

THE STATE OF TEXAS §

COUNTY OF CAMERON §

BE IT REMEMBERED on the 17<sup>th</sup> day of April 2012, 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:

12:00 Noon

PRESENT:

DAVID E. ALLEX  
CHAIRPERSON

MICHAEL SCAIEF  
DIRECTOR

\_\_\_\_\_  
DIRECTOR

\_\_\_\_\_  
DIRECTOR

RUBEN GALLEGOS, JR.  
DIRECTOR

JOHN WOOD  
DIRECTOR

MARK ESPARZA  
DIRECTOR

\_\_\_\_\_  
Secretary

DAVID N. GARZA  
ABSENT

YOLANDA VILLALOBOS  
ABSENT

\_\_\_\_\_  
ABSENT

=====  
The meeting was called to order by Chairman David E. Allex at 12:03 P.M. At this time, the Board considered the following matters as posted and filed for Record in the Office of the County Clerk on this April 12, 2012 at 8:05 A.M.



## **AGENDA**

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

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

**Tuesday, April 17, 2012**

**12:00 Noon**

FILED AND RECORDED  
OFFICIAL PUBLIC RECORDS  
On: Apr 12, 2012 at 08:05A

Joe G Rivera  
County Clerk  
By  
Massie Penar, Deputy  
Cameron County

### **PUBLIC COMMENTS:**

1. Public Comments

### **PRESENTATIONS, RESOLUTIONS AND/OR PROCLAMATION ITEMS:**

2. Presentations/Resolutions/Proclamations

A. Presentation of the FY 2011 Comprehensive Financial Audit Report

### **CONSENT ITEMS:**

3. 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

A. Consideration and Approval of the Minutes for:

March 28, 2012 Special Meeting

B. Consideration and Approval of the Revenue and Expenditure Report and the Financials for the Month of March 2012

**ITEMS FOR DISCUSSION AND ACTION:**

**4. Action Items**

**A. Approval of Claims**

**B. Consideration and Acknowledgement of the GEC Report for the Month of March 2012**

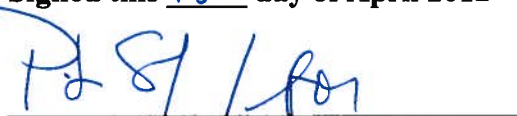
**C. Consideration and Approval of Change Order Numbers 11 and 14 for the SH 550 Project**

**D. Consideration and Approval of Work Authorization No. 1 between the Cameron County Regional Mobility Authority and Breeden McCumber Guerrero, Inc.**

**E. Consideration and Approval of Time Extension on Supplemental Work Authorization No. 5 to Work Authorization No. 7 with HNTB for the West Parkway Project**

**5. Adjournment**

Signed this 12<sup>th</sup> day of April 2012



**David E. Alex**  
**Chairman**

## PUBLIC COMMENTS

### 1. PUBLIC COMMENTS

None were presented.

## PRESENTATIONS, RESOLUTIONS AND/OR PROCLAMATION ITEMS

### 2-A. Presentation of the FY 2011 Comprehensive Financial Audit Report

Mr. Carlos Barrera with Long Chilton, LLP presented the FY 2011 Comprehensive Financial Audit Report to the Board of Directors. He stated they had issued a clean opinion. Mr. Barrera went over the highlights on page 3. He then went over the changes in net assets on page 6 of the report. Mr. Barrera then went over the Balance Sheet on page 7 of the report and the summary of net assets on page 4 of the report. Mr. Barrera then advised the Board of a Financial Statement finding on page 23 of the report. Director Scaief advised the Board that he was meeting with Staff to develop a recommendation to present to the Board addressing the finding.

Mr. Barrera stated that the Cameron County Regional Mobility Authority's growth had been incredible with net assets reaching \$70 Million.

Director Scaief made a motion to acknowledge FY 2011 Comprehensive Financial Audit Report. The motion was seconded by Director Esparza and carried unanimously.

## 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**

Vice-Chairman Wood made a motion to approve Consent Items 3-A and 3-B as presented. The motion was seconded by Secretary Gallegos and carried unanimously:

### 3-A. Consideration and Approval of the Minutes for:

**March 28, 2012 Special Meeting**

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### 3-B. Consideration and Approval of the Revenue and Expenditure Report and the Financials for the Month of March 2012

**The Reports is as follows:**

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## **ACTION ITEMS**

### **4-A. Approval of Claims**

The attached claims were presented to the Board of Directors for approval.

Mr. Pete Sepulveda, Jr., RMA Coordinator introduced Claims into the record.

Director Scaief made a motion to approve the Claims. The motion was seconded by Vice-Chairman Wood and carried unanimously.

**The Claims are as follows:**

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### **4-B. Consideration and Acknowledgement of the GEC Report for the Month of March 2012**

Mr. Bobby Balli with HNTB went over the GEC Report and presented a status of the Cameron County Regional Mobility Authority projects for the month of March 2012. Mr. Pete Sepulveda, Jr., RMA Coordinator went over the status of the Veterans Bridge Expansion, Spur 56 construction in Willacy County, Sarita Overpass, U.S. 77 Environmental Assessment, East Loop, SPI 2<sup>nd</sup> Access, Bi-National Plan, General Brandt Road and had a discussion on the \$2 Billion available for projects. Mr. Jimmy Berry with HNTB went over a Power Point for the West Rail and Olmito RIP Projects.

Secretary Gallegos made a motion to acknowledge the GEC Report for the Month of March 2012. The motion was seconded by Director Esparza and carried unanimously.

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### **4-C. Consideration and Approval of Change Order Numbers 11 and 14 for the SH 550 Project**

Mr. Bobby Balli with HNTB introduced the item and provided an explanation for the purpose of the Change Orders. There was a discussion that ensued between the Board, the GEC and the Texas Department of Transportation Staff. It was recommended by Staff that Change Order Number 11 be tabled.

Director Scaief made a motion to **TABLE** Change Order Number 11 for the SH 550 Project. The motion was seconded by Secretary Gallegos and carried unanimously.

Director Scaief made a motion to approve Change Order Number 14 for the SH 550 Project. The motion was seconded by Director Esparza and carried unanimously.

**Change Order No. 14 is as follows:**

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**4-D. Consideration and Approval of Work Authorization No. 1 between the Cameron County Regional Mobility Authority and Breeden McCumber Guerrero, Inc.**

Mr. Ben Guerrero with Breeden, McCumber Guerrero, Inc. went over a proposal for Marketing Services with the Board of Directors outlining the approach he was recommending on marketing. A discussion ensued between the Board and Mr. Guerrero. Chairman Alex recommended that a Committee be created to review the suggestions made by the Board Members and then develop a recommendation to the Board.

Director Scaief made a motion to approve only the Website Development Phase of Work Authorization No. 1 and assign Secretary Ruben Gallegos, Jr. and Director Esparza to work with Staff and Mr. Ben Guerrero to define the Scope for Advertising and make a recommendation to the Board at its next Board meeting. The motion was seconded by Secretary Gallegos and carried unanimously.

**The Work Authorization is as follows:**

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**4-E. Consideration and Approval of Time Extension on Supplemental Work Authorization No. 5 to Work Authorization No. 7 with HNTB for the West Parkway Project**

Mr. Bobby Balli with HNTB introduced the item and the reason for the Supplemental Work Authorization.

Secretary Gallegos made a motion approve Time Extension on Supplemental Work Authorization No. 5 to Work Authorization No. 7 with HNTB for the West Parkway Project. The motion was seconded by Vice-Chairman Wood and carried unanimously.

**The Work Authorization is as follows:**

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**5. ADJOURNMENT**

There being no further business to come before the Board and upon motion by Secretary Gallegos seconded by Director Scaief and carried unanimously the meeting was **ADJOURNED** at 1:23 P.M.

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**APPROVED** this 30<sup>th</sup> day of April 2012.

  
\_\_\_\_\_  
**CHAIRMAN DAVID E. ALEX**

**ATTESTED:**

  
\_\_\_\_\_  
**SECRETARY RUBEN GALLEGOS, JR.**

**2-A PRESENTATION OF THE FY 2011 COMPREHENSIVE FINANCIAL  
AUDIT REPORT**

March 19, 2012

To the Board of Directors  
Cameron County Regional Mobility Authority

We have audited the financial statements of Cameron County Regional Mobility Authority (CCRMA) for the year ended September 30, 2011. 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 CCRMA 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 2011. 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. The most sensitive estimate affecting the 2011 financial statements was:

Management's estimate of the depreciation expense, which is based on the useful life of assets at the time placed in service. We evaluated the key factors and assumptions used to develop the depreciation expense in determining that it is reasonable in relation to the financial statements taken as a whole.

**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 19, 2012.

### **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.

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*



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A. Carlos Barrera, CPA, CFE  
For the Firm

**CAMERON COUNTY  
REGIONAL MOBILITY AUTHORITY  
FINANCIAL REPORT  
SEPTEMBER 30, 2011**

**CAMERON COUNTY  
REGIONAL MOBILITY AUTHORITY**

September 30, 2011

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## **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 business type activities of Cameron County Regional Mobility Authority (CCRMA) as of and for the year ended September 30, 2011 and 2010, 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 an opinion on the effectiveness of CCRMA'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 basis 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 CCRMA, as of September 30, 2011 and 2010, 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 19, 2012, on our consideration of CCRMA'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 CCRMA 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**  
*Certified Public Accountants*

Brownsville, Texas  
March 19, 2012

## **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, 2011. Please read it in conjunction with the CCRMA financial statements, which immediately follow this section.

### **FINANCIAL HIGHLIGHTS**

- Assets exceeded total liabilities by \$3.8 million due to an increase in cash generated from the \$10 vehicle registration fee and vehicle tolls.
- CCRMA started the operation of the first Toll on SH550 on May 17, 2011. The book value of this asset net of accumulated depreciation as of 9/30/2011 is \$2,424,025.
- Construction in progress increased to \$23.1 million or 33% of total assets which is made up of various projects in which CCRMA will retain ownership. Other assets increased to \$28.1 million or 40% of total assets, which consists of construction in process projects in which ownership will be transferred to the Texas Department of Transportation (TXDOT) at completion.
- Total operating expenditures were approximately \$1.5 million, of which 64% consisted of preliminary feasibility studies with legal counsel and 36% for 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 financial statements. The financial statements include the balance sheets, statements of revenues, expenses, and changes in net assets, statements of cash flows, and notes 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 governmental units on an accrual basis. The balance sheets in particular report the assets and liabilities as of year-end with the differences between the two reflected as net assets. The increase or decrease in net assets over time is one indicator of the improving or deteriorating financial position of CCRMA.

The statements of revenues, expenditures, and changes in net assets present the results of the business activities over the course of the fiscal years presented and how those results affected the change in net assets. Under accrual accounting principles, revenues are recognized in the period in which they are earned and expenses are recognized in the period in which they are incurred. This matching principle allows these statements to display net effect of the transactions that occurred throughout the year, regardless of the timing of cash flows.

While the statements of revenues, expenditures, and changes in net assets do not reflect the timing of cash flows, the statements of cash flows do present the changes in cash caused by the receipts and disbursements by three major categories of operating, financing and investing activities.

The notes to the financial statements provide required disclosures and other information that are essential to a full understanding of material data provided in these financial statements. They disclose information about CCRMA's accounting policies, significant account balances and activities, material risks, obligations, commitments, and subsequent events. The notes to financial statements should be used in conjunction with the above mentioned financial statements.

## FINANCIAL ANALYSIS OF CCRMA

### Net Assets

CCRMA's total net assets were \$3.8 million of which \$3.3 million are restricted for various projects at September 30, 2011. 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 capital and other assets is due to the continuation of projects funded by the 2010 revenue bonds and TXDOT. A prior period adjustment occurred due to misclassified expenditures in 2010 that should have been capitalized. Our note disclosure covers the adjustment in more detail.

The increase in liabilities from 2010 to 2011 is primarily caused by the increase in capital projects associated with TXDOT funding. 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 \$29.5 million or 44% of total liabilities at September 30, 2011. The revenue bonds issued by CCRMA in 2010 originated as term bonds, with multiple maturing dates, and total \$28.3 million net of issue costs and bond premiums, or 42% of total liabilities at September 30, 2011.

<b>Summary of Statement of Net Assets</b>			
<b>September 30, 2011</b>			
	<u>2011</u>	<u>2010</u>	<u>2009</u>
<b>Assets:</b>			
Current assets	\$16,555,597	\$ 30,539,817	\$ 1,568,721
Capital Assets, net	25,591,122	9,599,800	-
Other non-current	<u>28,685,936</u>	<u>5,322,744</u>	<u>3,055,158</u>
Total assets	70,832,655	45,462,361	4,623,879
<b>Liabilities:</b>			
Current liabilities	\$ 6,496,906	\$ 4,031,375	446,418
Non-Current liabilities	<u>60,444,518</u>	<u>39,003,318</u>	<u>2,620,237</u>
Total liabilities	66,941,424	43,034,693	3,066,655
<b>Net assets:</b>			
Restricted	3,372,851	-	-
Unrestricted	<u>518,380</u>	<u>2,427,668</u>	<u>1,557,224</u>
Prior period adjustment	-	215,975	-
Total net assets restated	<u>\$ 3,891,231</u>	<u>\$ 2,643,643</u>	<u>\$ 1,557,224</u>



## Capital Assets, Other Assets and Non-Current liabilities

### Capital & Other Non-Current Assets

At September 30, 2011, CCRMA had a total of \$ 54.3 million invested in a broad range of construction projects including, toll bridges, rail yards, and highways. This amount represents a net increase of \$39.3 million summarized below.

<b>Capital and Other Assets</b>			
<b>September 30, 2011</b>			
	<u>2011</u>	<u>2010</u>	<u>2009</u>
<b>Capital Assets:</b>			
Construction in Process	\$ 23,167,097	\$ 9,599,800	\$ 3,055,158
Equipment, net	2,424,025	-	-
<b>Other Assets:</b>			
Unamortized bond costs	539,148	570,482	-
Other projects	<u>28,146,788</u>	<u>4,752,262</u>	<u>-</u>
<b>Totals</b>	<b><u>\$54,277,058</u></b>	<b><u>\$ 14,922,544</u></b>	<b><u>\$ 3,055,158</u></b>
This year's major additions included (in millions)			
Olmito Switch Yard, paid with TXDOT & ARRA funding,			\$ 7.7
Olmito RIP Facility, paid with TXDOT & ARRA funding,			.2
US 77, paid with TXDOT & ARRA funding,			3.0
SPI 2 <sup>nd</sup> causeway, paid with proceeds from TXDOT loan			1.0
West Rail, paid with TXDOT & ARRA funding,			15.5
Equipment			1.5
Various projects including West Pkwy, East Loop, Port Access, General Brant, SH550, Outer Parkway, Port Isabel Access, and the 281 Connector			<u>10.4</u>

Total additions for the year \$ 39.3

### Non-Current Liabilities

At September 30, 2011 CCRMA had outstanding Non-Current liabilities of \$60.4 million, an increase of \$21.4 million from the prior year.

