. Bobby Balli, HNTB, reported that advertisement for RFI could take place in approximately 30 days.

Mr. Pete Sepulveda, RMA Coordinator, noted that the document would first be reviewed by TXDOT.

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**II. APPROVAL OF THE FEBRUARY 21, 2008  
MEETINGS**

Director Gallegos moved that the Minutes of the February 21, 2008 Meeting be approved.

The motion was seconded by Director Garza and carried unanimously.

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**III. APPROVAL OF GEC REPORT FOR FEBRUARY  
2008**

Mr. Bobby Balli, HNTB, presented and highlighted the GEC Report February 2008.

Director Gallegos moved that the GEC Report February 2008 be approved.

The motion was seconded by Director Garza and carried unanimously.

**The Reports are as follow:**

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

**HNTB**

March 1, 2008

Dear Mr. Sepulveda,

The following is a summary of our progress on the subject projects for the month of February 2008.

**Project Management:**

**General GEC**

- Prepared contract correspondence and monthly GEC progress report.
- Prepared & submitted CCRMA GEC Invoice No. 20 for work performed on Work Authorization Nos. 7, 8 and 12.
- HNTB developed Supplemental Work Authorization No. 1 to Work Authorization No. 12 (SPI 2<sup>nd</sup> Access additional services).
- HNTB received approval from CCRMA on revised rate schedule for 2008.
- Updated and submitted January 2008 GEC work authorization status report.

**North Rail Relocation Project (Work Authorization No. 4)**

*North Rail Relocation Project relocates the exiting 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.*

- This work authorization has been completed. No activities to report for this month.
- Supplemental Work Authorization No. 1 to Work Authorization No. 4 (North Rail Relocation) was resubmitted to CCRMA.
- HNTB waiting on Notice to Proceed.

**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 delivered the "historic structures" completed draft report to TxDOT ENV on August 15<sup>th</sup> for coordination/approval. TxDOT ENV has requested that the draft FM 509 EA be reviewed by the Pharr District prior to issuing final determination on the historical resources.
- TxDOT ENV determination regarding historic structures is needed to finalize the identification of the preferred alternative prior to engaging special studies for archeology.
- HNTB addressed TxDOT Pharr District comments on FM 509 Preliminary Draft EA.
- HNTB resubmitted FM 509 Preliminary Draft EA to TxDOT Pharr District on February 8, 2008.

#### **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.

#### **Project Management (145):**

- HNTB held an internal restart kickoff meeting on February 12, 2008 to discuss the project's status.
- HNTB to revise Project Schedule.
- HNTB submitted Supplemental Work Authorization No. 1. This Supplemental Work Authorization included Public Involvement and Environmental work.

#### **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 Límites Y Aguas (CILA) and Kansas City Southern Mexico (KCSM).

- The Proposed Alignment "A" has been approved by the City of Matamoros and added to the West Matamoros Master Plan.
- Arturo de las Fuentes Hernandez attended the XXXIX Binational Reunion of the International Crossings and Bridges meeting on February 11-14, 2008 with Carlos Cascos, Cameron County Judge, John W. Hudson Jr., Project Consultant from the U.S., David Garcia, Cameron County Assistant County Administrator, John Wood Cameron County Precinct No. 2 Commissioner, Lic. Aquiles Garza Barrios, General Director of Exterior Commerce from the State of Tamaulipas to discuss the West Railroad Relocation Project.
- Arturo de las Fuentes Hernandez attended a meeting on February 1, 2008 with Engineer Juan Jose Erazo Garcia Cano, Intermodal and Border Projects Director from the Communications and Transport Secretariat to discuss the procedures for the resources acquisition by the Infrastructure Investment Fund (FINFRA) from Banobras.

- Arturo de las Fuentes Hernandez attended a meeting on February 7, 2008 with representatives from Union Pacific to discuss the status of the project, its financial design, the acquisition of the railway right and the final engineering design.

**South Padre Island Second Causeway (Work Authorization No. 10):**

*This work authorization provides for the initiation of project development by authorizing the preparation of a comprehensive Project Development Plan and the undertaking of specific actions required under Section 6002 of the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) to include a project initiation letter, project coordination plan and preliminary need and purpose statement with support documentation.*

- HNTB addressed TxDOT ENV comments on the Need and Purpose and Coordination Plan.
- All tasks have been completed for this Work Authorization.

**East Loop Pass Through Financing (Work Authorization No. 11):**

*The project, termed as the East Loop, is currently identified as three sections. Section I begins at the intersection of US 77 (North of Brownsville) and FM 511 in Olmito and continues east along FM 511 to SH 48 (near the Port of Brownsville). This section is currently under design through a TxDOT consultant as a four (4) lane divided section that will ultimately be frontage roads to a six (6) lane divided section for truck and passenger traffic. Section II continues from SH 48 at FM 511 east and then south to SH 4 (Boca Chica Boulevard). This section is currently a TxDOT project and is in the Environmental and Preliminary Schematic stage. Section III continues southbound from SH 4 near the southeast corner of Brownsville and ends at the entrance of the Veterans International Bridge on US 77. This section is currently in the Environmental and Preliminary Schematic stage. Sections II and III are currently identified as a four (4) lane divided section.*

- HNTB received comments from TxDOT on the East Loop Pass Through Financing Application on January 11, 2008.
- HNTB met with Pete Sepulveda Jr. for next steps on East Loop.
- HNTB met internally and with TxDOT and CCRMA staff to investigate options for developing this project into a Comprehensive Development Agreement and subsequent Toll Concession.

**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) 2<sup>nd</sup> 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.*

**Route and Design Studies (110):**

- "STOP WORK" was issued on November 16<sup>th</sup>
- HNTB was authorized to "RESTART WORK" on January 21<sup>st</sup>.
- HNTB prepared Cash Flow schedules and Performance Graphs for various Project Scenarios.
- HNTB submitted agency coordination letters for internal review.
- HNTB update project schedule.

- HNTB continued to collect existing data.
- HNTB submitted coordination plan, need and purpose, notice of intent and initiation letter to TxDOT Pharr District on February 1, 2008.
- HNTB performed an internal QA/QC review of design criteria.
- HNTB developed materials for the public involvement and context sensitive solutions technical working groups, including the PITWG agenda, "What is the CCRMA?", Invitation, and Comment Form.
- HNTB updated the environmental schedule.
- HNTB participated in three ENV/PI/CSS internal update meetings (2/11, 2/18, 2/25)
- HNTB developed and prepared agenda for first CSS group meeting
- HNTB developed a draft Power Point presentation titled "CSS and the South Padre 2<sup>nd</sup> Causeway"
- HNTB designed two presentation boards for first CSS group meeting
- HNTB sent second draft of Public Meeting legal notice
- HNTB updated and sent final draft website plan to client
- HNTB produced materials for the first public meeting (for internal review) including media notifications, requests for coverage, media release, EIS process and schedule poster, Frequently Asked Questions, Purpose and Need statement, and six radio PSA's.

**Consultant Management:**

- Continued ongoing coordination with all subconsultants.
- Provided project information to subconsultants in an effort to educate the firms on the projects to be developed within the next few months (RFI, Re-evaluation, CDA, etc)

**Agency Coordination:**

- Conducted ongoing discussions with CCRMA staff, TxDOT staff, TTA staff and subconsultants for preparation of 2<sup>nd</sup> Access, West Loop Project and West Rail Project.

**For Discussion:**

- Upcoming work authorizations:
  - West Loop Supplemental (Public Involvement, Traffic Counts and Environmental Supplemental information)
  - South Padre Island 2<sup>nd</sup> Access Supplemental (Economic Development Study)
  - Request for Statements of Interest for Comprehensive Development Agreement on potential CCRMA projects
  - FM 511 (Spur 550) re-evaluation of the existing environmental document and environmental mitigation.
  - FM 511 (Spur 550) Comprehensive Development Agreement Program

Best regards,

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

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

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**IV. APPROVAL OF EXPENDITURE FOR FEBRUARY 2008  
AND REVIEW OF CASH FLOW STATEMENTS**

Director Parker moved that the Expenditure Report and review of Cash Flow Statements be approved.

The motion was seconded by Director Scaief and carried unanimously.

**The Reports are as follow:**

## RMA CASH FLOW

	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPT.	TOTAL
VEH. REG. FEES	\$52,552	\$ 97,192.13	\$ 80,000.00	\$ 90,000.00	\$ 90,000.00	\$ 90,000.00	\$ 90,000.00	\$ 90,000.00	\$ 90,000.00	\$769,744
TxDOT	\$550,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000.00	\$ 1,550,000.00
CASH	\$ 75,000.00	\$ 25,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000.00
<b>TOTAL</b>	<b>\$677,552.00</b>	<b>\$ 122,192.13</b>	<b>\$ 80,000.00</b>	<b>\$ 90,000.00</b>	<b>\$ 90,000.00</b>	<b>\$ 90,000.00</b>	<b>\$ 90,000.00</b>	<b>\$ 90,000.00</b>	<b>\$ 1,090,000.00</b>	<b>\$ 2,419,744.13</b>
	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPT.	
WEST RAIL	\$ 11,000.00	\$ 11,000.00	\$ 11,000.00	\$ 11,000.00	\$ 11,000.00	\$ 11,000.00	\$ 45,000.00	\$ 45,000.00	\$ 60,000.00	\$ 66,000.00
WEST LOOP	\$ 61,019.00	\$ 42,460.00		\$ 40,000.00	\$ 40,000.00	\$ 45,000.00	\$ 150,000.00	\$ 200,000.00	\$ 200,000.00	\$ 378,479.00
2ND CAUSE WAY	\$ 64,086.00	\$ 127,307.00		\$ 150,000.00	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00	\$ 200,000.00	\$ 200,000.00	\$ 1,191,393.00
OPER EXPS	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 90,000.00
SH 550	\$ -			\$ 20,000.00	\$ 20,000.00	\$ 40,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 230,000.00
<b>TOTAL</b>	<b>\$146,105.00</b>	<b>\$ 190,767.00</b>	<b>\$ 21,000.00</b>	<b>\$ 231,000.00</b>	<b>\$ 231,000.00</b>	<b>\$ 256,000.00</b>	<b>\$ 255,000.00</b>	<b>\$ 305,000.00</b>	<b>\$ 320,000.00</b>	<b>\$ 1,955,872.00</b>
<b>DIFFERENCE</b>	<b>\$531,447.00</b>	<b>\$ 462,872.13</b>	<b>\$ 521,872.13</b>	<b>\$ 380,872.13</b>	<b>\$ 239,872.13</b>	<b>\$ 73,872.13</b>	<b>\$ (91,127.87)</b>	<b>\$ (306,127.87)</b>	<b>\$ 463,872.13</b>	<b>\$ 463,872.13</b>

