

THE STATE OF TEXAS §

COUNTY OF CAMERON §

BE IT REMEMBERED on the 11th day of April 2011, there was conducted a Special Meeting of the Cameron County Regional Mobility Authority, at the Joe G. Rivera and Aurora de la Garza County Annex, thereof, in San Benito, Texas, for the purpose of transacting any and all business that may lawfully be brought before the same.

THE BOARD MET AT:

11:30 A.M.

PRESENT:

DAVID E. ALLEX
CHAIRPERSON

MICHAEL SCAIEF
DIRECTOR

DAVID N. GARZA
DIRECTOR

DIRECTOR

DIRECTOR

JOHN WOOD
DIRECTOR

MARK ESPARZA
DIRECTOR

Secretary

YOLANDA VILLALOBOS
ABSENT

RUBEN GALLEGOS, JR.
ABSENT

ABSENT

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The meeting was called to order by Chairman David E. Allex at 11:30 A.M. At this time, the Board considered the following matters as posted and filed for Record in the Office of the County Clerk on this April 8, 2011, at 10:27 A.M.

AGENDA

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

FILED AND RECORDED
OFFICIAL PUBLIC RECORDS
On: Apr 08, 2011 at 10:27A

**Joe G. Rivera and Aurora de la Garza County Annex
1390 W. Expressway 77
San Benito, Texas 78586**

Joe G. Rivera
County Clerk
By
Maggie Pena, Deputy
Cameron County

Monday, April 11, 2011

11:30 AM

I. Public Comments

CONSENT ITEMS:

All Items under the Consent Agenda are heard collectively unless opposition is presented, in which case the contested item will be considered, discussed and appropriate action taken separately.

II. Consideration and Approval of the Minutes for March 17, 2011 Special Meeting

III. Consideration and Approval of the Revenue and Expenditure Report and Financials for the Month of March 2011

IV. Consideration and Authorization to Prepare and Issue Request for Qualifications or Proposals for Website Design and Content Services

V. Consideration and Approval of a Resolution in support of S.B. 1706, S.B. 1707, S.B. 1708, S.B. 1709, S.B. 1710, and S.B. 1711 authored by Senator Eddie Lucio, Jr.

VI. Consideration and Approval of a Resolution in support of H.B. 3561, H.B. 3563, H.B. 3564, H.B. 3565, H.B. 3566, and H.B. 3567 authored by Representative Eddie Lucio, III

VII. Consideration and Approval of Contract with Stream Energy for Commercial Electric Services for the SH 550 Project

ACTION ITEMS:

VIII. Presentation of Audit Report for Fiscal Year 2010

IX. Consideration and Approval of Awarding Bid for Bank Depository Services

X. Consideration and Acknowledgement of GEC Report for the Month of March 2011

- XI. Consideration and Election of Vice Chairman of the Cameron County Regional Mobility Authority**
- XII. Consideration and Election of Secretary/Treasurer of the Cameron County Regional Mobility Authority**
- XIII. Presentation and Discussion on SH 550 Marketing and Operations**
- XIV. Consideration and Approval of a Resolution adopting the Cameron County Regional Mobility Authority Pay By Mail Toll Rates**
- XV. Consideration and Approval of Change Order #5 for the SH 550 Project**
- XVI. Discussion and Possible Action Regarding Status of Legislation on CDA House and Senate Bills**
- XVII. Discussion Regarding Security Issues During Cameron County Regional Mobility Authority Meetings**

EXECUTIVE SESSION ITEMS:

XVIII. Executive Session

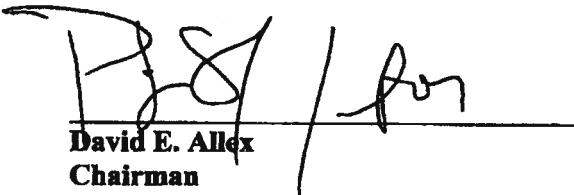
- A. Consultation with, and advice from Legal Counsel concerning negotiations and related contract issues regarding the Cameron County Regional Mobility Authority's Comprehensive Development Agreement, Pursuant to V.T.C.A. Government Code, Section 551.071 (2)**

XIX. Action Relative to Executive Session

- A. Possible Action**

XX. Adjournment

Signed this 8th day of April 2011


David E. Alex
Chairman

PUBLIC COMMENTS

I. PUBLIC COMMENTS

None were presented.

CONSENT ITEMS

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

Director Garza moved to approve Items II to VI listed below as presented without the Financials on Item III and without Item VII. The motion was seconded by Director Esparza and carried unanimously. Director Wood had not joined the meeting.

II. Consideration and Approval of the Minutes for March 17, 2011 Special Meeting

III. Consideration and Approval of the Revenue and Expenditure Report and Financials for the Month of March 2011

The Report is as follows:

IV. Consideration and Authorization to Prepare and Issue Request for Qualifications or Proposal for Website Design and Content Services

V. Consideration and Approval of a Resolution in support of S.B. 1706, SB 1707, S.B. 1708, S.B. 1709, S.B. 1710, and S.B. 1711 authored by Senator Eddie Lucio, Jr.

The Resolution is as follows:

VI. Consideration and Approval of Resolution in support of H.B. 3561, H.B. 3563, H.B. 3564, H.B. 3565, H.B. 3566, and H.B. 3567 authored by Representative Eddie Lucio, III

The Resolution is as follows:

NOTE: Director John Wood joined the meeting at 11:36 A.M.

VII. Consideration and Approval of Contract with Stream Energy for Commercial Electric Services for the SH 550 Project

Mr. Hondo Garcia, Construction Manager went over the process used to obtain a draft agreement with Stream Energy. The Cameron County Regional Mobility Authority Staff was not given ample time to procure the services and that is the reason why this particular company was selected. Staff will attempt to secure a short term (2 months) contract that can be entered into while going out for Bids.

Upon motion by Director Garza, seconded by Director Wood and carried unanimously, this item was **TABLED.**

ACTION ITEMS

VIII. Presentation of Audit Report for Fiscal Year 2011

Mr. Carlos Barrera, Long Chilton, LLP, went over the 2010 Financial and Audit Report with the Board of Directors as well as the Advisory comments dealing with purchasing procedures. Board members had questions that Mr. Barrera responded to.

Director Garza made a motion to approve the Audit Report for Fiscal Year 2011 as presented. The motion was seconded by Director Wood and carried unanimously.

The Report is as follows:

IX. Consideration and Approval of Awarding Bid for Bank Depository Services

Mr. Pete Sepulveda, Jr., RMA Coordinator requested that the item be tabled.

Upon motion by Director Wood, seconded by Director Esparza and carried unanimously, this item was **TABLED.**

X. Consideration and Acknowledgement of GEC Report for the Month of March 2011

Mr. Richard Ridings with HNTB introduced the item and Mr. Jimmy Berry with HNTB went over the progress of the Olmito Switchyard Expansion Project as well as the West Rail Relocation Project. Mr. Berry went over a power point presentation for both projects. Mr. Robert Macheska with L&G Engineers went over the status of the Port Access Road and provided a power point presentation. Mr. Richard Ridings went over the status of the other Cameron County Regional Mobility Authority projects and discussing the progress on the environmental process on the 2nd Access Project and the East Loop Project. A discussion ensued between the Board Members and Staff. Attached are the power point presentations.

Director Garza made a motion to acknowledge the GEC Report for the Month of March 2011. The motion was seconded by Director Scaief and carried unanimously.

The Report and Power Point Presentation are as follows:

XI. Consideration and Election of Vice Chairman of the Cameron County Regional Mobility Authority

A motion by Director Scaief was made to nominate John Wood as Vice Chairman to the Cameron County Regional Mobility Authority. The motion was seconded by Director Esparza and carried unanimously.

XII. Consideration and Election of Secretary/Treasurer of the Cameron County Regional Mobility Authority

A motion by Director Wood was made to nominate Ruben Gallegos, Jr. as Secretary and Michael Scaief as Treasurer of the Cameron County Regional Mobility Authority. The motion was seconded by Director Garza and carried unanimously.

XIII. Presentation and Discussion on SH 550 Marketing and Operations

Mr. Dan Baker, HNTB, went over in detail the attached power point presentation. A detailed discussion ensued between the Board Members, Staff and the GEC on the TxTag Customer Service, Pay By Mail Customer Service, Spanish speaking support, financial reconciliation, toll rates and fees, toll and related revenue and customer service and marketing agreement. Questions were asked on the difference between TxTag Rates and Pay By Mail Rates by classifications and fees for image processing, general support and court packet development. Mr. Baker explained the Cameron County Regional Mobility Authority's toll revenue at SH 550 at FM 1847 and the revenue the Cameron County Regional Mobility Authority would be receiving. Mr. Baker explained the services Texas Turnpike Authority (TTA) would be providing for marketing and support and explained that in the near future the Board will consider an Interlocal Agreement between the Cameron County Regional Mobility Authority and TTA for consideration. Attached is the power point presentation.

The Power Point Presentation is as follows:

XIV. Consideration and Approval of a Resolution adopting the Cameron County Regional Mobility Authority Pay By Mail Toll Rates

There was a discussion between Board Members, Staff and the GEC on the rates being approved for Pay By Mail. Because the rates being considered are for one toll gantry, the rates are higher per mile than what they would be if all three gantries would be open and operational. The Board asked for information that can be provided to the public in case the public has questions on the rates being charged.

Director Scaief made a motion to approve the Resolution adopting the Cameron County Regional Mobility Authority Pay By Mail Toll Rates with the clarification that Pay By Mail will be effective May 10, 2011. The motion was seconded by Director Wood and carried unanimously.

The Resolution is as follows:

XV. Consideration and Approval of Change Order #5 for the SH 550 Project

Upon motion by Director Scaief, seconded by Director Garza and carried unanimously, this item was **TABLED**.

XVI. Discussion and Possible Action Regarding Status of Legislation on CDA House and Senate Bills

Board Member John Wood briefed the Board on the hearings the House Transportation Committee has had on the Cameron County Regional Mobility Authority CDA Bills that we have provided testimony on. Director Wood also advised the Board that meetings were held with four of the Texas Transportation Commissioners and had given them an update on the status of our projects. The hearings on the Senate CDA bills will be held on the 13th of April.

Director Garza made a motion to acknowledge status of Legislation on CDA House and Senate Bills. The motion was seconded by Director Scaief and carried unanimously.

XVII. Discussion Regarding Security Issues During Cameron County Regional Mobility Authority Meetings

Upon motion by Director Wood, seconded by Director Garza and carried unanimously, this item was **TABLED**.

EXECUTIVE SESSION

XVIII. Executive Session:

- A. Consultation with, and advice from Legal Counsel concerning negotiations and related contract issued regarding the Cameron County Regional Mobility Authority's Comprehensive Development Agreement, Pursuant to V.T.C.A. Government Code, Section 551.071 (2)

Upon motion by Director Garza, seconded by Director Esparza and carried unanimously, this item was **TABLED**.

XIX. ACTION RELATIVE TO EXECUTIVE SESSION:

- A. Consultation with, and advice from Legal Counsel concerning negotiations and related contract issued regarding the Cameron County Regional Mobility Authority's Comprehensive Development Agreement, Pursuant to V.T.C.A. Government Code, Section 551.071 (2)

Upon motion by Director Garza, seconded by Director Esparza and carried unanimously, this item was **TABLED**.

XX. ADJOURNMENT

There being no further business to come before the Board and upon motion by Director Wood seconded by Director Esparza and carried unanimously the meeting was **ADJOURNED** at 1:08 P.M.

APPROVED this 3rd day of May, 2011.

ATTESTED:



SECRETARY RUBEN GALLEGOS, JR.



CHAIRMAN DAVID E. ALLEX

**III. CONSIDERATION AND APPROVAL OF THE REVENUE
AND EXPENDITURE REPORT AND FINANCIALS FOR
THE MONTH OF MARCH 2011**

Cash Disbursement Journal By GL
From 03/01/2011 To 03/31/2011

1006660

<u>und 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>
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0 110	1166			00255122	03/16/2011	03/16/2011		ENGRAVING 2/23	50.00
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Cash Disbursement Journal By GL
From 03/01/2011 To 03/31/2011

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<u>Ind Dept</u>	<u>LnLtm</u>	<u>PEID</u>	<u>Vendor Name</u>	<u>Check #</u>	<u>Date</u>	<u>Post Date</u>	<u>PO #</u>	<u>Invoice #</u>	<u>Amount</u>
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Cash Disbursement Journal By GL
From 03/01/2011 To 03/31/2011

1101100

<u>and 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>
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0 110	6082	0000154776	BETANCOURT,BLANCA	00255811	03/25/2011	03/25/2011	P156148	MARCH CONTRACT	7,500.00
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0 110	6082	0000170187	DEHOYOS, SYLVIA	00255818	03/25/2011	03/25/2011	P156150	MARCH CONTRACT	700.00
									400.00
0 110	6082	0000089010	GALARZA,MARTHA	00255822	03/25/2011	03/25/2011	P156152	MARCH CONTRACT	400.00
									800.00
0 110	6082	0000166064	GARCIA,DAVID	00255824	03/25/2011	03/25/2011	P160934	MARCH CONTRACT	800.00
									6,250.00
0 110	6082	0000160653	HNTB CORP	00255590	03/25/2011	03/25/2011	P154911	64-40619-CN-032	6,250.00
									745.05
0 110	6082	0000169613	PENA,JESUS MARTIN	00255840	03/25/2011	03/25/2011	P156133	MARCH CONTRACT	745.05
									200.00
0 110	6082	0000119900	ROBLES,MARIA A	00255843	03/25/2011	03/25/2011	P156149	MARCH CONTRACT	200.00
									450.00
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									300.00
0 110	6082	0000127024	SEPULVEDA,PETE	00255846	03/25/2011	03/25/2011	P160935	MARCH CONTRACT	300.00
									6,250.00
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									1,100.00
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0 110	6096			00255103	03/16/2011	03/16/2011	P161624	XF7WD7WX2	2,517.84
									196.60
									2,714.44
0 110	6097	0000169936	BANK OF NEW YORK MELLON TRUST	00254264	03/02/2011	03/02/2011		SERIES A PRINCIP	2,714.44
									33,333.33
0 110	6097			00255861	03/29/2011	03/29/2011		SERIES A PRIN	33,333.33
									33,333.33
									33,333.33

Cash Disbursement Journal By GL
From 03/01/2011 To 03/31/2011

1101100

<u>ind</u>	<u>Dept</u>	<u>Ln/itm</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>
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									Check Total	126,385.70
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									Line Item Total	252,771.40
									Dept. Total	376,921.06

Cash Disbursement Journal By GL

From 03/01/2011 To 03/31/2011

1101107

<u>ind</u>	<u>Dept</u>	<u>Ln</u>	<u>Ln</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>
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Check Total											23,772.29
Line Item Total											23,772.29
Dept. Total											23,772.29

Cash Disbursement Journal By GL

From 03/01/2011 To 03/31/2011

1101108

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3ST RAILROAD RELOC

0 1108 6082

<u>Vendor Name</u>	<u>Check #</u>	<u>Check Date</u>	<u>Post Date</u>	<u>PO #</u>	<u>Invoice #</u>	<u>Amount</u>
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					Line Item Total	11,544.12
					Dept. Total	11,544.12

Cash Disbursement Journal By GL

From 03/01/2011 To 03/31/2011

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<u>Ind 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>
0 1111	6042			00255590	03/25/2011	03/25/2011	P155761	64-40619-PL-042	12,516.30
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Cash Disbursement Journal By GL
 From 03/01/2011 To 03/31/2011

1101113

<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>
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Cash Disbursement Journal By GL

From 03/01/2011 To 03/31/2011

1101116

<u>and Dept</u>	<u>Lnltn</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>
EST RAIL GEC SVC									
0 1116 6042	0000099700		MILITARY HIGHWAY WATER SUPPLY	00255232	03/16/2011	03/16/2011	P162124	2" METER INSTALL	4,700.00
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									555,697.80
0 1116 6082	0000170659		MCCARTHY BUILDING COMPANY	00255651	03/25/2011	03/24/2011	P160836	003-REV1	555,697.80
								Check Total	555,697.80
								Line Item Total	555,697.80
								Dept. Total	560,397.80

Cash Disbursement Journal By GL

From 03/01/2011 To 03/31/2011

1101117

<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>
0	1117	6042	0000160653	HNTB CORP	00254270	03/02/2011	03/02/2011	P143205	58-40619-PL-017	35,151.81
0	1117	6042			00254270	03/02/2011	03/02/2011	P143205	57-40619-PL-017	86,403.07
										Check Total
										121,554.88
										Line Item Total
										121,554.88
										Dept. Total
										121,554.88

Cash Disbursement Journal By GL
From 03/01/2011 To 03/31/2011

1101121

<u>Ind</u>	<u>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>Amount</u>
0	1121	6082			00255590	03/25/2011	03/25/2011	P155606	64-40619-PL-029	14,767.00
										Check Total
										14,767.00
										Line Item Total
										14,767.00
										Dept. Total
										14,767.00

Cash Disbursement Journal By GL
From 03/01/2011 To 03/31/2011

1101123

<u>und Dept</u>	<u>Lnltn</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>
.0	1123 6082			00255590	03/25/2011	03/25/2011	P154839	64-40619-CN-028	33,707.50
.0	1123 6082			00255590	03/25/2011	03/25/2011	P157105	64-40619-CN-031	3,712.96
								Check Total	37,420.46
0	1123 6082	0000170135	W T BYLER CO INC	00255788	03/25/2011	03/24/2011	P155669	11-1310-02122	1,083,571.89
								Check Total	1,083,571.89
								Line Item Total	1,120,992.35
								Dept. Total	1,120,992.35

Cash Disbursement Journal By GL
From 03/01/2011 To 03/31/2011

1101141

<u>und Dept</u>	<u>Lnltn</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>
0 1141	6082	0000160653	HNTB CORP	00254736	03/10/2011	03/10/2011	P158035	62-40619-DS-041	1,401,392.95
								Check Total	1,401,392.95
0 1141	6082			00255590	03/25/2011	03/25/2011	P159952	64-40619-DS-041	80,302.18
0 1141	6082			00255590	03/25/2011	03/25/2011	P158035	64-40619-DS-041	28,797.10
								Check Total	109,099.28
								Line Item Total	1,510,492.23
								Dept. Total	1,510,492.23

Cash Disbursement Journal By GL

From 03/01/2011 To 03/31/2011

1101141

<u>and 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>
REGIONAL MOBILITY									
1 110	1131	0000164305	REGIONAL MOBILITY AUTHORIZATIO	00254891	03/11/2011	03/11/2011		CR 110-0111-2231	257,000.00
								Fund Total	3,776,372.70
1 110	1131			00255408	03/17/2011	03/17/2011		Check Total	257,000.00
								CR110-0111-2231	25,000.00
								Check Total	25,000.00
1 110	1131			00255879	03/29/2011	03/29/2011		CR 110-0111-2231	1,800,000.00
								Check Total	1,800,000.00
								Line Item Total	2,082,000.00
								Dept. Total	2,082,000.00

1111100

From	To
03/01/2011	03/31/2011

und Dept Lnltm PEID

GENERAL ADMINISTRAT

11	1100	6082	0000160653
----	------	------	------------

HNTB CORP

Vendor Name

Check #

Date _____

Post	Date
------	------

PO #**Invoice #**

Amount

00255590	03/25/2011	03/25/2011	P160291	64-40619-PL-045	82,358.65
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82,358.65

Check Total

Line Item Total	82,358.65
------------------------	------------------

Dept. Total	82,358.65
-------------	-----------

Cash Disbursement Journal By GL

From 03/01/2011 To 03/31/2011

1111108

Fund Dept Lnltm
11 1108 6082

PEID

Vendor Name

Check # Check Date Post Date

Invoice # Amount

00255590	03/25/2011	03/25/2011	P161490	64-40619-CN-033	62,796.00
				Check Total	62,796.00
				Line Item Total	62,796.00
				Dept. Total	62,796.00

Cash Disbursement Journal By GL

From 03/01/2011 To 03/31/2011

1111121

<u>und</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>
11	1121	6082			00255590	03/25/2011	03/25/2011	P158213	64-40619-DS-024	247,057.50
11	1121	6082			00255590	03/25/2011	03/25/2011	P158036	64-40619-CN-038	421.82
									Check Total	247,479.32
11	1121	6096	0000170088	CENTRAL TEXAS REGIONAL MOBILIT	00254346	03/04/2011	03/04/2011	P155103	Line Item Total	247,479.32
									Check Total	358.00
									Line Item Total	358.00
									Dept. Total	247,837.32

Cash Disbursement Journal By GL
From 03/01/2011 To 03/31/2011

1111125

<u>und Dept</u>	<u>Lnltn</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>
ORT ENTRANCE ROAD									
11	1125	6082	0000166339	L&G ENGINEERING	00255192	03/16/2011	03/16/2011	P155382	11323727
									32,497.71
									Check Total
									32,497.71
11	1125	6082	0000090215	MCALLEN CONSTRUCTION	00254772	03/10/2011	03/10/2011	P155459	7
									447,923.56
									Check Total
									447,923.56
									Line Item Total
									480,421.27
									Dept. Total
									480,421.27

Cash Disbursement Journal By GL

From 03/01/2011 To 03/31/2011

1111137

<u>und 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>
TRANSPORTATION REIN'									
11	1137	6045	0000160653						
			HNTB CORP	00255590	03/25/2011	03/25/2011	P160083	64-40619-PL-037	54,107.40
								Check Total	54,107.40
								Line Item Total	54,107.40
								Dept. Total	54,107.40

**V. CONSIDERATION AND APPROVAL OF A RESOLUTION
IN SUPPORT OF S.B. 1706, S.B. 1707, S.B. 1708, S.B. 1709, S.B.
1710, AND S.B. 1711 AUTHORED BY SENATOR EDDIE
LUCIO, JR.**

**SPECIAL MEETING OF THE BOARD OF DIRECTORS
OF THE CAMERON COUNTY
REGIONAL MOBILITY AUTHORITY**

**RESOLUTION OF APPROVAL IN SUPPORT OF SB. 1706, 1707, 1708, 1709,
1710, AND 1711 AUTHORED BY SENATOR EDDIE LUCIO, JR.**

WHEREAS, the Cameron County Regional Mobility Authority ("CCRMA") was created pursuant to the request of Cameron County and in accordance with provisions of the Transportation Code and the petition and approval process established in 43 Tex. Admin. Code § 26.01, *et seq.* (the "RMA Rules"); and

WHEREAS, the Board of Directors of the CCRMA has been constituted in accordance with the Transportation Code and the RMA Rules; and

WHEREAS, the CCRMA is governed by Chapter 370 of the Texas Transportation Code, which authorizes regional mobility authorities to study, evaluate, design, finance, acquire, construct, maintain, repair, and operate transportation projects, individually or as one or more systems, provided that the projects are included in a plan approved by the applicable metropolitan planning organization and that the projects are consistent with the statewide transportation plan and the statewide transportation improvement program; and

WHEREAS, the CCRMA in September 2010, began the Comprehensive Development Authority (CDA) procurement process with a Request for Proposals; and

WHEREAS, the Request for Proposal includes the individual projects identified in the Comprehensive Development Authority legislation introduced by Senator Lucio which consists of the U.S. 77 Relief Routes at Driscoll and Riviera (S.B. 1706), SH 550 (S.B. 1707), 281 Connector (S.B. 1708), West Parkway (S.B. 1709), 2nd Access to South Padre Island (S.B. 1710) and the Outer Parkway (S.B. 1711); and

WHEREAS, the CCRMA currently has Comprehensive Development Authority until August 31, 2011, and the proposed legislation will extend CDA ability for two more years; and

WHEREAS, the CCRMA believes that the CDA or Public Private Partnership model is a necessary finance tool that should be kept intact to attract finance for viable projects that can be built today.