<b>Non-Current Liabilities</b>			
<b>September 30, 2011</b>			
	<u>2011</u>	<u>2010</u>	<u>2009</u>
<b>Non-Current Liabilities:</b>			
Due to other Government	\$ 2,014,428	\$ 259,946	\$ -
Due to TXDOT	29,567,532	9,874,699	2,620,237
Long-term bond payable (vehicle registration fee)	<u>28,862,558</u>	<u>28,868,673</u>	<u>-</u>
<b>Total</b>	<b><u>\$ 60,444,518</u></b>	<b><u>\$ 39,003,318</u></b>	<b><u>\$ 2,620,237</u></b>

## Changes in Net Assets

Net assets changed as of September 30, 2011 by \$1,247,588. CCRMA generated total revenues of \$2.8 million and total expenditures of \$1.5 million. Expenditures decreased by 8% due to several services for both legal and engineering for the expansion in capital & other projects were capitalized rather than expensed.

<b>Change in Net Assets</b>			
<b>Year Ended September 30, 2011</b>			
	<u>2011</u>	<u>2010</u>	<u>2009</u>
<b>Revenues:</b>			
Interlocal revenues	\$ -	\$ -	\$ 62,326
Vehicle registration fee	2,725,505	2,567,459	2,178,015
Other revenues	<u>90,040</u>	<u>6,821</u>	<u>2,532</u>
Total revenues	<u>2,815,545</u>	<u>2,574,280</u>	<u>2,242,873</u>
<b>Expenses:</b>			
Administrative	1,116,428	897,768	159,535
Professional services	<u>451,529</u>	<u>806,070</u>	<u>822,526</u>
Total expenses	<u>1,567,957</u>	<u>1,703,838</u>	<u>982,061</u>
Change in net assets	1,247,588	870,443	1,260,812
<b>Net assets:</b>			
Beginning of the year	2,643,643	1,557,224	296,412
End of the year	<u>3,891,231</u>	<u>2,427,668</u>	<u>1,557,224</u>
Prior period adjustment	-	215,975	-
End of year restated	<u>\$ 3,891,231</u>	<u>\$ 2,643,643</u>	<u>\$ -</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.

Cameron County  
Regional Mobility Authority

**Balance Sheets**  
September 30, 2011 and 2010

	2011	2010
<b>ASSETS</b>		
<b>Current Assets:</b>		
Cash and cash equivalents	\$ 11,747,442	\$ 25,114,807
Due from other agencies	92,587	349,723
Due from other governments	4,574,788	5,012,094
Prepaid Expenses	140,780	63,193
Total current assets	16,555,597	30,539,817
<b>Non-current Assets:</b>		
Capital assets, net	25,591,122	9,599,800
Other assets	28,146,788	4,752,262
Unamortized bond issue costs	539,148	570,482
<b>Total Assets</b>	<b>\$ 70,832,655</b>	<b>\$ 45,462,361</b>
 <b>LIABILITIES</b>		
<b>Current Liabilities:</b>		
Accounts payable	\$ 5,931,509	\$ 3,781,375
Due to other governments	250,000	250,000
Deferred revenue	315,397	-
Total current liabilities:	6,496,906	4,031,375
<b>Non-current Liabilities:</b>		
Due to other governments	2,014,428	259,946
Due to Texas Department of Transportation	29,567,532	9,874,699
Long-term bond payable	28,862,558	28,868,673
Total non-current liabilities	60,444,518	39,003,318
<b>Total Liabilities</b>	<b>66,941,424</b>	<b>43,034,693</b>
 <b>NET ASSETS</b>		
Restricted	3,372,851	-
Unrestricted	518,380	2,427,668
Total net assets	3,891,231	2,427,668
Prior period adjustment	-	215,975
Total net assets - restated	3,891,231	2,643,643
<b>Total Liabilities and Net Assets</b>	<b>\$ 70,832,655</b>	<b>\$ 45,462,361</b>

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, 2011 and 2010

	2011	2010
Operating Revenues		
Vehicle registration fee	2,725,505	2,567,459
Toll revenue	68,787	-
Total operating revenue	2,794,292	2,567,459
Operating Expenses		
Professional services	451,525	577,380
Engineering expense	-	228,690
Contractual services	364,813	439,740
Advertising	14,669	12,715
Miscellaneous	61,218	83
Land acquisition	-	25,506
Office supplies	5,330	788
Travel	62,166	39,646
Toll services	38,602	
Debt interest	569,634	379,289
Total operating expense	1,567,957	1,703,837
Non-Operating Revenues		
Interest income	21,253	6,821
Change in net assets	1,247,588	870,443
Net Assets - beginning of year	2,643,643	1,557,225
Net Assets - end of year	3,891,231	2,427,668
Prior period adjustment		215,975
Net Assets - end of year - restated	<b>\$ 3,891,231</b>	<b>\$ 2,643,643</b>

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

Cameron County  
Regional Mobility Authority

**Statements of Cash Flows**  
Years Ended September 30, 2011 and 2010

	2011	2010
<b>CASH FLOWS FROM OPERATING ACTIVITIES</b>		
Receipts from customers	\$ 2,794,292	\$ 2,215,370
Other receipts	315,397	-
Payments to vendors	(998,323)	(1,760,210)
Net cash provided by (used in) operating activities	2,111,366	455,160
<b>CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES</b>		
Acquisition of capital assets	(15,991,323)	(7,256,923)
Acquisition of other assets	(23,394,526)	
Interest paid on capital debt	(569,634)	
Loan proceeds	24,476,752	31,020,726
Net cash (used) by capital and related financing activities	(15,478,731)	23,763,803
Net increase in cash and cash equivalents	(13,367,365)	24,218,963
Cash and Cash equivalents at beginning of year	25,114,807	895,844
Cash and Cash equivalents at end of year	\$ 11,747,442	\$ 25,114,807
<b>RECONCILIATION OF OPERATING INCOME (LOSS) TO NET CASH PROVIDED (USED) BY OPERATING ACTIVITIES</b>		
Operating Income (Loss)	\$ 1,247,588	\$ 870,442
Adjustments to reconcile operating income to net cash provided by operating activities:		
Depreciation expense	46,362	
Change in assets and liabilities:		
(Increase) Decrease in due from other governments	437,306	(4,457,765)
(Increase) Decrease in due from other agencies	257,136	(231,175)
(Increase) Decrease in prepaid expenses	(77,588)	4,013,712
(Decrease) Increase in accounts payable	(114,835)	259,946
(Decrease) Increase in deferred revenue	315,397	-
Net cash flows provided by operating activities	\$ 2,111,366	\$ 455,160
<b>Supplemental Disclosures of Cash Flow Information</b>		
Cash payments for:		
Interest	\$ 569,634	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, 2011

**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** – 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, 2011

**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. 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, 3-20 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. Depreciation expense for 2011 and 2010 was \$46,362 and zero, respectively.

**E. 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.

**F. 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.

**G. 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, 2011

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

H. Net Assets are classified as follows:

Restricted – Are amounts that can only be expended for specific purposes due to externally imposed conditions by grantors or creditors. CCRMA had a total of \$3,372,851 in restricted assets which was composed of CCRMA's investment in capital projects that will transfer to TXDOT upon completion. The allocation per project was \$989,665 Olmito Switchyard, and \$2,383,186 West Rail project.

Unrestricted – Are those net assets in which are available for any lawful purpose, and are accumulated as necessary to ensure the availability of sufficient funds for future operations.

I. **Subsequent Events** – Management has evaluated subsequent events through March 19, 2012 which is the date the financial statements were available to be issued.

**Note 2 – Cash and Cash Equivalent's**

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.



CAMERON COUNTY  
REGIONAL MOBILITY AUTHORITY

**Notes to Financial Statements**  
September 30, 2011

**Note 2 – Cash and Cash Equivalent's - Continued**

At September 30, 2011, the carrying amount of the CCRMA's cash and cash equivalents was \$11,747,442 of which \$2,256,741 was held in debt reserve at BNY Mellon, and the remainder was in business interest checking accounts as of September 30, 2011.

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, 2011.

**Note 3 – Capital Assets**

The following schedule summarizes the capital assets of the CCRMA as of September 30, 2011:

	<u>2010</u>	<u>Additions</u>	<u>Reclass</u>	<u>2011</u>
Depreciable	\$ -	1,570,847	899,540	\$ 2,470,387
Non-Depreciable-CIP	<u>9,599,800</u>	<u>14,466,837</u>	<u>(899,540)</u>	<u>23,167,097</u>
Accumulated depreciation		(46,362)		(46,362)
Net capital assets	<u>\$ 9,599,800</u>	<u>\$ 15,991,322</u>	<u>\$ -</u>	<u>\$ 25,591,122</u>

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

<u>Project</u>	<u>Additions</u>
SPI Second Causeway	\$ 1,068,280
West Loop/West Pkwy	392,625
State Highway 550	6,497,771
East Loop	405,170
Port Access Rd	2,749,496
General Brant Rd	79,627
Outer Parkway	187,498
Port Isabel Access	22,351
281 Connector	59,016
US 77	<u>3,005,003</u>
<b>Total</b>	<u><b>\$ 14,466,837</b></u>

CAMERON COUNTY  
REGIONAL MOBILITY AUTHORITY

**Notes to Financial Statements**  
September 30, 2011

**Note 4 – Other Assets**

CCRMA began two construction projects in FY2010 and one in FY2011 in which the Texas Department of Transportation & Union Pacific Rail Road retain ownership and titles during and at project completion. The three projects are summarized as follows: \$15,932,058 for the West Rail project, \$12,025,688 for the Olmito Switch Yard, and \$189,042 for a cross project of the Switchyard, called Olmito RIP facility leaving a combined total of \$28,146,788.

**Note 5 – Disaggregation of Receivable and Payable Balances**

Of the current receivables 83% are due from the Texas Department of Transportation at September 30, 2011. Payable balances are comprised of 16% of current payables to contractors and vendors at September 30, 2011. The remaining 84% 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, 2011 are as follows:

	<u>Beginning Balance</u>	<u>Additions</u>	<u>Reductions</u>	<u>Ending Balance</u>
Due to Texas Department of Transportation	<u>\$ 9,874,699</u>	<u>\$ 19,692,833</u>	<u>\$ -</u>	<u>\$ 29,567,532</u>

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, 2011 \$28.7 million remain outstanding.

CAMERON COUNTY  
REGIONAL MOBILITY AUTHORITY

**Notes to Financial Statements**  
September 30, 2011

**Note 6 – Non-Current Liabilities - Continued**

The bond issues are summarized as follows:

	Balance Outstanding October 1, 2010	Additions	Deletions	Balance Outstanding September 30, 2011	Due Within One Year
<b>Bonds Payable:</b>					
Revenue Bonds Payable	\$ 28,780,000	\$ -	\$ -	\$ 28,780,000	\$ -
Plus: Premium on Refunding	<u>88,673</u>	<u>-</u>	<u>(6,115)</u>	<u>82,558</u>	<u>-</u>
<b>Total Bonds Payable</b>	<b><u>\$ 28,868,673</u></b>	<b><u>\$ -</u></b>	<b><u>\$ (6,115)</u></b>	<b><u>\$ 28,862,558</u></b>	<b><u>\$ -</u></b>

The annual requirements to retire revenue bonds outstanding at September 30, 2011 are as follows:

	2010A Bonds			2010B Bonds		
	Principal	Interest	Total	Principal	Interest	Total
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	800,000	435,875	1,235,875	-	1,017,853	1,017,853
2017-2026	9,900,000	2,457,988	12,357,988	-	10,178,530	10,178,530
2027-2036	-	-	-	<u>15,535,000</u>	<u>5,447,497</u>	<u>20,982,497</u>
<b>Total</b>	<b><u>\$ 13,245,000</u></b>	<b><u>\$ 5,298,988</u></b>	<b><u>\$ 18,543,988</u></b>	<b><u>\$ 15,535,000</u></b>	<b><u>\$ 21,733,145</u></b>	<b><u>\$ 37,268,145</u></b>

**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 \$805,045 in accordance with Financial accounting standards codification 820-20-30, the remaining interest was expended for a total of \$569,631.

CAMERON COUNTY  
REGIONAL MOBILITY AUTHORITY

**Notes to Financial Statements**  
September 30, 2011

**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. As of September 30, 2011 there has been no payments to this loan, both parties have agreed that payments will be made in the subsequent year. 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.

**Note 9 – Advertising**

CCRMA incurs advertising expenditures for the promotion of itself and its projects, these expenditures are not capitalized to the individual projects and are expensed in the period occurred.

**Note 10 – Prior Period Adjustment**

In the prior year CCRMA had expensed 215,975 of engineering expenses that should have been capitalized for two projects. The adjustment was made to capitalize the expenditures for \$31,467 to the East Loop Project, and \$184,508 to the Port Access Project.

**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 business type activities of the Cameron County Regional Mobility Authority (CCRMA) as of and for the year ended September 30, 2011, and have issued our report thereon dated March 19, 2012. 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 CCRMA'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 CCRMA's internal control over financial reporting. Accordingly, we do not express an opinion on the effectiveness of CCRMA'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. However we identified a certain deficiency in internal control over financial reporting, described in the accompanying schedule of findings and questioned costs as IC2011-1 that we consider to be a significant deficiency in internal control over financial reporting. A significant deficiency is a deficiency, or

a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

### **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*.

CCRMA's response to the findings in our audit is described in the accompanying statement of corrective action of audit findings and questioned costs. We did not audit CCRMA's response and accordingly, we express no opinion on it.

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**  
*Certified Public Accountants*

Brownsville, Texas  
March 19, 2012

**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 (CCRMA) 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, 2011. CCRMA'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 CCRMA management. Our responsibility is to express an opinion on CCRMA'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 CCRMA'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 CCRMA's compliance with those requirements.

In our opinion, CCRMA has 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, 2011.

## **Internal Control Over Compliance**

Management of CCRMA 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 CCRMA'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 CCRMA'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**  
*Certified Public Accountants*

Brownsville, Texas  
March 19, 2012



CAMERON COUNTY  
REGIONAL MOBILITY AUTHORITY

**SCHEDULE OF EXPENDITURES OF FEDERAL AND STATE AWARDS**  
Year Ended September 30, 2011

<b>Federal</b>				
UPRR Olmito Switch Yard Expansion	ARRA Funds	20.205	2009C11403	\$ 7,882,298
US 77	ARRA Funds	20.205		3,005,003
West Rail	ARRA Funds	20.205		15,512,228
				<u>\$ 26,399,529</u>
<b>State</b>				
SPI 2nd Causeway			CSJ# 0921-06-163	\$ 1,068,280
West Loop Project			CSJ# 0921-06-184	392,625
				<u>\$ 1,460,905</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, 2011**

**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? \_\_\_\_\_   X   Yes      \_\_\_\_\_ 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 2<sup>ND</sup> 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, 2011

**I. SUMMARY OF INDEPENDENT AUDITOR'S RESULTS - CONTINUED**

Dollar threshold used to distinguish between Type A and Type B Federal programs	<u>Type A \$ 791,986</u>	<u>Type B \$100,000</u>
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Auditee qualified as low-risk auditee?	_____ Yes	___X___ 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?	___X___ Yes	_____ No
--	-------------	----------

**II. FINANCIAL STATEMENT FINDINGS**

***Finding IC2011-1:***

***Condition and Criteria:***

During our testing of internal controls, we identified a significant deficiency within the Cameron County Regional Mobility Authority (CCRMA) financial reporting control structure. It appears that the controls governing CCRMA's financial reporting process lack the procedures to properly identify costs per construction contract, local matching costs, and federal grant reimbursable expenses. Our testing indicates that the CCRMA's cost accounting procedures fail to produce detail cost reports to accurately identify allowable reimbursable expenses as required by the federal grant guidelines.