# RMA NON TOLL EQUITY CASH FLOW

	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPT.	TOTAL
VEH. REG. FEES	\$ 52,551.61	\$ 97,192.13	\$ 80,000.00	\$ 90,000.00	\$ 90,000.00	\$ 90,000.00	\$ 90,000.00	\$ 90,000.00	\$ 90,000.00	\$ 769,743.74
CASH	\$ 75,000.00	\$ 25,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000.00
TOTAL	\$127,551.61	\$ 122,192.13	\$ 80,000.00	\$ 90,000.00	\$ 90,000.00	\$ 90,000.00	\$ 90,000.00	\$ 90,000.00	\$ 90,000.00	\$ 869,743.74
WEST RAIL	\$ 11,000.00	\$ 11,000.00	\$ 11,000.00	\$ 11,000.00	\$ 11,000.00	\$ 11,000.00				\$ 66,000.00
OPER EXPS	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 90,000.00
SH 550	\$ -			\$ 20,000.00	\$ 20,000.00	\$ 40,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 230,000.00
TOTAL	\$ 21,000.00	\$ 21,000.00	\$ 21,000.00	\$ 41,000.00	\$ 41,000.00	\$ 61,000.00	\$ 60,000.00	\$ 60,000.00	\$ 60,000.00	\$ 386,000.00
DIFFERENCE	\$106,551.61	\$ 207,743.74	\$ 266,743.74	\$ 315,743.74	\$ 364,743.74	\$ 393,743.74	\$ 423,743.74	\$ 453,743.74	\$ 483,743.74	\$ 483,743.74

RMA TOLL EQUITY CASH FLOW

	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPT.	TOTAL
TxDOT	\$ 550,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000.00	\$ 1,550,000.00
TOTAL	\$ 550,000.00								\$ 1,000,000.00	\$ 1,550,000.00
	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPT.	
WEST LOOP	\$ 61,019.00	\$ 42,460.00	\$ -	\$ 40,000.00	\$ 40,000.00	\$ 45,000.00	\$ 45,000.00	\$ 45,000.00	\$ 60,000.00	\$ 378,479.00
2ND CAUSE WAY	\$ 64,086.00	\$ 127,307.00	\$ -	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00	\$ 200,000.00	\$ 200,000.00	\$ 1,191,393.00
TOTAL	\$ 125,105.00	\$ 169,767.00	\$ -	\$ 190,000.00	\$ 190,000.00	\$ 195,000.00	\$ 195,000.00	\$ 245,000.00	\$ 260,000.00	\$ 1,569,872.00
DIFFERENCE	\$ 424,895.00	\$ 255,128.00	\$ 255,128.00	\$ 65,128.00	\$ (124,872.00)	\$ (319,872.00)	\$ (514,872.00)	\$ (759,872.00)	\$ (19,872.00)	\$ (19,872.00)

Cash Disbursement Journal By GL

From 02/01/2008 To 02/29/2008

1006660

<u>Fund Dept</u>	<u>Ln/Item</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>Fund Total</u>	<u>Amount</u>
REGIONAL MOBILITY AU										
110 110	1107	0000160653	HNTB CORP	00195536	02/14/2008	02/14/2008	P118014	18-40619-PL-007	5,218,524.16	42,459.53
								<b>Check Total</b>		42,459.53
110 110	6045			00195958	02/21/2008	02/20/2008	P121070	20-40619-PL-008	42,459.53	33,249.04
								<b>Line Item Total</b>		33,249.04
								<b>Check Total</b>		33,249.04
110 110	6082	0000165669	ALMON,ROBERT	00195857	02/21/2008	02/20/2008		MARCH CONTRACT	500.00	500.00
								<b>Line Item Total</b>		500.00
110 110	6082	0000154776	BETANCOURT,BLANCA	00195879	02/21/2008	02/20/2008		MARCH CONTRACT	200.00	200.00
								<b>Check Total</b>		200.00
110 110	6082	0000163539	ROBLES,MARICRUZ	00196040	02/21/2008	02/20/2008		MAR CONTRACT	200.00	416.67
								<b>Check Total</b>		416.67
110 110	6082	0000166843	SAENZ,PERLA J	00196051	02/21/2008	02/20/2008		FEB CONTRACT	200.00	200.00
								<b>Check Total</b>		200.00
								<b>Line Item Total</b>		1,316.67
								<b>Dept. Total</b>		77,025.24



## 901101\*

From	02/01/2008	To	02/29/2008
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**Report:** CASHDISBFUN  
**User:** HQUELLHO

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V. **CONSIDERATION AND AUTHORIZATION FOR  
THE CCRMA BOARD AND COORDINATOR TO  
BEGIN DISCUSSIONS WITH ALL REQUIRED  
ENTITIES TO EXTEND THE CURRENT STATE  
LEGISLATION FOR THE OVERWEIGHT TRUCK  
CORRIDOR IN BROWNSVILLE**

Mr. Eduardo A. Campirano, BND Director, noted the need to make this a permanent change rather than requesting for extensions.

Director Garza moved that the CCRMA Board and Coordinator be authorized to begin discussions with all required entities to extend the current state legislation for the overweight truck corridor in Brownsville.

The motion was seconded by Director Parker and carried unanimously.

**The Reports are as follow:**

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**VI. CONSIDERATION AND APPROVAL OF  
INTERLOCAL AGREEMENT BETWEEN  
CAMERON COUNTY AND THE CAMERON  
COUNTY REGIONAL MOBILITY AUTHORITY**

Mr. Sepulveda noted that the expenditure would be funded by Cameron County.

Director Gallegos moved that the Interlocal Agreement between Cameron County and the Cameron County Regional Mobility Authority be approved.

The motion was seconded by Director Garza and carried unanimously.

**The Reports are as follow:**



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**VII. CONSIDERATION AND ACTION APPROVING  
SUPPLEMENTAL WORK AUTHORIZATION 1 TO  
WORK AUTHORIZATION 7 FOR SERVICES  
PROVIDED ON THE WEST LOOP PROJECT**

Mr. Sepulveda noted that the scope of work and fees were approved by TXDOT.

Director Parker moved that the Supplemental Work Authorization 1 to Work Authorization 7 for services provided on the West Loop Project be approved.

The motion was seconded by Director Garza and carried unanimously.

**The Reports are as follow:**

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**  
General Engineering Consultant Services

**SUPPLEMENTAL WORK AUTHORIZATION NO. 1**  
**WORK AUTHORIZATION NO. 7**  
WEST LOOP ROAD STUDY

This Supplemental Work Authorization No. 1 Work Authorization No. 7 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 services:

Develop Route and Environmental Studies for the AUTHORITY. The responsibilities of the CONSULTANT, schedule and fees are further detailed in Exhibits B, C and D.

**Part 2.** Without modification, the maximum amount payable under this Lump Sum Supplemental Work Authorization No. 1 Work Authorization No. 7 is hereby increased by **\$98,862** or from **\$ 1,471,763** to **\$1,570,625**. Exhibit D, providing details supporting the increased amount, is attached and hereby made part of Work Authorization No. 7.

**Part 3.** Payment to the CONSULTANT for the services established under this Supplemental Work Authorization No. 1 Work Authorization No. 7 shall be made in accordance with the Agreement.

**Part 4.** This Supplemental Work Authorization No. 1 Work Authorization No. 7 extends the effective time from June 13, 2008 to terminate December 31, 2008, unless extended by an additional Supplemental Work Authorization.

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

**Part 6.** This Supplemental Work Authorization No. 1 Work Authorization No. 7 is hereby accepted and acknowledged below.

Supplemental Work Authorization No. 1  
Work Authorization No. 7

CONSULTANT:  
HNTB Corporation

AUTHORITY:  
Cameron County Regional Mobility Authority

By: \_\_\_\_\_  
Signature

By: \_\_\_\_\_  
Signature

Robert J. Slimp, P.E.  
Printed Name

\_\_\_\_\_  
Printed Name

Vice President  
Title

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

LIST OF EXHIBITS

Exhibit B – Services to be Provided by the Consultant

Exhibit C - Work Schedule

Exhibit D – Fee Schedule

**EXHIBIT B**  
**SERVICES TO BE PROVIDED BY THE CONSULTANT**  
WEST LOOP ROAD STUDY

County : Cameron  
Highway : West Loop Road  
Limits : From: B&M Bridge at the Mexican Border  
To : Interchange with US 77/83 in Brownsville  
Project Length : Approximately 7.0 Miles

**Scope of Project**

The CONSULTANT shall furnish technical resources and materials required to perform the following engineering services for this Supplemental Work Authorization No. 1 to Work Authorization No. 7. The design study portion of this scope covers the need for additional traffic information to validate the existing traffic model. The environmental portion of this supplemental work authorization addresses the recent changes to the alignment and the corresponding information needed to complete the Environmental Assessment (EA). Note: Documents of record required to complete the EA were found to be out of date, non-existent or did not address the proposed alignment(s). The public involvement portion of this supplemental addresses the need for a Phase II Small Group "Listening Tour".

**SCOPE DETAILS:**

The following Scope of Work describes the task details that are included in the Services to be provided by the CONSULTANT on the West Loop Road Project.

**TASK 110 – ROUTE AND DESIGN STUDIES**

**TASK 110.03 – INTERMEDIATE-LEVEL (LEVEL 2) TOLL FEASIBILITY STUDY**

**Subtask 110.03.02 – Data Collection**

The CONSULTANT will perform turning movement counts (TMC) and automatic traffic recorders (ATR) tube counts at various locations in Cameron County in order to gather data to support model calibration and validation for the West Loop Road Project. A total of 13 TMC locations and 13 ATR locations (requiring 17 tube counters) will be performed. Below is a description of the data to be collected by the respective counts.