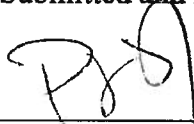
NOW THEREFORE, BE IT RESOLVED, that the CCRMA Board of Directors hereby approves and adopts this resolution; and

BE IT FURTHER RESOLVED, that the CCRMA requests the support of its delegation in the Texas legislature on these bills that will improve connectivity to South Padre Island, provide more efficient trade corridors, create a better quality of life for all and

enhance economic development as well as attract industry with the addition of a long awaited Interstate to the Lower Rio Grande Valley.

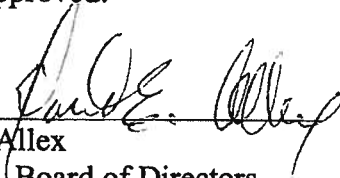
Adopted by the Board of Directors of the Cameron County Regional Mobility Authority on the 11th day of April, 2011.

Submitted and reviewed by:



Pete Sepulveda, Jr.
RMA Coordinator for the
Cameron County Regional Mobility Authority

Approved:



David E. Allex
Chairman, Board of Directors
Date Passed: 4/11/11

By: Lucio

S.B. No. 1706

A BILL TO BE ENTITLED

AN ACT

1
2 relating to certain comprehensive development agreements of
3 regional mobility authorities.

4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

5 SECTION 1. Subchapter G, Chapter 370, Transportation Code,
6 is amended by adding Section 370.3052 to read as follows:

7 Sec. 370.3052. LIMITED AUTHORITY FOR CERTAIN PROJECTS USING
8 COMPREHENSIVE DEVELOPMENT AGREEMENTS. Notwithstanding Sections
9 370.305(d) and (f), an authority may enter into a comprehensive
10 development agreement relating to improvements to the U.S. Highway
11 77 Driscoll and Riviera highway relief routes.

12 SECTION 2. This Act takes effect immediately if it receives
13 a vote of two-thirds of all the members elected to each house, as
14 provided by Section 39, Article III, Texas Constitution. If this
15 Act does not receive the vote necessary for immediate effect, this
16 Act takes effect September 1, 2011.

By: Lucio

S.B. No. 1707

A BILL TO BE ENTITLED

AN ACT

1
2 relating to certain comprehensive development agreements of
3 regional mobility authorities.

4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

5 SECTION 1. Subchapter G, Chapter 370, Transportation Code,
6 is amended by adding Section 370.3055 to read as follows:

7 Sec. 370.3055. LIMITED AUTHORITY FOR CERTAIN PROJECTS USING
8 COMPREHENSIVE DEVELOPMENT AGREEMENTS. Notwithstanding Sections
9 370.305(d) and (f), an authority may enter into a comprehensive
10 development agreement relating to improvements to State Highway 550
11 from U.S. Highway 77/83 to State Highway 48.

12 SECTION 2. This Act takes effect immediately if it receives
13 a vote of two-thirds of all the members elected to each house, as
14 provided by Section 39, Article III, Texas Constitution. If this
15 Act does not receive the vote necessary for immediate effect, this
16 Act takes effect September 1, 2011.

By: Lucio

S.B. No. 1708

A BILL TO BE ENTITLED

AN ACT

1
2 relating to certain comprehensive development agreements of
3 regional mobility authorities.

4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

5 SECTION 1. Subchapter G, Chapter 370, Transportation Code,
6 is amended by adding Section 370.3056 to read as follows:

7 Sec. 370.3056. LIMITED AUTHORITY FOR CERTAIN PROJECTS USING
8 COMPREHENSIVE DEVELOPMENT AGREEMENTS. Notwithstanding Sections
9 370.305(d) and (f), an authority may enter into a comprehensive
10 development agreement relating to the construction of the 281
11 Connector Project from U.S. Highway 281 to U.S. Highway 77/83.

12 SECTION 2. This Act takes effect immediately if it receives
13 a vote of two-thirds of all the members elected to each house, as
14 provided by Section 39, Article III, Texas Constitution. If this
15 Act does not receive the vote necessary for immediate effect, this
16 Act takes effect September 1, 2011.

By: Lucio

S.B. No. 1709

A BILL TO BE ENTITLED

AN ACT

1
2 relating to certain comprehensive development agreements of
3 regional mobility authorities.

4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

5 SECTION 1. Subchapter G, Chapter 370, Transportation Code,
6 is amended by adding Section 370.3051 to read as follows:

7 Sec. 370.3051. LIMITED AUTHORITY FOR CERTAIN PROJECTS USING
8 COMPREHENSIVE DEVELOPMENT AGREEMENTS. Notwithstanding Sections
9 370.305(d) and (f), an authority may enter into a comprehensive
10 development agreement relating to the construction of the West
11 Parkway from U.S. Highway 77/83 to the Brownsville and Matamoros
12 Bridge.

13 SECTION 2. This Act takes effect immediately if it receives
14 a vote of two-thirds of all the members elected to each house, as
15 provided by Section 39, Article III, Texas Constitution. If this
16 Act does not receive the vote necessary for immediate effect, this
17 Act takes effect September 1, 2011.

By: Lucio

S.B. No. 1710

A BILL TO BE ENTITLED

AN ACT

1
2 relating to certain comprehensive development agreements of
3 regional mobility authorities.

4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

5 SECTION 1. Subchapter G, Chapter 370, Transportation Code,
6 is amended by adding Section 370.3054 to read as follows:

7 Sec. 370.3054. LIMITED AUTHORITY FOR CERTAIN PROJECTS USING
8 COMPREHENSIVE DEVELOPMENT AGREEMENTS. Notwithstanding Sections
9 370.305(d) and (f), an authority may enter into a comprehensive
10 development agreement relating to the construction of the South
11 Padre Island Second Access Causeway Project from State Highway 100
12 to Park Road 100.

13 SECTION 2. This Act takes effect immediately if it receives
14 a vote of two-thirds of all the members elected to each house, as
15 provided by Section 39, Article III, Texas Constitution. If this
16 Act does not receive the vote necessary for immediate effect, this
17 Act takes effect September 1, 2011.

By: Lucio

S.B. No. 1711

A BILL TO BE ENTITLED

AN ACT

1
2 relating to certain comprehensive development agreements of
3 regional mobility authorities.

4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

5 SECTION 1. Subchapter G, Chapter 370, Transportation Code,
6 is amended by adding Section 370.3053 to read as follows:

7 Sec. 370.3053. LIMITED AUTHORITY FOR CERTAIN PROJECTS USING
8 COMPREHENSIVE DEVELOPMENT AGREEMENTS. Notwithstanding Sections
9 370.305(d) and (f), an authority may enter into a comprehensive
10 development agreement relating to the construction of the Outer
11 Parkway Project from U.S. Highway 77/83 to Farm-to-Market Road
12 1847.

13 SECTION 2. This Act takes effect immediately if it receives
14 a vote of two-thirds of all the members elected to each house, as
15 provided by Section 39, Article III, Texas Constitution. If this
16 Act does not receive the vote necessary for immediate effect, this
17 Act takes effect September 1, 2011.

**VI. CONSIDERATION AND APPROVAL OF A RESOLUTION
IN SUPPORT OF H.B. 3561, H.B. 3563, H.B. 3564, H.B. 3565,
H.B. 3566, AND H.B. 3567 AUTHORED BY
REPRESENTATIVE EDDIE LUCIO, III**

**SPECIAL MEETING OF THE BOARD OF DIRECTORS
OF THE CAMERON COUNTY
REGIONAL MOBILITY AUTHORITY**

**RESOLUTION OF APPROVAL IN SUPPORT OF H.B. 3561, 3563, 3564, 3565, 3566,
AND 3567 AUTHORED BY REPRESENTATIVE EDDIE LUCIO, III.**

WHEREAS, the Cameron County Regional Mobility Authority ("CCRMA") was created pursuant to the request of Cameron County and in accordance with provisions of the Transportation Code and the petition and approval process established in 43 Tex. Admin. Code § 26.01, *et seq.* (the "RMA Rules"); and

WHEREAS, the Board of Directors of the CCRMA has been constituted in accordance with the Transportation Code and the RMA Rules; and

WHEREAS, the CCRMA is governed by Chapter 370 of the Texas Transportation Code, which authorizes regional mobility authorities to study, evaluate, design, finance, acquire, construct, maintain, repair, and operate transportation projects, individually or as one or more systems, provided that the projects are included in a plan approved by the applicable metropolitan planning organization and that the projects are consistent with the statewide transportation plan and the statewide transportation improvement program; and

WHEREAS, the CCRMA in September 2010, began the Comprehensive Development Authority (CDA) procurement process with a Request for Proposals; and

WHEREAS, the Request for Proposal includes the individual projects identified in the Comprehensive Development Authority legislation introduced by Representative Eddie Lucio, III, which consists of the U.S. 77 Relief Routes at Driscoll and Riviera (H.B. 3561), SH 550 (H.B. 3565), 281 Connector (H.B. 3564), West Parkway (H.B. 3563), 2nd Access to South Padre Island (H.B. 3567) and the Outer Parkway (H.B. 3566); and

WHEREAS, the CCRMA currently has Comprehensive Development Authority until August 31, 2011, and the proposed legislation will extend CDA ability for two more years; and

WHEREAS, the CCRMA believes that the CDA or Public Private Partnership model is a necessary finance tool that should be kept intact to attract finance for viable projects that can be built today.

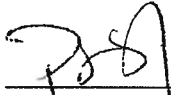
NOW THEREFORE, BE IT RESOLVED, that the CCRMA Board of Directors hereby approves and adopts this resolution; and

BE IT FURTHER RESOLVED, that the CCRMA requests the support of its delegation in the Texas legislature on these bills that will improve connectivity to South Padre Island, provide more efficient trade corridors, create a better quality of life for all and enhance

economic development as well as attract industry with the addition of a long awaited Interstate to the Lower Rio Grande Valley.

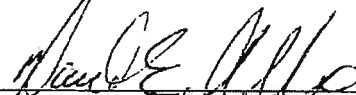
Adopted by the Board of Directors of the Cameron County Regional Mobility Authority on the 11th day of April, 2011.

Submitted and reviewed by:



Pete Sepulveda, Jr.
RMA Coordinator for the
Cameron County Regional Mobility Authority

Approved:



David E. Allex
Chairman, Board of Directors
Date Passed: 4/11/11

By: Lucio III

H.B. No. 3561

A BILL TO BE ENTITLED

AN ACT

1
2 relating to certain comprehensive development agreements of
3 regional mobility authorities.

4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

5 SECTION 1. Subchapter G, Chapter 370, Transportation Code,
6 is amended by adding Section 370.3052 to read as follows:

7 Sec. 370.3052. LIMITED AUTHORITY FOR CERTAIN PROJECTS USING
8 COMPREHENSIVE DEVELOPMENT AGREEMENTS. Notwithstanding Sections
9 370.305(d) and (f), an authority may enter into a comprehensive
10 development agreement relating to improvements to the U.S. Highway
11 77 Driscoll and Riviera highway relief routes.

12 SECTION 2. This Act takes effect immediately if it receives
13 a vote of two-thirds of all the members elected to each house, as
14 provided by Section 39, Article III, Texas Constitution. If this
15 Act does not receive the vote necessary for immediate effect, this
16 Act takes effect September 1, 2011.

By: Lucio III

H.B. No. 3563

A BILL TO BE ENTITLED

AN ACT

1
2 relating to certain comprehensive development agreements of
3 regional mobility authorities.

4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

5 SECTION 1. Subchapter G, Chapter 370, Transportation Code,
6 is amended by adding Section 370.3051 to read as follows:

7 Sec. 370.3051. LIMITED AUTHORITY FOR CERTAIN PROJECTS USING
8 COMPREHENSIVE DEVELOPMENT AGREEMENTS. Notwithstanding Sections
9 370.305(d) and (f), an authority may enter into a comprehensive
10 development agreement relating to the construction of the West
11 Parkway from U.S. Highway 77/83 to the Brownsville and Matamoros
12 Bridge.

13 SECTION 2. This Act takes effect immediately if it receives
14 a vote of two-thirds of all the members elected to each house, as
15 provided by Section 39, Article III, Texas Constitution. If this
16 Act does not receive the vote necessary for immediate effect, this
17 Act takes effect September 1, 2011.

By: Lucio III

H.B. No. 3564

A BILL TO BE ENTITLED

AN ACT

1
2 relating to certain comprehensive development agreements of
3 regional mobility authorities.

4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

5 SECTION 1. Subchapter G, Chapter 370, Transportation Code,
6 is amended by adding Section 370.3056 to read as follows:

7 Sec. 370.3056. LIMITED AUTHORITY FOR CERTAIN PROJECTS USING
8 COMPREHENSIVE DEVELOPMENT AGREEMENTS. Notwithstanding Sections
9 370.305(d) and (f), an authority may enter into a comprehensive
10 development agreement relating to the construction of the 281
11 Connector Project from U.S. Highway 281 to U.S. Highway 77/83.

12 SECTION 2. This Act takes effect immediately if it receives
13 a vote of two-thirds of all the members elected to each house, as
14 provided by Section 39, Article III, Texas Constitution. If this
15 Act does not receive the vote necessary for immediate effect, this
16 Act takes effect September 1, 2011.

By: Lucio III

H.B. No. 3565

A BILL TO BE ENTITLED

AN ACT

1
2 relating to certain comprehensive development agreements of
3 regional mobility authorities.

4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

5 SECTION 1. Subchapter G, Chapter 370, Transportation Code,
6 is amended by adding Section 370.3055 to read as follows:

7 Sec. 370.3055. LIMITED AUTHORITY FOR CERTAIN PROJECTS USING
8 COMPREHENSIVE DEVELOPMENT AGREEMENTS. Notwithstanding Sections
9 370.305(d) and (f), an authority may enter into a comprehensive
10 development agreement relating to improvements to State Highway 550
11 from U.S. Highway 77/83 to State Highway 48.

12 SECTION 2. This Act takes effect immediately if it receives
13 a vote of two-thirds of all the members elected to each house, as
14 provided by Section 39, Article III, Texas Constitution. If this
15 Act does not receive the vote necessary for immediate effect, this
16 Act takes effect September 1, 2011.

By: Lucio III

H.B. No. 3566

A BILL TO BE ENTITLED

AN ACT

1
2 relating to certain comprehensive development agreements of
3 regional mobility authorities.

4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

5 SECTION 1. Subchapter G, Chapter 370, Transportation Code,
6 is amended by adding Section 370.3053 to read as follows:

7 Sec. 370.3053. LIMITED AUTHORITY FOR CERTAIN PROJECTS USING
8 COMPREHENSIVE DEVELOPMENT AGREEMENTS. Notwithstanding Sections
9 370.305(d) and (f), an authority may enter into a comprehensive
10 development agreement relating to the construction of the Outer
11 Parkway Project from U.S. Highway 77/83 to Farm-to-Market Road
12 1847.

13 SECTION 2. This Act takes effect immediately if it receives
14 a vote of two-thirds of all the members elected to each house, as
15 provided by Section 39, Article III, Texas Constitution. If this
16 Act does not receive the vote necessary for immediate effect, this
17 Act takes effect September 1, 2011.

By: Lucio III

H.B. No. 3567

A BILL TO BE ENTITLED

AN ACT

1
2 relating to certain comprehensive development agreements of
3 regional mobility authorities.

4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

5 SECTION 1. Subchapter G, Chapter 370, Transportation Code,
6 is amended by adding Section 370.3054 to read as follows:

7 Sec. 370.3054. LIMITED AUTHORITY FOR CERTAIN PROJECTS USING
8 COMPREHENSIVE DEVELOPMENT AGREEMENTS. Notwithstanding Sections
9 370.305(d) and (f), an authority may enter into a comprehensive
10 development agreement relating to the construction of the South
11 Padre Island Second Access Causeway Project from State Highway 100
12 to Park Road 100.

13 SECTION 2. This Act takes effect immediately if it receives
14 a vote of two-thirds of all the members elected to each house, as
15 provided by Section 39, Article III, Texas Constitution. If this
16 Act does not receive the vote necessary for immediate effect, this
17 Act takes effect September 1, 2011.

**VIII. PRESENTATION OF AUDIT REPORT FOR FISCAL YEAR
2010**



Members - Division of Firms,
American Institute of CPAs

3125 Central Blvd.
Brownsville, Texas 78520
(956) 546-1655
Fax (956) 546-0377
www.longchilton.com

March 24, 2011

To the Board of Directors
Cameron County Regional Mobility Authority

We have audited the financial statements of Cameron County Regional Mobility Authority (Authority) for the year ended September 30, 2010. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards, *Government Auditing Standards* and OMB Circular A-133 and State of Texas Single Audit Circular, as well as certain information related to the planned scope and timing of our audit.

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the Authority are described in Note 1 to the financial statements. No new accounting policies were adopted and the application of existing policies was not changed during 2010. We noted no transactions entered into by the governmental unit during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected.

Difficulties Encountered in Performing the Audit

We encountered no significant difficulties in dealing with management in performing and completing our audit.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are trivial, and communicate them to the appropriate level of management. Management has corrected all such misstatements. In addition, none of the misstatements detected as a result of audit procedures and corrected by management were material, either individually or in the aggregate, to each opinion unit's financial statements taken as a whole.

Disagreements with Management

For purposes of this letter, professional standards define a disagreement with management as a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations

We have requested certain representations from management that are included in the management representation letter dated March 24, 2011.

Management Consultations with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the governmental unit's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other Audit Findings or Issues


We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the governmental unit's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

We noted certain other matters to management of the Authority in a separate letter dated March 24, 2011.

This information is intended solely for the use of the Board of Directors and management of Cameron County Regional Mobility Authority and is not intended to be and should not be used by anyone other than these specified parties.

Very truly yours,

LONG CHILTON, LLP
Certified Public Accountants

A handwritten signature in black ink, appearing to read 'A. Carlos Barrera', is written over a horizontal line.

A. Carlos Barrera, CPA, CFE
For the Firm

**LONG CHILTON, LLP**

A PARTNERSHIP OF PROFESSIONAL CORPORATIONS AND INDIVIDUALS

Members - Division of Firms,
American Institute of CPAs3125 Central Blvd.
Brownsville, Texas 78520
(956) 546-1655
Fax (956) 546-0377
www.longchilton.com**INDEPENDENT AUDITOR'S REPORT
ON ADVISORY COMMENTS**

Board of Directors
Cameron County Regional Mobility Authority

In connection with our audit of the financial statements of Cameron County Regional Mobility Authority (Authority) as of September 30, 2010, we noted certain matters that we believe you should consider. Our observations were formed as a by-product of our audit procedures, which did not include a comprehensive review for the purpose of submitting detailed recommendations.

The comment that follow summarize our comment and suggestion.

REPORTING**1. Finding:**

The Authority's procurement procedures are not actively integrated within the County's Purchasing Department's control structure to ensure the integrity of their disbursements. Audit tests identified a control weakness with the Authority's procedures to encumber funds that did not require a purchasing agent's oversight or approval of the request to obligate the Authority's funds.

Without this independent oversight by the County's Purchasing Department, the Authority's risk of the misappropriation of funds increases significantly. Additionally, weaknesses within the procurement process may also have an impact on the Authority's ability to comply with federal and state grant procurement requirements which can give rise to questioned costs.

Recommendation:

The Authority should completely integrate its procurement process to include all the implemented controls of the County's Purchasing Department. This will ensure the Authority's purchases are in compliance with the applicable laws and regulations governing governments within the State of Texas.

We have previously discussed our comments and suggestions with various Authority and County personnel and would be pleased to discuss them further.

Very truly yours,

Long Chilton, LLP

LONG CHILTON, LLP

Brownsville, Texas

March 24, 2011

**CAMERON COUNTY
REGIONAL MOBILITY AUTHORITY
FINANCIAL REPORT
SEPTEMBER 30, 2010**

**CAMERON COUNTY
REGIONAL MOBILITY AUTHORITY**

September 30, 2010

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MANAGEMENT'S DISCUSSION AND ANALYSIS

This section of the Cameron County Regional Mobility Authority ("CCRMA") financial report presents our discussion and analysis of the CCRMA's financial performance during the fiscal year that ended September 30, 2010. Please read it in conjunction with the CCRMA financial statements, which immediately follow this section.

FINANCIAL HIGHLIGHTS

- Assets exceeded total Liabilities by \$2.4 million due to an increase in cash generated from the \$10 vehicle registration fee.
- CCRMA issued two new series of Vehicle Registration Fee Revenue Bonds, 2010A for \$13.2 million and 2010B for \$15.5 million, for a total of \$28.7 million in long term obligations.
- Construction in progress totaled \$9.6 million or 21% of total assets which is made up of various projects, summarized on page 3. Other assets consist of projects due to The Texas Department of Transportation (TXDOT) which totaled \$4.7 million or 11% of total assets.
- Total operating expenditures were approximately \$1.7 million. 47% of operating expenditures were for preliminary feasibility studies and counsel on the various projects planned by the CCRMA. 22% of operating expenditures were bond interest expense.

OVERVIEW OF THE FINANCIAL STATEMENTS

The financial section of this annual report consists of two parts: management's discussion and analysis (this section), and the basic financial statements and notes to the financial statements.

The financial statements provide both long-term and short-term information about CCRMA's overall financial status. The financial statements also include notes which disclose additional information in relation to the financial statements.

The CCRMA's financial statements are prepared in conformity with accounting principles generally accepted in the United States of America (GAAP) as applied to government units on an accrual basis. Under accrual accounting, revenues are recognized in the period in which they are earned, expenses are recognized in the period in which they are incurred and depreciation of assets are recognized in the statements of revenues, expenses and changes in net assets. All assets and liabilities associated with the operation of the CCRMA are included in the statements of net assets.

The Statements of Net Assets provides a summary of CCRMA's financial and capital resources. The difference between CCRMA's assets and liabilities is one way to measure the financial health and/or position of CCRMA.

FINANCIAL ANALYSIS OF CCRMA

Net Assets

CCRMA's total net assets were \$2.4 million at September 30, 2010. The analysis below focuses on the changes in net assets for CCRMA's activities. The significant changes between the current year and the prior year are due to the implementation of several new road projects and the additional financing of revenue bonds. A significant increase in current assets is due to the amount of cash available provided by the new bonds issued, along with amounts owed from the Texas Department of Transportation as reimbursement for project expenditures.