***Effect:***

The lack of controls limits the CCRMA's ability to accurately report and identify grant costs as required by federal guidelines.

***Cause:***

The implemented controls governing the financial reporting process are not effective.

CAMERON COUNTY  
REGIONAL MOBILITY AUTHORITY

**SCHEDULE OF FINDINGS AND QUESTIONED COSTS –  
FEDERAL AND STATE AWARDS - CONTINUED**  
For Year Ended September 30, 2011

**II. FINANCIAL STATEMENT FINDINGS - CONTINUED**

*Recommendation:*

Develop the appropriate controls that properly identify the costs per contract, identify local matching costs, and reimbursable expenses.

**III. FINDINGS AND QUESTIONED COSTS FOR FEDERAL/STATE AWARDS**

None noted which were required to be reported.

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CAMERON COUNTY  
REGIONAL MOBILITY AUTHORITY

**CORRECTIVE ACTION FOR AUDIT FINDINGS AND  
QUESTIONED COSTS –FEDERAL AND STATE AWARDS**  
For Year Ended September 30, 2011

**II. FINANCIAL STATEMENT FINDINGS**

***Finding IC2011-1:***

***Condition and Criteria:***

During our testing of internal controls, we identified a significant deficiency within the Cameron County Regional Mobility Authority (CCRMA) financial reporting control structure. It appears that the controls governing CCRMA's financial reporting process lack the procedures to properly identify costs per construction contract, local matching costs, and federal grant reimbursable expenses. Our testing indicates that the CCRMA's cost accounting procedures fail to produce detail cost reports to accurately identify allowable reimbursable expenses as required by the federal grant guidelines.

***Effect:***

The lack of controls limits the CCRMA's ability to accurately report and identify grant costs as required by federal guidelines.

***Cause:***

The implemented controls governing the financial reporting process are not effective.

***Recommendation:***

Develop the appropriate controls that properly identify the costs per contract, identify local matching costs, and reimbursable expenses.

***Response:***

CCRMA has multiple projects that are under construction concurrently that require a significant amount of time to ensure the proper financial reporting. Most of these projects involve the use of state and federal funds. The CCRMA is committed to providing proper financial reporting, thus, we will develop the appropriate controls to ensure that we improve our financial reporting and that it is effective.

CAMERON COUNTY  
REGIONAL MOBILITY AUTHORITY

**SCHEDULE OF FINDINGS AND QUESTIONED COSTS -  
FEDERAL AND STATE AWARDS – PRIOR YEAR**  
For Year Ended September 30, 2011

**II. FINANCIAL STATEMENT FINDINGS**

None noted which required reporting.

**III. FINDINGS AND QUESTIONED COSTS OF FEDERAL/STATE AWARDS**

None noted which required reporting.

**3-B CONSIDERATION AND APPROVAL OF REVENUE AND  
EXPENDITURE REPORT AND THE FINANCIALS FOR THE MONTH  
OF MARCH 2012**

**Cash Disbursement Journal By GL**  
**From 03/01/2012 To 03/31/2012**

1101100

<u>Fund Dept</u>	<u>Ln</u>	<u>LnItem</u>	<u>PEID</u>	<u>Vendor Name</u>	<u>Check #</u>	<u>Check Date</u>	<u>Post Date</u>	<u>PO #</u>	<u>Invoice #</u>	<u>Amount</u>
110 110	6014	6014	0000051900	DELTA SPECIALTIES	00001183	03/27/2012	03/27/2012	P173620	23318	3,120.00
110 110	6014	6014			00001183	03/27/2012	03/27/2012	P173620	23318	8,880.74
									<b>Check Total</b>	12,000.74
110 110	6014	6014	0000119375	ROAD & BRIDGE FUND	00001177	03/15/2012	03/15/2012		CR1506220-6014	237.63
110 110	6014	6014			00001177	03/15/2012	03/15/2012		CR150-6220-6014	171.29
									<b>Check Total</b>	408.92
110 110	6014	6014	0000169354	STAPLES	00001186	03/27/2012	03/27/2012	P175312	112850526	67.06
									<b>Check Total</b>	67.06
110 110	6050	6050	0000166064	GARCIA,DAVID	00001171	03/15/2012	03/15/2012		REIMB.TRVL3/10	12,476.72
110 110	6050	6050			00001171	03/15/2012	03/15/2012		REIMB.TRVL2/29	666.33
									<b>Check Total</b>	558.63
110 110	6050	6050	0000127024	SEPULVEDA,PETE	00001180	03/15/2012	03/15/2012		REIMB.TRVL3/8	1,224.96
110 110	6050	6050			00001180	03/15/2012	03/15/2012		REIMB.TRVL2/22	6,215.63
									<b>Check Total</b>	640.80
110 110	6082	6082	0000157573	AVINA,VERONICA	00001165	03/15/2012	03/15/2012	P169762	CONTRACT MAR'12	6,856.43
									<b>Line Item Total</b>	8,081.39
									<b>Check Total</b>	200.00
110 110	6082	6082	0000154776	BETANCOURT,BLANCA	00001167	03/15/2012	03/15/2012	P169761	CONTRACT MAR'12	200.00
									<b>Check Total</b>	700.00
110 110	6082	6082	0000170187	DEHOYOS, SYLVIA	00001168	03/15/2012	03/15/2012	P169790	CONTRACT MAR'12	700.00
									<b>Check Total</b>	400.00
110 110	6082	6082	0000089010	GALARZA,MARTHA	00001169	03/15/2012	03/15/2012	P169760	CONTRACT MAR'12	400.00
									<b>Check Total</b>	400.00
110 110	6082	6082	0000163937	GARCIA,DAVID	00001170	03/15/2012	03/15/2012	P169788	CONTRACT MAR'12	800.00
									<b>Check Total</b>	800.00
110 110	6082	6082	0000172330	GREEN MOUNTAIN ENERGY COMPANY	00001172	03/15/2012	03/15/2012	P173844	1115920	6,250.00
									<b>Check Total</b>	6,250.00
110 110	6082	6082			00001184	03/27/2012	03/27/2012	P173844	1166900/10032657	298.71
									<b>Check Total</b>	298.71
110 110	6082	6082	0000169613	PENA,JESUS MARTIN	00001175	03/15/2012	03/15/2012	P169763	CONTRACT MAR'12	310.31
									<b>Check Total</b>	310.31
110 110	6082	6082	0000158316	QUELLHORST,HENDRICK	00001176	03/15/2012	03/15/2012	P169765	CONTRACT MAR'12	200.00
									<b>Check Total</b>	200.00
									<b>Check Total</b>	250.00



Cash Disbursement Journal By GL

1101100

From 03/01/2012 To 03/31/2012

<u>Fund Dept</u>	<u>Lnltm</u>	<u>PEID</u>	<u>Vendor Name</u>	<u>Check #</u>	<u>Check Date</u>	<u>Post Date</u>	<u>PO #</u>	<u>Invoice #</u>	<u>Amount</u>
110 110	6082	0000119900	ROBLES,MARIA A	00001178	03/15/2012	03/15/2012	P169764	CONTRACT MAR'12	250.00
								Check Total	450.00
110 110	6082	0000161834	SAN MIGUEL,FRANCISCO	00001179	03/15/2012	03/15/2012	P169771	CONTRACT MAR'12	450.00
								Check Total	300.00
110 110	6082	0000165666	SEPULVEDA,PEDRO	00001181	03/15/2012	03/15/2012	P169758	CONTRACT MAR'12	300.00
								Check Total	6,250.00
110 110	6082	0000155472	VEGA,DYLBIA JEFFERIES	00001182	03/15/2012	03/15/2012	P169779	CONTRACT MAR'12	6,250.00
								Check Total	1,100.00
110 110	6097	0000169936	BANK OF NEW YORK MELLON TRUST	00001166	03/15/2012	03/15/2012		CONTRACT MAR'12	17,509.02
								Line Item Total	50,000.00
								SERIES A/B BONDS	50,000.00
								Check Total	50,000.00
110 110	6098			00001166	03/15/2012	03/15/2012		Line Item Total	50,000.00
110 110	6098			00001166	03/15/2012	03/15/2012		SERIES A/B BONDS	40,897.92
								SERIES A/B BONDS	84,821.10
								Check Total	125,719.02
								Line Item Total	125,719.02
								Dept. Total	213,786.15

Cash Disbursement Journal By GL  
 From 03/01/2012 To 03/31/2012

1101107

<u>Fund Dept</u>	<u>LnItem</u>	<u>PEID</u>	<u>Vendor Name</u>	<u>Check #</u>	<u>Check Date</u>	<u>Post Date</u>	<u>PO #</u>	<u>Invoice #</u>	<u>Amount</u>
110 1107	6082	0000160653	HNTB CORP	00001173	03/15/2012	03/15/2012	P149967	67-40619-PL-007	2,176.59
								<b>Check Total</b>	2,176.59
								<b>Line Item Total</b>	2,176.59
								<b>Dept. Total</b>	2,176.59

Cash Disbursement Journal By GL

From 03/01/2012 To 03/31/2012

1101108

<u>Fund Dept</u>	<u>Ln/Item</u>	<u>PEID</u>	<u>Vendor Name</u>	<u>Check #</u>	<u>Check Date</u>	<u>Post Date</u>	<u>PO #</u>	<u>Invoice #</u>	<u>Amount</u>
110 1108	6082		WEST RAILROAD	00001173	03/15/2012	03/15/2012	P173463	76-40619-PL-008	11,949.48
								<b>Check Total</b>	11,949.48
								<b>Line Item Total</b>	11,949.48
								<b>Dept. Total</b>	11,949.48

Cash Disbursement Journal By GL

1101116

From 03/01/2012 To 03/31/2012

<u>Fund Dept</u>	<u>LnItm</u>	<u>PEID</u>	<u>Vendor Name</u>	<u>Check #</u>	<u>Check Date</u>	<u>Post Date</u>	<u>PO #</u>	<u>Invoice #</u>	<u>Amount</u>
WEST RAIL GEC SVC									
110 1116	6082			00001173	03/15/2012	03/15/2012	P161490	76-40619-CN-033	12,559.20
								<b>Check Total</b>	12,559.20
110 1116	6082	0000170659	MCCARTHY BUILDING COMPANY	00001174	03/15/2012	03/15/2012	P160836	13/092106-73/233	387,900.87
								<b>Check Total</b>	387,900.87
110 1116	6082			00001185	03/27/2012	03/27/2012	P160836	14/0921060731233	317,409.80
110 1116	6082			00001185	03/27/2012	03/27/2012		14/0921060731233	-46,500.00
								<b>Check Total</b>	270,909.80
								<b>Line Item Total</b>	671,369.87
								<b>Dept. Total</b>	671,369.87

Cash Disbursement Journal By GL  
 From 03/01/2012 To 03/31/2012

1101123

<u>Fund 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>
110 1123	6082	0000160653	HNTB CORP	00001173	03/15/2012	03/15/2012	P157105	76-40619-CN-031	10,177.21
<b>Check Total</b>									10,177.21
<b>Line Item Total</b>									10,177.21
<b>Dept. Total</b>									10,177.21

Cash Disbursement Journal By GL

From 03/01/2012 To 03/31/2012

1101147

Fund Dept Lnltm  
OLMITO RIP FACILITY  
110 1147 6082

PEID

Vendor Name

Check #

Date

PO #

Invoice #

Amount

00001173	03/15/2012	03/15/2012	P167330	76-40619-PL-047	11,435.73
<b>Check Total</b>					11,435.73
<b>Line Item Total</b>					11,435.73
<b>Dept. Total</b>					11,435.73

Cash Disbursement Journal By GL  
From 03/01/2012 To 03/31/2012

1101147

<u>Fund 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>
									Fund Total 920,895.03
									Total Disbursements 920,895.03

Cash Disbursement Journal By GL  
 From 03/01/2012 To 03/31/2012

11111111

<u>Fund Dept</u>	<u>LnItem</u>	<u>PEID</u>	<u>Vendor Name</u>	<u>Check #</u>	<u>Check Date</u>	<u>Post Date</u>	<u>PO #</u>	<u>Invoice #</u>	<u>Amount</u>
EAST LOOP	111 1111	6042 0000160653	HNTB CORP	00001173	03/15/2012	03/15/2012	P155761	76-40619-PL-042	7,509.78
								<b>Check Total</b>	7,509.78
								<b>Line Item Total</b>	7,509.78
								<b>Dept. Total</b>	7,509.78



Cash Disbursement Journal By GL

1111121

From 03/01/2012 To 03/31/2012

<u>Fund Dept</u>	<u>LnItem</u>	<u>PEID</u>	<u>Vendor Name</u>	<u>Check #</u>	<u>Check Date</u>	<u>Post Date</u>	<u>PO #</u>	<u>Invoice #</u>	<u>Amount</u>
SH 550 TOLL									
111 1121	6082			00001173	03/15/2012	03/15/2012	P158036	76-40619-CN-038	240.16
								<b>Check Total</b>	240.16
111 1121	6082	0000169797	TEXAS DEPARTMENT OF TRANSPORTA	00001187	03/27/2012	03/27/2012	P165112	02/2012	1,844.00
								<b>Check Total</b>	1,844.00
								<b>Line Item Total</b>	2,084.16
								<b>Dept. Total</b>	2,084.16

Cash Disbursement Journal By GL  
 From 03/01/2012 To 03/31/2012

1111126

<u>Fund Dept</u>	<u>Lnltm</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>
111 1126	6042	0000160653	HNTB CORP	00001173	03/15/2012	03/15/2012	P160056	76-40619-PL-026	2,197.53
<b>Check Total</b>									2,197.53
<b>Line Item Total</b>									2,197.53
<b>Dept. Total</b>									2,197.53

Cash Disbursement Journal By GL  
 From 03/01/2012 To 03/31/2012

1111149

<u>Fund Dept</u>	<u>LnItem</u>	<u>PEID</u>	<u>Vendor Name</u>	<u>Check #</u>	<u>Check Date</u>	<u>Post Date</u>	<u>PO #</u>	<u>Invoice #</u>	<u>Amount</u>
SH32 GEC/EAST LOOP	111 1149 6082			00001173	03/15/2012	03/15/2012	P171413	76-40619-PL-049	98,099.85
								<b>Check Total</b>	98,099.85
								<b>Line Item Total</b>	98,099.85
								<b>Dept. Total</b>	98,099.85

1111155

Cash Disbursement Journal By GL  
From 03/01/2012 To 03/31/2012

<u>Fund Dept 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>
111 1155 6082			00001173	03/15/2012	03/15/2012	P174429	76-40619-PL-055	12,487.68
							<b>Check Total</b>	12,487.68
							<b>Line Item Total</b>	12,487.68
							<b>Dept. Total</b>	12,487.68