- A) ATR: The CONSULTANT will collect ATR traffic data for a three (3) day period (Tuesday, Wednesday and Thursday). The counters will be placed on Monday and retrieved on Friday. The counters and tubes will be inspected daily and repaired or replaced as needed during the data collection period to minimize the likelihood of incomplete count data. The counts will be vehicle classification counts collected for at least 48 continuous mid-week hours.



- B) TMC: The CONSULTANT will collect two (2) hour TMC data during the morning (7 AM – 9 AM) and afternoon (4 PM – 6 PM) peak periods. The counts will include at least 15 minutes prior to the peak period and at least 15 minutes following the peak period to ensure that the peak is captured. The TMC will be done on one of the days of the three (3) day counts (Tuesday, Wednesday, or Thursday).

## **TASK 120 – SOCIAL, ECONOMIC AND ENVIRONMENTAL STUDIES**

### **TASK 120.01 – ENVIRONMENTAL ASSESSMENT**

#### **Subtask 120.01.10 – Noise Analysis**

The CONSULTANT shall perform a highway traffic noise analysis in accordance with 23 CFR 772 and the State's Guidelines for Analysis and Abatement of Highway Traffic Noise. The analysis will include the measurement of background noise levels at representative noise receiver locations for the existing conditions and noise modeling for the predicted conditions (design year). The CONSULTANT will utilize the Federal Highway Administration's (FHWA) approved Traffic Noise Model (TNM), version 2.5, to determine the predicted traffic noise levels. The CONSULTANT will conduct a current noise survey and determine if the proposed project would result in traffic noise impacts and document it in the traffic noise section of the environmental document. If the project results in traffic noise impacts, the CONSULTANT shall evaluate traffic noise barriers for noise abatement and determine if they are feasible (reduce noise by five (5) dBA) and reasonable [cost effective (\$25,000 per benefited receiver)]. If the noise barriers are feasible and reasonable, the CONSULTANT shall provide preliminary locations, heights and costs for the proposed noise barriers and include in the traffic noise section of the environmental document and exhibits. The final decision to construct the proposed noise barriers will be made by the Texas Department of Transportation (TxDOT) upon completion of the project design and the public involvement process, which includes polling of the affected property owners and a noise workshop. Public involvement tasks or the noise workshop, which consists of a meeting with the affected property owners, are not within this scope of work. The CONSULTANT shall provide TxDOT with input/output data analysis and a technical report which would include: environmental document traffic noise section, data, methodology, analysis, results, conclusion and exhibits. This scope includes the following:

- A) Data collection and field reconnaissance to locate representative receivers and measure background noise levels.
- B) Identify existing and future land use as related to the noise assessment of the proposed project area.
- C) Model design year traffic noise levels and develop noise contours using FHWA's TNM (version 2.5).

- D) Evaluate, analyze and document proposed noise barriers.
- E) Rerun and reanalyze noise for up to three (3) different scenarios/design modifications.
- F) Internal Quality Assurance/Quality Control (QA/QC).

**Deliverables:**

- Environmental document traffic noise section and exhibits [(To include receiver and noise barriers (if applicable) locations)]

**Subtask 120.01.16 – Hazardous Materials Impacts**

- A) Using the existing Phase I Hazardous Materials Evaluation (2004) Report as a source document, the CONSULTANT will prepare an updated Hazardous Material Evaluation Report of the proposed project area to include a new hazardous material data base inquiry.
- B) Obtain an environmental database search of standard federal and state environmental records within one-eighth mile of the approximately 7.0 mile project corridor in Brownsville, Texas
- C) Summarize the findings as a brief write-up to be included within the EA.

**Subtask 120.01.20 – Section 4(f)**

**Historical Structures**

The historic resource survey for the proposed West Loop Project in Brownsville, Texas produced by Hardy, Heck and Moore, Inc. (HHM) in 2006 does not include the most recent alignment changes. The CONSULTANT will review the HHM report and conduct a historic structure survey in areas located between the Brownsville & Matamoros (B&M) Bridge and US 77/83 that are outside of the 100-foot existing Union Pacific Railroad (UPRR) right-of-way (ROW) and any proposed project area alignment from the B&M Bridge to 6<sup>th</sup>/7<sup>th</sup> streets. These areas will include the parcels within the APE of the connectors in the 6<sup>th</sup> and 7<sup>th</sup> street area, at FM 3248 and at US 77/83.

The historic resource survey will include historic-age resources (districts, sites, buildings, structures and objects that are 45 years of age or older. Identification, evaluation and documentation tasks shall be completed in accordance with the provisions of the Secretary of the Interior's Standards for the Identification, Evaluation and Documentation (48 CFR Parts 44716-42) and the most recently approved programmatic agreement. Historic studies shall be performed and documented at sufficient levels to satisfy the Texas Historical Commission (THC) requirements for determining the presence of historically significant properties in the area of potential

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effect (APE) in accordance with 36 CFR 60 and 13 TAC 26. Performance of historic studies shall include the following tasks unless otherwise specified in a supplemental work authorization or the CONSULTANT'S proposal.

- A) The CONSULTANT will coordinate with the City of Brownsville Certified Local Government (CLG), Cameron County Historical Commission and the City of Brownsville if necessary.
- B) The CONSULTANT shall provide photographic documentation for each historic resource within the APE documented in the following manner:
  - 1. Production of an oblique view of the primary façade and a side elevation for each resource, with the subject filling the frame.
  - 2. All photographs shall be 3.5" x 5" color representations printed on matte finish photographic paper or approved paper.
  - 3. All photographs shall be well focused and clearly depict architectural and other details relevant to an evaluation of the resource's character-defining features.
  - 4. Four (4) copies of each image shall be provided.
  - 5. Photographs shall be attached to separately labeled pages that clearly identify project name, address of resource and project identification number.
- C) The CONSULTANT shall complete assembly of site sheets, photos and site descriptions as well as map additional sites, including APE, proposed right-of-way and National Register of Historic Places (NRHP) recommendations.
- D) The CONSULTANT shall prepare a letter report to address comments by TxDOT and the THC. The CONSULTANT shall submit four (4) copies of the letter report to TxDOT.

**Deliverables:**

- Submittal of Draft Report [four (4) hard copies] of text and accompanying photos and supporting documentation for submittal to TxDOT
- Submittal of Final Report [four (4) hard copies and one (1) electronic copy] for transmittal to TxDOT

**Archeology (Background)**

On September 23, 2004, SWCA conducted a cultural resources reconnaissance survey of the Brownsville West Loop project area on behalf of TxDOT as part of our on-call contract with the ENV division. This consisted of the existing right-of-way of the UPRR from a location just south of the intersection of the railway and US 77/83 southward to the B&M Bridge at the border with Mexico. As right-of-entry (ROE) had not been obtained and the tracks were still in operation during the survey, a surface visual reconnaissance survey was conducted at points visible from roadway intersections. This consisted of traveling by vehicle to observation points along the railroad tracks where paved streets crossed over or dead-ended at the tracks. While positioned at the

roadway intersection, photographs were taken of the ROW up and down the tracks and observations were made of all features, vegetation and disturbances within each quadrangle made by the intersection of the tracks and the street. The height of the railroad bed from top to bottom was recorded and the bed was observed for any deviations away from the typical 13 to 14 foot width. Other disturbances were recorded such as ditches, drainages, culverts, railroad crossing control boxes and bridges. No shovel testing was conducted during the reconnaissance survey.

A total of 21 observation points were established along the project area at intersections between streets and the railroad ROW. Generally, the observed ROW from these points was heavily disturbed with ditches and drainages along the edge of the ROW to elevated railroad beds down the center. As a result, no additional archaeological investigations were recommended for the railroad ROW. In addition, no additional investigations were recommended for the interchange at Brownsville West Loop and US 77/83. However, further investigations were recommended for the undisturbed portions of the proposed new ROW at the intersections with FM 3248 and FM 802. TxDOT took our report and accepted our findings.

Review of the new route for the Brownsville West Loop project area determined that there have been relatively minor changes to the overall route. Most of the project area is still contained within the existing ROW of UPRR and we do not recommend further archaeological investigations in these areas. However, we have identified three (3) locations where new ROW will be acquired and believe that an intensive archaeological survey of these areas is warranted. All of these areas contain some modern disturbances, but it appears on the aerial photographs that some parts of these locations remain undisturbed and/or contain the potential for deeply buried cultural resources. These include: the western side of the intersection of Brownsville West Loop and Palm Boulevard near an old resaca (Trevino Canales Banco No. 5 on map), both banks of Resaca de la Palma where the railroad ROW crosses and where proposed new ROW will be situated and the northeast and southeast sides of the intersection of Brownsville West Loop and FM 3248 (W. Alton Gloor Boulevard) where proposed new ROW will be situated in relatively undisturbed areas about 1,500 feet south of Rancho Viejo.

The exact scope of any archaeological investigations will need to be determined by TxDOT archaeologists and depend on a thorough review of the geology, soils and topography of the three (3) selected areas. If a survey is required, it wouldn't be very large (in cost or time) and it will most likely entail the following:

- A) The CONSULTANT will acquire a THC antiquities permit to conduct the work.
- B) The CONSULTANT will either shovel test or backhoe trench the undisturbed portions of the project area (1-2 days of work).
- C) The CONSULTANT will produce a report of the results for review and concurrence by THC and TxDOT.

### Deliverable:

- An archeological report meeting TxDOT standards for the proposed project areas that are recommended above for additional analysis and documentation to include a separate narrative for the environmental document. This report would consider and integrate/include previous archeological reporting for the proposed project, such that one consolidated report would be made to address the entire proposed project area foot print

## **TASK 120.02 - WEST LOOP ROAD PUBLIC INVOLVEMENT ACTIVITIES**

### **Subtask 120.02.04 – Stakeholder Outreach Support**

#### **West Loop Public Involvement Phase II – Key Stakeholders**

The CONSULTANT will conduct three rounds of key stakeholder meetings specifically targeting the City & MPO officials and their staff members. The CONSULTANT will handle all aspects of the meetings in concert with the Authority and TxDOT staff, including planning, coordination, arrangements, materials, reports, documentation, and follow up. This effort as detailed here was *not* included in the original West Loop scope.