The increase in liabilities from 2009 to 2010 is caused by two major factors, the increase in capital projects and the newly issued revenue bonds. CCRMA and TXDOT have various funding agreements, in which TXDOT will provide funding either in the form of a loan or a grant. These amounts are to be repaid to TXDOT either in installment payments, or transfer of the completed project. The total due to TXDOT was \$9.8 million or 23% of total liabilities at September 30, 2010. The revenue bonds issued by CCRMA originated as term bonds, with multiple maturing dates, and total \$28.2 million net of issue costs and bond premiums, or 67% of total liabilities at September 30, 2010.

Summary of Statement of Net Assets September 30, 2010			
	<u>2010</u>	<u>2009</u>	<u>2008</u>
Assets:			
Current assets	\$30,539,817	\$ 1,568,721	\$ 1,561,738
Non- current assets	<u>14,922,543</u>	<u>3,055,158</u>	<u>2,698,175</u>
Total assets	45,462,360	4,623,879	4,259,913
Liabilities:			
Current liabilities	\$ 4,031,375	446,418	1,321,109
Non-Current liabilities	<u>39,003,318</u>	<u>2,620,237</u>	<u>2,642,392</u>
Total liabilities	43,034,693	3,066,655	3,963,501
Net assets:			
Unrestricted	<u>2,427,667</u>	<u>1,557,224</u>	<u>296,412</u>
Total net assets	<u>\$ 2,427,667</u>	<u>\$ 1,557,224</u>	<u>\$ 296,412</u>

Capital Assets, Other Assets and Non-Current liabilities

Capital & Other Assets

At September 30, 2010, CCRMA had a total of \$ 14.3 million invested in a broad range of construction projects including, toll bridges, rail yards, and highways. This amount represents a net increase of \$11.3 million summarized below.

Capital and Other Assets September 30, 2010			
	<u>2010</u>	<u>2009</u>	<u>2008</u>
Capital Assets:			
Construction in Process	\$ 9,599,800	\$ 3,055,158	\$ 2,698,175
Other Assets:			
Other projects	<u>4,752,262</u>	<u>-</u>	<u>-</u>
Totals	<u>\$14,352,062</u>	<u>\$ 3,055,158</u>	<u>\$ 2,698,175</u>
This year's major additions included (in millions)			
Olmito Switch Yard, paid with TXDOT & ARRA funding,			\$ 4.3
SH 550, paid with the proceeds of the revenue bonds issued this year (will be reimbursed by TXDOT & ARRA funding)			3.1
SPI 2 nd causeway, paid with proceeds from TXDOT loan			2.3
Various projects including West Pkwy, East Loop, Port Access, General Brant, US 77 and West Rail			<u>1.6</u>
Total additions for the year			<u>\$ 11.3</u>

Non-Current Liabilities

At September 30, 2010 CCRMA had outstanding Non-Current liabilities of \$38.4 million, an increase of \$35.8 million from the prior year.

Non-Current Liabilities September 30, 2010			
	<u>2010</u>	<u>2009</u>	<u>2008</u>
Non-Current Liabilities:			
Due to other Government	\$ 259,946	\$ -	\$ 239,360
Due to TXDOT	9,874,699	2,620,237	2,403,032
Long-term bond payable (vehicle registration fee)	<u>28,868,673</u>	<u>-</u>	<u>-</u>
Total	<u>\$ 39,003,318</u>	<u>\$ 2,620,237</u>	<u>\$ 2,642,392</u>
Revenue bonds dated April 1, 2010, were issued in two series 2010A \$13 million, and 2010B \$15.2 million, net of related costs and premiums. The rating issued by Standard and Poor's Financial Services LLC on these bonds at issuance was "AA-".			

Changes in Net Assets

Net assets changed as of September 30, 2010 by \$870,442. CCRMA generated total revenues of \$2.5 million and total expenditures of \$1.7 million. Expenditures increased by 73% due to the growing need for both legal and engineering services, regarding the expansion in capital & other projects.

Change in Net Assets			
Year Ended September 30, 2010			
	<u>2010</u>	<u>2009</u>	<u>2008</u>
Revenues:			
Interlocal revenues	\$ -	\$ 62,326	\$ 192,834
Vehicle registration fee	2,567,459	2,178,015	896,919
Other revenues	<u>6,821</u>	<u>2,532</u>	<u>6,326</u>
Total revenues	<u>2,574,280</u>	<u>2,242,873</u>	<u>1,096,079</u>
Expenses:			
Administrative	897,768	159,535	93,907
Professional services	<u>806,070</u>	<u>822,526</u>	<u>530,878</u>
Total expenses	<u>1,703,838</u>	<u>982,061</u>	<u>624,785</u>
Change in net assets	870,442	1,260,812	471,294
Net assets:			
Beginning of the year	<u>1,557,224</u>	<u>296,412</u>	<u>(174,882)</u>
End of the year	<u>\$ 2,427,666</u>	<u>\$ 1,557,224</u>	<u>\$ 296,412</u>

CONTACTING CCRMA'S FINANCIAL MANAGEMENT

The financial report is designed to provide to customers, investors, and creditors with a general overview of the CCRMA's finances and to demonstrate CCRMA's accountability for the money it receives. If you have questions about this report or need additional financial information, contact the Cameron County Regional Mobility Authority, 1100 E. Monroe, Brownsville, Texas 78520.

INDEPENDENT AUDITOR'S REPORT

To the Board of Directors
Cameron County Regional Mobility Authority
Brownsville, Texas

We have audited the accompanying financial statements of the governmental activities of Cameron County Regional Mobility Authority as of and for the year ended September 30, 2010 and 2009, which collectively comprise the Authority's basic financial statements as listed in the table of contents. These financial statements are the responsibility of the Authority's management. Our responsibility is to express opinions on these financial statements based on our audit.

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes consideration of internal control over financial reporting as a basis for designing audit procedures that are appropriate in the circumstances, but not for the purpose of expressing and opinion on the effectiveness of the Authority's internal control over financial reporting. Accordingly, we express no such opinion. An audit also includes examining on a test basis, evidence supporting the amounts and disclosures in the financial statements, assessing the accounting principles used and the significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audit provides a reasonable for our opinion.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities of the Authority, as of September 30, 2010 and 2009, and the respective changes in net assets, and cash flows for the years then ended in conformity with accounting principles generally accepted in the United States of America.

In accordance with *Government Auditing Standards*, we have also issued our report dated March 24, 2011, on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* and important for assessing the results of our audit.

Our audit was conducted for the purpose of forming an opinion on the financial statements of the Authority as a whole. The management's discussion and analysis section is presented for purposes of additional analysis and is not a required part of the financial statements. The accompanying schedule of expenditures of federal/state awards is presented for purposes of additional analysis as required by U.S. Office of Management and Budget Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations and State of Texas Single Audit Circular*, and is also not a required part of the financial statements. The schedule of expenditures of federal/state awards are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated in all material respects in relation to the financial statements as a whole. The management's discussion and analysis section has not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we do not express an opinion or provide any assurance on it.

Long Chilton, LLP

LONG CHILTON, LLP
Certified Public Accountants

Brownsville, Texas
March 24, 2011

Cameron County
Regional Mobility Authority

Statement of Net Assets
September 30, 2010 and 2009

	<u>2010</u>	<u>2009</u>
ASSETS		
Current Assets:		
Cash and cash equivalents	\$ 25,114,807	\$ 895,844
Due from other agencies	349,723	118,548
Due from other governments	5,012,094	554,329
Prepaid Expenses	63,193	-
Total current assets	<u>30,539,817</u>	<u>1,568,721</u>
Non-current Assets:		
Capital assets	9,599,800	3,055,158
Other assets	4,752,262	-
Unamortized bond issue costs	<u>570,481</u>	<u>-</u>
 Total Assets	 <u><u>\$ 45,462,360</u></u>	 <u><u>\$ 4,623,879</u></u>
 LIABILITIES		
Current Liabilities:		
Accounts payable	\$ 3,781,375	\$ 196,418
Due to other governments	250,000	250,000
Total current liabilities:	<u>4,031,375</u>	<u>446,418</u>
Non-current Liabilities:		
Due to other governments	259,946	-
Due to Texas Department of Transportation	9,874,699	2,620,237
Long-term bond payable	28,868,673	-
Total non-current liabilities	<u>39,003,318</u>	<u>2,620,237</u>
 Total Liabilities	 <u><u>43,034,693</u></u>	 <u><u>3,066,655</u></u>
 NET ASSETS		
Unrestricted	<u>2,427,667</u>	<u>1,557,224</u>
 Total Liabilities and Net Assets	 <u><u>\$ 45,462,360</u></u>	 <u><u>\$ 4,623,879</u></u>

The accompanying notes are an integral part of these financial statements.

Cameron County
Regional Mobility Authority

**Statements of Revenues, Expenditures
And Changes in Net Assets**

Years Ended September 30, 2010 and 2009

	<u>2010</u>	<u>2009</u>
Operating Revenues		
Interlocal revenue	\$ -	\$ 62,326
Vehicle registration fee	<u>2,567,459</u>	<u>2,178,015</u>
Total operating revenue	<u>2,567,459</u>	<u>2,240,341</u>
Operating Expenses		
Professional services	577,380	584,131
Engineering expense	228,690	72,283
Contractual services	439,740	204,864
Advertising	12,715	-
Miscellaneous	83	14,191
Land acquisition	25,506	69,647
Office supplies	788	346
Travel	39,646	36,599
Debt interest	<u>379,289</u>	<u>-</u>
Total operating expense	<u>1,703,837</u>	<u>982,061</u>
Non-Operating Revenues		
Interest income	<u>6,821</u>	<u>2,532</u>
Change in net assets	870,443	1,260,812
Net Assets - beginning	<u>1,557,224</u>	<u>296,412</u>
Net Assets - ending	<u>\$ 2,427,667</u>	<u>\$ 1,557,224</u>

The accompanying notes are an integral part of these financial statements.

Cameron County
Regional Mobility Authority

Statements of Cash Flow
Years Ended September 30, 2010 and 2009

	2010	2009
CASH FLOWS FROM OPERATING ACTIVITIES		
Receipts from vehicle registration fee	\$ 2,215,370	\$ 1,862,900
Receipts from interlocal agreements	-	695,956
Receipts from interest income	6,821	2,532
Payments to vendors	(1,767,031)	(2,314,114)
Net cash provided by (used in) operating activities	<u>455,160</u>	<u>247,274</u>
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES		
Acquisition for construction in process	(7,256,923)	(357,787)
Loan proceeds	31,020,726	217,206
Net cash (used) by capital and related financing activities	<u>23,763,803</u>	<u>(140,581)</u>
Net increase in cash and cash equivalents	24,218,963	106,693
Cash and Cash equivalents at beginning of year	895,844	789,151
Cash and Cash equivalents at end of year	<u>\$ 25,114,807</u>	<u>\$ 895,844</u>
RECONCILIATION OF OPERATING INCOME (LOSS) TO NET CASH PROVIDED (USED) BY OPERATING ACTIVITIES		
Operating Income (Loss)	\$ 870,442	\$ 1,260,812
Change in assets and liabilities:		
(Increase) in due from other governments	(4,457,765)	(438,926)
Decrease (Increase) in due from other agencies	(231,175)	538,635
(Decrease) Increase in accounts payable	4,013,712	(1,048,887)
(Decrease) Increase in due to other governments - Non-current	259,946	(239,360)
Increase in due to other governments - Current	-	175,000
Net cash flows provided by operating activities	<u>\$ 455,160</u>	<u>\$ 247,274</u>
Supplemental Disclosures of Cash Flow Information		
Cash payments for:		
Interest	\$ 442,482	-
Taxes	-	-

The accompanying notes are an integral part of these financial statements.

CAMERON COUNTY
REGIONAL MOBILITY AUTHORITY

Notes to Financial Statements
September 30, 2010

Note 1 – Organization and Summary of Significant Accounting Policies

The Cameron County Regional Mobility Authority (CCRMA) was created by the State of Texas on September 30, 2004. The CCRMA is authorized to construct, maintain, repair and operate turnpike projects at locations authorized by the State Department of Transportation. The CCRMA receives its revenues from tolls, fees and rents from the operation of turnpike projects. The CCRMA may issue revenue bonds for the purpose of paying the cost of turnpike projects. The CCRMA was formed through the efforts of Cameron County, Texas.

The financial statements of the Cameron County Regional Mobility Authority (CCRMA) have been prepared in conformity with accounting principles generally accepted in the United States of America (GAAP) as applied to government units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The CCRMA applies Financial Accounting Standards Board pronouncements and Accounting Principles Board opinions issued on or before November 30, 1989, unless those pronouncements conflict with or contradict GASB pronouncements, in which case, GASB prevails, and all of the GASB pronouncements issued subsequently. The more significant of the CCRMA's accounting policies are described below:

- A. **Reporting Entity** – In evaluating how to define the CCRMA, for financial reporting purposes, management has determined that there are no entities over which the CCRMA exercises significant influence. Significant influence or accountability is based primarily on operational or financial relationships with the CCRMA. Since the CCRMA does not exercise significant influence or accountability over other entities, it has no component units.
- B. **Basis of Accounting** – The operations of the CCRMA are accounted for as an enterprise fund on an accrual basis in order to recognize the flow of economic resources. Under the accrual basis of accounting, revenues are recognized in the period in which they are earned, expenses are recognized in the period in which they are incurred, depreciation of assets is recognized and all assets and liabilities associated with the operation of the CCRMA are included in the Statement of Net Assets. Operating expenses for the CCRMA include the costs of administrative expenses and the costs of engineering studies. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.
- C. **Cash, Cash Equivalents, and Investments** – Cash and cash equivalents include cash on hand, demand deposits and short-term investments with original maturities of three months or less from the date of acquisition. These deposits are fully collateralized or covered by federal deposit insurance.

CAMERON COUNTY
REGIONAL MOBILITY AUTHORITY

Notes to Financial Statements
September 30, 2010

Note 1 – Organization and Summary of Significant Accounting Policies – Continued

Investments are reported at fair value. The net change in fair value of investments is recorded on the Statements of Revenue, Expenses and Changes in Net Assets and includes the unrealized and realized gains and losses on investments.

- D. **Compensated Absences** – Vested or accumulated vacation leave is recorded as an expense and a liability as the benefits accrue to employees. There are no accumulating sick leave benefits that vest for which any liability must be recognized.
- E. **Capital Assets** – Capital assets, which include property, equipment and infrastructure assets, are reported at cost. Depreciation is computed on the straight-line method over the following estimated useful lives:

Road and bridges, 40 years
Improvements, 5-20 years
Buildings, 20-30 years
Equipment, 3-7 years

A full month's depreciation is taken in the month an asset is placed in service. When property and equipment are disposed, depreciation is removed from the respective accounts, and the resulting gain or loss, if any, is recorded in operations.

- F. **Grants and Contracts** – Revenues include charges paid by the recipients of the goods or services offered by the programs, grants, and contributions that are restricted to meeting the operational or capital requirements of a particular program. The CCRMA considers all grant and contributions to be 100% collectible.
- G. **Income Taxes** – The CCRMA is an instrumentality of the State of Texas. As such, income earned in the exercise of its essential government functions is exempt from state or federal income taxes. Bond obligations issued by state and local governments are tax-exempt only if the issuers pay rebate to the federal government of the earnings on the investment of the proceeds of a tax-exempt issue in excess of the yield on such obligations and any income earned on such excess.
- H. **Classification of Operating and Non-operating Revenues and Expenses** – The CCRMA defines operating revenues and expenses as those revenues and expenses generated by a specified program offering either a good or service. This definition is consistent with GASB Statement No. 9 which defines operating receipts as cash receipts from customers and other cash receipts that do not result from transactions defined as capital and related financing, non-capital financing or investing activities.

CAMERON COUNTY
REGIONAL MOBILITY AUTHORITY

Notes to Financial Statements
September 30, 2010

Note 1 – Organization and Summary of Significant Accounting Policies – Continued

- I. **Subsequent Events** – Management has evaluated subsequent events through March 24, 2011 which is the date the financial statements were available to be issued.

Note 2 – Cash and Investments

Deposit and investment resources are exposed to risks that have the potential to result in losses that could impact the delivery of CCRMA's services. In March, 2003, the Governmental Accounting Standards Board (GASB) issued Statement No. 40, *Deposit and Investment Risk Disclosures*. Statement No. 40 updates the disclosure and reporting of custodial credit risk under GASB Statement No. 3, *Deposits with Financial Institutions, Investments (including Repurchase Agreements), and Reverse Repurchase Agreements*, and also addresses other common risks, including credit risk, concentration of credit risk, interest rate risk, and foreign currency risk. The provisions of Statement No. 40 require the additional disclosures presented in these notes but have no impact on the CCRMA's net assets.

Custodial Credit Risk

Deposits

Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, the CCRMA will not be able to recover its deposits or will not be able to recover its collateral securities that are in the possession of an outside party. While the Board has no formal policy specific to custodial credit risk, operating bank accounts are fully collateralized with pledged securities.

At September 30, 2010, the carrying amount of the CCRMA's cash and cash equivalents was \$25,114,807, of which \$2,256,741 was held in debt reserve at BNY Mellon, and the remainder was in a business interest checking account as of September 30, 2010.

There is no limit on the amount the CCRMA may deposit in any one institution. However, the Federal Deposit Insurance Corporation only insures up to \$250,000 per institution. CCRMA is fully collateralized with pledged securities for amounts in excess of the FDIC limit for the year ended September 30, 2010.

CAMERON COUNTY
REGIONAL MOBILITY AUTHORITY

Notes to Financial Statements
September 30, 2010

Note 3 – Capital Assets

The following schedule summarizes the capital assets of the CCRMA as of September 30, 2010:

	<u>2009</u>	<u>Additions</u>	<u>Reclass</u>	<u>2010</u>
Assets not being depreciated:				
Construction in progress	\$ 3,055,158	\$ 6,544,642	\$ -	\$ 9,599,800
Net construction in progress	<u>\$ 3,055,158</u>	<u>\$ 6,544,642</u>	<u>\$ -</u>	<u>\$ 9,599,800</u>

CCRMA construction in progress accounts had the following additions by project:

<u>Project</u>	<u>Additions</u>
SPI Second Causeway	\$ 2,314,649
West Loop/West Pkwy	412,232
State Highway 550	3,171,992
East Loop	5,375
Port Access Rd	375,203
General Brant Rd	167,266
US 77	<u>97,925</u>
Total	<u>\$ 6,544,642</u>

Note 4 – Other Assets

CCRMA began two construction projects in FY2010 in which the Texas Department of Transportation & Union Pacific Rail Road retain ownership and titles during and at project completion. The two projects are summarized as follows: \$4,332,432 for the Olmito Switch Yard, and \$419,830 for the West Rail Project, for a total of other assets of \$4,752,262

CAMERON COUNTY
REGIONAL MOBILITY AUTHORITY

Notes to Financial Statements
September 30, 2010

Note 5 – Disaggregation of Receivable and Payable Balances

Receivables are comprised of 7% current intergovernmental receivables, and 93% of receivables due from the Texas Department Transportation at September 30, 2010. Payable balances are comprised of 26% of current payables to contractors and vendors at September 30, 2010. The remaining 74% of accounts payable represents the construction obligations in process due to the Texas Department of Transportation in the form of non-current liabilities.

Note 6 – Non-Current Liabilities

Changes in non-current liability Due to the Texas Department of Transportation for the fiscal year ended September 30, 2010 are as follows:

	Beginning Balance	Additions	Reductions	Ending Balance
Due to Texas Department of Transportation	\$ 2,403,032	\$ 7,471,667	\$ -	\$ 9,874,699

On April 1, 2010, CCRMA issued \$28.7 million of special revenue bonds, consisting of two series of bonds, 2010A and 2010B both secured by vehicle registration fees of Cameron County. The \$13.2 million and \$15.5 million of the 2010A and 2010B bonds were issued as term bonds. The 2010A bonds carry interest rates of 2.0% to 5.0% and mature between February 2012 and February 2026. The 2010B bonds carry an interest rate of 6.5%, maturing on February 2036. All term bonds are subject to mandatory redemption in prescribed amounts before the maturity dates. At September 30, 2010 \$28.7 million remain outstanding.

The bond issues are summarized as follows:

	Balance Outstanding October 1, 2009	Additions	Deletions	Balance Outstanding September 30, 2010	Due Within One Year
Bonds Payable:					
Revenue Bonds Payable	\$ -	\$ 28,780,000	\$ -	\$ 28,780,000	\$ -
Plus: Premium on Refunding	-	91,731	(3,058)	88,673	-
Total Bonds Payable	<u>\$ -</u>	<u>\$ 28,871,731</u>	<u>\$ (3,058)</u>	<u>\$ 28,868,673</u>	<u>\$ -</u>

**CAMERON COUNTY
REGIONAL MOBILITY AUTHORITY**

**Notes to Financial Statements
September 30, 2010**

Note 6 – Non-Current Liabilities - Continued

The annual requirements to retire revenue bonds outstanding at September 30, 2010 is as follows:

	2010A Bonds			2010B Bonds		
	Principal	Interest	Total	Principal	Interest	Total
2011	\$ -	\$ 498,775	\$ 498,775	\$ -	\$ 1,017,853	\$ 1,017,853
2012	400,000	494,775	894,775	-	1,017,853	1,017,853
2013	600,000	484,775	1,084,775	-	1,017,853	1,017,853
2014	765,000	471,125	1,236,125	-	1,017,853	1,017,853
2015	780,000	455,675	1,235,675	-	1,017,853	1,017,853
2016-2026	10,700,000	2,893,863	13,593,863	-	11,196,383	11,196,383
2027-2036	-	-	-	15,535,000	5,447,497	20,982,497
Total	<u>\$ 13,245,000</u>	<u>\$ 5,298,988</u>	<u>\$ 18,543,988</u>	<u>\$ 15,535,000</u>	<u>\$ 21,733,145</u>	<u>\$ 37,268,145</u>

Note 7- Interest Capitalization/Expenditure

CCRMA had capitalized interest regarding projects funded by the 2010A & 2010B revenue bonds. The total amount of interest capitalized was \$171,013 in accordance with FASB 62 and FASB 34; the remaining interest was expended for a total amount of interest expenditures of \$379,289.

Note 8 – Interlocal Agreements

Cameron County

On April 11, 2006 Cameron County (County) entered into an agreement with the Cameron County Regional Mobility Authority (CCRMA) whereby the County would provide a loan of \$250,000 for the purpose of assisting the CCRMA in its organizational efforts. In addition, Cameron County's Auditors office would process payroll for CCRMA. On May 23, 2006 County and CCRMA entered into an agreement to prepare route analysis, schematic design, and environmental assessments to include a finding of no significant impact for the North Rail Relocation Project and the FM 509 extension between its current termination point and Expressway 77. The total funds required were \$688,268. CCRMA and Cameron County entered into an administrative agreement executed on September 18, 2007. The agreement stipulates that Cameron County would provide administrative services for CCRMA, and the County would be reimbursed \$68,000 by CCRMA.