Cash Disbursement Journal By GL  
From 03/01/2012 To 03/31/2012

1111155

<u>Fund Dept</u>	<u>LnItem</u>	<u>PEID</u>	<u>Vendor Name</u>	<u>Check #</u>	<u>Check Date</u>	<u>Post Date</u>	<u>PO #</u>	<u>Invoice #</u>	<u>Amount</u>
									<b>Fund Total</b> 122,379.00
									<b>Total Disbursements</b> 122,379.00

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**

Statement of Net Assets

March 31, 2012

**(UNAUDITED)**

<b>Assets:</b>	<u>2012</u>
<b>Current assets:</b>	
Cash and cash equivalents	\$ 2,875,748
Accounts Receivable	2,131,457
Prepaid expenses	-
Due from other agencies	-
Due from other funds	-
<b>Total current assets</b>	<u>5,007,205</u>
<b>Capital Assets: CWIP</b>	
Prep Public Inv. Plan	-
SPI 2nd. Causeway	1,805,194
West Loop	2,125,354
East Loop	-
SH 550 Re -Evaluation	-
SPI 2nd. Access, Eng., Env.	2,879,653
<b>Total construction work in progress</b>	6,810,201
Less Accumulated Depreciation	<u>(46,362)</u>
<b>Net Depreciable Assets</b>	6,763,839
Other assets	34,681,548
<b>Total assets</b>	<u><u>\$ 46,452,592</u></u>
<b>Liabilities:</b>	
<b>Current liabilities:</b>	
Accounts payable	\$ 236,372
Due to other Entities	250,000
Due to other Funds	4,911,439
Deferred Revenue	<u>195,397</u>
<b>Total current liabilities</b>	5,593,208
<b>Long term liabilities:</b>	
Aid from Other Gov/SPI 2nd Causeway	1,805,194
Aid from Other Govt./West Loop	2,125,354
Aid from Other Govt./SPI 2nd Access, Eng., Env.	2,879,653
Aid from Other Govt./West Rail Relocation	19,957,191
Aid from Other Govt./Olmito Switchyard	11,042,750
Aid from Other Govt./RIP Facility	<u>182,315</u>
<b>Total long term liabilities</b>	37,992,457
<b>Total liabilities</b>	43,585,665
<b>Net assets:</b>	
Contributed Capital	-
Net Assets	<u>2,866,927</u>
<b>Total net assets</b>	<u>2,866,927</u>
<b>Total liabilities and net assets</b>	<u><u>\$ 46,452,592</u></u>

**CAMERON COUNTY REGIONAL MOBILITY AUTHORITY**  
**AS OF 03/31/2012**  
**Statements of Revenues & Expenditures**  
**(UNAUDITED)**

	2012
<b><u>OPERATING REVENUES</u></b>	
RMA Fees	\$ 229,820
State Revenue - TX Dot	-
Interlocal Revenue	-
Interest Income	1,875
<b>TOTAL OPERATING REVENUES</b>	<b>\$ 231,695</b>
 <b><u>OPERATING EXPENSES</u></b>	
Office Supplies	12,810
Audit and Accounting	-
Engineering	-
Professional Services	2,274
Postage	-
Travel	13,415
Advertising	2,477
Printing & Binding	-
Bonds	87
Education & Training	1,100
Aid to other Governments	-
Dues and Memberships	7,500
Contractual	164,000
New Equipment	-
Debt Retirement	374,117
Debt Interest	578,857
Fiscal Agent Fees	-
<b>TOTAL OPERATING EXPENSES</b>	<b>1,156,637</b>
 <b>DEVELOPMENT PROGRAMS</b>	
Strategic Plan Development	-
Public Involvement & Outreach	-
West Rail Relocation	47,545
North Rail Relocation	-
East Loop Project	-
RFI-Comp Dev Agree	-
PDA Coordination & Negotiation Support	-
Olmito Yard PS & E	-
<b>TOTAL NON CWIP EXPENDITURES</b>	<b>47,545</b>
<b>CHANGE IN NET ASSETS</b>	<b>(972,487)</b>
 <b>TOTAL NET ASSETS - Beginning of Year</b>	
Restricted	3,372,851
Unrestricted	466,563
	<b>3,839,414</b>
 <b>TOTAL NET ASSETS - End of Year</b>	
	<b>\$ 2,866,927</b>

**PROJECT FUNDS/BOND SERIES 2010A AND SERIES 2010B**

Statement of Net Assets

March 31, 2012

(UNAUDITED)

<b>Assets:</b>	<u>2012</u>
Current assets:	
Cash and cash equivalents	\$ 2,762,512
Accounts Receivable	-
Due from other funds	<u>4,907,802</u>
Total current assets	7,670,314
Restricted assets	
Debt reserve/Series 2010A	1,038,587
Debt reserve/Series 2010B	<u>1,218,154</u>
Total restricted assets	2,256,741
Capital Assets: CWIP	
Bond Series 2010A	8,002,393
Bond Series 2010B	<u>8,948,769</u>
Total capital assets: CWIP	<u>16,951,162</u>
Capital Assets: Other	2,470,387
<b>Total Assets</b>	<u><u>\$29,348,604</u></u>
<b>Liabilities:</b>	
Current liabilities:	
Accounts payable	\$ 954,503
Deferred Revenue	\$ 120,000
Due to other funds	-
Total current liabilities	<u>1,074,503</u>
Long-term Liabilities	
Bonds Payable/Series 2010A	13,245,000
Less: Unamortized discount and issue cost	(266,240)
Unamortized premium	82,558
Bonds Payable/Series 2010B	15,535,000
Less: Unamortized discount and issue cost	<u>(272,907)</u>
Total long-term liabilities	<u>28,323,411</u>
<b>Total Liabilities</b>	<u><u>29,397,914</u></u>
<b>Net assets:</b>	
Contributed Capital	-
Aid from Other Govt./TX Dot	-
Net Assets	<u>(49,310)</u>
<b>Total net assets</b>	<u><u>(49,310)</u></u>
<b>Total liabilities and net assets</b>	<u><u>\$29,348,604</u></u>



**PROJECT FUNDS/BOND SERIES 2010A AND SERIES 2010B**  
**AS OF 3/31/2012**  
**Statements of Revenues & Expenditures**  
**(UNAUDITED)**

	<u>2012</u>	
<b><u>OPERATING REVENUES</u></b>		
State Revenue - TX Dot	\$ -	
Interlocal Revenue	-	
Interest Income	<u>432</u>	
<b>TOTAL OPERATING REVENUES</b>		<b>\$ 432</b>
<b><u>OPERATING EXPENSES</u></b>		
Office Supplies	-	
Small Tools and Equipment	-	
Audit and Accounting	-	
Engineering	-	
Professional Services	71,375	
Travel	-	
Advertising	-	
Printing & Binding	-	
Bonds	-	
Education & Training	-	
Aid to other Governments	-	
Contractual	-	
Debt Interest	<u>-</u>	
<b>TOTAL OPERATING EXPENSES</b>		<b>71,375</b>
<b>DEVELOPMENT PROGRAMS</b>		
Strategic Plan Development	-	
Public Involvement & Outreach	-	
RFI-Comp Dev Agree	-	
PDA Coordination & Negotiation Support	-	
<b>TOTAL NON CWIP EXPENDITURES</b>		<b><u>-</u></b>
<b>CHANGE IN NET ASSETS</b>		<b>(70,943)</b>
<b>TOTAL NET ASSETS - Beginning of Year</b>		<b><u>21,633</u></b>
<b>TOTAL NET ASSETS - End of Year</b>		<b><u><u>\$ (49,310)</u></u></b>

**CCRMA HIGHWAY TOLL COLLECTIONS**

Statement of Net Assets

March 31, 2012

(UNAUDITED)

<b>Assets:</b>	<u>2012</u>
<b>Current assets:</b>	
Cash and cash equivalents	\$ 105,588
Accounts Receivable	-
Due from other funds	<u>3,637</u>
<b>Total current assets</b>	<u>109,225</u>
<b>Other assets:</b>	
Miscellaneous	-
<b>Total other assets</b>	<u>-</u>
<b>Total Assets</b>	<u><u>\$ 109,225</u></u>
 <b>Liabilities:</b>	
<b>Current liabilities:</b>	
Accounts payable	\$ -
Due to other funds	-
<b>Total current liabilities</b>	<u>-</u>
<b>Total Liabilities</b>	<u>-</u>
 <b>Net assets:</b>	
Aid from Other Govt./TX Dot	-
<b>Net Assets</b>	<u>109,225</u>
<b>Total net assets</b>	<u>109,225</u>
 <b>Total liabilities and net assets</b>	<u><u>\$ 109,225</u></u>

**CCRMA HIGHWAY TOLL COLLECTIONS**  
**AS OF 3/31/2012**  
**Statements of Revenues & Expenditures**  
**(UNAUDITED)**

	2012
<b><u>OPERATING REVENUES</u></b>	
Toll collections/SH 550	\$ 99,602
Interest Income	22
TOTAL OPERATING REVENUES	99,624
 <b><u>OPERATING EXPENSES</u></b>	
State Highway 550	
Contingencies	\$ 9,085
Image review	11,253
Miscellaneous	247
TOTAL OPERATING EXPENSES	20,585
CHANGE IN NET ASSETS	79,039
TOTAL NET ASSETS - Beginning of Year	30,186
TOTAL NET ASSETS - End of Year	\$ 109,225

**4-A APPROVAL OF CLAIMS**



**Cameron County Regional Mobility Authority  
Daily Check Register 04/16/2012**

FY 2012

Page 1

<u>Check No.</u>	<u>Vendor Name</u>	<u>Fund</u>	<u>Dept.</u>	<u>Purpose</u>	<u>PO#</u>	<u>Amount</u>
00001188	BANK OF NEW YORK MELLON TRUST	110	110	INTEREST SERIES B		84,821.10
			110	SERIES A PRINCIPAL		50,000.00
			110	SERIES A INTEREST		40,897.92
<b>Check No. 00001188 Total</b>						<b>175,719.02</b>
00001189	CAMERON COUNTY	110	110	INTERLOCAL AGREEMENT	P169817	35,000.00
<b>Check No. 00001189 Total</b>						<b>35,000.00</b>
00001190	GARCIA,DAVID	110	110	RENTAL CAR REIMB. MICA		563.12
			110	TRVL AUSTIN 3/15-16/12		160.04
<b>Check No. 00001190 Total</b>						<b>723.16</b>
00001191	HNTB CORP	110	110	WORK AUTHORIZATION NO. 51 FOR	P170441	11,913.40
			1108	SUPPLEMENTAL WORK	P173463	21,256.08
			1116	SUPPLEMENTAL WORK		1,231.06
			1116	SUPPLEMENTAL WORK	P171350	1,478.29
			1123	WORK AUTHORIZATION NO. 31 FOR	P157105	9,303.73
			1147	WORK AUTHORIZATION NO. 47	P167330	2,690.76
			111	CAMERON COUNTY REGIONAL	P158036	43.11
			1124	WORK AUTHORIZATION NO. 43 (SH	P156393	7,742.48
			1124	SUPPLEMENTAL WORK	P169441	9,270.90
			1126	SUPPLEMENTAL WORK	P160056	2,197.53
			1129	SUPPLEMENTAL WORK	P155606	2,953.40
			1149	WORK AUTHORIZATION NO. 49 FOR	P171413	29,429.95
			1155	WA NO. 55 FOR INTERNATIONAL	P174429	24,975.36
<b>Check No. 00001191 Total</b>						<b>124,486.05</b>
00001192	LONG CHILTON LLP	110	110	RMA FINANCIAL STATEMENT AUDIT	P176221	12,000.00
<b>Check No. 00001192 Total</b>						<b>12,000.00</b>
00001193	SEPULVEDA,PETE	110	110	TRVL AUSTIN 03/15-16/12		567.65
			110	TRVL HOUSTON 03/22/12		398.10
			110	TRVL SAN ANTONIO 4/3-4/12		215.76
<b>Check No. 00001193 Total</b>						<b>1,181.51</b>
00001194	XEROX CORPORATION	110	110	COLOR BILLABLE PRINTS.	P176138	206.48
			110	BLACK BILLABLE PRINTS.	P176138	13.06
<b>Check No. 00001194 Total</b>						<b>219.54</b>

**Print Date: 04/16/2012 Print By: HENDRICK**

**Total for All Checks: 349,329.28**

**4-B CONSIDERATION AND ACKNOWLEDGEMENT OF THE GEC  
REPORT FOR THE MONTH OF MARCH 2012**

4B

**HNTB Corporation**  
Engineers Architects Planners

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

**HNTB**

April 5, 2012

Dear Mr. Sepulveda,

The following is a summary of our progress on the subject projects for the month of March 2012.

**Project Management:**

**General GEC**

- Prepared & submitted CCRMA GEC Invoice for work performed on various Work Authorizations. Updated and submitted February 2012 GEC report.
- On March 28, Richard Ridings, Greg Garcia, and Jimmy Berry attended the Special Meeting of the Board of Directors. Mr. Ridings gave the February GEC Report and Mr. Berry gave a brief overview of the construction status of the Olmito Switch Yard Repair in Place Facility and the West Rail Relocation 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 connecting to FM 106/General Brant Road. The recommended 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 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, TxDOT-Environmental Affairs Division, and TxDOT-General Counsel. 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 provided a “no comments” letter. The deadline for TPWD to submit comments has passed; no comments were received.
- This project is on hold until CCRMA gives HNTB a notice to proceed on a Supplemental Work Authorization for Historical Site Research. The environmental document cannot move forward without this research. TxDOT has reviewed and approved this Supplemental Work Authorization.
- On March 14, 2012 the Brownsville MPO Policy Committee voted to remove the West Parkway project from the Metropolitan Transportation Plan.
- This project is on hold and HNTB has no ongoing activities on this project at this time.

**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).*

- The Bridge project is reported to be 45% complete while the rail and switchyard relocation project is reported to be 14% complete. Although the project is behind schedule, the contractor expects to be complete in August of 2012. Dr. de las Fuentes continues to attend meetings with SCT and project representatives to assure expedited completion of the project.
- Dr. de las Fuentes continues to assist the ROW acquisition process by facilitating meetings with the agencies involved and the property owners in question. One parcel is needed for the revised levee realignment and several title revisions are left to be completed. Dr. de las Fuentes facilitated a meeting with SCT, Tamaulipas and Matamoros to discuss the delay in the acquisition process. The State of Tamaulipas representative in charge of the acquisition process committed to expediting the acquisition of the remaining parcels.
- Dr. de las Fuentes continues to assist with the development of a 30 year Binational Regional Plan of the Cameron County and Matamoros Municipality Zone by attending meetings with City staff.



- All parties have agreed to the Binational Construction Covenant. Dr. de las Fuentes will shepherd the completion of the document by obtaining the appropriate signatures.
- Dr. de las Fuentes assisted at the Bi National Reunion of International Crossings and Bridges from February 29 to March 2 in Guanajuato where all advances from the West railroad bridge were presented to all federal agencies of both countries. Dr. de las Fuentes facilitated private meetings with state and federal officials.
- Dr. de las Fuentes is in the process of scheduling a meeting between the SCT, KCSM and the Mexican Customs Agency (Aduana) to finalize the logistics of starting the customs operations in August of this year.
- The 49<sup>th</sup> meeting of the West rail Technical Review Group was held on March 16th , 2011

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

*Originally this Work Authorization provided 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. In 2010, this Work Authorization was used to issue a Request for Qualifications (RFQ) to Develop, Design, Construct, Finance and Possibly Operate and Maintain SH 550 Project and Provide Pre-Development Services for an Additional Five Toll Projects Through a Comprehensive Development Agreement.*

- As a result of legislative action, CDA activity is now on hold until environmental documents are substantially complete for South Padre Second Access and Outer Parkway.