Items in this supplement include:

#### **A) Round One: Up to five (5) meetings total**

1. Meet with key stakeholders in small group format; give a quick overview of the project and record their comments and questions, for identifying issues early in the process. Project partners will agree upon the invitees to each initial, targeted small group in advance.
2. Suggested list includes:
  - \* MPO staff and board
  - \* Elected/appointed officials
  - \* City staff

#### **B) Round Two: Reporting back up to four (4) meetings total**

1. Conduct a second round of meetings with the stakeholder groups to update them on the project and address their concerns and questions from the previous meetings, then take their next 'round' of comments and questions.

#### **C) Round Three: Up to four (4) meetings total**

1. Prior to the public hearing, communicate with the stakeholders where needed (if their concerns weren't addressed in rounds one and two) in small group format, at least one more time, to update them on the project and the EA. Re-visit their

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prior concerns and receive their updated comments and questions for the hearing.

Process includes three (3) email blast communications, one page each/updates, one (1) after each round of meetings.

**Deliverables:**

- Key Stakeholders Effort that includes three (3) rounds of meetings, documentation for each meeting and a summary report
- Key Stakeholders Effort handouts [letter of invitation, agenda, general tolling fact sheet, West Loop Specific fact sheet, comment form, sign in sheet, and route/map graphic]
- Follow up with stakeholders based on outcome of each meeting
- Email Blast Updates – Three (3) - one (1) after each round of meetings ASDF



**EXHIBIT B**  
**SERVICES TO BE PROVIDED BY THE CONSULTANT**  
WEST LOOP ROAD STUDY

County : Cameron  
Highway : West Loop Road  
Limits : From: B&M Bridge at the Mexican Border  
To : Interchange with US 77/83 in Brownsville  
Project Length : Approximately 7.0 Miles

**Scope of Project**

The CONSULTANT shall furnish technical resources and materials required to perform the following engineering services for this Supplemental Work Authorization No. 1 to Work Authorization No. 7. The design study portion of this scope covers the need for additional traffic information to validate the existing traffic model. The environmental portion of this supplemental work authorization addresses the recent changes to the alignment and the corresponding information needed to complete the Environmental Assessment (EA). Note: Documents of record required to complete the EA were found to be out of date, non-existent or did not address the proposed alignment(s). The public involvement portion of this supplemental addresses the need for a Phase II Small Group "Listening Tour".

**SCOPE DETAILS:**

The following Scope of Work describes the task details that are included in the Services to be provided by the CONSULTANT on the West Loop Road Project.

**TASK 110 – ROUTE AND DESIGN STUDIES**

**TASK 110.03 – INTERMEDIATE-LEVEL (LEVEL 2) TOLL FEASIBILITY STUDY**

**Subtask 110.03.02 – Data Collection**

The CONSULTANT will perform turning movement counts (TMC) and automatic traffic recorders (ATR) tube counts at various locations in Cameron County in order to gather data to support model calibration and validation for the West Loop Road Project. A total of 13 TMC locations and 13 ATR locations (requiring 17 tube counters) will be performed. Below is a description of the data to be collected by the respective counts.

- A) ATR: The CONSULTANT will collect ATR traffic data for a three (3) day period (Tuesday, Wednesday and Thursday). The counters will be placed on Monday and retrieved on Friday. The counters and tubes will be inspected daily and repaired or replaced as needed during the data collection period to minimize the likelihood of incomplete count data. The counts will be vehicle classification counts collected for at least 48 continuous mid-week hours.

- B) TMC: The CONSULTANT will collect two (2) hour TMC data during the morning (7 AM – 9 AM) and afternoon (4 PM – 6 PM) peak periods. The counts will include at least 15 minutes prior to the peak period and at least 15 minutes following the peak period to ensure that the peak is captured. The TMC will be done on one of the days of the three (3) day counts (Tuesday, Wednesday, or Thursday).

## **TASK 120 – SOCIAL, ECONOMIC AND ENVIRONMENTAL STUDIES**

### **TASK 120.01 – ENVIRONMENTAL ASSESSMENT**

#### **Subtask 120.01.10 – Noise Analysis**

The CONSULTANT shall perform a highway traffic noise analysis in accordance with 23 CFR 772 and the State's Guidelines for Analysis and Abatement of Highway Traffic Noise. The analysis will include the measurement of background noise levels at representative noise receiver locations for the existing conditions and noise modeling for the predicted conditions (design year). The CONSULTANT will utilize the Federal Highway Administration's (FHWA) approved Traffic Noise Model (TNM), version 2.5, to determine the predicted traffic noise levels. The CONSULTANT will conduct a current noise survey and determine if the proposed project would result in traffic noise impacts and document it in the traffic noise section of the environmental document. If the project results in traffic noise impacts, the CONSULTANT shall evaluate traffic noise barriers for noise abatement and determine if they are feasible (reduce noise by five (5) dBA) and reasonable [cost effective (\$25,000 per benefited receiver)]. If the noise barriers are feasible and reasonable, the CONSULTANT shall provide preliminary locations, heights and costs for the proposed noise barriers and include in the traffic noise section of the environmental document and exhibits. The final decision to construct the proposed noise barriers will be made by the Texas Department of Transportation (TxDOT) upon completion of the project design and the public involvement process, which includes polling of the affected property owners and a noise workshop. Public involvement tasks or the noise workshop, which consists of a meeting with the affected property owners, are not within this scope of work. The CONSULTANT shall provide TxDOT with input/output data analysis and a technical report which would include: environmental document traffic noise section, data, methodology, analysis, results, conclusion and exhibits. This scope includes the following:

- A) Data collection and field reconnaissance to locate representative receivers and measure background noise levels.
- B) Identify existing and future land use as related to the noise assessment of the proposed project area.
- C) Model design year traffic noise levels and develop noise contours using FHWA's TNM (version 2.5).



- D) Evaluate, analyze and document proposed noise barriers.
- E) Rerun and reanalyze noise for up to three (3) different scenarios/design modifications.
- F) Internal Quality Assurance/Quality Control (QA/QC).

**Deliverables:**

- Draft noise technical report for TxDOT review [Two (2) hard copies]
- Environmental document traffic noise section and exhibits [(To include receiver and noise barriers (if applicable) locations)]
- Final noise technical report for TxDOT review [Two (2) hard copies]

**Subtask 120.01.16 – Hazardous Materials Impacts**

- A) Using the existing Phase I Hazardous Materials Evaluation (2004) Report as a source document, the CONSULTANT will prepare an updated Hazardous Material Evaluation Report of the proposed project area to include a new hazardous material data base inquiry.
- B) Obtain an environmental database search of standard federal and state environmental records within one-eighth mile of the approximately 7.0 mile project corridor in Brownsville, Texas
- C) Summarize the findings as a brief write-up to be included within the EA.

**Subtask 120.01.20 – Section 4(f)**

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The exact scope of any archaeological investigations will need to be determined by TxDOT archaeologists and depend on a thorough review of the geology, soils and topography of the three (3) selected areas. If a survey is required, it wouldn't be very large (in cost or time) and it will most likely entail the following:

- A) The CONSULTANT will acquire a THC antiquities permit to conduct the work.
- B) The CONSULTANT will either shovel test or backhoe trench the undisturbed portions of the project area (1-2 days of work).
- C) The CONSULTANT will produce a report of the results for review and concurrence by THC and TxDOT.

**Deliverable:**

- An archeological report meeting TxDOT standards for the proposed project areas that are recommended above for additional analysis and documentation to include a separate narrative for the environmental document. This report would consider and integrate/include previous archeological reporting for the proposed project, such that one consolidated report would be made to address the entire proposed project area foot print

**TASK 120.02 - WEST LOOP ROAD PUBLIC INVOLVEMENT ACTIVITIES**

**Subtask 120.02.04 – Stakeholder Outreach Support**

**West Loop Public Involvement Phase II – Small Group Key Stakeholders  
“Listening Tour”**

The CONSULTANT will conduct three rounds of key stakeholder meetings specifically targeting the newest elected City & MPO officials and their staff members. The CONSULTANT will handle all aspects of the meetings in concert with the Authority and TxDOT staff, including planning, coordination, arrangements, materials, reports, documentation, and follow up. This effort as detailed here was *not* included in the original West Loop scope.

Items in this supplement include:

**A) Round One: Listening Stage – up to five (5) meetings total**

1. Meet with highly targeted, key stakeholders in small group format; give a quick overview of the project and record their comments and questions, for identifying issues early in the process. Project partners will agree upon the invitees to each initial, targeted small group in advance.
2. Suggested list includes:
  - \* MPO staff and board
  - \* Elected/appointed officials
  - \* City staff

**B) Round Two: Two-Way Dialogue – Reporting back up to four (4) meetings total**

1. Conduct a second round of meetings with the stakeholder groups to update them on the project and address their concerns and questions from the previous meetings, then take their next ‘round’ of comments and questions.

**C) Round Three: Follow Up – up to four (4) meetings total**

1. Prior to the public hearing, communicate with the stakeholders where needed (if their concerns weren’t addressed in rounds one and two) in small group format,

at least one more time, to update them on the project and the EA. Re-visit their prior concerns and receive their updated comments and questions for the hearing.

Process includes three (3) email blast communications, one page each/updates, one (1) after each round of meetings.

**Deliverables:**

- Key Stakeholders Effort that includes three (3) rounds of meetings, documentation for each meeting and a summary report
- Key Stakeholders Effort handouts [letter of invitation, agenda, general tolling fact sheet, West Loop Specific fact sheet, comment form, sign in sheet, and route/map graphic]
- Follow up with stakeholders based on outcome of each meeting
- Email Blast Updates – Three (3) - one (1) after each round of meetings ASDF

**EXHIBIT C**  
**WORK SCHEDULE**  
WEST LOOP ROAD STUDY

This Supplemental Work Authorization shall become effective June 13, 2008 and shall terminate on December 31, 2008, unless extended by a Supplemental Work Authorization.