**INDEPENDENT AUDITORS' REPORT ON INTERNAL CONTROL OVER
FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS
BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED
IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS***

To the Board of Directors
Cameron County Regional Mobility Authority
Brownsville, Texas

We have audited the financial statements of the governmental activities of the Cameron County Regional Mobility Authority (Authority) as of and for the year ended September 30, 2010, and have issued our report thereon dated March 24, 2011. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States.

Internal Control Over Financial Reporting

In planning and performing our audit, we considered the Authority's internal control over financial reporting as a basis for designing our auditing procedures for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control over financial reporting. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control over financial reporting.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis.

Our consideration of internal control over financial reporting was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over financial reporting that might be deficiencies, significant deficiencies, or material weaknesses. We did not identify any deficiencies in internal control over financial reporting that we consider to be material weaknesses, as defined above.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

We noted certain other matters that we reported to management of the Authority in a separate letter dated March 24, 2011

This report is intended solely for the information and use of the board of directors, management, and others within the entity, and federal/state awarding agencies and pass-through entities and is not intended to be and should not be used by anyone other than these specified parties.

Long Chilton, LLP

LONG CHILTON, LLP
Certified Public Accountants

Brownsville, Texas
March 24, 2011

**INDEPENDENT AUDITORS REPORT ON COMPLIANCE THAT COULD HAVE A
DIRECT AND MATERIAL EFFECT ON EACH MAJOR PROGRAM AND ON
INTERNAL CONTROL OVER COMPLIANCE IN ACCORDANCE WITH OMB
CIRCULAR A-133 AND STATE OF TEXAS SINGLE AUDIT CIRCULAR**

To the Board of Directors
Cameron County Regional Mobility Authority
Brownsville, Texas

Compliance

We have audited the Cameron County Regional Mobility Authority (Authority) compliance with the types of compliance requirements described in the *OMB Circular A-133 Compliance Supplement and State of Texas Single Audit Circular* that could have a direct and material effect on each of the Authority's major federal/state programs for the year ended September 30, 2010. The Authority's major federal/state programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs. Compliance with the requirements of laws, regulations, contracts, and grants applicable to each of its major federal/state programs is the responsibility of the Authority's management. Our responsibility is to express an opinion on the Authority's compliance based on our audit.

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations and State of Texas Single Audit Circular*. Those standards, *OMB Circular A-133* and *State of Texas Single Audit Circular* require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal/state program occurred. An audit includes examining, on a test basis, evidence about the Authority's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances. We believe that our audit provides a reasonable basis for our opinion. Our audit does not provide a legal determination of the Authority's compliance with those requirements.

In our opinion, the Authority's complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on each of its major federal/state programs for the year ended September 30, 2010.

Internal Control Over Compliance

Management of the Authority is responsible for establishing and maintaining effective internal control over compliance with the requirements of laws, regulations, contracts, and grants applicable to federal/state programs. In planning and performing our audit, we considered the Authority's internal control over compliance with the requirements that could have a direct and material effect on a major federal/state program to determine the auditing procedures for the purpose of expressing our opinion on compliance and to test and report on internal control over compliance in accordance with *OMB Circular A-133* and *State of Texas Single Audit Circular*, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control over compliance.

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal/state program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal/state program will not be prevented, or detected and corrected, on a timely basis.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be deficiencies, significant deficiencies, or material weaknesses. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above.

This report is intended solely for the information and use of the Board of Directors, management, others within the entity, federal/state awarding agencies, and pass-through entities and is not intended to be and should not be used by anyone other than these specified parties.

Long Chilton, LLP

LONG CHILTON, LLP
Certified Public Accountants

Brownsville, Texas
March 24, 2011

CAMERON COUNTY
REGIONAL MOBILITY AUTHORITY

SCHEDULE OF EXPENDITURES OF FEDERAL AND STATE AWARDS
Year Ended September 30, 2010

<u>Federal/State Grantor/Pass Through Grantor Program</u>		<u>CFDA Number</u>	<u>Contract Number</u>	<u>2010 Expenditures</u>
US Department of Transportation				
Passed through the Texas Department of Transportation				
Federal				
UPRR Olmito Switch Yard Expansion	ARRA Funds	20.205	2009C11403	\$ 4,332,432
SH 550 Toll Project Development	ARRA Funds	20.205		3,171,992
West Rail	ARRA Funds	20.205		419,830
				<u>\$ 7,924,254</u>
State				
SPI 2nd Causeway		CSJ#	0921-06-163	\$ 2,314,649
West Loop Project		CSJ#	0921-06-184	412,232
				<u>\$ 2,726,881</u>

Note to Schedule

1. This schedule includes the federal/state awards activity of the Cameron County Regional Mobility Authority, and is presented on the accrual basis of accounting. The information in this schedule is presented in accordance with the requirements of OMB Circular A-133, *Audits of States, Local Governments, Non-Profit Organizations* and *State of Texas Single Audit Circular*. Therefore, some amounts presented in this schedule may differ from amounts presented in, or used in the preparation of, the basic financial statements.

CAMERON COUNTY
REGIONAL MOBILITY AUTHORITY

**SCHEDULE OF FINDINGS AND QUESTIONED COSTS –
FEDERAL AND STATE AWARDS**
For Year Ended September 30, 2010

I. SUMMARY OF INDEPENDENT AUDITOR'S RESULTS

Financial Statements

Type of auditor's report issued: Unqualified

Internal control over financial reporting:

- Material weakness(es) identified? _____ Yes X No
- Significant deficiencies identified that are
not considered to be material weaknesses? _____ Yes X None Reported
- Noncompliance material to financial statements
noted? _____ Yes X No

Federal/State Awards

Internal control over major programs:

- Material weakness(es) identified? _____ Yes X No
- Significant deficiencies identified that are
not considered to be material weaknesses? _____ Yes X None Reported

Type of auditors' report issued on compliance for major programs: Unqualified

- Any audit findings disclosed that are required to
be reported in accordance with Section 510(a)
of Circular A-133? _____ Yes X No

Identification of major programs:

CFDA Numbers

Name of Federal/State Program or Cluster

Federal –

20.205

Highway Planning and Construction
ARRA - TX Department of
Transportation

State –

CSJ 0921-06-163
CSJ 0921-06-184

SPI 2ND Causeway Project
West Loop/Parkway Project

CAMERON COUNTY
REGIONAL MOBILITY AUTHORITY

**SCHEDULE OF FINDINGS AND QUESTIONED COSTS –
FEDERAL AND STATE AWARDS - CONTINUED**
For Year Ended September 30, 2010

I. SUMMARY OF INDEPENDENT AUDITOR'S RESULTS - CONTINUED

Dollar threshold used to distinguish between type A and type B Federal programs	<u>Type A \$ 300,000</u>	<u>Type B \$100,000</u>
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Auditee qualified as low-risk auditee?	<u> </u> Yes	<u> X </u> No
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Dollar threshold used to distinguish between type A and type B State programs	<u>Type A \$ 300,000</u>	<u>Type B \$100,000</u>
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Auditee qualified as low-risk auditee?	<u> </u> Yes	<u> X </u> No
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CAMERON COUNTY
REGIONAL MOBILITY AUTHORITY

**SCHEDULE OF FINDINGS AND QUESTIONED COSTS -
FEDERAL AND STATE AWARDS - CONTINUED**
For Year Ended September 30, 2010

II. FINANCIAL STATEMENT FINDINGS

None noted which were required to be reported.

III. FINDINGS AND QUESTIONED COSTS FOR FEDERAL/STATE AWARDS

None noted which were required to be reported.

**X. CONSIDERATION AND ACKNOWLEDGEMENT OF GEC
REPORT FOR THE MONTH OF MARCH 2011**

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

HNTB

April 11, 2011

Dear Mr. Sepulveda,

The following is a summary of our progress on the subject projects for the month of March 2011.

Project Management:

General GEC

- Prepared contract correspondence and monthly GEC progress report.
- Prepared & submitted CCRMA GEC Invoice for work performed on Work Authorization Nos. 7, 8, 13, 16, 17, 21, 23, 24, 26, 28, 29, 30, 31, 32, 33, 34, 36, 37, 38, 40, 41, 42, 43, 44 and 45.
- Updated and submitted February 2011 GEC Work Authorization status report.
- On March 17, Richard Ridings, Bobby Balli, Jimmy Berry and Van Short attended the Special Meeting of the Board of Directors. Richard Ridings presented the GEC Report and Jimmy Berry gave a presentation on the status of the Olmito Switch Yard and West Rail Relocation construction projects.
- HNTB continues to attend numerous meetings and correspond with RMA staff and others to support the RMA's efforts.

FM 509 Project (Work Authorization No. 5)

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

- HNTB is currently performing preliminary development of the Outer Parkway. This project would provide a greater economic benefit to the area and establish a corridor along similar alignment yet would continue along the North side of Cameron County to the future SPI 2nd Access. The recommended alternative alignment for the north-south section of FM 509 is being utilized as a connection to the future Outer Parkway to the existing FM 509 corridor. The east-west section of the recommended alternative potential alignment for FM 509 is being considered as an option for the east-west Outer Parkway alignment. The HNTB team is currently utilizing FM 509 environmental studies, constraint data, Lidar survey data, and right of way information for this endeavor.

West Parkway Project:

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

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

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

- To date, the Environmental Assessment has been reviewed by TxDOT-Pharr District and TxDOT-Environmental Affairs Division. All review comments have been addressed. The most recent version of the document was submitted on March 10, 2011. Since submittal, TxDOT has initiated project coordination with the Texas Commission on Environmental Quality (TCEQ) and Texas Parks and Wildlife Department (TPWD). TCEQ has provided a "no comments" letter; TPWD review is on pending.

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

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

- This effort is complete and the contract is closed.

West Rail (Work Authorization No. 16):

This Work Authorization provides additional professional services and deliverables for the West Rail Relocation project. Work includes utility coordination and evaluation, changes to plan set for fencing, lighting and gate relocation on the bridge structure, coordination with DHS/CBP for temporary border fence removal to support construction and providing information to the contractor with regards to Request for Information (RFI's).

- Coordination with utility owners with conflicts along the West Rail alignment is ongoing, such as TransMontaigne and Texas Gas Service. AEP Distribution has completed adjustments at U.S. 281 and Butler Road, and BPUB has completed adjustments at U.S. 281. Texas Gas Service is preparing for construction of their adjustments. TxDOT has been handling negotiations with TransMontaigne.
- Coordination with the Department of Homeland Security is ongoing for this project. The plan set has been completed to reflect the DHS/CBP changes (change order #1) for the fencing, gate relocation and lighting and the plan sheets submitted to TxDOT and UPRR for their review and comment. A plans set with these changes had also been submitted to DHS/CBP for their review. DHS/CBP has now provided information that they require a 200 amp service for the VACIS system power supply at track level. DHS/CBP now requires a larger LAN room in the building with metal sheathing on the walls and has sent a specification for stand-by generator requirements.
- Responded to RFIs and shop drawings submitted by the contractor.

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

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

- At the time this report was prepared, there was only one parcel of land that was being negotiated. This parcel involves the land in which the bridge alignment shall be shifted to accommodate the revised Mexican design.
- The signature of the agreement between the SCT and KCSM was in its final signature steps. The final KCSM signatures are expected by the end of April.
- Arturo de las Fuentes facilitated numerous meetings with SCT officials and the Mexican design firm responsible for the rail bridge design on the Mexican side. These meetings were necessary due to a major discrepancy in the design of the bridge on the Mexican side. Through these meetings, the issues were resolved and the construction of the Mexican side of the project continues.
- Constant updates were provided to numerous Mexican agencies on the status of the above stated.
- Dr. de las Fuentes is facilitating the development of a 30 year Binational Regional Plan of the Cameron County and Matamoros Municipality Zone. The 1st meeting of the Task Group of this Project took place in Brownsville, Texas. Several officials from the County, SCT and SEDESOL will take part in this Group. Financial assistance for the plan is expected to come from FONANDIN.
- Several telephone calls were made to the new SCT administration to determine the status of the Construction Agreement between SCT, KCSM, UPRR and the County
- The 41st Technical Review meeting was held March 18th.
- The 42nd Technical Review meeting is scheduled for April 8th.

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

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

- Coordination Meetings were held with the Developer.
- Continued addressing FHWA and TxDOT review comments on the RFDP for Industry Review. A revised procurement schedule was created.

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

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

- Construction/mitigation site monitoring and coordination with the US Army Corps of Engineers continues in accordance with the executed Section 404 permit.

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

This Work Authorization provides professional services and deliverables in support of the CCRMA's tolling of the SH 550 from US 77/83 to State Highway 48 and the proposed entrance to the Port of Brownsville. Work includes the preparation of plans, specifications, and estimates for gantry, signing, conduit, and paving required for tolling of the main lanes. These will be included in the design package that TxDOT is currently completing and plans on letting using ARRA funds early in 2010. Supplement 1 to this WA includes the development of gantry and signage plans for change order into the current project under construction at the FM 1847 overpass as well as developing a plan for toll systems integration and customer service center implementation. Supplements 2 and 3 to this WA include the development of interlocal agreements with CTRMA and TTA for the toll system implementation and TxTAG customer service.

- Worked via a CTRMA work authorization to provide coordination of CTRMA resources, including subcontractors to CTRMA and those that will interface with the CTRMA's systems in support of the CCRMA Toll System implementation project.
- Organized, facilitated and documented weekly meetings for the purpose of coordinating CTRMA's provision of toll systems, transaction processing, financial reconciliation and maintenance services to the CCRMA.
- Worked with CTRMA and their image processor to develop a process for gathering license plate and address information for CCRMA marketing purposes.
- Continued refinement and coordinated the draft ILA between CCRMA and TxDOT.
- Promoted immediate meetings and discussions between the TxDOT toll marketing coordinator and the CCRMA marketing firm to promote TxTag distribution and penetration.

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

This Work Authorization provides engineering and environmental services associated with the development and advancement of the NEPA process for the proposed South Padre Island (SPI) 2nd Access Project in Cameron County, Texas. The proposed Project will provide important congestion relief for the Queen Isabella Memorial Causeway. The proposed SPI 2nd Access Project will also serve as a critical alternative evacuation route from the island in times of disaster, hurricanes, and other emergencies. The tasks associated with the Project will include the development of the necessary environmental documentation, corridor alternatives assessments, and related public involvement activities. This Work Authorization continues the environmental and corridor alternatives assessment tasks necessary to advance the project to a selection of a Recommended Preferred Alternative and ultimately to a Record of Decision (ROD). After the selection of a Preferred Alternative a supplement for schematic design will be required.

- To date, the draft EIS has been reviewed by TxDOT (Pharr District, Environmental Affairs and General Counsel) and FHWA-Texas Division. The latest version of the draft EIS was submitted to FHWA on March 2, 2011, for further review and processing.

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

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

RIP Facility plans:

- Began to receive comments from TxDOT and are addressing the comments as received.

SH 550 PS&E (Work Authorization No. 24):

This Work Authorization provides engineering services for the preparation of plans, specifications and estimates (PS&E) for the construction of SH 550 tolled main lanes between existing frontage road lanes from US 77/83 to 0.5 mile north of FM 3248. The work will be performed in two phases as follows:

Phase 1 – Prepared a design summary report (DSR), typical sections, design layout, and preliminary cost estimate for the proposed SH 550 tolled main lanes.

- Phase 1 work was completed in April 2010.

Phase 2 – Prepare PS&E package for letting based on approved typical sections and design layout from Phase 1.

- Lab testing of soil and pavement bores complete.
- Utility database is being maintained, coordination meetings continue and exposures are nearing completion.
- Traffic analysis for US 77/83 in the vicinity of the DC ties was completed. Initial analysis results and proposed ramp designs were provided to TxDOT.
- Progress Meetings were held on 3/1, and 3/29.
- Received TxDOT comments to the 60% PS&E submittal. Developing responses and updating the 90% plans for early April submittal.

Port Access Road (Work Authorization No. 25):

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

This Work Authorization is complete. No activity.

General Brant Road/FM 106 Extension (Work Authorization No. 26)

This work authorization provides professional services and deliverables associated with the preparation of a categorical exclusion (to be reviewed by the Federal Highway Administration in anticipation of possible federal funding) and the completion of the Section 404 permitting process (including the development of a conceptual mitigation plan) for the project.

- Received comments from TxDOT Environmental Affairs Division on draft Categorical Exclusion; currently coordinating responses with Pharr District staff.
- Coordinated with Pharr District regarding Section 404 permit application.

SH 32 East Loop Pass Through Application (Work Authorization No. 27)

This work authorization provided professional services and deliverables associated with reviewing and revising the 2009 application. The Application was submitted to TxDOT on May 11, 2010.

- This Work Authorization is complete. No activity.

Olmito Switch Yard Expansion Construction Inspection (Work Authorization No. 28)

This work authorization provides professional services associated with construction inspection phase work for the Olmito Switch Yard.

- The Contractor has completed 99% of the track construction on the project. The only remaining track work is installation of precast crossing panels.
- The Change Order for the North Access road has been approved and signed. We expect the contractor to start that construction on April 11, 2011 and be finished in 45 days.

TIGER II Grant Application (Work Authorization No. 30)

This work authorization provided professional services and deliverables associated with applying for a Transportation Investment Generating Economic Recovery II (TIGER II) grant.

- No activity.

Port Access Road RFIs, Shop Drawing Review (Work Authorization No. 32)

This Work Authorization provides engineering services associated with construction phase services for the construction of the Port Access Road. The Port Access Road is presently under construction and the GEC will respond to Requests for Information (RFIs) from the contractor and will review shop drawings on an as needed basis.

- Coordination (phone calls, e-mails, and meetings) with L&G Engineers, McAllen Construction, and Port of Brownsville on various items.
- Responding to RFIs.

West Rail Bypass, CI (Work Authorization No. 33)

This work authorization provides professional services associated with construction inspection phase work for the West Rail Bypass.

- The contractor has completed driving piles for all bents between the river and the border fence. The drilled shaft sub contractor has completed the shafts for bent #42. The shafts for bent #41 had some problems and we are investigating the conditions so a solution can be developed. At the request of CBP he has relocated some of his material away from the border fence.

- The contractor began building the DHS facility. He has installed the underground plumbing and is preparing for the underground electric. The earthwork subcontractor is constructing the embankment for the track construction starting on the east end of the project. He has received his 30 and 36 inch concrete pipe.
- There have been three sessions where Surveyors on the US side of the river have set points on the bridge south of the river. There is now a general agreement as to the location of the bridge.

SH 32 East Loop Pass Through Negotiation (Work Authorization No. 34)

This work authorization provided professional services and deliverables associated with negotiating a final pass through agreement with TxDOT. CCRMA received a fully executed Pass Through Agreement from TxDOT dated January 25, 2011.

- No activity.

Outer Parkway Study (Work Authorization No. 36)

This work authorization provides professional services and deliverables associated with a study for the Outer Parkway. The study is to be performed in a three phase effort to deliver a schematic design for the Outer Parkway project. The phases are:

Phase I includes field investigations, constraints mapping and technical evaluations necessary to identify a recommended ½ mile wide corridor for the proposed Outer Parkway.

Phase II will include the refinement of the corridor identified in Phase I (by narrowing the corridor down from ½ mile wide to 1,000 feet wide). During this phase, property owners in the immediate vicinity of the project will be notified and afforded an opportunity to provide feedback.

During Phase III, a specific alignment will be developed and a right-of-way footprint established. Phase III will include the development of the schematic design, environmental permitting, agency coordination, and the appropriate environmental documentation for connections to roadways on the State Highway System.

- Finalizing the draft Corridor Identification Report in anticipation of formal submission in April.

Transportation Reinvestment Zone (TRZ) (Work Authorization No. 37)

This work authorization provides services and deliverables perform services required for the identification and establishment of Cameron County Transportation Reinvestment Zone No. 1.

- Continued research and coordination with Cameron Appraisal District to identify remaining properties to be included in the TRZ.
- Provided a project status update to RMA staff.

US 77 PS&E (Work Authorization No. 41)

This Work Authorization provides services and deliverables to perform engineering services required for the aerial mapping, preparation of plans, specifications and estimates (PS&E) for the construction of US 77 within existing right-of-way (ROW) for the existing schematic as completed and provided by the Texas Department of Transportation (TxDOT) which includes two (2) control section job (CSJ) projects as follows:

CSJ: 0327-10-053: FM 1018 to 0.3 miles North of FM 498

CSJ: 0327-10-054: 0.3 miles North of FM 498 to FM 3168

- Continued with weekly coordination and team meetings to discuss issues and progress.
- Submitted final Mylar plans to TxDOT on March 24, 2011
- Programmatic Categorical Exclusion has been approved as Satisfactory for Further Processing by the TxDOT Regional Coordinator.
- Prepared Notice Affording Opportunity for Public Hearing (English and Spanish versions).

SH 32 EA (Work Authorization No. 42)

This Work Authorization provides oversight, guidance, agency coordination, issue resolution, and quality assurance/quality control necessary to expedite the environmental review/approval process for two environmental assessment (EA) documents being provided by other firms for the East Loop project.

- Continued bi-weekly coordination meetings regarding SH 32-West and SH 32-East.

SH 550 State Infrastructure Bank (SIB) Loan (Work Authorization No. 43)

This Work Authorization provides services to work with CCRMA's traffic and revenue consultant and financial consultant to develop a range of (or specific) requested amount of SIB funding. The information developed by HNTB for this task will include environmental, design, construction information, and maintenance and operation costs. HNTB will provide direction and guidance in completing and assembling the SIB loan application, to be produced by another firm. HNTB will provide follow-up direction and guidance in responding to requests for additional information from TxDOT during the SIB application review and approval process.

- No activity in February. It is expected to resume work this summer upon final SIB Loan rules being approved by the State legislature.

I-69 Pass-Through Finance Application (Work Authorization No. 45)

This Work Authorization provides services to develop and submit a Pass-Through Financing Application for the improvement of US 77 to Interstate Highway standards in Cameron, Willacy, Kennedy, Kleberg, and Nueces Counties, Texas.

- Submitted Pass-Through Application to TxDOT on March 1.
- Addressed request for clarification received from TxDOT on March 30.

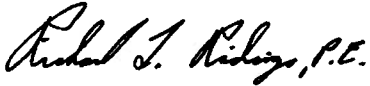
Consultant Management:

- Continued coordination with subconsultants.

Agency Coordination:

- Conducted ongoing discussions with CCRMA staff, TxDOT staff, TTA staff and subconsultants for preparation of SPI 2nd Access project, West Parkway project, SH 550, Olmito Switch Yard construction project, West Rail project, SH 550 SIB Loan Application, Comprehensive Development Agreement, East Loop EA, and I-69 Pass-Through Finance Application.

Best regards,



Richard L. Ridings, P.E.
Vice President

cc: David Garcia
Van Short, P.E.
Lamberto "Bobby" Balli, P.E.

March 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-foot wide (usual and sufficient to accommodate future transportation needs; however, any future improvements would be subject to environmental review. This could include bicycle and pedestrian facilities, general purpose lanes, truck lanes or some combination of these modes.