**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 an alternate route to the Queen Isabella Memorial Causeway; thus, enhancing local and regional mobility, and facilitating effective evacuation of 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 Division and General Counsel), FHWA (Texas Division and Legal) and Cooperating Agencies (U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers and National Marine Fisheries Service, and U.S. Coast Guard)
- The draft EIS has been revised, when warranted, in response to comments received from the Cooperating Agencies. The revised document was submitted to TxDOT on November 22, 2011. Revised draft EIS based on TxDOT Pharr District backcheck comments provided on January 18, 2012 and resubmitted to TxDOT Pharr District and TxDOT ENV on February 16, 2012.
- Draft Biological Assessment submitted on December 5, 2011 and Draft Essential Fish Habitat Assessment submitted December 15, 2011. Received comments to Biological Assessment from

ENV on January 18, 2012. Met with Subconsultant to discuss comments to Biological Assessment on February 13, 2012.

- Submitted draft Public Meeting Summary Report #3 to TxDOT Pharr District for review on February 21, 2012.
- Submitted draft environmental schedule to TxDOT Pharr District on January 31, 2012. Received comments on February 6, 2012. Resubmitted schedule on February 29, 2012.
- Submitted GIS shapes files of the alternatives to TxDOT ENV biologist on February 28, 2012.
- Continued fielding calls from the public on the SPI 2nd Access project.
- HNTB staff met with TxDOT staff on January 19, 2012 for project coordination. HNTB staff has requested feedback, status of ENV comments and have requested anticipated review process for FHWA review.
- HNTB staff continues to provide assistance and information to CCRMA Board and staff, members of the general public and stakeholders.

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

*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) are included in a second set of construction plans.*

- The construction portion of the project is in progress.
- Design is being performed to bring water service to the Repair in Place building.

**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. Also, a separate PS&E package was prepared for the SH 550 Pass-Through project from U.S. 77/83 to just south of Old Alice Road.*

- Utility database is being maintained, and coordination meetings for each of the identified conflicts and service locations will continue.
- Cameron County has agreed to be responsible for the utility agreements.
- The preliminary plan set has been posted to CivCast website for contractor's information only.
- The 100% complete PS&E package was submitted to the TxDOT Design Division on February 28, 2012.
- A decision was made by TxDOT that the PS&E package should reflect a concrete pavement section only.

**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.*

- Currently coordinating responses to TxDOT Environmental Affairs Division comments on draft Categorical Exclusion with Pharr District staff.
- A meeting was held with USFWS on March 7, 2012 to discuss ocelot crossings.
- TxDOT requested that the CCRMA perform roadway profile analysis to determine the impacts for utilizing 5' x 3' concrete box culverts and bridges for wildlife crossings.

**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 Expansion Project.*

- The Contractor has completed 100% of the construction on the project.
- Project closeout is ongoing.

**Olmito Switch Yard & Repair-In-Place Facility (Work Authorization No. 31)**

*This work authorization provides construction phase and engineering services throughout the construction duration of the Olmito Switch Yard and Repair-In-Place (RIP) Facility by providing responses to the contractor's Requests for Information, Shop Drawing Review and As-Built construction plans. Also, HNTB will provide a records keeping process through the use of DashPort.*

- HNTB is responding to RFIs and submittals as needed.

**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 completed the bridge except for the fencing. The building sub contractor has completed his construction effort and is working on his punch list.
- The track subcontractor has moved off of the project pending relocation of the Transmontaigne crossings. He still needs to pave Railroad Street, New Carmen Road and the DHS building driveway, and parking lot.
- The mitigation subcontractor is planting additional plants at the mitigation site.

**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:*

The Phase I study, which has been completed, included field investigations, constraints mapping and technical evaluations necessary to identify a recommended corridor for the proposed Outer Parkway.

A Phase II scope and fee has been submitted to CCRMA. During Phase II, a right-of-way footprint will be established, property owners in the immediate vicinity of the project will be notified and afforded an opportunity to provide feedback, MPO coordination will be initiated and environmental studies will be performed. Phase III will include environmental permitting and

agency coordination.

The environmental clearance is required to be obtained by August 31, 2013 to meet the requirements of the CDA legislation. Phase II needs to begin immediately in order to meet this deadline.

**West Rail RFIs, As-Builts (Work Authorization No. 40)**

*This work authorization provides construction phase services throughout the construction of the West Rail Relocation Project by providing responses to Requests for Information from the contractor and providing As-Built construction drawings. Also, records keeping will be provided through the use of DashPort.*

- Continued to respond to RFIs and shop drawings from the contractor.

**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 prepared by other firms for the East Loop project.*

- See comments on Work Authorization No. 49.

**Olmito Switch Yard Expansion Construction Inspection Phase II RIP (Work Authorization No. 47)**

*This work authorization provides professional services associated with construction inspection phase work for the Olmito Repair-in-Place Facility.*

- Contractor has placed the foundations for the metal building and is working on the foundation for the Inspection pit.

**SH 32 GEC (Work Authorization No. 49)**

*This work authorization provides professional services for oversight, guidance, agency coordination, and issue resolution, necessary to expedite the development of two SH 32 projects. The two projects, which each have logical termini and independent utility, extend from US 77/83 to FM 3068 (herein referred to as SH 32-West) and from FM 3068 to SH 4 (herein referred to as SH 32-East). The proposed projects are being developed by two prime subconsultants, (S&B Infrastructure, Ltd. and Traffic Engineers, Inc.) under the oversight of HNTB (GEC).*

- SH 32 West EA submitted to TxDOT Pharr District.
- SH 32 East EA submitted to TxDOT Pharr District.
- Continued bi-weekly coordination meetings regarding SH 32-West and SH 32-East.
- Continued coordination with TxDOT.

**Strategic Plan Update (Work Authorization No. 51)**

*This work authorization provides professional services for HNTB to assist the Authority in scheduling and facilitating a four hour workshop for the purpose of developing the CCRMA Strategic Plan Update. This includes input from the CCRMA, TxDOT Pharr District, the Brownsville and Harlingen-San Benito MPOs. The purpose of the workshop will be to validate or revise the goals and objectives stated in the existing*

CCRMA Strategic Plan. Using input from the Strategic Plan Update workshop, HNTB will revise the Strategic Plan Goals and provide a summary of CCRMA accomplishments to date. HNTB will compile the new and updated information generated from the above tasks and will develop the Strategic Plan Update document.

- Continued addressing review comments from CCRMA.

**US 77 PCE (Work Authorization No. 53)**

This Work Authorization provides services and deliverables to perform environmental services required for the construction of an overpass and frontage roads along US 77 in Kenedy County.

- Draft programmatic categorical exclusion (PCE) submitted to TxDOT Regional Environmental Coordinator (REC) on March 19, 2012. Comments received from REC on March 27, 2012. GEC began addressing REC comments.
- This project is on schedule for a June letting.

**Bi-National Plan (Work Authorization No. 55)**

This Work Authorization provides services and deliverables to create a Master Plan to implement the Intermodal Indegration of the Border Infrastructure of Matamoros, Tamaulipas, Cameron County and its financing.

- Continued data collection.  
Two project meeting were held at the offices of Dr. de las Fuentes. The project team will schedule a site visit along both sides of the border. Project Matrices will be developed for all projects on both sides of the border to assist in analyzing benefits to international transportation issues.

**Consultant Management:**

- Continued coordination with subconsultants.

**Agency Coordination:**

- Conducted ongoing discussions with CCRMA staff and TxDOT staff and subconsultants for preparation of SPI 2<sup>nd</sup> Access project, SH 550, Olmito Switch Yard Repair-In-Place Facility construction project, West Rail construction project, SH 32 East Loop EA and US 77 PCE.

Best regards,



Richard L. Ridings, P.E.

Vice President

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

**March Status Report**



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

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

**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**

<b>Environmental</b>	
Status:	Project On-Hold
Recent Activity:	None
Upcoming Activity:	on hold
Outstanding Issues:	on hold
<b>Design Status: Complete</b>	

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%

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

**March Status Report**



Project	<u>West Parkway</u>			
Work Authorization	<input type="checkbox"/> 7	<u>Route Studies and Environmental</u>	WA Cost: \$	<u>1,471,763.00</u>
Supplemental	<input type="checkbox"/> 1	<u>Public Involvement and ENV</u>	SA Cost: \$	<u>98,862.00</u>
Supplemental	<input type="checkbox"/> 4	<u>Route and Environmental Studies</u>	SA Cost: \$	<u>378,427.00</u>
			Total Cost: \$	<u>1,949,052.00</u>

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

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

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

Project Activity	
<b>Environmental</b>	
Status:	On Hold
Recent Activity:	MPO voted to remove project from MTP.
Upcoming Activity:	Update Historic Survey; respond to TxDOT-OGC comments
Outstanding Issues:	FHWA review; public hearing. The environmental document is on hold until historical site research is performed. Need CCRMA approval to perform historical site research.
<b>Design</b>	
Status:	Continued preparation of updated drawings addressing Public meeting comments
Recent Activity:	On Hold
Upcoming Activity:	On Hold
Outstanding Issues:	This project is on hold until a Supplemental Work Authorization is approved for historical research. TxDOT approved this.
<b>Other Traffic</b>	
Status:	Project On Hold
Recent Activity:	Project On Hold
Upcoming Activity:	Revise Microsimulation based on new schematic
Outstanding Issues:	3d animation is recommended - need supplement for this effort

Task	Status	Date of Anticipated Completion	% Complete
Conceptual Design	Complete	Complete	100%
Intermediate-level (level 2) Toll Feasibility	Draft Level 2 TFS complete		80%
Innovative Financing Support	Ongoing	TBD	20%
Traffic Analysis and Microsimulation	On hold	TBD	80%
Geometric Schematic	Assessing revisions	TBD	88%
Environmental Assessment Report	Ongoing	TBD	89%
West Loop Public Involvement Activities	Awaiting Public Hearing	TBD	70%
Surveying and Aerial Mapping	Complete	Complete	100%
Surveying	Complete	Complete	100%
Aerial Mapping	Complete	Complete	100%
Right of Entry	Complete	Complete	100%
Supp 1: Inter.Level Toll Feasibility Study	Complete	Complete	100%
Supp 1: Environmental Assessment	Assessing revisions	TBD	89%
Supp 1: Public Involvement	Complete	Complete	100%

WA Amount:	\$	1,949,052.00	Outstanding Invoice Number	Days Old	Invoice Amount
Billed To Date:	\$	1,843,632.07			
Paid To Date:	\$	1,843,417.16	68-40619-PL-007	259	\$ 214.91
Unpaid Balance:	\$	214.91			
Funding Source:	TxDOT Toll Equity Funding				
<b>Total:</b>					<b>\$ 214.91</b>

**March Status Report**



Project	West Rail Relocation		WA Cost: \$	
Work Authorization	8	International Advisor Services	\$	186,579.00
Supplemental	1	International Advisor Services	SA Cost: \$	67,264.00
Supplemental	2	International Advisor Services	SA Cost: \$	67,163.00
Supplemental	3	International Advisor Services	SA Cost: \$	67,163.00
Supplemental	4	International Advisor Services	SA Cost: \$	67,939.00
Supplemental	5	International Advisor Services	SA Cost: \$	67,939.00
Supplemental	6	International Advisor Services	SA Cost: \$	67,703.00
Supplemental	7	International Advisor Services	SA Cost: \$	67,914.00
Supplemental	8	International Advisor Services	SA Cost: \$	67,914.00
Supplemental	9	International Advisor Services	SA Cost: \$	69,054.00
			<b>Total Cost: \$</b>	<b>796,632.00</b>

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

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

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

Project Activity	
<b>International Advisory Services</b>	
Status:	Ongoing
Recent Activity:	Detailed report available
Upcoming Activity:	-
Outstanding Issues:	
<b>Design</b>	
Status:	-
Recent Activity:	-
Upcoming Activity:	-
Outstanding Issues:	-
<b>Other: Project Administration</b>	
Status:	
Recent Activity:	
Upcoming Activity:	
Outstanding Issues:	In discussions to extend this Work Authorization.

Task	Status	Date Anticipated Completion	% Complete
International Services	Ongoing	June	95%
<b>WA Amount:</b> \$ 796,632.00	<b>Outstanding Invoice Number</b>	<b>Days Old</b>	<b>Invoice Amount</b>
<b>Billed To Date:</b> \$ 760,783.56	74-40619-PL-008	63	\$ 21,256.08
<b>Paid To Date:</b> \$ 739,527.48			
<b>Unpaid Balance:</b> \$ 21,256.08			
<b>Funding Source:</b> Cameron County			
<b>Total: \$</b>			<b>21,256.08</b>





**March Status Report**



Project	South Padre Island Phase 3A	
Work Authorization	17	
Supplemental	2	Affected Env & Env Consequences
Supplemental	3	Affected Env & Env Consequences
Supplemental	4	Affected Env & Env Consequences

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

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

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

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

**Project Activity**

<b>Environmental</b>	
<b>Status:</b>	On-going (DEIS being processed)
<b>Recent Activity:</b>	Received/evaluated comments from federal Cooperating Agencies (USACE, USFWS, NMFS, US Coast Guard). Evaluated comments and made associated revisions to DEIS. Submitted revised DEIS on November 22, 2011. Currently revising DEIS based on TxDOT Pharr District backcheck comments provided on January 18, 2012. Made requests from TxDOT ENV as to when their review comments will be complete.
<b>Upcoming Activity:</b>	Resubmitted DEIS to address TxDOT Pharr District backcheck comments. Public hearing after FHWA review/approval of DEIS.
<b>Outstanding Issues:</b>	Schedule slip due to delays in agency reviews and unanticipated reviews (Coast Guard); delay will affect public hearing.
<b>Design</b>	
<b>Status:</b>	Complete
<b>Recent Activity:</b>	Support TxDOT ENV in responding to comments.
<b>Upcoming Activity:</b>	Prepare scope for Schematic Development. Continue coordination with Environmental.
<b>Outstanding Issues:</b>	Obtain approval of schematic scope and fee
<b>Economic Study</b>	
<b>Status:</b>	Completed draft economic study submitted in December 2009
<b>Recent Activity:</b>	Coordinate with DEIS
<b>Upcoming Activity:</b>	Respond to comments
<b>Outstanding Issues:</b>	

Task	Status	Date of Anticipated Completion	% Complete
Data Collection/Existing Conditional Analysis	Complete		100%
Preliminary Engineering Services	On-going		98%
Geometric Layout (Schematic Plan) Development (SWA)	NA	NA	NA
Value Engineering Participation	NA	NA	NA
Traffic Volume Development	NA	NA	NA
Innovative Financing Support	NA	NA	NA
Traffic Operational Analysis	NA	NA	NA
Economic Study	Complete		100%
Draft Environmental Impact Statement	On-going		85%
Affected Environment and Environmental Consequences	On-going		80%
Public Involvement	Public Hearing - Date TBD		0%
Field Surveying (SWA)	NA	NA	NA

WA Amount	\$	3,657,208.00	Outstanding Invoice Number	Days Old	Invoice Amount
Billed To Date:	\$	3,245,847.96	66-40619-PL-017	322	\$ 35,069.20
Paid To Date:	\$	2,862,543.44	67-40619-PL-017	294	\$ 16,336.58
Unpaid Balance:	\$	383,304.52	68-40619-PL-017	259	\$ 13,301.87
			69-40619-PL-017	231	\$ 50,050.23
			70-40619-PL-017	196	\$ 50,209.95
			71-40619-PL-017	168	\$ 48,438.03
			72-40619-PL-017	140	\$ 77,332.09
Funding Source:			73-40619-PL-017	112	\$ 30,203.15
			74-40619-PL-017	63	\$ 29,113.47
			75-40619-PL-017	49	\$ 34,442.70
<b>Total: \$</b>					<b>383,304.52</b>

**March Status Report**



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

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 and RIP facility. 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.