**HNTB**  
**WEST LOOP PROJECT**  
**Supplemental Work Authorization No. 1 Work Authorization No. 7, Exhibit D - Fee Schedule**  
**Basis of Lump Sum Fee**

		HNTB	Alliance	SWCA			Total
TASK 110	TASK 110.03 - INTERMEDIATE-LEVEL (LEVEL 2) TOLL FEASIBILITY STUDY	\$ 1,137	\$ 10,382				\$ 11,519
	SUBTOTAL	\$ 1,137	\$ 10,382	\$ -			\$ 11,519
TASK 120	TASK 120.01 - ENVIRONMENTAL ASSESSMENT	\$ 39,278		\$ 13,500			\$ 52,778
	TASK 120.02 - WEST LOOP ROAD PUBLIC INVOLVEMENT ACTIVITIES	\$ 32,185					\$ 32,185
	SUBTOTAL	\$ 71,463	\$ -	\$ 13,500			\$ 84,963
	Total Labor	\$ 72,600	\$ 10,382	\$ 13,500			\$ 96,482
	Total Expenses	\$ 2,380					\$ 2,380
	Total Labor and Expenses	\$ 74,980	\$ 10,382	\$ 13,500			\$ 98,862



**HNTB**  
**WEST LOOP PROJECT**  
**Supplemental Work Authorization No. 1 Work Authorization No. 7, Exhibit D - Fee Schedule**  
**Basis of Lump Sum Fee**

		Contracted Rates	Project Director	Deputy Project Manager	Senior ENV Planner	ENV Planner II	Public Involvement Director	Public Involvement /Outreach	Public Involvement Rep.	Clerical/Admin.	TOTAL3
TASK 110	ROUTE AND DESIGN STUDIES		\$ 220.45	\$ 189.58	\$ 149.90	\$ 107.28	\$ 144.02	\$ 127.86	\$ 67.60	\$ 54.38	
	TASK 110.03 - INTERMEDIATE-LEVEL (LEVEL 2) TOLL FEASIBILITY STUDY										
	Subtask 110.03.02 - Data Collection										
	A) ATR - QC of Subconsultant			3							3
	B) TMC - QC of Subconsultant			3							3
	Alliance Transportation Group, Inc. (Subconsultant)										\$10,381.88
	HNTB Subtotal Task 110.03			6							6
	Subconsultant Subtotal Task 110.03										\$10,381.88
	HNTB Task 110 Subtotal			6							6
	Subconsultant Task 110 Subtotal										\$10,381.88
TASK 120	SOCIAL, ECONOMIC AND ENVIRONMENTAL STUDIES										
	TASK 120.01 - ENVIRONMENTAL ASSESSMENT										
	Subtask 120.01.10 - Noise Analysis										
	A) Data Collection and Field Reconnaissance										
	B) Identify Existing and Future Land Use					8					8
	C) Model Design Year Traffic Noise Levels and Develop Noise Contours			2		10					12
	D) Evaluate, Analyze and Document Proposed Noise Barriers					50					50
	E) Review and Reanalyze Noise for up to three (3) Different Scenarios/Design Modifications					15					15
	F) Internal Quality Assurance/Quality Control (QA/QC)					48					48
	Subtask 120.01.16 - Hazardous Materials Impacts					16					20
	A) Prepare an Updated Hazardous Materials Evaluation Report			4		24					28
	B) Obtain an Environmental Database Search					6					6
	C) Summarize the Findings			2		4					6
	Subtask 120.01.20 - Section 4(f)										
	Historical Structures										
	A) Coordination					10					16
	B) Provide Photographic Documentation			6		40					40
	C) Complete Assembly of Site Sheets, Photos and Site Descriptions					80					80
	D) Prepare a Letter Report to Address Comments			2		16					18
	Archaeology										
	A) Acquire a THIC Antiquities Permit - Coordination with Subconsultant			4							4
	B) Shovel Test or Backhoe Trench the Undisturbed Portions of the Project Area - Subconsultant										
	C) Produce a Report of the Results - QC of Subconsultant			4							4
	SWCA Environmental Consultants (Subconsultant)										\$13,500.00
	HNTB Subtotal Task 120.01			28		327					355
	Subconsultant Subtotal Task 120.01										\$13,500.00
	TASK 120.02 - WEST LOOP ROAD PUBLIC INVOLVEMENT ACTIVITIES										
	Subtask 120.02.04 - Stakeholder Outreach Support										
	A) Round One: Listening Stage - up to five (5) Meetings Total	25					30	20	5	20	100
	B) Round Two: Two-Way Dialogue - Reporting Back up to four (4) Meetings Total	10					20	16	5	16	67
	C) Round Three: Follow-Up - up to four (4) Meetings Total	20					20	12	5	16	73
	HNTB Subtotal Task 120.02		55				70	48	15	52	240
	Subconsultant Subtotal Task 120.02										
	HNTB Task 120 Subtotal		55		28	327	70	48	15	52	595
	Subconsultant Task 120 Subtotal										\$13,500.00
	HNTB TOTAL HOURS		55	6	28	327	70	48	15	52	601
	Contracted Rates		\$ 220.45	\$ 189.58	\$ 149.90	\$ 107.28	\$ 144.02	\$ 127.86	\$ 67.60	\$ 54.38	
	Total HNTB Labor Cost		\$ 12,125	\$ 1,137	\$ 4,197	\$ 35,081	\$ 10,081	\$ 6,137	\$ 1,014	\$ 2,828	\$ 72,600
	Total HNTB Expenses (see summary)										\$ 2,380
	Total Subconsultants (Trainee and Environmental)										\$ 23,882
	Total Labor Plus Expenses										\$ 98,862



**HNTB**  
**WEST LOOP PROJECT**  
**Supplemental Work Authorization No. 1 Work Authorization No. 7, Exhibit D - Fee**  
**Schedule**  
**Basis of Lump Sum Fee**

EXPENSES				
	Unit	Amount	Contract	Cost
			Rate	
<b>Travel</b>				
Airfare (Lowest available coach fare)	ROUNDTRIP	3	\$350.00	\$1,050.00
Automobile Mileage	MILE	200	\$0.485	\$97.00
Lodging "+ tax"	DAY	3	\$85.00	\$255.00
Rental Vehicle "+ tax"	DAY	0	\$50.00	\$0.00
Airport Parking	DAY		\$13.00	\$0.00
Per Diem	DAY	6	\$36.00	\$216.00
<b>Subtotal</b>				<b>\$1,618.00</b>
<b>Printing/Reproductions</b>				
B&W Copies 8.5" x 11" (unless already included in overhead)	EA	120	\$0.065	\$7.80
Color Copies 8.5" x 11" (unless already included in overhead)	EA	40	\$0.75	\$30.00
Color Copies 11" x 17" (unless already included in overhead)	EA	0	\$1.50	\$0.00
Plots	EA	3	\$20.00	\$60.00
Color Plots	EA	9	\$1.64	\$14.76
CD Copying	EA			\$0.00
Exhibit Boards	SQ FT		\$7.35	\$0.00
Reproduce Plan Sets	EA		\$100.00	\$0.00
<b>Subtotal</b>				<b>\$112.56</b>
<b>Stakeholder Outreach Support</b>				
Handouts Printing	EA	0	\$0.65	\$0.00
Exhibit Printing	EA	6	\$60.00	\$360.00
Letter Printing (3)	EA	60	\$0.65	\$39.00
Letter Postage	EA	60	\$0.41	\$25.00
Facility, Audio Rental and misc expenses	EA	3	\$50.00	\$150.00
Status Report Printing	EA	3	\$25.00	\$75.00
<b>Subtotal</b>				<b>\$649.00</b>
<b>Total Expenses</b>				<b>\$2,379.56</b>

**VIII. IN THE MATTER REGARDING CONSIDERATION  
AND APPROVAL OF SUPPLEMENTAL WORK  
AUTHORIZATION 1 TO WORK  
AUTHORIZATION 12 (TABLED)**

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

**The Reports are as follow:**

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**  
General Engineering Consultant Services

SUPPLEMENTAL WORK AUTHORIZATION NO. 1  
WORK AUTHORIZATION NO. 12  
SOUTH PADRE ISLAND 2<sup>ND</sup> ACCESS STUDY

This Supplemental Work Authorization No. 1 Work Authorization No. 12 is made pursuant to the terms and conditions of the Base Contract, effective February 16, 2006, hereinafter identified as the "Agreement", entered into by and between Cameron County Regional Mobility Authority (the "AUTHORITY"), and HNTB Corporation (the "GEC TEAM").

**Part 1.** The GEC TEAM will provide the following engineering services:

Perform an Economic Study for the AUTHORITY. The responsibilities of the AUTHORITY, the GEC TEAM and the schedule are further detailed in Exhibits A, B, C and D.

**Part 2.** Without modification, the maximum amount payable under this Lump Sum Supplemental Work Authorization No. 1 Work Authorization No. 12 is hereby increased by **\$ 351,299** or from **\$ 1,211,320** to **\$ 1,562,619**. Exhibit D, providing details supporting the increased amount, is attached and hereby made part of Work Authorization No. 12

**Part 3.** Payment to the GEC TEAM for the services established under this Supplemental Work Authorization No. 1 Work Authorization No. 12 shall be made in accordance with the Agreement.

**Part 4.** This Supplemental Work Authorization No. 1 Work Authorization No. 12 is effective as of March 27, 2008 and shall terminate January 1, 2009, unless extended by a Supplemental Work Authorization. Exhibit C, providing details supporting the increased time, is attached and hereby made part of Work Authorization No. 12

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

**Supplemental Work Authorization No. 1**  
**Work Authorization No. 12**

**Part 6.** This Supplemental Work Authorization No. 1 Work Authorization No. 12 is hereby accepted and acknowledged below.