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

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

Project Activity

Environmental

Status: Project On-Hold

Recent Activity: None

Upcoming Activity: on hold

Outstanding Issues: on hold

Design Status: Complete

Task	Status	Date of Antipated Completion	% Complete
FM 509 Data Assembly and Review	Complete	Complete	100%
FM 509 Route Alternative Studies	Complete	Complete	100%
FM 509 Development of Reasonable Alter.	Complete	Complete	100%
FM 509 Evaluation and Viable Alter.	Complete	Complete	100%
Notice to Proceed	Complete	Complete	100%
Data Collection	Complete	Complete	100%
Need and Purpose	Complete	Complete	100%
Alternatives Analysis	Complete	Complete	100%
Field Investigations	Complete	Complete	100%
Resource Agency Mtgs.	Ongoing	Complete	50%
Constraints map	Complete	Complete	100%
Social/Economic Investigations	Complete	Complete	100%
Natural Environment Investigations	Complete	Complete	100%
Cultural Resources	Complete	TBD	95%
Report Preparation	on hold	TBD	95%
Public Involvement	on hold	TBD	60%
Supp 1: Envir. Assessment Doc. Prepar.	Complete	Complete	100%
Supp 1: Indirect Impacts	Complete	Complete	100%
Supp 1: Cumulative Impacts	Complete	Complete	100%
Supp 1: Surveying/Mapping	Complete	Complete	100%
Supp 1: Light Detection and Ranging	Complete	Complete	100%
Supp 2: Deve. Reasonable Alternatives	Complete	Complete	100%
WA Amount: \$	707,394.00	Outstanding Invoice Number	Days Old
Billed To Date: \$	686,172.18	Invoice Amount	
Paid To Date: \$	686,172.18		
Unpaid Balance: \$	-		
Funding Source:	Cameron County		
Total: \$ -			

HNTB

WA Cost:	\$	1,471,763.00
SA Cost:	\$	98,862.00
SA Cost:	\$	378,427.00
Total Cost:	\$	1,949,052.00

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

Environmental

Design

Outstanding issues:

Outstanding issues: 3d animation is recommended - need supplement for this effort

WA Amount	\$	1,949,052.00	Outstanding Invoice Number	Days Old	Invoice Amount
Billed To Date	\$	1,833,427.47	62-40619-PL-007	77	\$ 21,641.74
Paid To Date	\$	1,783,764.94	63-40619-PL-007	49	\$ 2,551.60
Unpaid Balance	\$	49,662.53	84-40619-PL-007	21	\$ 25,469.19

Total: \$ 49,662.53

March Status Report

HNTB

Project		West Rail Relocation
Work Authorization	8	International Advisor Services
Supplemental	1	International Advisor Services
Supplemental	2	International Advisor Services
Supplemental	3	International Advisor Services
Supplemental	4	International Advisor Services
Supplemental	5	International Advisor Services
Supplemental	6	International Advisor Services
Supplemental	7	International Advisor Services

WA Cost: \$	186,579.00
SA Cost: \$	67,264.00
SA Cost: \$	67,163.00
SA Cost: \$	67,163.00
SA Cost: \$	67,939.00
SA Cost: \$	67,939.00
SA Cost: \$	67,703.00
\$	67,914.00
Total Cost: \$	659,664.00

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 de Caminos Y Puentes Internacionales. The project plans will require approval by Secretaria de Comunicaciones y Transportes (SCT), Comision Internacional de Limits Y Aguas (CILA) and Kansas City Southern Mexico (KCSM).

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

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

Project Activity

International Advisory Services

Status: Ongoing

Recent Activity: Detailed report available

Upcoming Activity: -

Outstanding Issues:

Design

Status: -

Recent Activity: -

Upcoming Activity: -

Outstanding Issues: -

Other: Project Administration

Status:

Recent Activity:

Upcoming Activity:

Outstanding Issues: In discussions to extend this Work Authorization.

Task			Status	Date Anticipated Completion	% Complete
International Services			Complete	June	91%
WA Amount:	\$ 659,664.00	Outstanding Invoice Number	Days Old	Invoice Amount	
Billed To Date:	\$ 628,329.96				
Paid To Date:	\$ 628,329.96				
Unpaid Balance:	\$ -				
Funding Source:	Cameron County				
			Total:	\$	-

HNTB

WA Cost:	\$	790,903.00
SA Cost:		
SA Cost:		
Total Cost:	\$	790,903.00

Deliverable: Engineering support in the development of a PDA. Additional work now includes the procurement of a concession CDA developer

CDA Procurement

WA Amount:	\$	790,903.00	Outstanding Invoice Number	Days Old	Invoice Amount
Billed To Date:	\$	509,039.69			
Paid To Date:	\$	509,039.69			
Unpaid Balance:	\$	-			
Funding Source:					
Total:	\$	-			

March Status Report

HNTB

Project	West Rail Design
Work Authorization	16
Supplemental	1
Supplemental	2
Supplemental	5
Supplemental	6
Supplemental	7

WA Cost: \$	179,683.00
SA Cost: \$	138,732.00
SA Cost: \$	5,882.00
SA Cost: \$	44,070.00
SA Cost: \$	51,930.00
SA Cost: \$	34,925.00
Total Cost: \$	455,222.00

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

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

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

Project Activity	
Utility Coordination and Evaluation	
Status:	Ongoing
Recent Activity:	TGS is preparing for construction of adjustments.
Upcoming Activity:	Continued adjustments of utilities; resolution on TransMontaigne items.
Outstanding Issues:	TxDOT is coordinating the adjustments with TransMontaigne.
Siphon Extension Design	
Status:	Complete
Recent Activity:	Complete
Upcoming Activity:	
Outstanding Issues:	
DHS Building Items	
Status:	Ongoing
Recent Activity:	Continued coordination
Upcoming Activity:	Coordination plan set review with new DHS/CBP Project Manager Adrian Grimes
Outstanding Issues:	DHS has responded to prior inquiries and has now requested changes to the LAN room of the DHS facility. They have responded to telephone and generator requirements for the building and VACIS power requirements at track level. A waiver will be requested for the size of the generator as submitted by DHS.
Fencing and Lighting Supplement Items	
Status:	Continued changes to fencing / gate/ and lighting per DHS comments
Recent Activity:	Completed design
Upcoming Activity:	Coordinate review comments by UPRR, TxDot and DHS into plan set
Outstanding Issues:	PM for DHS/CBP has responded to a portion of plan set approval requests and questions

Task	Status	Date of Anticipated Completion	% Complete
Project Management	Ongoing	TBD	100%
Utility Coordination and Evaluation	Ongoing	TBD	99%
Siphon Extension Design	Complete	3/12/2010	100%
DHS Building Items	Ongoing	TBD	100%
Supplement items (design, noise, mitigation)	Complete	3/12/2010	100%
Supplement items (fencing, lighting, gate)	Ongoing	2/28/2011	97%

WA Amount:	\$ 455,222.00	Outstanding Invoice Number	Days Old	Invoice Amount
Billed To Date:	\$ 453,475.75			
Paid To Date:	\$ 453,475.75			
Unpaid Balance:	\$ -			
Funding Source:				
Total: \$				-

HNTB

WA Cost:	\$	2,965,831.00
SA Cost:	\$	165,885.00
SA Cost:	\$	415,622.00
SA Cost:	\$	109,870.00
Total Cost:	\$	3,657,208.00

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HNTB

WA Cost:	\$	63,369.00
SA Cost:	\$	304,561.00
SA Cost:	\$	224,425.00
SA Cost:	\$	99,065.00
Total Cost:	\$	691,420.00

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

Toll Implementation

Recent Activity:	<ul style="list-style-type: none"> Continued ILA efforts with TTA and CTRMA • Weekly meetings with TTA and CTRMA • Corrdination with Caseta on Toll integration
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Outstanding issues: Supplement need to continue coordination efforts

Design

Recent Activity: Toll gantry at FM 1847 open to traffic on March 10. No toll collection until May 10.

Outstanding issues: Oversight of toll equipment placement

Public Involvement

Recent Activity: Meetings with TTA on coordination with TxTag marketing. Finalized marketing plan

Outstanding Issues:

Task	Status	Date of Anticipated Completion	% Complete
Gantry and Conduit design	Complete		100%
Signing Design	Complete		100%
Estimates	Complete		100%
Toll implementation Procurement	Complete		100%
Toll ILA development and oversight	Ongoing	June	98%
Public Involvement	Ongoing	TBD	60%

	WA Amount:	\$	691,420.00	Outstanding Invoice Number	Days Old	Invoice Amount
Billed To Date:	\$	686,466.75				
Paid To Date:	\$	686,466.75				
Unpaid Balance:	\$	-				
Funding Source:						
Total:	\$	-				

March Status Report

HNTB

Project		Olmito Switchyard PS&E
Work Authorization	23	Olmito Track and Grading PS&E
Supplemental	1	Olmito RIP and Lighting PS&E
Supplemental	2	Olmito Bid Documents & Advertisement
Supplemental	3	Permits & Off-site Utility Access
Supplemental	4	Expansion RIP Facility

WA Cost: \$	145,519.00
SA Cost: \$	183,763.00
SA Cost: \$	41,632.00
SA Cost: \$	60,035.00
SA Cost: \$	72,458.00
Total Cost: \$	503,407.00

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

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

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

Project Activity

Olmito Switchyard PS&E

Status:	Receiving comments from TxDOT on 95% PS&E.
Recent Activity:	Submitted 95% plans.
Upcoming Activity:	Address 95% comments; submit 100% plans.
Outstanding Issues:	

Task	Status	Anticipated Completion	% Complete
Olmito Switchyard PS&E			
Coordination with County, UPRR, and TxDOT	Complete	Complete	100%
Coordination of Field Survey	Complete	Complete	100%
Project Control Plans	Complete	Complete	100%
Railroad Track Plans and Profiles	Complete	Complete	100%
Construction Sequencing	Complete	Complete	100%
Drainage Plans and Profiles	Complete	Complete	100%
SWPPP	Complete	Complete	100%
Bid Package, Specifications, Quantities, and Estimates	Complete	Complete	100%
Pre-bid Conference and Requests for Information	Complete	Complete	100%
Field Surveys	Complete	Complete	100%

Olmito RIP PS&E

Coordination with County and UPRR	Ongoing	5/1/2011	90%
Coordination of Geotechnical Borings	Complete	Complete	100%
Project Control Plans	Complete	Complete	100%
Railroad Track Plans and Profiles	Ongoing	Complete	100%
Construction Sequencing	Ongoing	3/31/2011	95%
Drainage Plans and Profiles	Ongoing	3/31/2011	95%
SWPPP	Ongoing	3/31/2011	95%
RIP Facility Building, Crew Modular Building, and Structural Plans	Ongoing	3/31/2011	95%
RIP Facility and Crew Modular Mechanical and Plumbing Plans	Ongoing	3/31/2011	95%
Power and Lighting Plans	Ongoing	3/31/2011	95%
Bid Package, Specifications, Quantities, and Estimates	Ongoing	3/31/2011	95%
Pre-bid Conference and Requests for Information	Not Started		0%
Geotechnical Studies	Complete	Complete	100%
Field Surveys (Olmito Yard)	Complete	Complete	100%
Field Surveys (UPRR/RVSC Harlingen Yard)	N/A County Surveyor to handle	N/A	0%

WA Amount:	\$ 503,407.00	Outstanding Invoice Number	Days Old	Invoice Amount
Billed To Date:	\$ 477,218.69			
Paid To Date:	\$ 477,218.69			
Unpaid Balance:	\$ -			
Funding Source:				

Total: \$ -

March Status Report

HNTB

Project SH 550 PS&E
 Work Authorization 24 PS&E Phase 1
 Supplemental 1 PS&E
 Supplemental

WA Cost: \$ 39,243.00
 SA Cost: \$ 4,941,150.00
 SA Cost:
 Total Cost: \$ 4,980,393.00

Description: This Work Authorization provides engineering services associated with the development of plans, specifications, and estimates for the SH 550

Scope: This Work Authorization provides engineering services associated with the development of plans, specifications, and estimates for the SH 550 . Phase 1 is the initial scoping efforts. Phase 2 will include survey, geotech, design, specifications, and estimates.

Deliverable: Phase 1: general exhibit of limits of design, typical section, preliminary cost estimate, determination of Geotechnical needs
 Phase 2: Survey, geotechnical, Final Plans, Specifications, and Estimates

Project Activity

Design	
Status:	Started Phase 2
Recent Activity:	Addressing 60% review comments and proceeding with developing the 90% PS&E for April 7 submittal.
Upcoming Activity:	Complete plans to 90% complete for April 7 submittal.
Outstanding Issues:	Utility relocations in process of being relocated.

Task		Status	Anticipated Completion	% Complete
Design				
Phase 1 effort		Complete		100%
General Administration		In Progress	6/1/2011	80%
survey		Significantly Complete	3/1/2011	100%
Geotechnical Studies		Lab Work In-Progress	3/1/2011	100%
30% plans		Complete	12/2/2010	100%
60% plans		Complete	2/3/2011	100%
90% plans		In Progress	4/11/2011	80%
letting documents				10%
WA Amount:	\$ 4,980,393.00	Outstanding Invoice Number:	Days Old	Invoice Amount
Billed To Date:	\$ 3,003,933.00			
Paid To Date:	\$ 3,003,933.00			
Unpaid Balance:	\$ -			
Funding Source:				
Total: \$ -				

March Status Report

HNTB

Project General Brant
 Work Authorization ☐ 26 General Brant
 Supplemental ☐ 1 Section 404 Individual Permit App
 Supplemental ☐

WA Cost: \$ 208,639.00
 SA Cost: \$ 11,114.00
 SA Cost:
 Total Cost: \$ 219,753.00

Description: This Work Authorization provides professional services associated with the development of a Categorical Exclusion document and Section 404 Individual Permit application (with Conceptual Mitigation Plan) for improvements to General Brant Road (FM 106).

Scope: Project Management and Social, Economic and Environmental studies for CCRMA. Activities necessary for obtaining environmental clearance, including Section 404 permit from U.S. Army Corps of Engineers, for roadway improvements.

Deliverables: Categorical Exclusion and Section 404 Individual Permit with Conceptual Mitigation Plan.

Project Activity

Categorical Exclusion

Status:	On-going. Environmental document (categorical exclusion) being processed.
Recent Activity:	Received comments from TxDOT-Environmental Affairs Division on draft Categorical Exclusion; coordinating revisions with Pharr District. TxDOT-ENV has indicated that an Environmental Assessment may be required. Pharr District coordinating with TxDOT-ENV and FHWA regarding document type (CE or EA).
Upcoming Activity:	Document to be revised/resubmitted once document type issue is resolved by TxDOT and FHWA.
Outstanding Issues:	TxDOT-ENV has indicated that an Environmental Assessment may be required.

Section 404 Individual Permit

Status:	Ongoing
Recent Activity:	Section 404 Permit application revised/updated and submitted to Pharr District for forwarding to U.S. Army Corps of Engineers.
Upcoming Activity:	Revise Section 404 Permit application based on US Army Corps of Engineers comments.
Outstanding Issues:	None

Task		Status	Date of Anticipated Completion	% Complete
Categorical Exclusion document preparation		Ongoing	March 2011	85%
Section 404 Individual Permit (with Conceptual Mitigation Plan)		Ongoing	March 2011	80%
WA Amount:	\$ 219,753.00	Outstanding Invoice Number:	Days Old	Invoice Amount:
Billed To Date:	\$ 208,765.35			
Paid To Date:	\$ 208,765.35			
Unpaid Balance:	\$ -			
Funding Source:				
		Total: \$ -		

March Status Report

HNTB

Project		Olmito Switchyard CI Services
Work Authorization	<input checked="" type="checkbox"/> 28	Construction & Inspection Services
Supplemental	<input type="checkbox"/>	
Supplemental	<input type="checkbox"/>	
Supplemental	<input type="checkbox"/>	

WA Cost: \$ 674,150.00

SA Cost: _____

SA Cost: _____

SA Cost: _____

Total Cost: \$ 674,150.00

Description: This Work Authorization is to provide construction inspection (CI) for the Union Pacific Railroad (UPRR) Olmito Yard expansion. The construction of these additional tracks will allow the UPRR to relocate their current yard operations from Harlingen to Olmito.

Scope: Construction administration for the Olmito Yard expansion, not including the repair-in-place (RIP) facility and lighting. This includes track, drainage, construction sequencing, SWPPP, pay estimates, quantities, and schedule.

Deliverable: Olmito Switchyard pay estimates, ARRA paperwork, and construction schedule.

Project Activity

Olmito Switchyard Construction Inspection Services (CI)

Status: Construction at 95% complete

Recent Activity: Yard: Track construction at 100% complete.

Upcoming Activity: Yard: Ballast half completed.

Outstanding Issues:

Task	Status	Anticipated Completion	% Complete
Olmito Switchyard Construction Inspection Services (CI)			
Project Management, Administration, QA/QC	Ongoing	3/31/2011	95%
Process Invoices and Progress Reports	Ongoing	5/28/2011	95%
Construction Inspection Services	Ongoing	3/31/2011	95%
Construction Management	Ongoing	5/28/2011	95%
Construction Observation and Inspection	Ongoing	4/28/2011	95%
Record Keeping and File Management	Ongoing	5/28/2011	95%
Schedule	Ongoing	3/31/2011	95%
Project Close-Out			
Construction Management	Ongoing	6/30/2011	0%
Record Keeping and File Management	Ongoing	6/30/2011	0%
WA Amount:	\$ 674,150.00	Outstanding Invoice Number	Days Old
Billed To Date:	\$ 606,735.00		Invoice Amount
Paid To Date:	\$ 606,735.00		
Unpaid Balance:	\$ -		
Funding Source:			
Total: \$ -			

March Status Report

HNTB

Project		FM 511 (SH 550) Permit Services
Work Authorization	29	Permitting Services
Supplemental	1	
Supplemental		
Supplemental		

WA Cost: \$	52,759.00
SA Cost: \$	94,911.00
SA Cost: \$	-
SA Cost: \$	-
Total Cost: \$	147,670.00

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

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

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

Project Activity	
Environmental	
Status:	Permits Received
Recent Activity:	Permits Received
Upcoming Activity:	WA complete
Outstanding Issues:	
Design	
Status:	SH 550 Bids received
Recent Activity:	support efforts complete
Upcoming Activity:	WA complete
Outstanding Issues:	
Other	
Status:	-
Recent Activity:	-
Upcoming Activity:	-
Outstanding Issues:	-

Task	Status	Date of Anticipated Completion	% Complete
Environmental Assessment Doc. Preparation	Complete	complete	100%
Wetland Delineation, Permitting and Mitigation (supplement 2)	Complete	complete	100%
Public Involvement	Complete	complete	100%
PS&E plans for TxDOT (supplement 3)	complete	complete	100%
Re-evaluation of EA for mitigation property (supplement 3)	complete	complete	100%

WA Amount:	\$	147,670.00	Outstanding Invoice Number	Days Old	Invoice Amount
Billed To Date:	\$	92,300.65			
Paid To Date:	\$	92,300.65			
Unpaid Balance:	\$	-			
Funding Source:	County License Plate Fees				

Total: \$ -

HNTB

WA Cost:	\$	116,016.00
SA Cost:		
SA Cost:		
SA Cost:		
Total Cost:	\$	116,016.00

Task			Status	Anticipated Completion	% Complete
Olmito RFI, Shop Drawings					
Project Management and Coordination					25%
General Administration					25%
Requests for Information (RFI)					25%
Shop Drawing Review					0%
As-Built Construction Drawings					0%
WA Amount:	\$ 116,016.00	Outstanding Invoice Number	Days Old	Invoice Amount	
Billed To Date:	\$ 25,341.28				
Paid To Date:	\$ 25,341.28				
Unpaid Balance:	\$ -				
Funding Source:					
			Total:	\$	-

March Status Report

HNTB

Project		Port Access RFI, Shop Drawings
Work Authorization	<input checked="" type="checkbox"/> 32	RFI, Shop Drawings
Supplemental	<input type="checkbox"/>	
Supplemental	<input type="checkbox"/>	
Supplemental	<input type="checkbox"/>	

WA Cost: \$	24,411.00
SA Cost:	
SA Cost:	
SA Cost:	
Total Cost: \$	24,411.00

Description: This Work Authorization is to provide response to questions related to the plans and specifications as needed throughout the duration of the construction and review of shop drawings.				
Scope: Project Manager shall be the point of contact for the AUTHORITY to address issues regarding project staff, progress, response to questions related to the plans and specifications as needed throughout the duration of the construction, and shop drawings review.				
Deliverable:				
Project Activity				
Port Access RFI, Shop Drawings				
Status: Respond to RFIs on an as needed basis.				
Recent Activity:	Responded to multiple RFIs.			
Upcoming Activity:	Respond to RFIs on an as needed basis.			
Outstanding Issues:				
Task		Status	Anticipated Completion	% Complete
Port Access RFI, Shop Drawings				
Project Management				90%
Respond to Requests for Information				90%
WA Amount:	\$ 24,411.00	Outstanding Invoice Number	Days Old	Invoice Amount
Billed To Date:	\$ 21,147.05			
Paid To Date:	\$ 21,147.05			
Unpaid Balance:	\$ -			
Funding Source:				
Total: \$				-

March Status Report

HNTB

Project West Rail Construction & Inspection Services
 Work Authorization ☒ 33 Construction & Inspection Services
 Supplemental ☐ _____
 Supplemental ☐ _____
 Supplemental ☐ _____

WA Cost: \$ 1,255,920.00

SA Cost: _____

SA Cost: _____

SA Cost: _____

Total Cost: \$ 1,255,920.00

Description: This Work Authorization is to provide construction inspection (CI) for the Union Pacific Railroad (UPRR) West Rail Bypass. The construction of these additional tracks will allow the UPRR to abandon their current location between Mexico and Olmito eliminating several grade crossings.

Scope: Construction administration for the construction of the West Rail relocation. The construction includes track, drainage, construction sequencing, SWPPP, pay estimates, quantities, and schedule. This includes the DHS facility on the north side of US 281.

Deliverable: West Rail bypass pay estimates, ARRA paperwork, and construction schedule.

Project Activity

West Rail Bypass Construction Inspection

Status: Ongoing.

Recent Activity: Continued ROW Clearing.

Upcoming Activity: Continued construction of building pad, construction of bridge bents, and fill for track construction.

Outstanding Issues: Change order for the DHS changes to the fence and bridge items.

Task	Status	Anticipated Completion	% Complete
West Rail Construction Inspection Services (CI)			
Project Management, Administration, QA/QC	Ongoing	2/1/2012	15%
Process Invoices and Progress Reports	Ongoing	2/1/2017	5%
Construction Inspection Services			
Construction Management	Ongoing	11/1/2011	15%
Construction Observation and Inspection	Ongoing	11/1/2011	15%
Record Keeping and File Management	Ongoing	11/1/2011	15%
Schedule	Ongoing	11/1/2011	15%
Project Close-Out			
Construction Management	Pending	2/1/2012	0%
Record Keeping and File Management	Pending	2/1/2012	0%
Post Construction Services	Pending	2/1/2017	0%
WA Amount:	\$ 1,255,920.00	Outstanding Invoice Number	Days Old
Billed To Date:	\$ 188,388.00	62-40619-CN-033	77
Paid To Date:	\$ 62,796.00	63-40619-CN-033	49
Unpaid Balance:	\$ 125,592.00		
Funding Source:			
		Total:	\$ 125,592.00

March Status Report

HNTB

Project Outer Parkway Planning Study
 Work Authorization ☒ 36 Outer Parkway Plannin Study
 Supplemental ☐ _____
 Supplemental ☐ _____

WA Cost: \$ 103,839.00
 SA Cost: _____
 SA Cost: _____
 Total Cost: \$ 103,839.00

Description: This work authorization provides professional services and deliverables associated with a study for the Outer Parkway. The study is to be performed in a three phase effort to deliver a schematic design for the Outer Parkway project.