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

**Project Activity**

<b>Olmito Switchyard PS&amp;E</b>	
Status:	Complete.
Recent Activity:	ZIWA Corporation received NTP.
Upcoming Activity:	Construction of Repair in Place Facility ongoing.
Outstanding Issues:	Awaiting approval for SWA#6 to WA#23.

Task	Status	Anticipated Completion	% Complete
<b>Olmito Switchyard PS&amp;E</b>			
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%
<b>Olmito RIP PS&amp;E</b>			
Coordination with County and UPRR	Complete	Complete	100%
Coordination of Geotechnical Borings	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%
RIP Facility Building, Crew Modular Building, and Structural Plans	Complete	Complete	100%
RIP Facility and Crew Modular Mechanical and Plumbing Plans	Complete	Complete	100%
Power and Lighting Plans	Complete	Complete	100%
Bid Package, Specifications, Quantities, and Estimates	Complete	Complete	100%
Pre-bid Conference and Requests for Information	Ongoing	Complete	100%
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	N/A
<b>WA Amount:</b>	\$ 503,407.00	<b>Outstanding Invoice Number</b>	<b>Days Old</b>
<b>Billed To Date:</b>	\$ 477,537.51		<b>Invoice Amount</b>
<b>Paid To Date:</b>	\$ 477,537.51		
<b>Unpaid Balance:</b>	\$ -		
<b>Funding Source:</b>			
<b>Total:</b>			<b>\$ -</b>

**March Status Report**



Project	SH 550 PS&E	
Work Authorization	24	PS&E Phase 1
Supplemental	1	PS&E
Supplemental	2	

WA Cost:	\$	39,243.00
SA Cost:	\$	4,941,150.00
SA Cost:	\$	185,418.00
Total Cost:	\$	5,165,811.00

**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 intial scoping efforts. Phase 2 included 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	
<b>Status:</b>	Started Phase 2
<b>Recent Activity:</b>	Addressed some minor review comments from TxDOT.
<b>Upcoming Activity:</b>	HNTB submitted supplemental to CCRMA for SH 550 Bidding Services.
<b>Outstanding Issues:</b>	Cameron County is responsible for utility agreements.

Task	Status	Anticipated Completion	% Complete
<b>Design</b>			
Phase 1 effort	Complete		100%
General Administration	In Progress	7/1/2011	100%
survey	Complete	3/1/2011	100%
Geotechnical Studies	Complete	3/1/2011	100%
30% plans	Complete	12/2/2010	100%
60% plans	Complete	2/3/2011	100%
90% plans	Complete	4/7/2011	100%
letting documents	Submitted to TxDOT	9/30/2011	100%
<b>WA Amount:</b>	\$ 5,165,811.00	<b>Outstanding Invoice Number</b>	<b>Days Old</b>
<b>Billed To Date:</b>	\$ 5,165,811.00	74-40619-DS-024	63
<b>PAID To Date:</b>	\$ 5,156,540.10		
<b>Unpaid Balance:</b>	\$ 9,270.90		
<b>Funding Source:</b>			
			<b>Total: \$ 9,270.90</b>

**March Status Report**



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.  
 Received concurrence from FHWA that project may still be processed as a CE.

**Recent Activity:**

**Upcoming Activity:** Revise CE based on ENV comments.

**Outstanding Issues:** Potential for Section 7 consultation to be reopened by FHWA.

**Section 404 Individual Permit**

**Status:** Ongoing

**Recent Activity:** Section 404 Permit application and information to publish Public Notice submitted to U.S. Army Corps of Engineers.

**Upcoming Activity:** Potential revisions to Individual Permit based on public comments. A meeting is scheduled with US Fish & Wildlife Service on March 7, 2012 to discuss the ocelot crossings.

**Outstanding Issues:** None

Task	Status	Date of Anticipated Completion	% Complete
Categorical Exclusion document preparation	Ongoing	TBD	96%
Section 404 Individual Permit (with Conceptual Mitigation Plan)	Ongoing	TBD	95%
<b>WA Amount:</b> \$ 219,753.00	<b>Outstanding Invoice Number</b>	<b>Days Old</b>	<b>Invoice Amount</b>
<b>Billed To Date:</b> \$ 217,555.47	74-40619-PL-026	63	\$ 2,197.53
<b>Paid To Date:</b> \$ 215,357.94			
<b>Unpaid Balance:</b> \$ 2,197.53			
<b>Funding Source:</b>			
<b>Total:</b> \$			<b>2,197.53</b>

**March Status Report**



Project		<u>Olmito Switchyard CI Services</u>
Work Authorization	<input type="text" value="28"/>	<u>Construction &amp; Inspection Services</u>
Supplemental	<input type="text" value="1"/>	<u>Construction &amp; Inspection Services</u>
Supplemental	<input type="text" value="2"/>	<u>Construction &amp; Inspection Services</u>
Supplemental	<input type="text"/>	<u></u>

WA Cost:	\$	<u>674,150.00</u>
SA Cost:	\$	<u>15,377.00</u>
SA Cost:	\$	<u>31,700.00</u>
SA Cost:		<u></u>
Total Cost:	\$	<u>721,227.00</u>

**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)**

<b>Status:</b>	Construction at 100% complete
<b>Recent Activity:</b>	Yard: Track construction at 100% complete.
<b>Upcoming Activity:</b>	Final Project Documentation
<b>Outstanding Issues:</b>	None

Task	Status	Anticipated Completion	% Complete
<b>Olmito Switchyard Construction Inspection Services (CI)</b>			
Project Management, Administration, QA/QC	Ongoing	6/15/2011	100%
Process Invoices and Progress Reports	Ongoing	6/28/2011	100%
<b>Construction Inspection Services</b>			
Construction Management	Complete	5/23/2011	100%
Construction Observation and Inspection	Ongoing	6/18/2011	100%
Construction Observation and Inspection	Complete	5/23/2011	100%
Record Keeping and File Management	Ongoing	6/18/2011	100%
Schedule	Complete	5/23/2011	100%
<b>Project Close-Out</b>			
Construction Management	Ongoing	4/30/2012	60%
Record Keeping and File Management	Ongoing	4/30/2012	60%

	WA Amount:	\$	721,227.00	Outstanding Invoice Number	Days Old	Invoice Amount
<b>Billed To Date:</b>	\$	689,527.00				
<b>Paid To Date:</b>	\$	689,527.00				
<b>Unpaid Balance:</b>	\$	-				
<b>Funding Source:</b>						
<b>Total:</b>						\$ -

**March Status Report**



Project		FM 511 (SH 550) Permit Services
Work Authorization	<input checked="" type="checkbox"/>	29 Permitting Services
Supplemental	<input checked="" type="checkbox"/>	1
Supplemental	<input type="checkbox"/>	
Supplemental	<input type="checkbox"/>	

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**

<b>Status:</b>	Permits Received; Mitigation site monitoring and Corps coordination on-going.
<b>Recent Activity:</b>	Conducted mitigation site visit; coordinated findings with TxDOT and Contractor.
<b>Upcoming Activity:</b>	
<b>Outstanding Issues:</b>	Contrator requested plan modifications may require permit amendment.

**Design**

<b>Status:</b>	SH 550 Bids received
<b>Recent Activity:</b>	support efforts complete
<b>Upcoming Activity:</b>	Developing a final memo to the US Army Corps of Engineers.
<b>Outstanding Issues:</b>	

**Other**

<b>Status:</b>	-
<b>Recent Activity:</b>	-
<b>Upcoming Activity:</b>	-
<b>Outstanding Issues:</b>	-

Task	Status	Date of Anticipated Completion	% Complete
Environmental Assessment Doc. Preparation	Complete	complete	100%
Wetland Delineation, Permitting and Mitigation (supplement 2)	Complete	complete	99%
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%
<b>WA Amount:</b>	\$ 147,670.00	<b>Outstanding Invoice Number</b>	<b>Days Old</b>
<b>Billed To Date:</b>	\$ 143,239.90	74-40619-PL-029	63
<b>Paid To Date:</b>	\$ 140,286.50		
<b>Unpaid Balance:</b>	\$ 2,953.40		
<b>Funding Source:</b>	County License Plate Fees		
<b>Total:</b>			<b>\$ 2,953.40</b>

**March Status Report**



Project Olmito RFI, Shop Drawings  
 Work Authorization  31 RFI, Shop Drawings  
 Supplemental  \_\_\_\_\_  
 Supplemental  \_\_\_\_\_  
 Supplemental  \_\_\_\_\_

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

**Description:** This Work Authorization is to provide responses to Requests for Information (RFI) from the contractor, and to provide Shop Drawing Reviews and to provide a set of As-Built construction drawings.

**Deliverable:** Responses to RFIs, shop drawing reviews and As-Built construction drawings.

**Project Activity**

**Olmito RFI, Shop Drawings**

**Status:** Ongoing.  
**Recent Activity:** Responded to RFIs and shop drawings.  
**Upcoming Activity:** Respond to RFIs and shop drawings on an as-needed basis.  
**Outstanding Issues:** None.

Task	Status	Anticipated Completion	% Complete
<b>Olmito RFI, Shop Drawings</b>			
Project Management and Coordination			90%
General Administration			90%
Requests for Information (RFI)			90%
Shop Drawing Review			90%
As-Built Construction Drawings			80%
<b>WA Amount:</b>	\$ 116,016.00	<b>Outstanding Invoice Number</b>	<b>Days Old</b>
<b>Billed To Date:</b>	\$ 87,702.16	74-40619-CN-031	63
<b>Paid To Date:</b>	\$ 78,398.43		
<b>Unpaid Balance:</b>	\$ 9,303.73		
<b>Funding Source:</b>			
<b>Total:</b>			<b>\$ 9,303.73</b>



**March Status Report**



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:** Contractor completed bridge work except for fence.

**Upcoming Activity:** Finalize Rail Road Street, New Carmen Road and DHS paving. Installation of track material.

**Outstanding Issues:** Relocation of Transmontaigne lines. Resolution of DHS items.

Task	Status	Anticipated Completion	% Complete
<b>West Rail Construction Inspection Services (CI)</b>			
Project Management, Administration, QA/QC	Ongoing	8/1/2012	90%
Process Invoices and Progress Reports	Ongoing	8/1/2017	90%
<b>Construction Inspection Services</b>			
Construction Management	Ongoing	8/31/2012	90%
Construction Observation and Inspection	Ongoing	8/31/2012	90%
Record Keeping and File Management	Ongoing	8/31/2012	90%
Schedule	Ongoing	8/1/2012	90%
<b>Project Close-Out</b>			
Construction Management	Ongoing	8/31/2012	50%
Record Keeping and File Management	Ongoing	8/31/2012	50%
Post Construction Services	Ongoing	8/31/2017	5%
<b>WA Amount:</b>	\$ 1,255,920.00	<b>Outstanding Invoice Number</b>	<b>Days Old</b>
<b>Billed To Date:</b>	\$ 1,004,736.00		<b>invoice Amount</b>
<b>Paid To Date:</b>	\$ 1,004,736.00		
<b>Unpaid Balance:</b>	\$ -		
<b>Funding Source:</b>			
<b>Total:</b>			\$ -

**March Status Report**



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

<b>Recent Activity:</b>	Submitted Corridor Identification Report (Phase I deliverable) in May 2012. Submitted Phase II scope and fee to CCRMA.
<b>Upcoming Activity:</b>	Upon Board approval, begin Phase II of study. See Outstanding Issues below.
<b>Outstanding Issues:</b>	Environmental documents must be cleared by August 31, 2013 in order to meet the CDA requirements.

Task	Status	Date of Anticipated Completion	% Complete
<b>Outer Parkway Planning Study</b>			
Project Management and Coordination	On going	3/1/2011	100%
Data Collection	On going	3/1/2011	100%
Meetings/Management	On going	3/1/2011	100%

WA Amount:	\$	103,839.00	Outstanding Invoice Number	Days Old	Invoice Amount
<b>Billed To Date:</b>	\$	102,800.61			
<b>Paid To Date:</b>	\$	102,800.61			
<b>Unpaid Balance:</b>	\$	-			
<b>Funding Source:</b>					
<b>Total:</b>					\$ -

**March Status Report**



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	
<b>Port Access RFI, Shop Drawings</b>	
<b>Status:</b>	Respond to RFIs on an as needed basis.
<b>Recent Activity:</b>	Responded to multiple RFIs.
<b>Upcoming Activity:</b>	Respond to RFIs on an as needed basis.
<b>Outstanding Issues:</b>	

Task	Status	Anticipated Completion	% Complete
<b>Port Access RFI, Shop Drawings</b>			
Project Management			65%
Respond to Requests for Information			65%
Shop Drawing Review			0%
<b>WA Amount:</b>	\$ 37,739.00	<b>Outstanding Invoice Number</b>	<b>Days Old</b>
<b>Billed To Date:</b>	\$ 16,661.14	74-40619-CN-038	63
<b>Paid To Date:</b>	\$ 16,618.03		
<b>Unpaid Balance:</b>	\$ 43.11		
<b>Funding Source:</b>			
<b>Total:</b>			\$ 43.11

**March Status Report**



Project		West Rail RFI, As-Builts
Work Authorization	<input checked="" type="checkbox"/>	40 West Rail RFI, As-Builts
Supplemental	<input type="checkbox"/>	
Supplemental	<input type="checkbox"/>	
Supplemental	<input type="checkbox"/>	

WA Cost:	\$	171,150.00
SA Cost:		
SA Cost:		
SA Cost:		
Total Cost:	\$	171,150.00

**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.

**Deliverable:**

Project Activity	
<b>West Rail RFI, Shop Drawings</b>	
<b>Status:</b>	Respond to RFIs on an as-needed basis.
<b>Recent Activity:</b>	Responded to RFIs and shop drawings.
<b>Upcoming Activity:</b>	Respond to RFIs on an as-needed basis.
<b>Outstanding Issues:</b>	Awaiting approval for SWAs (additional RFIs/shop drawing review/DHS coordination).