GEC TEAM:  
HNTB Corporation

AUTHORITY:  
Cameron County Regional Mobility Authority

By: \_\_\_\_\_  
Signature

By: \_\_\_\_\_  
Signature

\_\_\_\_\_  
Robert J. Slimp, P.E.  
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 GEC TEAM
- Exhibit C - Work Schedule
- Exhibit D - Fee Schedule

**EXHIBIT A**  
**SERVICES TO BE PROVIDED BY THE AUTHORITY**  
SOUTH PADRE ISLAND 2<sup>nd</sup> ACCESS STUDY

County : Cameron  
Highway : South Padre Island 2<sup>nd</sup> Access

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

1. The AUTHORITY shall authorize the GEC TEAM in writing to proceed.
2. The AUTHORITY shall advise the GEC TEAM of the identity and scope of services of any independent consultants retained by the AUTHORITY to provide services in regard to the project.
3. The AUTHORITY shall provide timely approvals and responses, enabling the project to move forward smoothly and with minimal delay. When delays in issuing approvals and responses are anticipated by the AUTHORITY, the AUTHORITY shall communicate this to the GEC TEAM and allow project schedule to be adjusted accordingly.

**EXHIBIT B**  
**SERVICES TO BE PROVIDED BY THE GEC TEAM**  
SOUTH PADRE ISLAND 2<sup>ND</sup> ACCESS STUDY

County : Cameron  
Highway : South Padre Island 2<sup>nd</sup> Access

**PROJECT UNDERSTANDING AND GOALS**

The purpose of this economic study is to provide the stakeholders (Cameron County, Texas Department of Transportation (TxDOT), developers and comprehensive development agreement (CDA) proposers) the baseline economic projections necessary to gather their support and investment of time and money.

The General Engineering Consultant (GEC) TEAM, under this Supplemental Work Authorization No. 1 Work Authorization No. 12, will provide economic models and analysis and public involvement support associated with the development and advancement of the proposed South Padre Island (SPI) 2<sup>nd</sup> Access project in Cameron County, Texas. The proposed project will provide important congestion relief for the Queen Isabella Memorial Causeway. The proposed SPI 2<sup>nd</sup> Access project will also serve as a critical alternative evacuation route from the island in times of disaster, hurricanes, and other emergencies.

Although special emphasis will be placed on the Laguna Madre Area, this analysis will analyze Cameron County key economic drivers (port, border trade and tourism). The findings can be used over the next few years when prioritizing future transportation (loop, bridge and port access).

This document will be utilized by the AUTHORITY to provide potential developers the necessary justification for funding the infrastructure improvements and as a catalyst for the investment of this critical project.

The tasks associated with the project will include the development of the initial phase of the economic development study activities. The baseline economic study complements the proposed request for statement of interest (RFI) process. Future economic work tasks will be based on the required analyses to complete traffic and revenue (T&R) studies, as well as the financial models to be used in the CDA process. Additional economic studies will be required for each project as the AUTHORITY develops specific financing plans and as required by CDA teams.

The GEC TEAM will bring these tasks to completion per Exhibit C, Work Schedule and will function as an extension of the AUTHORITY's resources by providing qualified technical and professional personnel, by performing the tasks described herein and by meeting the requirements and responsibilities outlined under these terms of Exhibit B, Scope of Work. The GEC TEAM will minimize the AUTHORITY's need to apply its own resources to assignments authorized to the maximum extent possible.

**Supplemental Work Authorization No. 1**  
**Work Authorization No. 12**

Services to be provided by the GEC TEAM will be performed under the direction of the AUTHORITY for each task described.

All work is to be done in U.S. Customary Units.

**SCOPE OUTLINE:**

**TASK 110 – ROUTE AND DESIGN STUDIES**

**TASK 110.00 – NOTICE TO PROCEED**

**TASK 110.01 – PROJECT ADMINISTRATION, COORDINATION & WORK GROUPS**

Subtask 110.01.01 – General Administration

Subtask 110.01.02 – Management and Coordination

**TASK 110.10 – ECONOMIC STUDY**

Subtask 110.10.01 – Cameron County Baseline Assessment

Subtask 110.10.02 – Cameron County Stakeholder Input

Subtask 110.10.03 – Cameron County Economic and Demographic Forecast

Subtask 110.10.04 – Document Preparation and Presentations



## **SCOPE DETAILS:**

The following Scope of Work describes the task details that are included in the services to be provided by the GEC TEAM on the SPI 2<sup>nd</sup> Access project.

The GEC TEAM will also perform independent project oversight and coordination duties for each task and subtask. This GEC oversight will be performed by a GEC OVERSIGHT TEAM. The GEC OVERSIGHT TEAM will be comprised of GEC personnel that are not involved, except in an oversight and contract administration role, in project-specific design and development activities. The oversight work will include establishing guidelines, standards, oversight, as well as, providing the systems and procedures to implement the project. The GEC OVERSIGHT TEAM's role will be expanded upon in the project organizational chart and the quality assurance/quality control (QA/QC) project manual.

## **TASK 110 – ROUTE AND DESIGN STUDIES**

### **TASK 110.00 – NOTICE TO PROCEED**

The GEC TEAM will not begin work on Route and Design Studies tasks until the AUTHORITY has granted written "Notice to Proceed."

### **TASK 110.01 – PROJECT ADMINISTRATION, COORDINATION & WORK GROUPS**

#### **Subtask 110.01.01 – General Administration**

The GEC TEAM will perform project administrative and coordination duties, including contract administration, project management, meeting minutes of required meetings and telephone conversations and other related administrative tasks (e.g., direct costs) associated with the project, including:

- A) Coordinate, execute and administer work authorization as required with the AUTHORITY and the GEC OVERSIGHT TEAM.
- B) Progress Reports and Invoices – Prepare monthly invoices and progress reports for the work tasks, together with evidence of work accomplished during the time period since the previous report. Prepare a detailed schedule (in a format approved by the AUTHORITY) of anticipated monthly invoice billing linking to the project work authorization tasks. A monthly progress report will be submitted and will include: activities completed, initiated or ongoing, during the reporting period; activities planned for the coming period; problems encountered and actions to remedy them; overall status, including a tabulation of percentage complete by task; updated project schedule; minutes of study meetings and electronic copies of monthly correspondence. The GEC TEAM will also provide a weekly e-mail summary to the GEC OVERSIGHT TEAM that briefly summarizes services performed and activities

**Supplemental Work Authorization No. 1**  
**Work Authorization No. 12**

that occurred that week, including any required action items or any other pertinent project issues.

- C) Record Keeping and File Management – Maintain all records and files related to the project throughout the duration of the services. Uploading of project files to the ProjectWise website will be coordinated with the GEC OVERSIGHT TEAM. Maintain and update via ProjectWise the deliverables tracking log provided by the GEC OVERSIGHT TEAM and denote specific submittals in the weekly e-mail summary.
- D) Correspondence – Prepare written materials, letters, survey forms, etc. used to solicit information or collect data for the project and submit them to the AUTHORITY for review and approval prior to its use or distribution. Copies of outgoing correspondence and incoming correspondence will be provided to the AUTHORITY on a continuing basis, but not less than once a month.
- E) Schedule – Prepare a detailed, graphic schedule linking work authorization tasks, subtasks, critical dates, milestones, deliverables and AUTHORITY/TxDOT/Federal Highway Administration (FHWA) review requirements. The project schedule will be in a format, which depicts the order and inter-dependence of the various tasks, subtasks, milestones and deliverables for each of the tasks identified therein. Progress will be reviewed periodically for conformance to Exhibit C, Work Schedule and should these reviews indicate a substantial change in progress, a schedule recovery strategy will be developed and implemented and the schedule will be revised accordingly.
- F) Managing Change – Communicate in a timely manner all types of change that may occur in the project including schedule, personnel, scope and work product changes. Proposed changes will be submitted for written approval by the AUTHORITY within one (1) week of the anticipated change. The AUTHORITY approved changes will then be incorporated into the project schedule in a timely fashion to minimize any unnecessary project delays and rework.

**Subtask 110.01.02 – Management and Coordination**

Due to the size, scope and complexity of the proposed SPI 2<sup>nd</sup> Access project, a comprehensive and inclusive GEC TEAM structure will be established to facilitate project management and coordination.

- A) Economic Development Technical Work Group (TWG) No. 2 Meeting – The GEC TEAM will assist with the Economic Development TWG Meeting No. 2 (one meeting) for input to identify and resolve issues that could affect the project. The GEC TEAM will prepare meeting minutes and action item lists as appropriate.

- B) QA/QC Audits - The GEC OVERSIGHT TEAM will review the GEC QA/QC manual and will perform audits to make sure the GEC TEAM is adhering to the QA/QC manual.

**Deliverables:**

- Monthly progress reports that delineate activities performed per function code
- Monthly invoice/billings with list of products delivered per invoice billing cycle
- Hard copy and electronic documentation for administrative record
- Meeting minutes for all meetings attended
- QA/QC checklist for each milestone submittal
- Resource agency coordination letters
- AUTHORITY approved letter distribution list

**TASK 110.10 – ECONOMIC STUDY**

With Economic Development TWG's cooperation, the GEC TEAM will create a long range twenty (20) year economic and demographic forecast of Cameron County that includes key variables such as population growth, employment growth and distribution by sector, regional income changes, real estate trends and other economic development issues that will influence growth over the coming decades. Special emphasis will be placed on collecting and analyzing SPI, the Laguna Madre area and city specific data for the area within the study area, but the majority of socioeconomic datasets are reported at the county level.

SPI impacts the entire region. SPI workers live throughout Cameron County, suppliers and vendors are located in neighboring cities such as Harlingen and Brownsville and visitors staying on SPI spend money in the larger Rio Grande Valley. Therefore, the forecast scenarios will be focused on overall Cameron County economic activity. Two (2) economic and demographic scenarios will be created: 1) a baseline scenario that assumes no SPI 2<sup>nd</sup> Access ("no build") and 2) a scenario in which a SPI 2<sup>nd</sup> Access is developed ("build") with new economy activity on SPI and the mainland within the defined study area. Scenario 2 will include a preliminary economic impact analysis related to new economic activity in the study area (ex. the northern portion of SPI, Port Isabel and Laguna Vista) resulting from the SPI 2<sup>nd</sup> Access.