Scope: This Work Authorization includes the development of an environmental and engineering constraints map, environmental constraints report, and corridor identification report to aid in the establishment of the alignment of the Outer Parkway

Deliverable: Constraints map, environmental constraints/corridor identification report

Project Activity

Outer Parkway Planning Study

Status:	Ongoing
Recent Activity:	Updating/finalizing Corridor Identification Report.
Upcoming Activity:	Official submission of report.
Outstanding Issues:	

Task		Status	Date of Anticipated Completion	% Complete
Outer Parkway Planning Study				
Project Management and Coordination		On going	3/1/2011	90%
Data Collection		On going	3/1/2011	100%
Meetings/Management		On going	3/1/2011	95%
WA Amount:	\$ 103,839.00	Outstanding Invoice Number	Days Old	Invoice Amount
Billed To Date:	\$ 98,647.05			
Paid To Date:	\$ 98,647.05			
Unpaid Balance:	\$ -			
Funding Source:				
Total:				\$ -

March Status Report

HNTB

Project Transportation Reinvestment Zones
 Work Authorization ☒ 37 Transportation Reinvestment Zones
 Supplemental ☐ _____
 Supplemental ☐ _____

WA Cost: \$ 541,074.00

SA Cost: _____

SA Cost: _____

Total Cost: \$ 541,074.00

Description: This work authorization provides services and deliverables perform services required for the identification and establishment of Cameron County Transportation Reinvestment Zone No. 1.

Scope: This document specifies the necessary tasks and subtasks to perform services related to the analysis of a Transportation Reinvestment Zone (TRZ) in Cameron County. The TRZ may encompass the following roadways: US 77/83, US 281 Connector, SH 550, FM 509, West Parkway, and the Outer Parkway. The scope of work is divided into two phases with detailed tasks. It is likely that the phases will overlap and that detailed subtasks will be modified based on initial findings, data availability, and stakeholder input.

Deliverable: TRZ Map and Property Database, TRZ Revenue Estimates

Project Activity

Transportation Reinvestment Zone

Status: Ongoing

Recent Activity:

- Identified properties to be included in the TRZ
- Established TRZ Boundary
- Held meetings with agencies in TRZ to develop growth trends.

Upcoming Activity:

Meet with local planning officials and developers to collect data on future developments

Outstanding Issues:

Task		Status	Date of Anticipated Completion	% Complete
Transportation Reinvestment Zones				
Project Management and Coordination		On going		40%
Kick Off Meeting		On going	11/4/2010	100%
TRZ Boundary Public Hearing		On going	11/11/2010	100%
Complete Phase I		Complete	12/17/2010	100%
Complete Phase II		On going	5/27/2011	20%
WA Amount:	\$ 541,074.00	Outstanding Invoice Number	Days Old	Invoice Amount
Billed To Date:	\$ 270,537.00			
Paid To Date:	\$ 270,537.00			
Unpaid Balance:	\$ -			
Funding Source:				
Total:				\$ -

March Status Report

HNTB

Project SH 550 Port Spur/Fm 1847
 Work Authorization ☒ RFI, Shop Drawing Review
 Supplemental ☐ _____
 Supplemental ☐ _____
 Supplemental ☐ _____

WA Cost: \$ 37,739.00

SA Cost: _____

SA Cost: _____

SA Cost: _____

Total Cost: \$ 37,739.00

Description: This Work Authorization is to provide response to questions related to the plans and specifications as needed throughout the duration of the construction and review of shop drawings.

Scope: Project Manager shall be the point of contact for the AUTHORITY to address issues regarding project staff, progress, response to questions related to the plans and specifications as needed throughout the duration of the construction, and shop drawings review.

Deliverable:

Project Activity

Port Access RFI, Shop Drawings

Status: Respond to RFIs on an as needed basis.

Recent Activity: Responded to multiple RFIs.

Upcoming Activity: Respond to RFIs on an as needed basis.

Outstanding Issues:

Task		Status	Anticipated Completion	% Complete
Port Access RFI, Shop Drawings				
Project Management				10%
Respond to Requests for Information				10%
Shop Drawing Review				0%
WA Amount:	\$ 37,739.00	Outstanding Invoice Number	Days Old	Invoice Amount
Billed To Date:	\$ 2,445.70			
Paid To Date:	\$ 2,445.70			
Unpaid Balance:	\$ -			
Funding Source:				
Total: \$				-

March Status Report

HNTB

Project		West Rail RFI, Shop Drawings
Work Authorization	<input checked="" type="checkbox"/> 40	West Rail RFI, Shop Drawings
Supplemental	<input type="checkbox"/>	
Supplemental	<input type="checkbox"/>	
Supplemental	<input type="checkbox"/>	

WA Cost: _____
 SA Cost: _____
 SA Cost: _____
 SA Cost: _____
 Total Cost: \$ _____

Description: This Work Authorization is to provide response to questions related to the plans and specifications as needed throughout the duration of the construction and review of shop drawings.

Scope: Project Manager shall be the point of contact for the AUTHORITY to address issues regarding project staff, progress, response to questions related to the plans and specifications as needed throughout the duration of the construction, and shop drawings review.

Deliverable:

Project Activity

West Rail RFI, Shop Drawings

Status: Respond to RFIs on an as needed basis.

Recent Activity: Responded to multiple RFIs.

Upcoming Activity: Respond to RFIs on an as needed basis.

Outstanding Issues:

Task		Status	Anticipated Completion	% Complete
West Rail RFI, Shop Drawings				
Project Management				
Respond to Requests for Information				
Shop Drawing Review				
WA Amount:	\$ -	Outstanding Invoice Number	Days Old	Invoice Amount
Billed To Date:	\$ 34,702.17	62-40619-CN-040	77	\$ 10,929.32
Paid To Date:	\$ -	63-40619-CN-040	49	\$ 11,847.54
Unpaid Balance:	\$ 34,702.17	64-40619-CN-040	21	\$ 11,925.31
Funding Source:				
Total:				\$ 34,702.17

March Status Report

HNTB

Project US 77 PS&E
 Work Authorization ☒ 41 PS&E
 Supplemental ☐
 Supplemental ☐

WA Cost: \$ 2,619,905.00
 SA Cost: \$ 107,577.00
 SA Cost:
 Total Cost: \$ 2,727,482.00

Description: This Work Authorization provides engineering services associated with the development of plans, specifications, and estimates for the US 77

Scope: This Work Authorization provides engineering services associated with the development of plans, specifications, and estimates for the US 77, and will include survey, geotech, design, specifications, and estimates.

Deliverable: Survey, geotechnical, Final Plans, Specifications, and Estimates

Project Activity

Design

Status: Submitted Mylar plans to TxDOT

Recent Activity:

Addressing TxDOT review comments on mylar submittal prior to submittal to Division

Upcoming Activity:

Complete responses to TxDOT Design Division review comments - if any.

Outstanding Issues:

Task		Status	Anticipated Completion	% Complete
Design				
Phase 1 effort		Complete		100%
General Administration		na		95%
survey		na		100%
Geotechnical Studies		na		100%
30% plans		na		100%
65% plans		na		100%
90% plans		na		100%
letting documents		na		95%
WA Amount:	\$ 2,727,482.00	Outstanding Invoice Number	Days Old	Invoice Amount
Billed To Date:	\$ 2,700,207.18			
Paid To Date:	\$ 2,700,207.18			
Unpaid Balance:	\$ -			
Funding Source:				
Total:				\$ -

March Status Report

HNTB

Project East Loop EA
 Work Authorization ☒ 42 East Loop EA
 Supplemental ☐ _____
 Supplemental ☐ _____

WA Cost: \$ 250,326.00
 SA Cost: _____
 SA Cost: _____
 Total Cost: \$ 250,326.00

Description: Oversight and management of State Highway 32 environmental studies.

Scope: This Work Authorization allows the GEC to oversee/manage the development of two environmental assessments being prepared for State Highway 32. The environmental assessments are being prepared by other firms.

Deliverable: Meeting notes, schedules, document reviews, permitting strategies

Project Activity

East Loop EA

Status: On-going. SH 32-West EA prepared/being processed. SH 32-East EA being prepared.
 Continued coordination with S&B and TEI/AECOM.

Recent Activity:

Upcoming Activity:

Continued coordination with S&B and TEI/AECOM. HNTB review of draft SH 32-East environmental assessment; submission to TxDOT in late-April.

Outstanding Issues: Additional Historic Survey required for SH 32-West.

Task		Status	Date of Anticipated Completion	% Complete
East Loop EA				
Project Management and Coordination				25%
WA Amount:	\$ 250,326.00	Outstanding Invoice Number:	Days Old	Invoice Amount
Billed To Date:	\$ 75,097.80			
Paid To Date:	\$ 75,097.80			
Unpaid Balance:	\$ -			
Funding Source:				
Total:				\$ -

HNTB

WA Cost:	\$	96,781.00
SA Cost:		
SA Cost:		
Total Cost:	\$	96,781.00

Deliverable: • Support materials for SIB loan application

SH 660 818 Loan

No activity.

Recent Activity:

Upcoming Activity:

Expect to resume Summer 2011.

Outstanding Issues:

SIB Loan rules may change. Therefore, schedule may be moved to complete at a later date.

Task			Status	Date of Anticipated Completion	% Complete
SH 550 SIB Loan					
Project Management and Coordination			ongoing	3/31/2011	30%
Kick-off Meeting			complete	11/4/2010	100%
Project Meetings			ongoing	3/31/2011	20%
Develop project development, operations, and maintenance costs			ongoing	1/31/2011	25%
Provide additional support in development of loan application			ongoing	3/31/2011	20%
WA Amount:	\$	96,781.00	Outstanding Invoice Number	Days Old	Invoice Amount
Billed To Date:	\$	38,712.40	62-40619-PL-043	77	\$ 2,903.43
Paid To Date:	\$	11,613.72	63-40619-PL-043	49	\$ 20,324.01
Unpaid Balance:	\$	27,098.68	64-40619-PL-043	21	\$ 3,871.24
Funding Source:					
				Total: \$	27,098.68

HNTB

WA Cost: \$	149,743.00
SA Cost:	
SA Cost:	
Total Cost: \$	149,743.00

Task			Status	Date of Anticipated Completion	% Complete
I-69 Pass Through Application					
Project Management and Coordination			ongoing	3/11/2011	98%
Kick-off Meeting			Complete	2/1/2011	100%
Project Meetings			ongoing	3/11/2011	98%
Develop Application			Complete	3/11/2011	100%
WA Amount:	\$ 149,743.00	Outstanding Invoice Number	Days Old	Invoice Amount	
Billed To Date:	\$ 142,255.85	63-40619-PL-045	49	\$	59,897.20
Paid To Date:	\$ -	64-40619-PL-047	21	\$	82,358.65
Unpaid Balance:	\$ 142,255.85				
Funding Source:					
Total:				\$	142,255.85

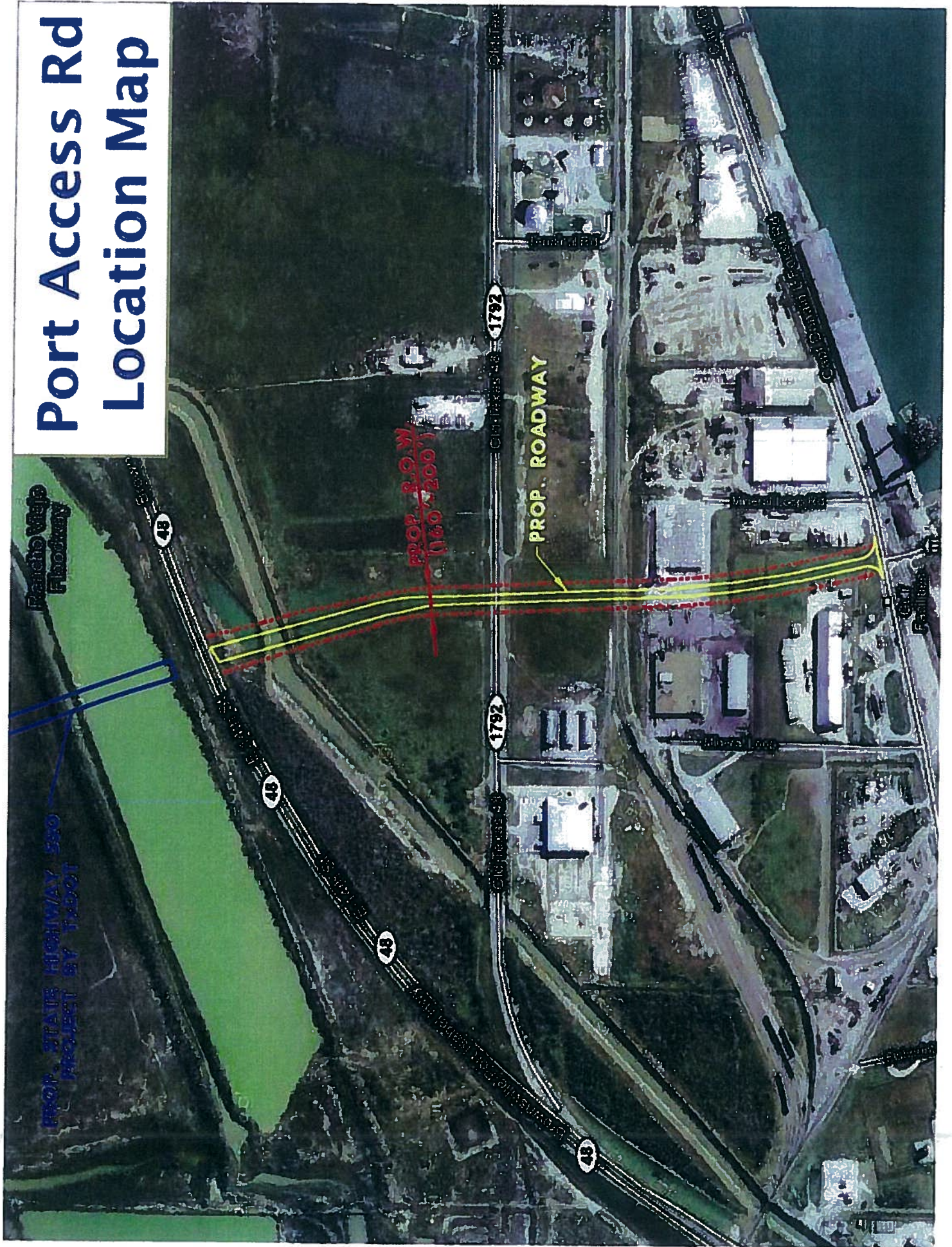
PORT ACCESS RD. March 2011 Work Update INSPECTION & CMT

Robert Macheska, P.E. – Project Manager

L & G Engineering
Transportation Consultants



Rancho Viejo Floodway



Port Access Rd Project Information March 2011

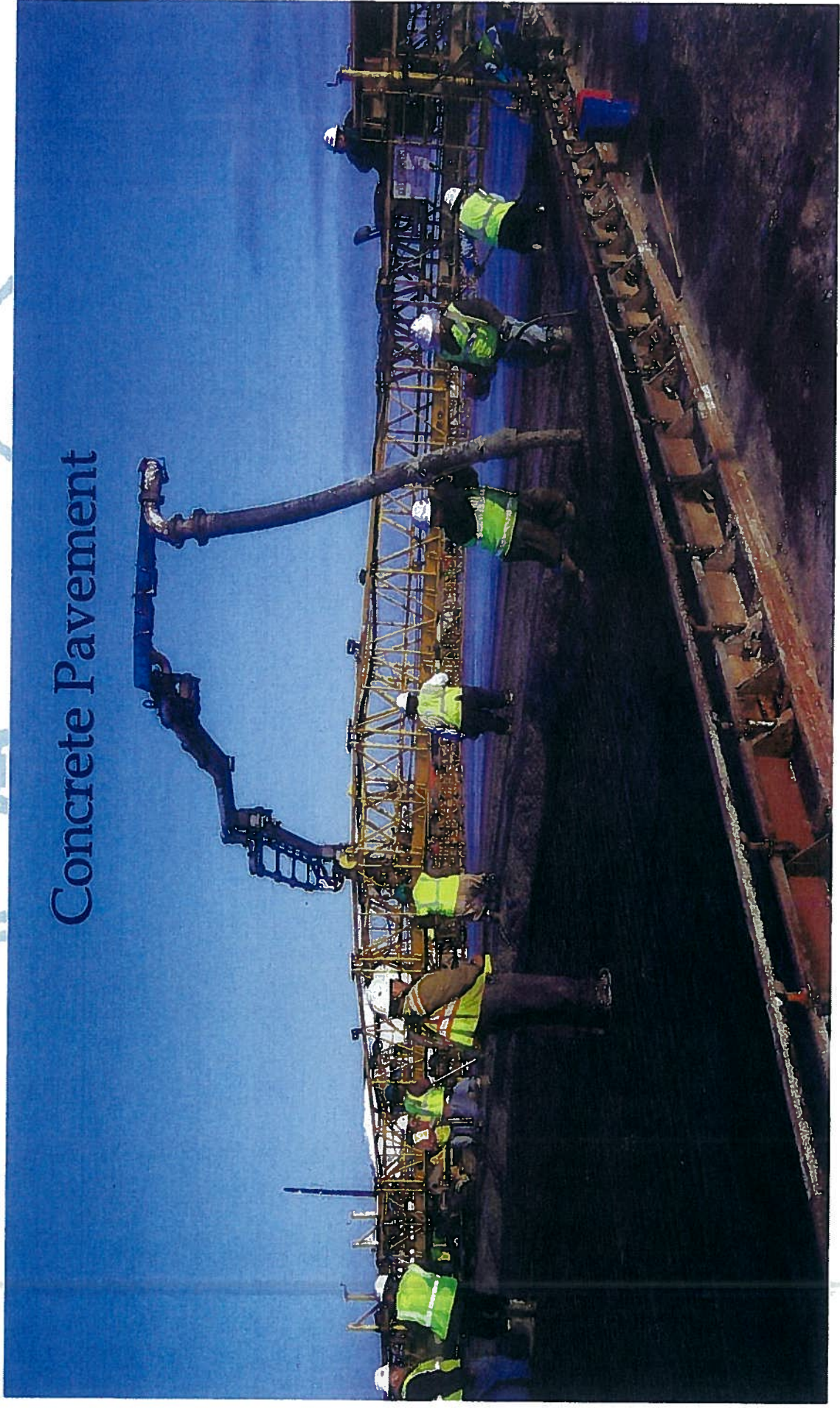
- Prime Contractor: McAllen Construction
- Substantial Completion: March 25, 2011
- Work Complete (End of March): 97%
- 5% Retainage Withheld (as per contract)
- Contractor has 20 days from substantial completion date to finalize work

L & G Engineering
Transportation Consultants



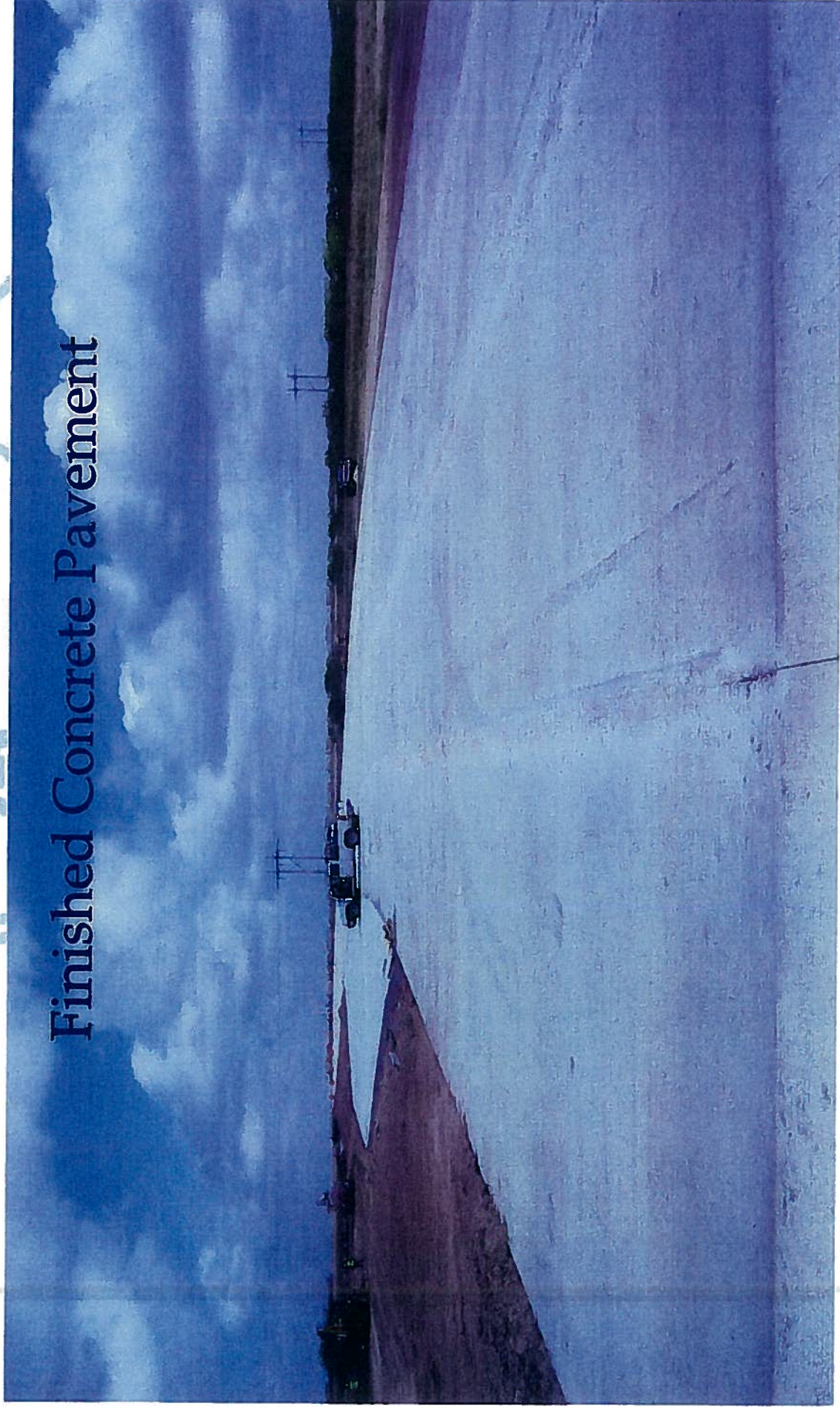
Port Access Road Work Performed - March 2011