Task	Status	Anticipated Completion	% Complete
------	--------	------------------------	------------

<b>West Rail RFI, Shop Drawings</b>			
Project Management			100%
Respond to Requests for Information			100%

WA Amount:	\$	171,150.00	Outstanding Invoice Number	Days Old	Invoice Amount
Billed To Date:	\$	171,150.00			
Paid To Date:	\$	171,150.00			
Unpaid Balance:	\$	-			
Funding Source:					
<b>Total:</b>					\$ -

**March Status Report**



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. SH 32-East EA prepared.

**Recent Activity:** SH 32-West EA submitted to TxDOT Pharr District. SH 32-East EA submitted to TxDOT Pharr District. SH 32 West Environmental Site Assessment submitted to TxDOT Pharr District.

**Upcoming Activity:** Address TxDOT comments.

**Outstanding Issues:** Need to conduct Value Engineering Workshop as per Pass-Through Agreement.

Task	Status	Date of Anticipated Completion	% Complete
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East Loop EA			
Project Management and Coordination			79%

WA Amount:	Outstanding Invoice Number	Days Old	Invoice Amount
\$ 250,326.00			
Billed To Date: \$ 175,228.20			
Paid To Date: \$ 175,228.20			
Unpaid Balance: \$ -			
Funding Source:			
Total:			\$ -

**March Status Report**



Project Olmito RIP CI Services  
 Work Authorization  47 Construction & Inspection Services  
 Supplemental  \_\_\_\_\_  
 Supplemental  \_\_\_\_\_  
 Supplemental  \_\_\_\_\_

WA Cost: \$ 134,538.00  
 SA Cost: \$ -  
 SA Cost: \_\_\_\_\_  
 SA Cost: \_\_\_\_\_  
 Total Cost: \$ 134,538.00

**Description:** This Work Authorization is to provide construction inspection (CI) for the Union Pacific Railroad (UPRR) Olmito Yard Repair in Place (RIP) Facility. The construction of this facility allow the UPRR to relocate their current repair in place operations from Harlingen to Olmito and expand their capabilities.

**Scope:** Construction administration for the Olmito Yard repair-in-place (RIP) facility and lighting. This includes building, equipment, track, drainage, construction sequencing, SWPPP, pay estimates, quantities, and schedule.

**Deliverable:** Olmito RIP Facility pay estimates, ARRA paperwork, and construction schedule.

**Project Activity**

**Olmito RIP Facility Construction Inspection Services (CI)**  
**Status:** Construction at 20% complete.  
**Recent Activity:** Footings Completed for Building  
**Upcoming Activity:** Installation of box culverts and placement of additional foundations.  
**Outstanding Issues:** Contractor Submittals on building may delay completion by as much as two months.

Task	Status	Anticipated Completion	% Complete
<b>Olmito RIP Facility Construction Inspection Services (CI)</b>			
Project Management, Administration, QA/QC	Ongoing	5/30/2012	45%
Process Invoices and Progress Reports	Ongoing	5/30/2012	45%
<b>Construction Inspection Services</b>			
Construction Management	Ongoing	5/30/2012	45%
Construction Observation and Inspection	Complete	5/30/2012	45%
Record Keeping and File Management	Ongoing	5/30/2012	45%
Schedule	Complete	5/30/2012	45%
<b>Project Close-Out</b>			
Construction Management	Ongoing	6/30/2011	0%
Record Keeping and File Management	Ongoing	6/30/2011	0%

WA Amount:	\$	134,538.00	Outstanding Invoice Number	Days Old	Invoice Amount
Billed To Date:	\$	30,271.05	74-40619-CN-047	63	\$ 2,690.76
Paid To Date:	\$	27,580.29			
Unpaid Balance:	\$	2,690.76			
Funding Source:					
<b>Total:</b>					<b>\$ 2,690.76</b>

**March Status Report**



Project SH 32 GEC  
 Work Authorization  49 SH 32 GEC  
 Supplemental  \_\_\_\_\_  
 Supplemental  \_\_\_\_\_

WA Cost: \$ 1,961,997.00  
 SA Cost: \_\_\_\_\_  
 SA Cost: \_\_\_\_\_  
 Total Cost: \$ 1,961,997.00

**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. SH 32-East EA prepared.  
**Recent Activity:** SH 32-West EA submitted to TxDOT Pharr District. SH 32-East EA submitted to TxDOT Pharr District. SH 32 West Environmental Site Assessment submitted to TxDOT Pharr District.  
**Upcoming Activity:** Address TxDOT comments.  
**Outstanding Issues:** Need conduct Value Engineering Workshop as per the Pass-Through Agreement.

Task	Status	Date of Anticipated Completion	% Complete
<b>East Loop EA</b>			
Project Management and Coordination			30%

WA Amount:	\$	1,961,997.00	Outstanding Invoice Number	Days Old	Invoice Amount
Billed To Date:	\$	294,299.55	74-40619-PL-049	63	\$ 29,429.95
Paid To Date:	\$	264,869.60			
Unpaid Balance:	\$	29,429.95			
Funding Source:					
<b>Total:</b>					<b>\$ 29,429.95</b>

**March Status Report**



Project Strategic Plan Development  
 Work Authorization  51 Strategic Plan Development  
 Supplemental  \_\_\_\_\_  
 Supplemental  \_\_\_\_\_

WA Cost: \$ \_\_\_\_\_ 59,567.00  
 SA Cost: \_\_\_\_\_  
 SA Cost: \_\_\_\_\_  
 Total Cost: \$ \_\_\_\_\_ 59,567.00

**Description:** This Work Authorization provides services to coordinate with the Authority, TxDOT, Brownsville MPO, Harlingen-San Benito MPO, as well as cities and towns in Cameron County to validate or revise the goals and objectives stated in the existing CCRMA Strategic Plan.

**Scope:**

**Deliverable:** • Twelve (12) copies of a draft Strategic Plan documenting CCRMA goals and proposed implementation strategy.  
 • Twelve (12) copies of a final Strategic Plan with CCRMA goals and implementation strategy.

**Project Activity**

**Strategic Plan Development**  
**Status:** Held December 7 Board Workshop.  
 Continued updating Strategic Plan.  
**Recent Activity:**  
**Upcoming Activity:** Submit Strategic Plan to CCRMA Board of Directors.  
**Outstanding Issues:**

Task	Status	Date of Anticipated Completion	% Complete
------	--------	--------------------------------	------------

<b>Strategic Plan Development</b>			
Project Management and Coordination			98%
Kick-off Meeting with Authority			100%
Coordination Meetings			98%
Strategic Plan Update			98%

WA Amount	\$	59,567.00	Outstanding Invoice Number	Days Old	Invoice Amount
Billed To Date:	\$	59,567.00	73-40619-PL-051	112	\$ 20,252.78
Paid To Date:	\$	27,400.82	74-40619-PL-051	63	\$ 11,913.40
Unpaid Balance:	\$	32,166.18			
<b>Funding Source:</b>					
<b>Total:</b>					<b>\$ 32,166.18</b>



**March Status Report**



Project US 77 Programmatic Categorical Exclusion  
 Work Authorization  53 US 77 Programmatic Categorical Exclusion  
 Supplemental  \_\_\_\_\_  
 Supplemental  \_\_\_\_\_

WA Cost: \$ 81,202.00  
 SA Cost: \_\_\_\_\_  
 SA Cost: \_\_\_\_\_  
 Total Cost: \$ 81,202.00

**Description:** The AUTHORITY has decided to proceed with the construction of frontage roads and an overpass along US 77 from 0.87 mile south of La Parra Avenue to 0.71 mile north of La Parra Avenue in Kenedy County, Texas (CSJ 0327-02-050). The total project length is approximately 1.58 miles

**Scope:** The work to be performed includes the preparation of a PCE for the proposed US 77 project

**Deliverable:** • Nine (9) draft copies and three (3) final copies of the PCE document; also an electronic copy of each submittal.

**Project Activity**

<b>US 77 Programmatic Categorical Exclusion</b>	
<b>Status:</b>	Draft PCE currently being reviewed by TxDOT Pharr District
<b>Recent Activity:</b>	Draft PCE submitted to TxDOT Regional Environmental Coordinator (REC) on March 19, 2012. Comments received from REC on March 27, 2012. GEC began addressing comments.
<b>Upcoming Activity:</b>	Resubmit PCE to REC for backcheck and approval.
<b>Outstanding Issues:</b>	REC review

Task	Status	Date of Anticipated Completion	% Complete
------	--------	--------------------------------	------------

<b>US 77 Programmatic Categorical Exclusion</b>			
Project Management and Coordination	ongoing		94%
Programmatic Categorical Exclusion Document Preparation	ongoing		94%

WA Amount:	\$	81,202.00	Outstanding Invoice Number	Days Old	Invoice Amount
Billed To Date:	\$	64,961.60	72-40619-PL-053	140	\$ 8,120.20
Paid To Date:	\$	-	73-40619-PL-053	112	\$ 37,352.92
Unpaid Balance:	\$	64,961.60	74-40619-PL-053	63	\$ 11,368.28
			75-40619-PL-053	49	\$ 7,308.18
			76-40619-PL-053	21	\$ 812.02
<b>Funding Source:</b>					
<b>Total: \$</b>					<b>64,961.60</b>

**March Status Report**



Project International Advisor Services  
 Work Authorization  55 International Advisor Services

WA Cost: \$ 156,096.00  
 Total Cost: \$ 156,096.00

**Description:** Provides services and deliverables to create a Master Plan to implement the Intermodal Indegration of the Border Infrastructure of Matamoros, Tamaulipas, Cameron County and its financing.

**Scope:** provides services and deliverables to create a Master Plan to implement the Intermodal Indegration of the Border Infrastructure of Matamoros, Tamaulipas, Cameron County and its financing.

**Deliverable:** Master Plan Report.

**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:

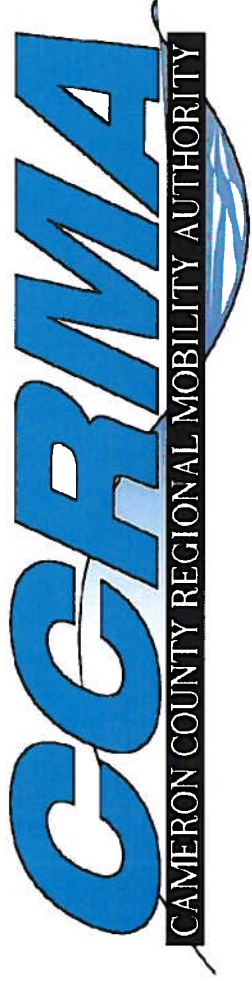
Task		Status	Date Anticipated Completion	% Complete
International Services		Ongoing	Dec. 2012	20%
WA Amount:	\$ 156,096.00	Outstanding Invoice Number	Days Old	Invoice Amount
Billed To Date:	\$ 37,463.04	74-40619-PL-055	63	\$ 24,975.36
Paid To Date:	\$ 12,487.68			
Unpaid Balance:	\$ 24,975.36			
Funding Source:	Cameron County			
Total: \$				24,975.36



# Cameron County Regional Mobility Authority Board Meeting

April 17, 2012





# West Rail Relocation Project

Cameron County Bid No. 100503

Construction Status

April 17, 2012



# Track on Mexican Bridge



# Border Fence and 281 Bridge



# Financial

	Budget	Actual	A
Contract Cost *	\$26,980,308.09	\$20,527,626.83	76.08%
Contract Time	358 Days	510 Days	142.46%
Embankment *	606,694 CY	600,627 CY	99.00%
Subballast	48,829 CY	47,852 CY	98.00%
Structural Steel	1,507,860 Lbs	1,507,860 Lbs	100.00%



# Monthly Employment

Total employees	2	100%	\$4,779
RGV Employees	2	100%	\$4,779





# Total Payroll

	Weeks	Payroll
All Employees	3,090	\$1,995,933
RGV Employees	1,774	\$1,259,697
Percentage	57.41%	63.11%





# Olmito Repair In Place Facility

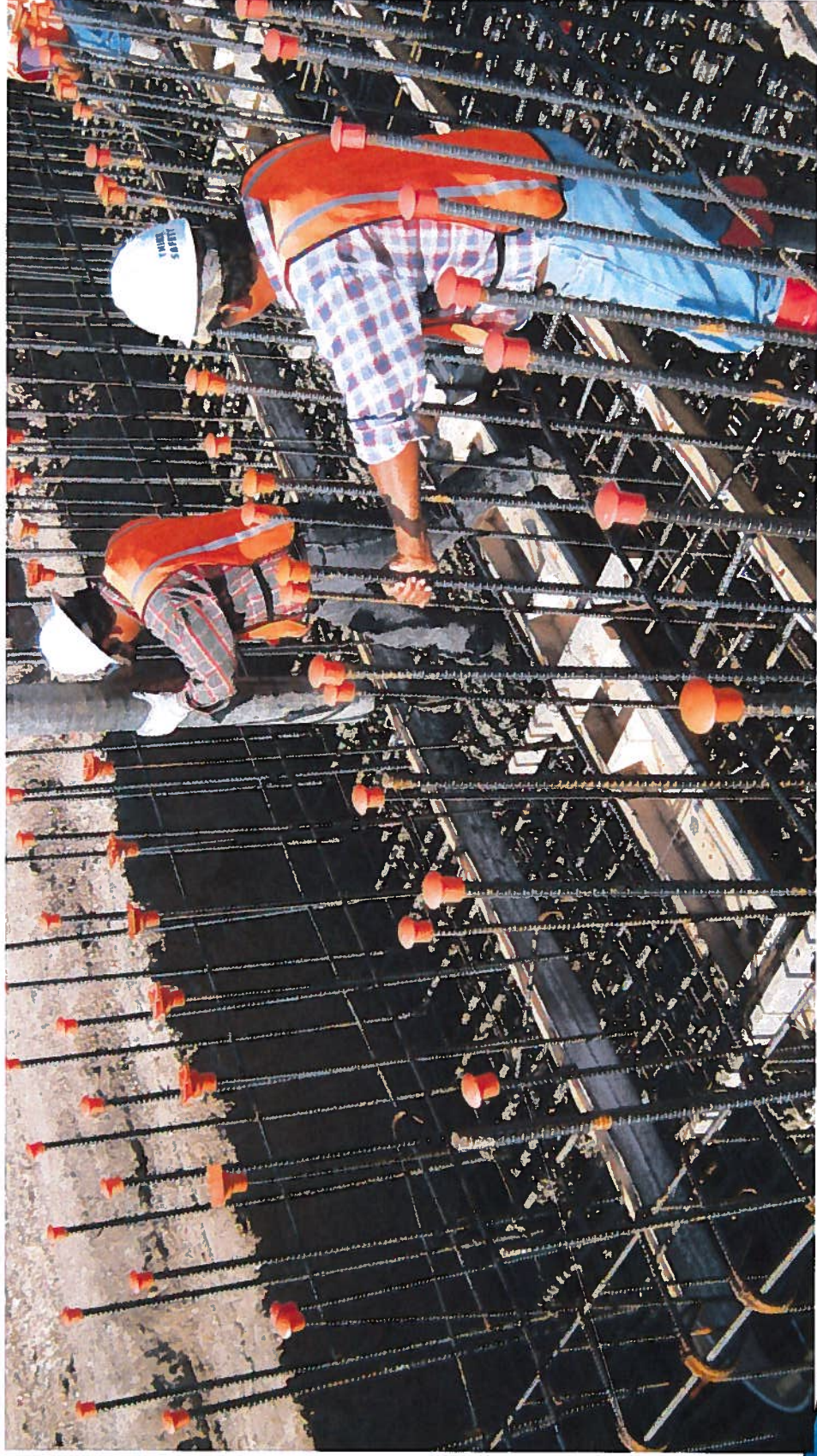
Contract No. 0921-06-244

Construction Status

April 17, 2012



# Pumping Concrete



# Vibrator



# Inspection Pit Foundation



# Financial

	Budget	Actual	A
Contract Cost	\$2,314,016.82	\$380,293.47	16.43%
Contract Time	182 Days	174 Days	95.60%
Class "C" Conc	1,060 CY	94.44 CY	8.91%
Embankment	4,466 CY	890.93 CY	19.95%
Structural Steel	2,130 CY	689.15 CY	32.35%



# Monthly Employment

Total employees	10	100%	\$14,179
RGV Employees	10	100%	\$14,179



# Total Payroll

	Weeks	Payroll
All Employees	100	\$31,506
RGV Employees	100	\$31,506
Percentage	100%	100%





**4-C CONSIDERATION AND APPROVAL OF CHANGE ORDER NUMBERS  
11 AND 14 FOR THE SH 550 PROJECT**

**TABLED CHANGE ORDER NUMBER 11  
APPROVED CHANGE ORDER NUMBER 14**



CHANGE ORDER NBR. 14

REPORT DATE: 3/28/2012 2:12:31PM

**CONTRACT ID:** 362201001  
**PROJECT:** STP 2009(662)ES  
**CONTRACT:** 03103002  
**AWARD AMOUNT:** \$34,161,741.40  
**PROJECTED AMOUNT:** \$34,357,241.40  
**CONTRACTOR:** ANDERSON COLUMBIA CO., INC.