As part of this process, the GEC TEAM will review and analyze macroeconomic trends (state and national level) such as inflation pressures, trade deficits and credit market liquidity that ultimately influence local economic activity. Cameron County is not immune to these trends, but the positive and negative effects will vary based on the specific issue. For example, the national housing crisis will put pressure on Cameron County because higher interests rates should slow residential development within the county. Any financing plan that is linked to tax base growth or new residential activity needs to consider these forces and risks. A depreciating dollar can help/hurt international tourism.

At the same time, existing and planned activity in Hidalgo County, the State of

**Supplemental Work Authorization No. 1**  
**Work Authorization No. 12**

Tamaulipas and elsewhere in Mexico will be factored into this economic equation. Since Mexican citizens own property on SPI and visit the area as tourists, the Cameron County economy fluctuates based on economic growth/decline south of the border. In addition, potential transportation projects in Mexico and the Rio Grande Valley might enhance the ability of tourists to reach SPI or shift tourist activity to other locations.

The findings will serve as inputs into other analyses such as the financial plan and route alternatives analysis that will be required as part of specific project planning and development. This will be an iterative process based on conversations with the AUTHORITY staff, municipalities within Cameron County and other regional stakeholders.

The long range economic and demographic forecast will be divided into four (4) steps as outlined in subtasks 110.10.01 through 110.10.04. As with any complex economic development analysis, assumptions will be challenged and unforeseen issues will emerge. The following work plan provides specific actions items as well as expected outcomes.

**Subtask 110.10.01 – Cameron County Baseline Assessment**

Purpose: To establish a baseline of socioeconomic trends to compare against a “build” scenario.

Expected Results: Because many communities continually update their long range community development and land use plans, a certain level of development is expected. This development has specific characteristics based on existing industry structure, regional income levels and infrastructure. Moreover, government agencies have incorporated this future growth and tax revenue into long term financial plans. Any large infrastructure project that might require county or city financial participation should consider the future resident and business demands on government agencies to provide basic services. This task will help create consensus about what is the likely state of Cameron County under a no build scenario.

Deliverables: A written report that provides a current assessment of Cameron County and the study area as well as a twenty (20) year forecast of key socioeconomic variables.

- A) Collect information related to global and national economic trends that will influence the study area, including patterns of trade, tourism, transportation, energy and labor/migration. Depending on the dataset, ten (10) to twenty (20) years of historical data will be collected. Examples of data sources include the U.S. Census Bureau, U.S. Bureau of Labor Statistics, U.S. Bureau of Economic Analysis, World Institute for Strategic Economic Research (WISER), Texas Centers for Border Economic and Enterprise Development, Texas State Data Center and the Federal Reserve Bank of Dallas.

**Supplemental Work Authorization No. 1**  
**Work Authorization No. 12**

- B) Compile economic, demographic, economic base and land use information for SPI, Cameron County and its municipal jurisdictions, including city level data when possible (not all datasets are published for cities). Depending on the dataset, ten (10) to twenty (20) years of historical data will be collected. Examples of data sources include the U.S. Census Bureau, U.S. Bureau of Labor Statistics, U.S. Bureau of Economic Analysis, Texas Comptroller of Public Accounts, Texas Workforce Commission, Office of the Governor – Economic Development and Tourism, Cameron Appraisal District, the Texas State Data Center and individual city planning/zoning departments.
- C) Perform Cameron County cluster analysis to determine current and potential future areas of economic concentration and competitive advantage. Economic development agencies and chambers of commerce typically create target industry lists for recruitment. Because some industry clusters do not currently exist (the community would like to develop a specific cluster), an assessment of existing data will not yield information about future growth trends in these areas. The GEC TEAM will perform a cluster analysis based on existing trends and combine these results with Cameron County target industry recruitment lists (this information will be obtained as part of discussions with Cameron County area economic development officials).

Industry cluster analysis is a common approach used in economic development to evaluate the economic base of a region, usually at the county or multi-county level. Clusters are highly integrated groups of businesses with strong vertical and horizontal linkages. Not only does industry cluster analysis describe the current state, but this technique is often used to identify areas of recruitment opportunity. Industry cluster analysis, however, is a broad concept rather than a precise term. There is not a unified definition of industry clusters or their subcomponents.

In general, a cluster consists of firms and related economic actors and institutions that draw productive advantage from their mutual proximity and connections. First, linkages are established in which businesses build relationships with existing specialized supplier firms throughout a region. Second, these developing clusters attract additional supplier firms and supporting business from outside of the area. Finally, by creating a critical mass of production, labor, information, related manufacturers and supplier firms are attracted to these developing cluster regions to take advantage of the existing human and physical infrastructure.

To assess the strength of a cluster in a regional economy, the location factors are calculated by comparing the cluster's share of total local employment to the cluster's national share. This quotient will yield a value generally between zero (0) and two (2), where one (1) demonstrates an equal share percentage between the local and national economies. Cluster location factors greater than two (2) indicate a strong cluster agglomeration, while those less than one half (0.5) indicate extremely weak clusters.



- D) Review third party forecasts of relevant variables such as population and employment to help refine baseline forecast. Examples of data sources include Texas State Data Center, Texas Comptroller of Public Account, Texas Workforce Commission, Texas Water Development Board and local government agencies (city planning departments), along with academic and private sector sources such as the University of Texas-Pan American, Texas A&M International, University of Texas at Brownsville and other consulting firms.
- E) Determine how growth and development plans in surrounding counties will influence Cameron County growth patterns. Trends in other communities (Texas and Mexico) will affect Cameron County's economic development plans.
- F) Establish a twenty (20) year baseline forecast of key economic and demographic variables (population, economic activity and employment by major sector, personal income, etc.) for Cameron County and the study area under a no-build scenario.

**Subtask 110.10.02 – Cameron County Stakeholder Input**

Purpose: To learn how private sector developers and businesses would respond to a SPI 2<sup>nd</sup> Access and understand how this project would impact Cameron County government agencies.

Expected Results: The private and public sectors will have a large role in determining the success or failure of a SPI 2<sup>nd</sup> Access. Because this project will impact all of Cameron County, many government agencies and stakeholders will have differing opinions about the infrastructure project. For example, a government agency might say the water/wastewater system is unable to handle a certain level of development. This finding would influence the economic impact analysis because it creates an upper bound on the development potential. Developers might change development plans of existing properties and green field sites based on their perceptions about the project. By the same token, informed local stakeholders are likely to be the best sources of information regarding possible new projects, both in terms of possible range and scope and likelihood of success. The findings of this task will feed into the economic impact analysis and Scenario 2 forecast.

Deliverables: A written report that provides a description of key findings, concerns and potential opportunities.

- A) Hold meetings with local municipality representatives such as city managers, planning and zoning staff, economic development officials and port representatives to understand current development patterns, long-term constraints and economic development target industries.
- B) Interview Cameron County real estate developers and business leaders to discuss the future of the region, upcoming large projects and expansions plans. This task

will inform the inputs to the economic impact analysis related to new developments in the study area (ex. the northern portion of SPI or Port Isabel).

- C) Meet with public and private sectors stakeholders in Hidalgo County and Mexico to discuss economic, trade and socioeconomic trends. The amount of effort put forth on this subtask will be driven by the alternative scenarios analysis of the route. If a larger infrastructure project in Cameron County or the study area is included, the implication for the movement of goods and people will be more important. The direct economic development activity generated by the project will extend beyond the original study area.

### **Subtask 110.10.03 – Cameron County Economic and Demographic Forecast**

Purpose: To create a twenty (20) year economic and demographic forecast based on the “build” scenario including an economic impact analysis new activity within the study area.

Expected Results: An analysis that the Economic Development TWG and other Cameron County stakeholders will use to evaluate the “build” vs. “no build” alternatives. The results of these tasks will inform the financing plan that is developed in a later task.

Deliverables: A written report that provides a twenty (20) year forecast of key socioeconomic variables for Cameron County and the study area and an economic impact analysis.

- A) While it is assumed that the majority of development in the study area will be tourism related, the study area might attract other types of businesses and investment that are not closely tied to activity on SPI. This non-tourism potential is linked to the location of the SPI 2<sup>nd</sup> Access and other related transportation infrastructure within the study area. For example, a land owner might develop a business park focused on logistics and distribution users because travel times have been improved.

The study area and Cameron County development will also be influenced by other AUTHORITY projects not within the study area. For example, better access to and from the Port of Brownsville will impact Cameron County. If required, the GEC TEAM could expand its analysis to include these projects in the forecast analysis.

- B) Perform a preliminary economic impact analysis related to new economic activity in the study area (ex. the northern portion of SPI) resulting from the SPI 2<sup>nd</sup> Access. Because the potential location of the SPI 2<sup>nd</sup> Access will likely influence the amount of developable land and land use patterns, this preliminary economic impact analysis will highlight the potential effects of the project. The purpose of this part of the analysis is to translate the potential economic effects of each reasonable alternative on affected communities and economic sectors into their regional consequences. This data will also be used to help evaluate financing alternatives for the proposed project.

Once the new economic activity is defined, the ripple effects associated with this increase in economic activity (ex. a new hotel) will be modeled using an appropriate input-output model of the regional economy. Because the study area is part of a much larger Cameron County economy, a substantial part of the new economic will likely occur outside of the study area. However, these benefits are important because this economic activity will generate new tax revenue throughout Cameron County that could be used to finance the project. If required, the GEC TEAM can model the economic impact of the existing business activity at SPI so a baseline impact can be established.

- C) Collect data on tax rates and tax base for all relevant jurisdictions in the study area.
- D) Create a fiscal impact module (uses fiscal impact as a function of economic impact) to analyze the tax impact of direct economic activity within the study area. This subtask will probably focus primarily on development and tourism spending in northern SPI.
- E) Develop a preliminary twenty (20) year alternative scenario of key economic and demographic variables based on a build scenario. This forecast will need to be modified and updated as the alternative routes are considered.

**Subtask 110.10.04 – Document Preparation and Presentations**

- A) Prepare written standalone document that includes the baseline assessment and forecast scenarios, including illustrative maps.
- B) Prepare presentation material for Economic Development TWG meeting.