Concrete Pavement



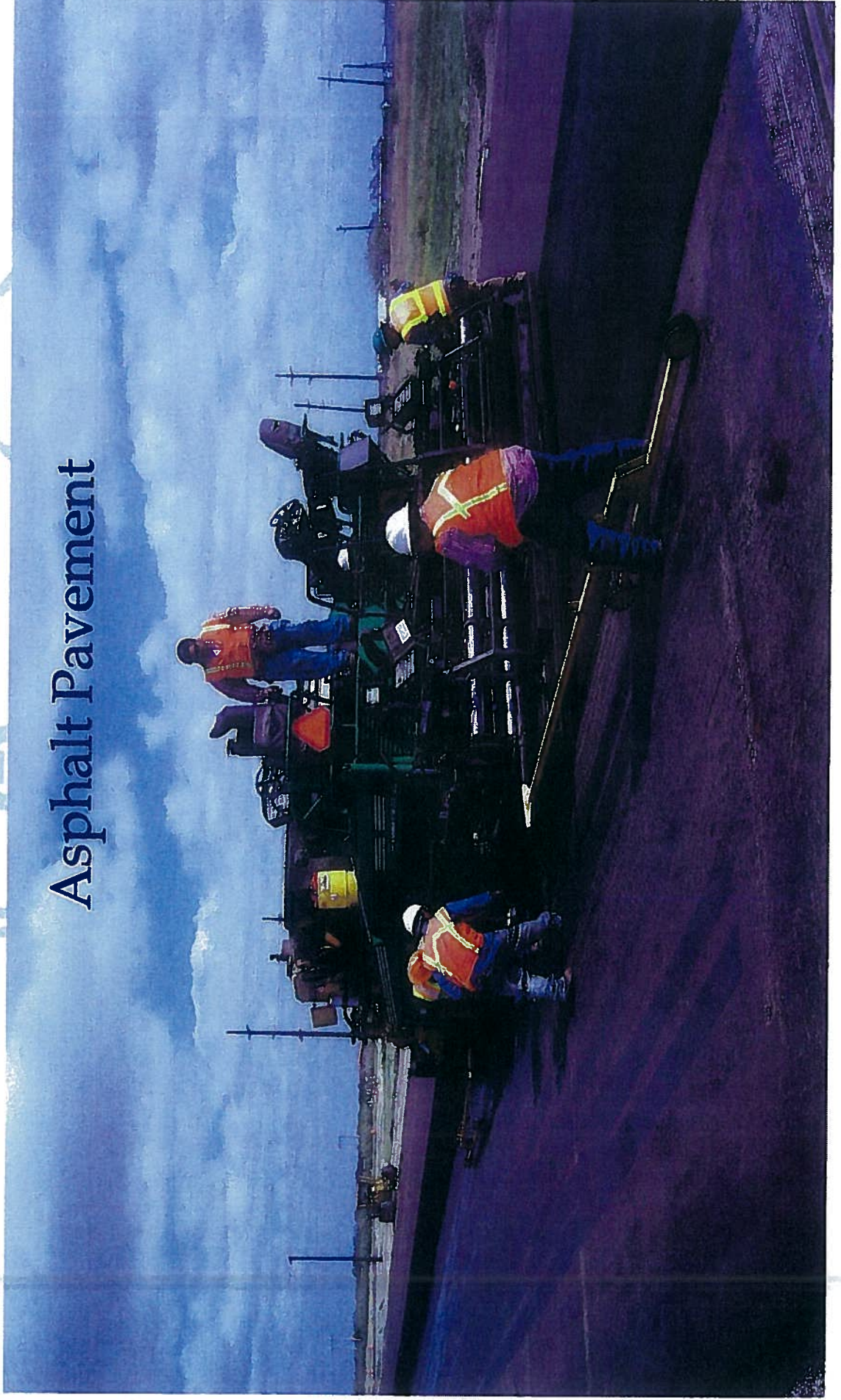
Port Access Road Work Performed - March 2011

Finished Concrete Pavement



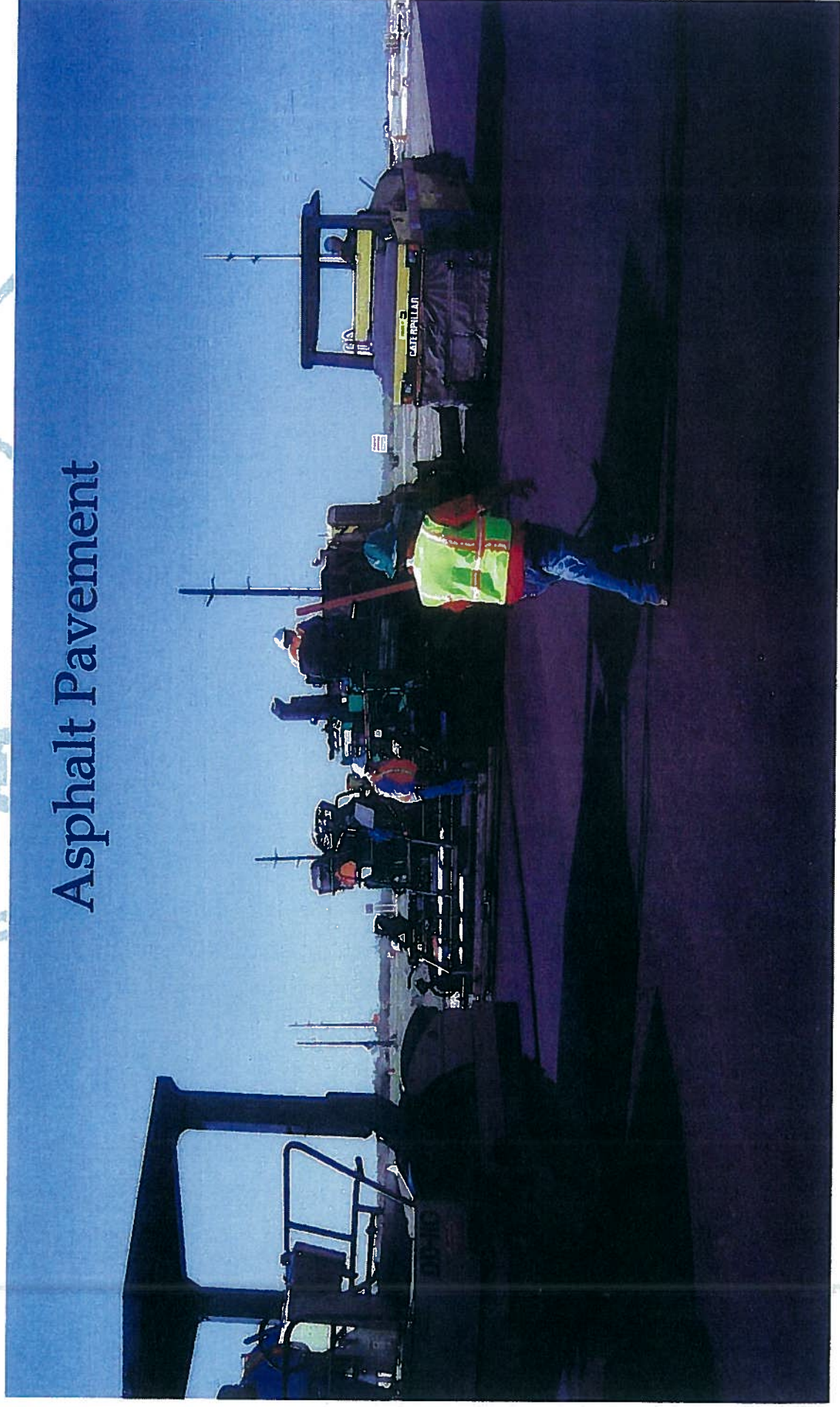
Port Access Road Work Performed - March 2011

Asphalt Pavement



Port Access Road Work Performed - March 2011

Asphalt Pavement

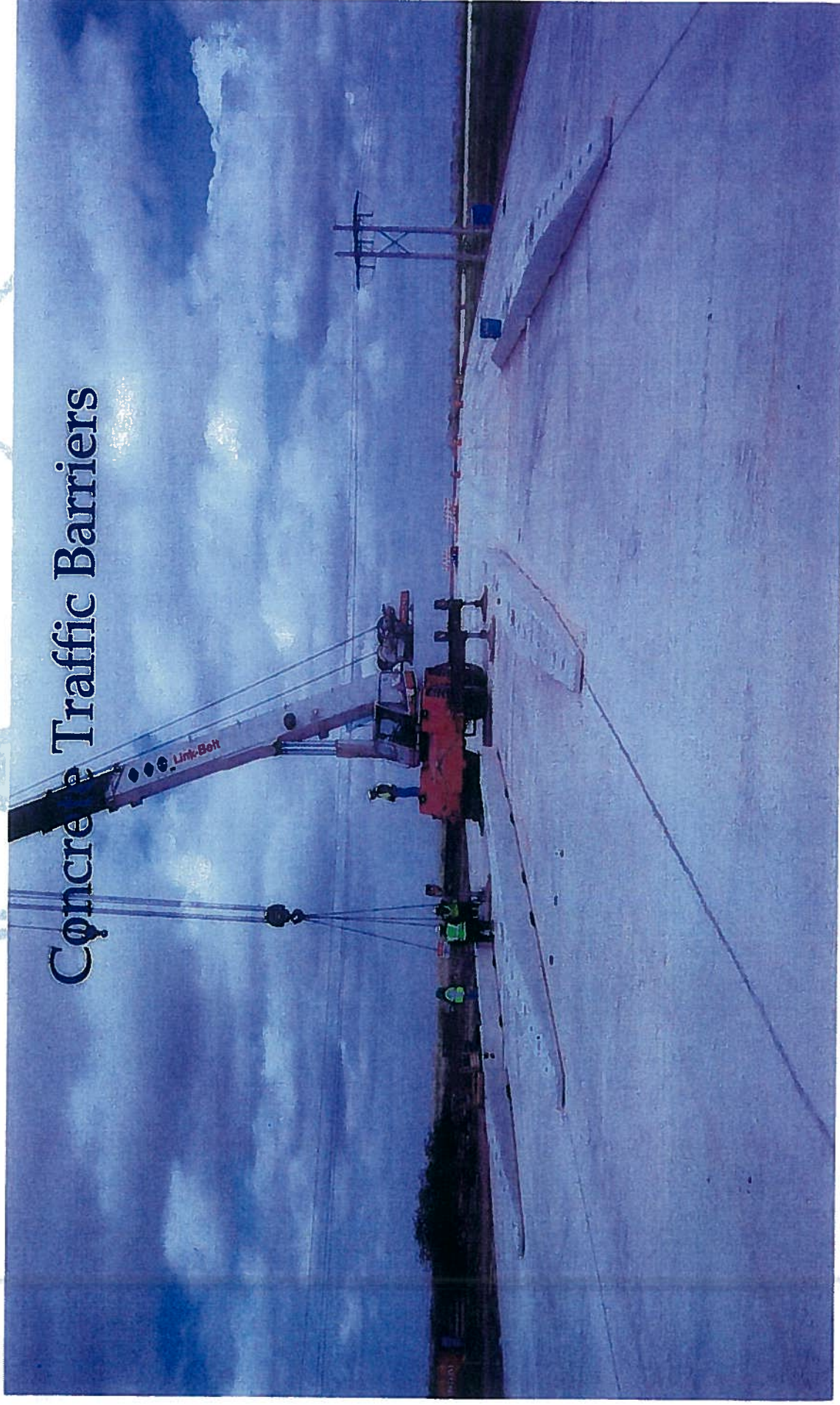


Port Access Road Work Performed - March 2011



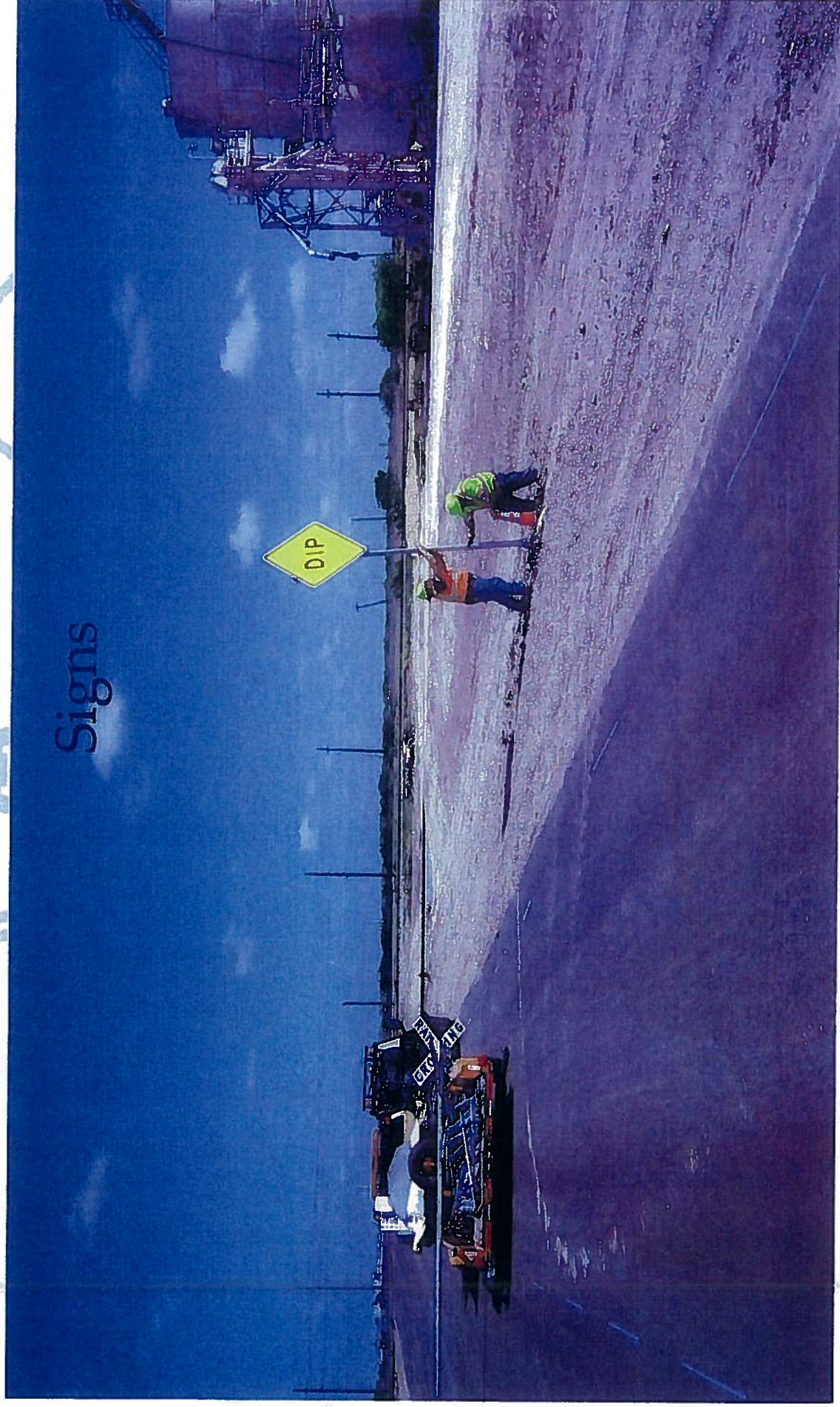
Port Access Road Work Performed - March 2011

Concrete Traffic Barriers

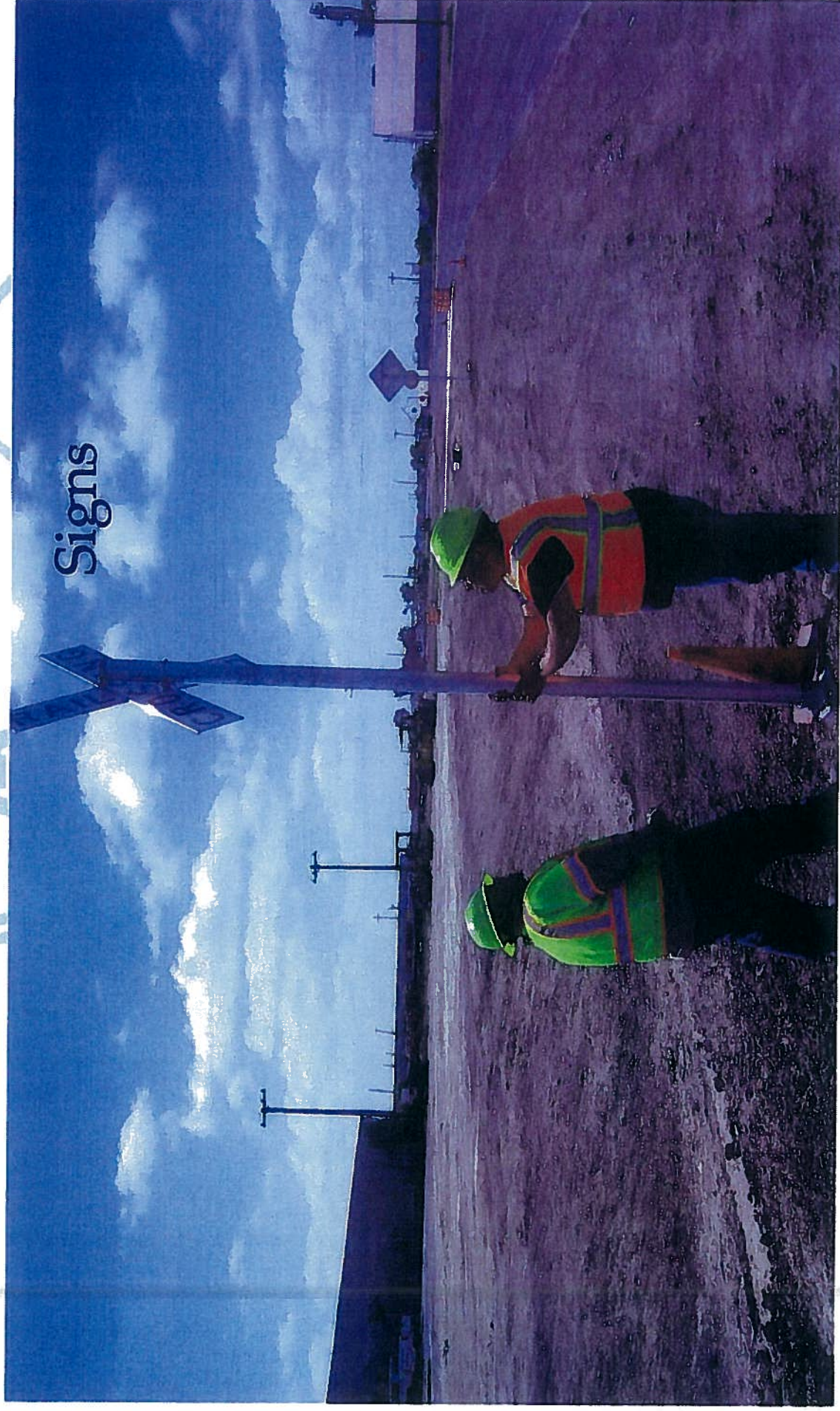


Port Access Road Work Performed - March 2011

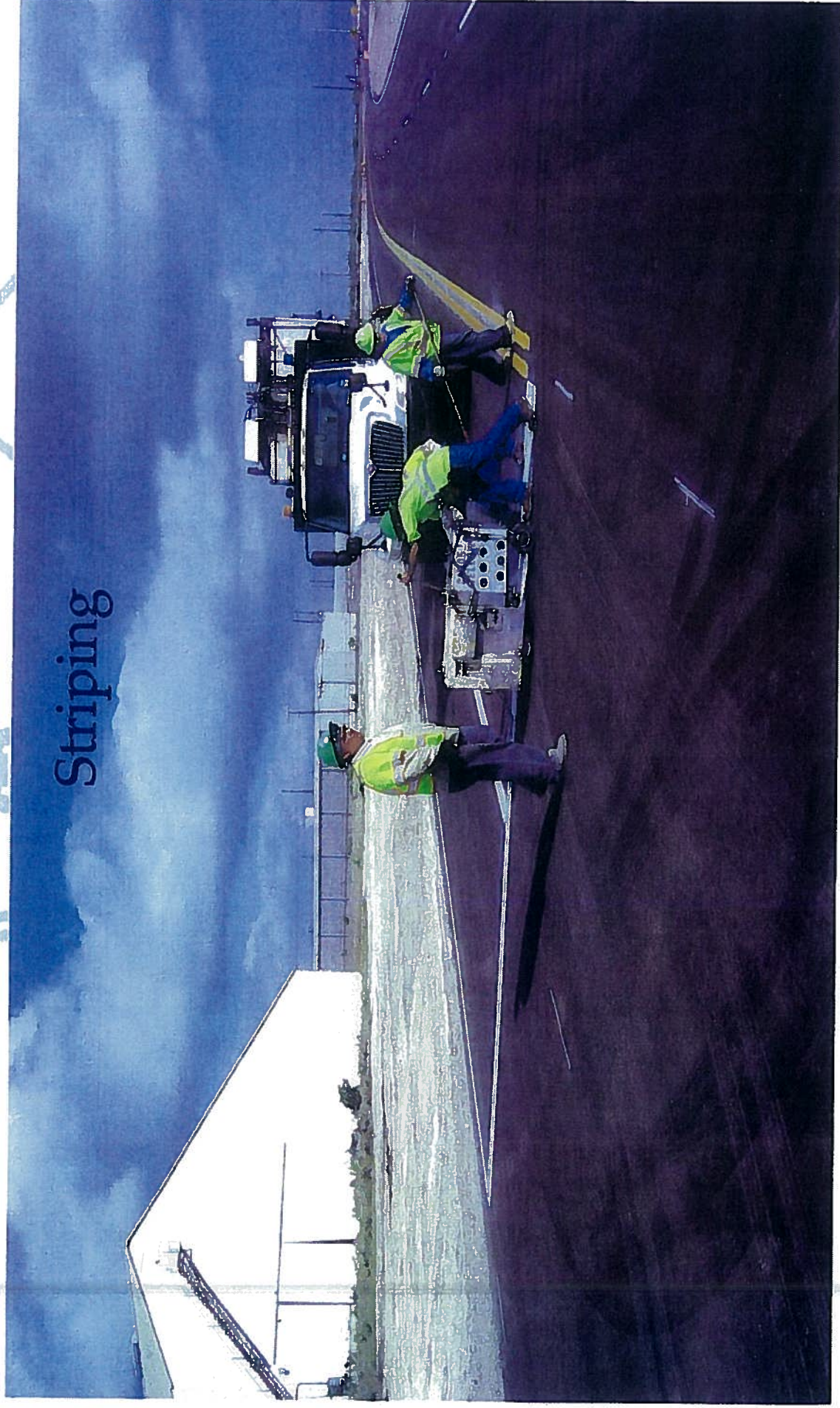
Signs



Port Access Road Work Performed - March 2011

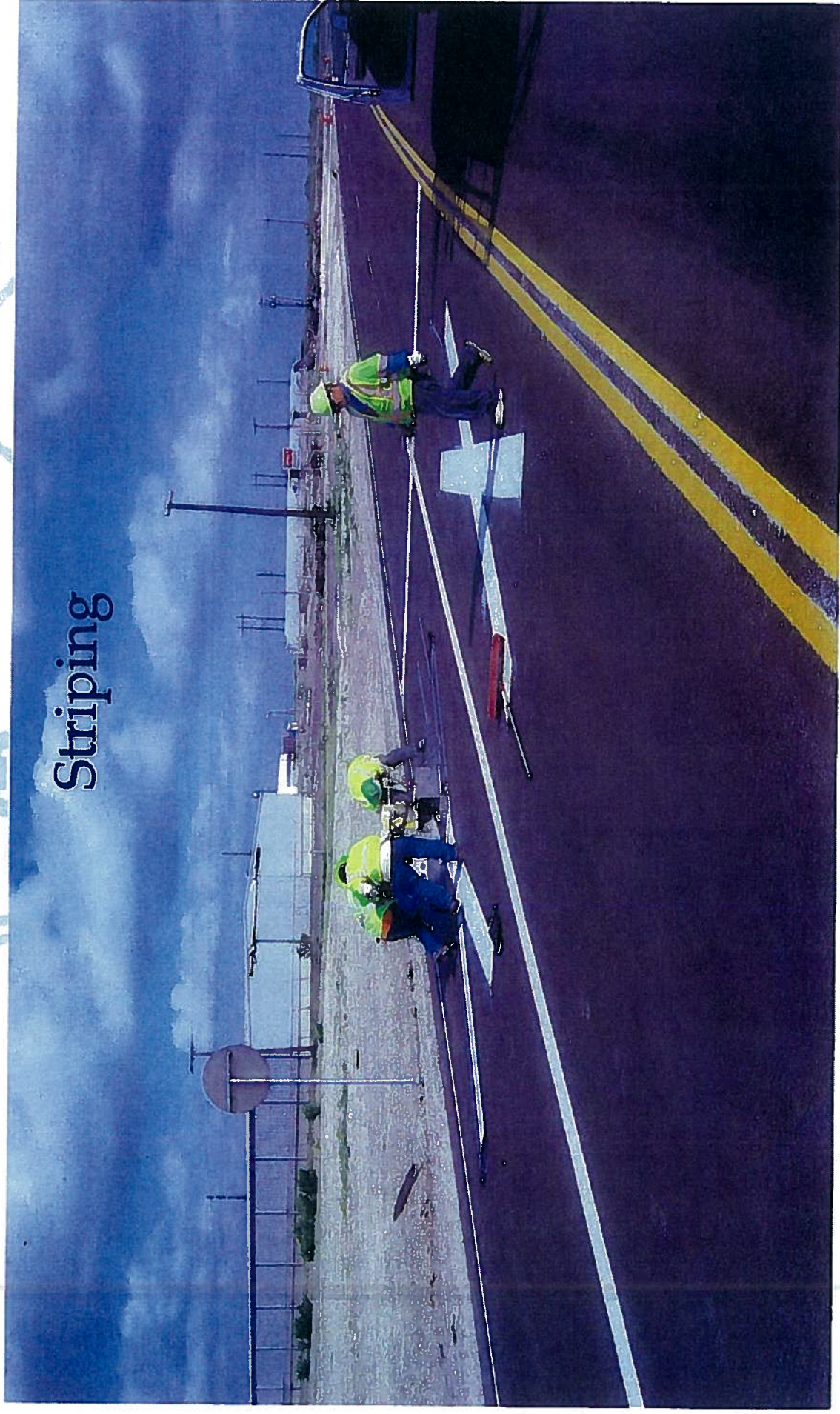


Port Access Road Work Performed - March 2011



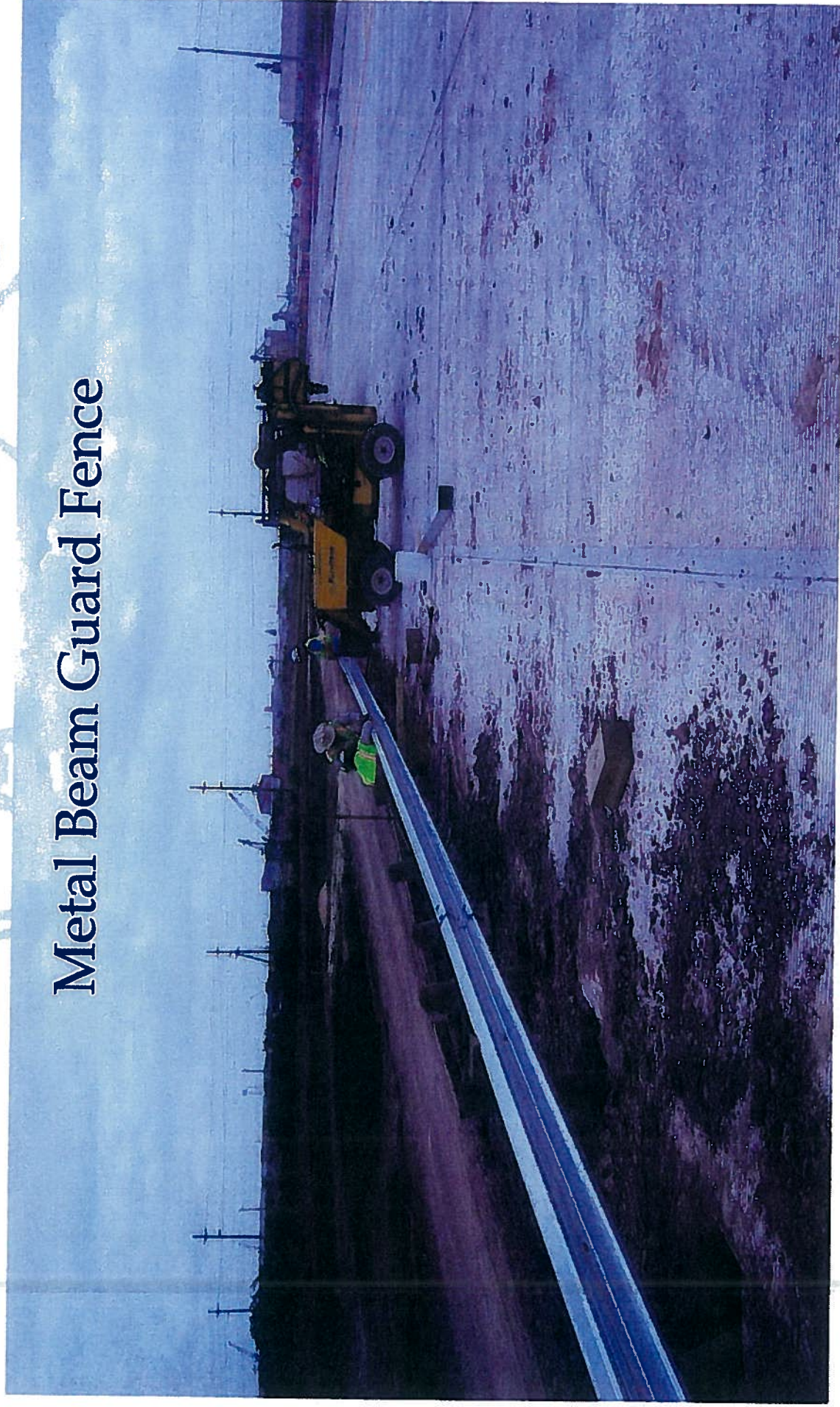
Port Access Road Work Performed - March 2011

Striping



Port Access Road Work Performed - March 2011

Metal Beam Guard Fence



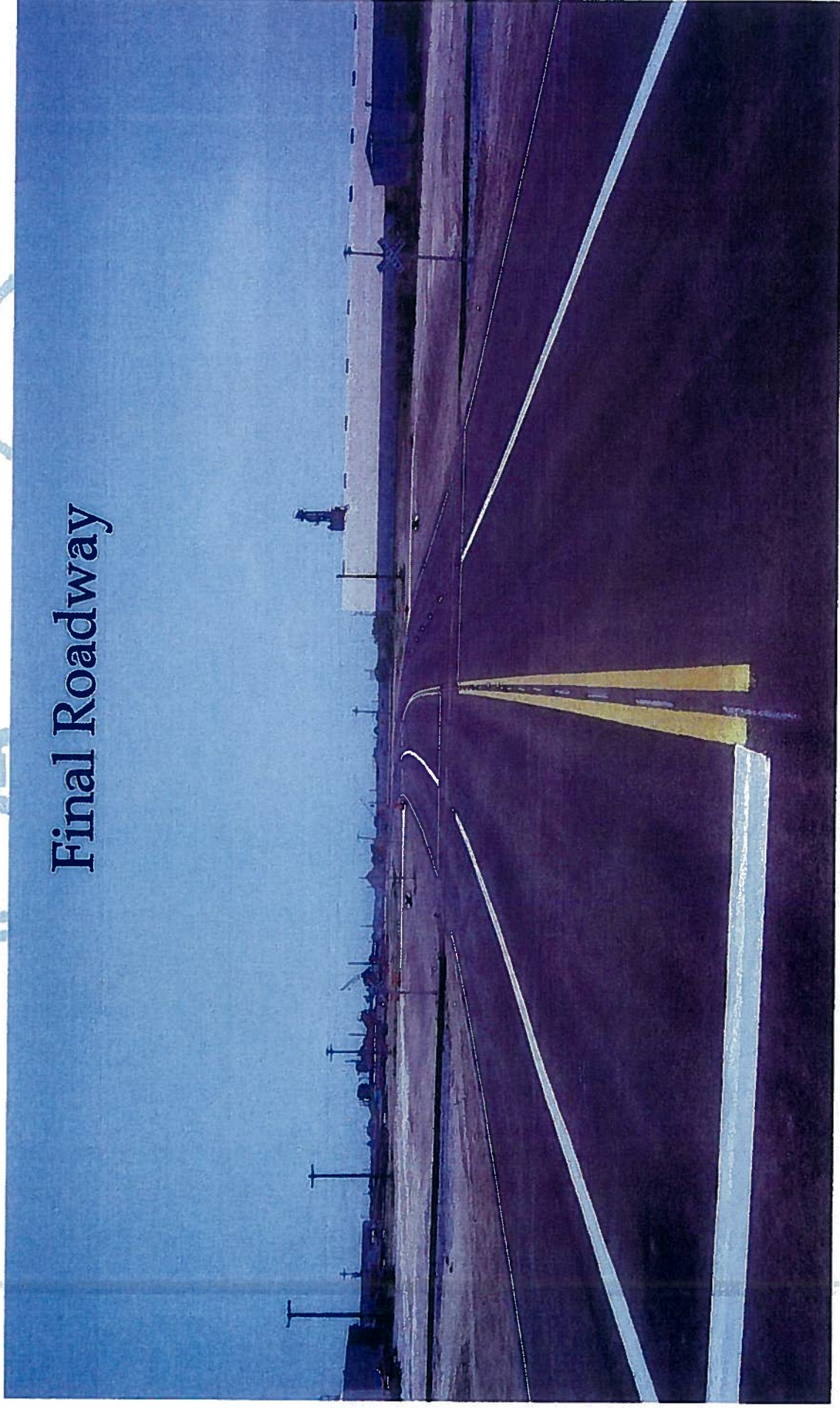
Port Access Road Work Performed - March 2011

Metal Beam Guard Fence w/ RipRap Mow Strip



Port Access Road Work Performed - March 2011

Final Roadway



**Port Access Road
March 2011**

**Thank You!
Questions?**

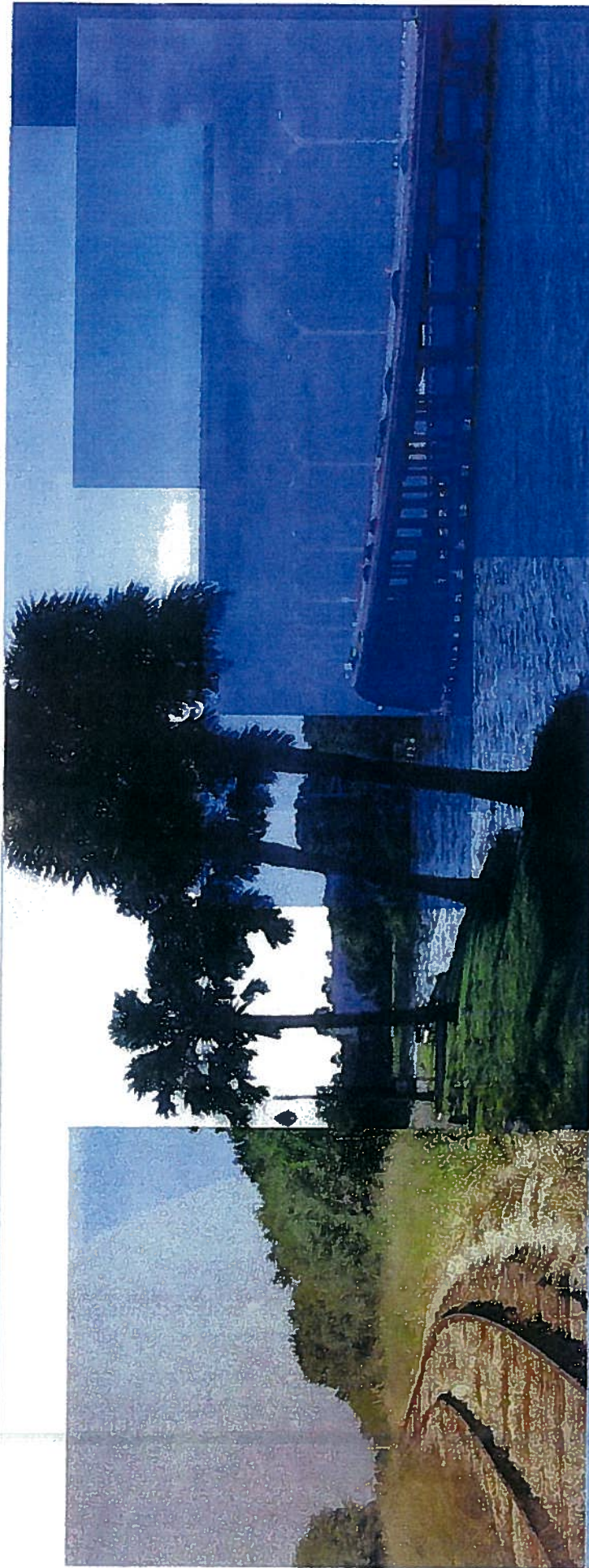


L & G Engineering
Transportation Consultants



**XIII. PRESENTATION AND DISCUSSION ON SH 550
MARKETING AND OPERATIONS**

SH 550



**Toll Collection Operations Briefing
CCRMA Board Meeting
April 11, 2011**

Effective Mobility from borders to beaches



Presentation Outline

- TxTag Customer Service
- Pay-by-Mail Customer Service
- Spanish Speaking support
- Financial Reconciliation
- Toll Rates and Fees
- Toll and Related Revenue
- Customer Service and Marketing Agreement

CUSTOMER SERVICE - TxTag

SH 550



- Purchase Tags
- Account Replenishment

Local Inquiries



CUSTOMER SERVICE – Pay-by-Mail

SH 550



- Pay Invoices with Cash
- Walk-up Web Assistance



Local Inquiries



SPANISH SP CUSTOMER SUPPORT MODEL SH 550



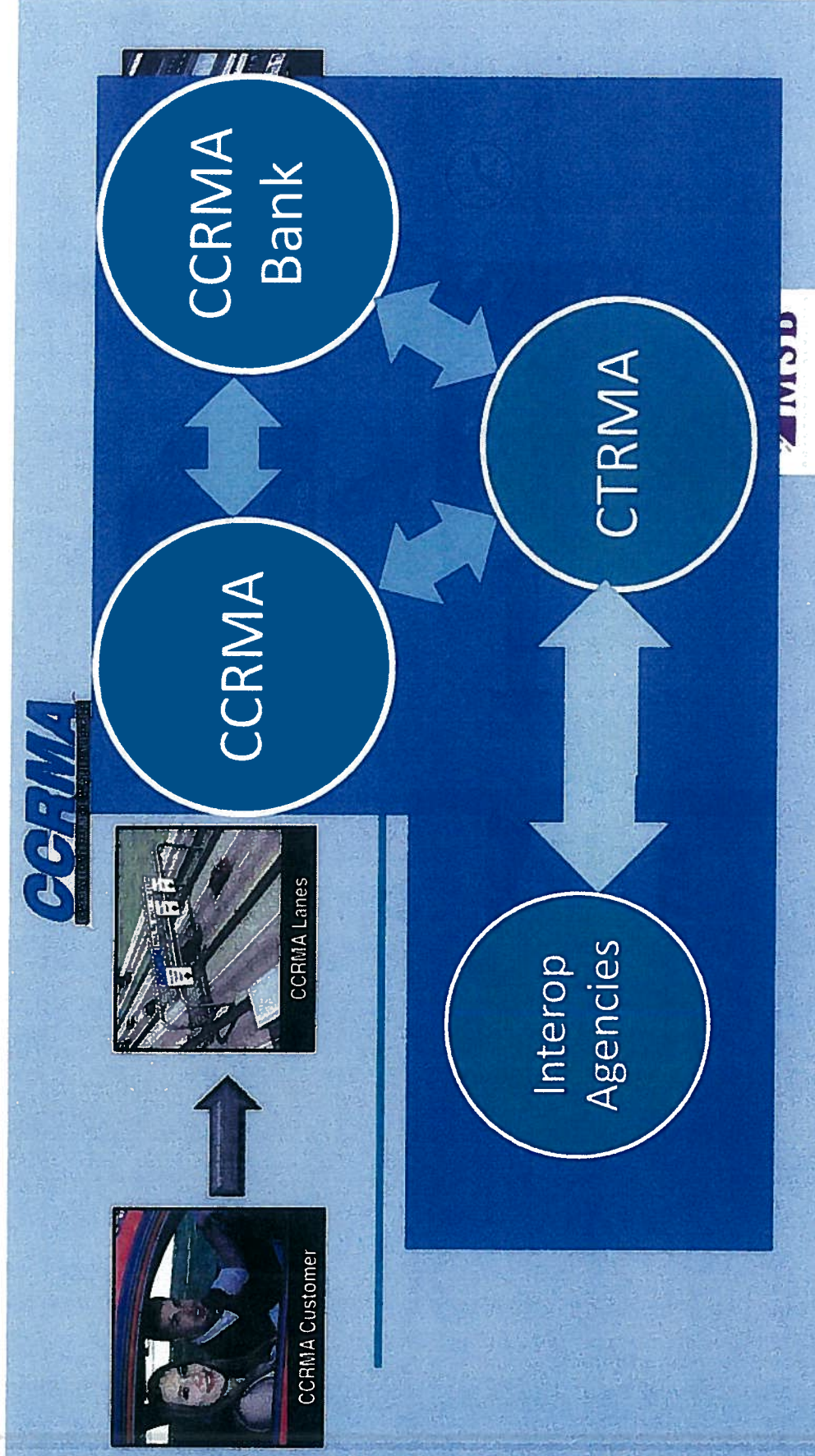
Español
(800)-468-9824



Español
(888) 811-4565

Español

TOLL TRANSACTION/PAYMENT CYCLE SH 550



- Reconciliation is a shared responsibility
- CTRMA processes/reconciles TxTag and Interoperable transactions

Toll Rates and Fees – SH550 at 1847

	TxTag	Pay-by-Mail *
Base Toll – 2 Axel	50¢	67¢
Each Additional Axel	50¢	67¢
Trxn Processing Fee	8% (6%)	16%
Image Processing Fee	n/a	7¢ per (1.7 avg)
General Support Fees	\$1,844/mo	incl
Court Packet Development	n/a	\$50

*** Per CTRMA Rates and 3rd Party Agreements**

CCRMA Toll Revenue- SH550 at 1847

Revenue Item	TxTag	Pay-by-Mail
2 - Axel Vehicle	\$0.46	\$0.44
5 - Axel Vehicle	\$1.84	\$2.13
Violation Notices	n/a	\$5 - \$10 per paid notice

CCRMA TxDOT Customer Service and Marketing Agreement

- Customer Service Standards
- Transponder Distribution in Cameron County
- Customer Dispute Resolution
- Exchange of Confidential Information
- \$1,844/mo TxDOT CSC Expenses (CCRMA)
- Menu of TxTag Marketing Services and Fees
- Pending Approval

**XIV. CONSIDERATION AND APPROVAL OF A RESOLUTION
ADOPTING THE CAMERON COUNTY REGIONAL
MOBILITY AUTHORITY PAY BY MAIL TOLL RATES**

**SPECIAL MEETING OF THE BOARD OF DIRECTORS
OF THE CAMERON COUNTY
REGIONAL MOBILITY AUTHORITY**

**RESOLUTION ON ADOPTION OF PAY BY MAIL TOLL RATES
FOR THE SH 550 PROJECT**

WHEREAS, the Cameron County Regional Mobility Authority ("CCRMA") was created pursuant to the request of Cameron County and in accordance with provisions of the Transportation Code and the petition and approval process established in 43 Tex. Admin. Code § 26.1, *et seq.* (the "RMA Rules"); and

WHEREAS, the Board of Directors of the CCRMA has been constituted in accordance with the Transportation Code and the RMA Rules; and

WHEREAS, the CCRMA is pursuing the development of the SH 550 Project; and

WHEREAS, on January 6, 2011, the CCRMA approved and adopted toll rates for the SH 550 Project applicable to payments made at the toll gantry; and

WHEREAS, the CCRMA Board of Directors now desires to adopt Pay By Mail Toll Rates for the SH 550 Project.

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors of the CCRMA hereby approves and adopts the Pay By Mail Toll Rates for the SH 550 Project set forth on Attachment "A"; and

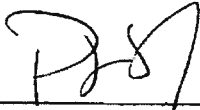
BE IT FURTHER RESOLVED, that the CCRMA will initiate a no toll introductory period of 60 days; and

BE IT FURTHER RESOLVED, that the Pay By Mail Toll Rates for the SH 550 Project may be amended from time to time at the discretion of the Board of Directors of the CCRMA; and

BE IT FURTHER RESOLVED, that the RMA Coordinator is directed to take such steps as may be necessary to effectively communicate the CCRMA's Pay By Mail Toll Rates for the SH 550 Project.

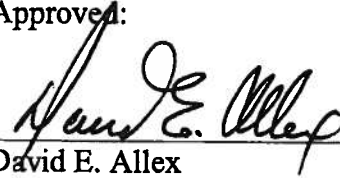
Adopted by the Board of Directors of the Cameron County Regional Mobility Authority on the 11th day of April, 2011.

Submitted and reviewed by:



Pete Sepulveda, Jr.
RMA Coordinator for the
Cameron County Regional Mobility Authority

Approved:



David E. Allex
Chairman, Board of Directors
Date Passed: 4/11/11

ATTACHMENT "A"

The table below lists the Pay By Mail Toll Rates for the SH 550 Project.

Vehicle Type	Pay By Mail Toll Rate
2 Axles	\$0.67
3 Axles	\$1.34
4 Axles	\$2.01
5 Axles	\$2.68
6 or More Axles	\$3.35