**EXHIBIT C**  
**WORK SCHEDULE**  
SOUTH PADRE ISLAND 2<sup>ND</sup> ACCESS STUDY

This Work Authorization shall become effective March 27, 2008 and shall terminate on January 1, 2009, unless extended by a Supplemental Work Authorization.

SOUTH PADRE ISLAND 2ND CAUSEWAY PROJECT  
 Supplemental Work Authorization No. 1 Work Authorization No. 12, Exhibit D - Fee Schedule  
 Basis of Lump Sum Fee

		HNTB	PSI	TxP		Total
TASK 110	TASK 110.01 - PROJECT ADMINISTRATION, COORDINATION & WORK GROUPS	\$ 19,062	\$ 4,046	\$ 9,694		\$ 32,802
	TASK 110.10 - ECONOMIC STUDY	\$ 38,339	\$ 65,062	\$ 184,514		\$ 287,915
	SUBTOTAL	\$ 57,401	\$ 69,108	\$ 194,208		\$ 320,717
	Total Labor	\$ 57,401	\$ 69,108	\$ 194,208		\$ 320,717
	Total Expenses	\$ 7,397	\$ 8,433	\$ 14,752		\$ 30,582
	Total Labor and Expenses	\$ 64,798	\$ 77,541	\$ 208,960		\$ 351,299

HNTB  
SOUTH PADRE ISLAND 2ND CAUSEWAY PROJECT  
Supplemental Work Authorization No. 1 Work Authorization No. 12, Exhibit D - Fee Schedule  
Basis of Lump Sum Fee

	Senior Technical Advisor	Project Principal	Project Director	Senior Project Manager	Senior Engineer	Engineer	Project Administration	Clerical/admin	TOTALS	TOTAL HOURS BY SUBTASK	TOTAL DOLLARS BY SUBTASK
<b>TASK 110</b>											
<b>ROUTE AND DESIGN STUDIES</b>											
<b>TASK 110.00 - NOTICE TO PROCEED</b>											
<b>TASK 110.01 - PROJECT ADMINISTRATION, COORDINATION &amp; WORK GROUPS</b>											
Subtask 110.01.01 - General Administration											
A) Coordinate, Execute and Administer Work Authorization											
B) Progress Reports and Invoices											
C) Record Keeping and File Management											
D) Correspondence											
E) Schedule											
F) Managing Change											
Subtask 110.01.02 - Management and Coordination											
A) Economic Development TWG Meeting No. 2 (1)	16		4	32						52	\$12,028
<b>TASK 110.01 SUBTOTAL (GEC TEAM)</b>	16	1	4	32	21	2	14	16	104	104	\$17,972
<b>TASK 110.01 SUBTOTAL (GEC OVERSIGHT TEAM COORDINATION)</b>					5	2			7	7	\$1,089
<b>TASK 110.01 SUBTOTAL (HNTB)</b>	16	1	4	32	26	2	14	16	111	111	\$19,062
<b>TASK 110.10 - ECONOMIC STUDY</b>											
Subtask 110.10.01 - Cameron County Baseline Assessment											
A-D) Coordination	18		18	24					60	60	\$14,081
Subtask 110.10.02 - Cameron County Stakeholder Input											
A-C) Coordination	8		8	12					28	28	\$6,531
Subtask 110.10.03 - Cameron County Economic and Demographic Forecast											
A-E) Coordination	12		12	18					42	42	\$9,797
Subtask 110.10.04 - Document Preparation and Presentations											
A-B) Coordination	6		6	10					22	22	\$5,100
<b>TASK 110.10 SUBTOTAL (GEC TEAM)</b>	44		44	64					152	152	\$35,518
<b>TASK 110.10 SUBTOTAL (GEC OVERSIGHT TEAM COORDINATION)</b>					8	3			16	16	\$2,820
<b>TASK 110.10 SUBTOTAL (HNTB)</b>	44		49	64	8	3			168	168	\$39,339
<b>TOTAL HOURS (GEC TEAM)</b>	60	1	48	96	21		14	16	256	256	\$53,481
<b>TOTAL HOURS (GEC OVERSIGHT COORDINATION)</b>	60	1	53	96	34	5	14	16	279	279	\$57,401
<b>TOTAL HOURS (HNTB)</b>											
<b>Contracted Rates</b>	\$ 293.93	\$ 229.26	\$ 220.45	\$ 201.34	\$ 199.01	\$ 121.98	\$ 92.59	\$ 54.38			
<b>Total HNTB Labor Cost</b>	\$17,636	\$229	\$11,694	\$19,329	\$5,746	\$610	\$1,297	\$870	\$57,401		\$57,401
<b>Total HNTB Expenses (see summary)</b>									\$7,397		\$7,397
<b>Total HNTB Labor Plus Expenses</b>									\$64,798		\$64,798

**HNTB**  
**SOUTH PADRE ISLAND 2ND CAUSEWAY PROJECT**  
**Supplemental Work Authorization No. 1 Work Authorization No. 12, Exhibit D - Fee**  
**Schedule**  
**Basis of Lump Sum Fee**

<b>EXPENSES</b>				
	<b>Unit</b>	<b>Amount</b>	<b>Contract</b>	<b>Cost</b>
			<b>Rate</b>	
<b>Travel</b>				
Airfare (Lowest available coach fare)	ROUNDRIP	8	\$350.00	\$2,800.00
Automobile Mileage	MILE	480	\$0.505	\$242.00
Lodging "+ tax"	DAY	8	\$85.00	\$680.00
Rental Vehicle "+ tax"	DAY	8	\$50.00	\$400.00
Airport Parking	DAY	8	\$13.00	\$104.00
Per Diem	DAY	8	\$36.00	\$288.00
<b>Subtotal</b>				<b>\$4,514.00</b>
<b>Printing/Reproductions</b>				
B&W Copies 8.5" x 11" (unless already included in overhead)	EA	1,000	\$0.065	\$65.00
Color Copies 8.5" x 11" (unless already included in overhead)	EA	1,000	\$0.75	\$750.00
Color Copies 11" x 17" (unless already included in overhead)	EA	500	\$1.50	\$750.00
Plots	EA		\$20.00	\$0.00
Color Plots	EA		\$1.64	\$0.00
CD Copying	EA			\$0.00
Exhibit Boards	SQ FT		\$7.35	\$0.00
Reproduce Plan Sets	EA		\$100.00	\$0.00
<b>Subtotal</b>				<b>\$1,565.00</b>
<b>Delivery</b>				
Courier, Overnight, Deliveries, Postage	EA	1	\$500.00	\$500.00
<b>Subtotal</b>				<b>\$500.00</b>
<b>Technical Work Groups (5)</b>				
Handouts Printing	EA	40	\$0.65	\$26.00
Exhibit Printing	EA	5	\$60.00	\$300.00
Letter Printing (1)	EA	40	\$0.65	\$26.00
Letter Postage	EA	40	\$0.41	\$16.00
Facility, Audio Rental and misc expenses	EA	1	\$300.00	\$300.00
Status Report Printing	EA	10	\$15.00	\$150.00
<b>Subtotal</b>				<b>\$818.00</b>
<b>Total Expenses</b>				<b>\$7,397.00</b>

South Padre Island 2nd Access - Economic Development Study  
Prime Strategies, Inc. - Phase I Fee Estimate

	PSI					TxP			
	Principal	Sr. Trans. Planner	Trans. Analyst	Tech.	Admin	Sr. Economist	Economist	Admin	Total
	\$227.64	\$100.83	\$75.12	\$55.94	\$75.58	\$160.68	\$133.90	\$53.56	
Subtask 110.01.02	16	4	0	0	0	32	32	5	89
Subtask 110.10.01	40	20	10	8	12	260	260	20	630
Subtask 110.10.02	100	10	5	0	0	100	100	25	340
Subtask 110.10.03	50	25	12	0	0	200	200	20	507
Subtask 110.10.04	40	30	10	0	0	40	60	30	210
	246	89	37	8	12	632	652	100	1776
Total Hours	\$55,999.44	\$8,973.87	\$2,779.44	\$447.52	\$906.96	\$101,549.76	\$87,302.80	\$5,356.00	\$263,315.79
Direct Labor									

Labor (Including Overhead and Profit)  
Expenses \$263,316  
**TOTAL FEE \$296,501**

PSI Expenses

	Units	Unit Cost	Total
Mileage	500	\$0.485	\$242.50
Travel			\$0.00
5 air trips @ \$350.00 each	5	\$350.00	\$1,750.00
5 rental cars @ \$50.00 each	5	\$50.00	\$250.00
5 parking @ \$15.00 each	5	\$15.00	\$75.00
5 lodging @ \$85.00 each	5	\$85.00	\$425.00
5 meal per diem @ \$36.00	5	\$36.00	\$180.00
Copies (b/w, color)			\$5,000.00
Local Deliveries	10	\$15.00	\$150.00
Overnight Deliveries	10	\$35.00	\$350.00
Faxes	10	\$1.00	\$10.00
Total Expenses			\$8,432.50

TxP Expenses

	Units	Unit Cost	Total
Mileage	500	\$0.485	\$242.50
Travel			\$0.00
12 air trips @ \$350.00 each	12	\$350.00	\$4,200.00
6 rental cars @ \$50.00 each	6	\$50.00	\$300.00
10 parking @ \$15.00 each	10	\$15.00	\$150.00
30 lodging @ \$85.00 each	30	\$85.00	\$2,550.00
50 meal per diem @ \$36.00	50	\$36.00	\$1,800.00
Copies (b/w, color)			\$5,000.00
Local Deliveries	10	\$15.00	\$150.00
Overnight Deliveries	10	\$35.00	\$350.00
Faxes	10	\$1.00	\$10.00
Total Expenses			\$14,752.50

IX. There being no further business to come before the Board and upon motion by Director Gallegos, seconded by Director Parker the meeting was **ADJOURNED** at 1:06 P.M.

**APPROVED** this 17<sup>th</sup> day of April 2008.

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**CHAIRMAN DAVID E. ALLEX**

**ATTESTED:**

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**SECRETARY MICHAEL SCAIEF**