**HIGHWAY:** SH 550  
**DISTRICT:** 21  
**COUNTY:** CAMERON  
**AREA ENGINEER:** Hector Gonzalez, P.E. Interim  
**AREA NUMBER:** 055

Functions:

<input checked="" type="checkbox"/> Extra Work	<input type="checkbox"/> Force Account
<input type="checkbox"/> Zero Dollar	<input type="checkbox"/> Final Quantity
<input type="checkbox"/> Overrun/Underrun	<input type="checkbox"/> Change Project Limits
<input type="checkbox"/> Time Adjustment	<input type="checkbox"/> Delete/Add CSJ

**CO AMOUNT:** \$3,328.12  
**CO TYPE:** FED LETTER OF AUTH - MINOR - PART  
**3RD PARTY AMOUNT:** \$0.00  
**APPR LEVEL:** Area Engineer

**DESCRIPTION:** TY "F" INLETS ADJUSTMENT @ SH 48  
**REASON:** 1D - 1D-DES ERROR DELAY, REWORK, INEFF-TXDOT  
**SECONDARY REASON(S):**

**DESCRIBE THE REASON FOR THE CHANGE ORDER AND WHAT IS BEING CHANGED. WHEN NECESSARY, INCLUDE EXCEPTIONS TO THIS AGREEMENT:**

Change order # 14 introduces grade adjustments to a couple of proposed TY F inlets at SH 48.

The proposed plans specify for top of structure elevation for TY F inlets (WB1-3) and (EB-2) to be 14.40' and 14.60', respectively. The above mentioned elevations do not match proposed top of curb elevations at STA. 7025+28 (26' RT) and STA. 6021+50 (14' RT) based on proposed plan and profile layouts. TxDOT instructed contractor to adjust both inlets (WB1-3) & (EB-2) to match proposed plan and profile layout grade lines. Therefore, inlet (WB1-3) was lowered 9 inches and inlet (EB-1) was raised 6 inches from proposed top of structure elevation.

See revised SH#227R

**ADDITIONAL TIME NOT NEEDED**

"By signing this change order, the contractor agrees to waive any and all claims for additional compensation due to any and all other expenses; additional changes for time, overhead and profit; or loss of compensation as a result of this change and that this agreement is made in accordance item 4 and the Contract. Exceptions should be noted in explanation above."

**THE CONTRACTOR**

**BY:** \_\_\_\_\_ **DISTRICT ENGINEER:** \_\_\_\_\_ **DATE:** \_\_\_\_\_  
**TYPED/PRINTED NAME:** \_\_\_\_\_ **DIRECTOR, CONSTRUCTION DIVISION:** \_\_\_\_\_ **DATE:** \_\_\_\_\_  
**TYPED/PRINTED TITLE:** \_\_\_\_\_ **DEPUTY EXECUTIVE DIRECTOR:** \_\_\_\_\_ **DATE:** \_\_\_\_\_  
**AREA ENGINEER:** \_\_\_\_\_ **FHWA:** \_\_\_\_\_ **DATE:** \_\_\_\_\_  
**AREA ENGINEER'S SEAL:** \_\_\_\_\_ **DATE:** \_\_\_\_\_

CONTRACT ITEMS

PROJECT NBR 362201001

CATG NBR	LINE ITEM	ITEM CODE	SP NBR	DESCRIPTION	UNIT	UNIT PRICE	ORIG + PREV REV QTY	QTY THIS CO	NEW QTY	AMOUNT THIS CO
001	0332	96082014		UNIQUE CHANGE ORDER ITEM 14	DOL	1,664.06000	0.000	2.000	2.000	\$3,328.12

CO DESCR NEW ITEM# CO#14

ADDTL CO DESCR 1 INLET (TY F) (COMPL) GRADE ADJUSTMENT

CHANGE ORDER AMOUNT \$3,328.12

# TEXAS DEPARTMENT OF TRANSPORTATION

CONSTRUCTION CONTRACT CHANGE ORDER NUMBER: 8

## Third Party Funding Notification Sheet

**This form is used when the subject change order involves funding by a source other than TxDOT/U.S. DOT, and involves third parties who are providing funding under an Advance Funding Agreement or Donation Agreement.**

1. Outside funding provided by:

CCRMA

(Outside Entity's Legal Name)

<b>CCSJ:</b> <u>3622-01-001</u>
<b>Project:</b> <u>STP2009(662)ES</u>
<b>Highway:</b> <u>SH 550</u>
<b>County:</b> <u>CAMERON</u>
<b>District:</b> <u>PHARR</u>
<b>Contract Number:</b> <u>03103002</u>

2. Type of outside funding agreement for this change:

- Existing     
  Amended     
  New  
 [ Check one ]

3. Indicate the type and amount of funding:

Fixed Price (Lump Sum)      (Estimated Amount \$24,620.40 )

Actual Cost

(a) Contract Items (Bid Items):		<u>\$24,620.40</u>	
(b) E&C*:	(a) x <u>3.5</u> =	<u>0</u>	
	<small>enter %</small>		
(c) Indirect Cost**:	(a + b) x _____ =	<u>0</u>	
	<small>enter %</small>		
<b>TOTAL</b>		<u>0</u>	

**Use as needed:**

I hereby acknowledge notification of the modifications covered by this Change Order.

Date \_\_\_\_\_

By \_\_\_\_\_

Typed/Printed Name \_\_\_\_\_

Typed/Printed Title \_\_\_\_\_

\* The percentage (%) for E&C (Engineering and Contingencies) charges varies from project to project depending on the contract amount of the project. Projects with a higher contract amount will have a lower rate of E&C charge. For a specific project, E&C rate (%) can be derived from the cost of "Engineering and Contingencies" in the "Estimated Cost" of the project.

\*\* Use the statewide district rate as established by Finance Division each year. This line 3(c) is for Service Project only, unless otherwise specified in the Advance Funding Agreement. See Stand Alone Manual Notice 98-2 for instructions.

Funding for this Change Order has been arranged:

TxDOT Representative	Date
Typed/Printed Name: _____	



# Anderson Columbia Co., Inc.

P.O. Box 565 • Weslaco, TX 78599

March 6, 2012

Mr. Ricardo Gallaga, P.E.  
Assistant Area Engineer  
1120 E. 77 Sunshine Strip  
San Benito, TX. 78586


Re: ADJUST TY F INLET TO GRADE  
SH 550, Cameron Co.  
STP 2009(662)ES

Mr. Gallaga,

Anderson Columbia has attached requested change order to ADJUST TY F INLET TO GRADE.

Respectfully,

ANDERSON COLUMBIA CO., INC.

  
James Cavazos  
Project Manager

2210 N. Vo-Tech Dr • Weslaco, TX 78596  
Phone: 956-969-4614 • Fax: 956-968-0982

ANDERSON COLUMBIA CO, INC.  
 CHANGE ORDER  
 PROJECT NO.: STP 2009 (662)ES  
 CSJ: 3622-01-001  
 SH 550, CAMERON COUNTY

6-Mar-12

ACCI JOB NUMBER: 90105

ADJUST TY F INLET TO GRADE

2 EA

LABOR (Rates include payroll taxes & insurance)

<u>Description</u>	<u>Hourly Rate</u>	<u>Overtime Factor</u>	<u>Avg. Hourly Rate w/ OT</u>	<u>Hours Worked</u>	<u>P/R Taxes 55%</u>	<u>Markup 25%</u>		
				0.00	0.00	0.00	=	0.00
				0.00	0.00	0.00	=	0.00
								0.00

EQUIPMENT

<u>Description</u>	<u>Blue Book Hourly Rate</u>	<u>Equipment Hours</u>	<u>Equipment Cost</u>	<u>Markup 15%</u>
--------------------	------------------------------	------------------------	-----------------------	-------------------

MATERIALS

<u>Description</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Material Cost</u>	<u>Markup 25%</u>			
None	0	EA	0.00	0.00	0.00	=	0.00	
								0.00

SUBCONTRACTOR

<u>Description</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Material Cost</u>	<u>Markup 5%</u>	<u>Markup 1%</u>		
ADJUST TY F INLET TO GRADE	2	EA	1,615.59	3,231.18	80.78	16.16	=	3,328.12
								3,328.12

TOTAL COST

3,328.12

UNIT PRICE

\$1,664.06 EA

\*\*\* ADDITIONAL WORKING DAYS: 0

Note:

# Bid Proposal - Change Request

## McAllen Construction, Inc.

P.O. Box 3244  
 McAllen, Texas 78502  
 Contact: James Eckroat  
 Phone: 956-686-7819  
 Fax: 956-686-7824

Quote To: Anderson Columbia Co., Inc.  
 2210 N. Vo-Tech Drive  
 Weslaco, TX 78596  
 Phone: (956)969-4614  
 Fax: (956) 968-0982  
 Attn: James Cavazos

Job Name: SH 550  
Bid Date: Feb. 23, 2012  
Date of Plans:  
Revision Date:

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
10	ADJUST TYPE F INLET TO GRADE	2.00	EA	1,615.59	3,231.18
<b>GRAND TOTAL</b>					<b>S3,231.18</b>

### NOTES:

The prices quoted do NOT include the cost of payment and performance bond.  
 In the event that additional information is required, please feel free to contact me.

Sincerely,

  
 James Eckroat

**Bid Summary Totals Report**

**Standard Markup Instructions**

	Cost Basis	Markup %	Markup
Labor:	824	80.00	659
Burden:	76	80.00	60
Perm Matl:	0	0.00	0
Const Matl:	0	0.00	0
Sub:	0	0.00	0
Eq. Op. Exp:	868	15.00	130
Co. Equip:	474	15.00	71
Rented Eq.:	0	0.00	0
G & A:	0	0.00	0
Misc2:	0	0.00	0
Misc3:	0	0.00	0
Overrides:	0		0
<b>Total:</b>	<b>2,242</b>	<b>41.06</b>	<b>921</b>

Selected Bond Table:

**Previous Run**

Summary: 02/23/2012 2:56 PM  
 Spread: 02/23/2012 2:56 PM

Summary run on Takeoff Quan and Adjusted to Bid Quan.

**Standard Spreads**

Indirect Spread: Labor  
 Markup Spread: Markup %  
 Addon/Bond Spread: Total

**Totals as of Last Spread**

	Cost:	Markup:	Total:
Direct:	2,241	921	3,162
Indirect:	0	0	0
Addons:	70	0	70
Bond:	0		0
SubTotal:	2,311	921	3,232
Pass Through:	0		0
<b>Total:</b>	<b>2,311</b>	<b>921</b>	<b>3,232</b>



McAllen Construction Co., Inc.  
120222A

SH 550 ADJUST INLETS AT SH 48

02/23/2012

14 : 59

**List of Addons**

<b>Addon</b>	<b>Description</b>	<b>Basis</b>	<b>%</b>	<b>Cost</b>	<b>Total Amt</b>
3	GL Based on 50 Hr Work Week	TA	8.5000	Y	70.01
11	Profit	++	0.0000	N	0.00
					70.01

**Addon Basis Codes and Descriptions Used in this Estimate:**

TA - Total Base Labor

++ - Cost, Markup, and Previous Addons

Direct Cost Report

Activity Resource	Desc	Pcs	Quantity Unit	Unit Cost	Labor	Perm Material	Constr Matl/Exp	Equip Ment	Sub-Contnct	Total
BID ITEM = 10	CLIENT# = 1									
Description =	ADJUST TYPE F INLET TO GRADE			Unit =	EA	Takeoff Quan:	2.000	Engr Quan:		2.000
Summary Codes:										
110	ADJUST TYPE F INLET TO GRADE		Quan: 2.00 EA		ffrs/Shift: 10.00	Cal: 50	WC: TX9999			
<u>LAB12</u>	LABOR CREW 1 SKILL, 2 COMMON	10.50 CH	Eff: 100.00	Prod:	0.5250 SU	Lab Pcs: 5.00	Eqp Pcs: 3.00			
	Excavator 20 ton	1.00 10.50 HR		82.641			868			868
	Crew Truck w/o Tools	1.00 10.50 HR		28.404			298			298
	Foreman's Pickup	1.00 10.50 HR		16.701			175			175
	Common Labor	2.00 21.00 MH		12.130	306					306
	Foreman	1.00 10.50 MH		22.040	253					253
	Equipment Operator	1.00 10.50 MH		14.890	188					188
	Skilled Labor	1.00 10.50 MH		12.130	153					153
\$2,240.54	26.2500 MH/EA	52.50 MH		[ 411.85 ]	899		1,341			2,241
====> Item Totals: 10 - ADJUST TYPE F INLET TO GRADE										
\$2,240.54	26.2500 MH/EA	52.50 MH		[ 411.85 ]	899		1,341			2,241
1,120.270	2 EA				449.62		670.66			1,120.27
\$2,240.54	*** Report Totals ***	52.50 MH			899		1,341			2,241

>>> Indicates Non Additive Activity  
 -----Report Notes:-----  
 The estimate was prepared with TAKEOFF Quantities.  
 This report shows TAKEOFF Quantities with the resources.

Bid Date: Owner: Engineering Firm:  
 Estimator-In-Charge:

\* on units of MH indicate average labor unit cost was used rather than base rate.  
 [ ] in the Unit Cost Column = Labor Unit Cost Without Labor Burdens  
 In equipment resources, rent % and EOE % not = 100% are represented as XXX%YYY where XXX=Rent% and YYY=EOE%  
 -----Calendar Codes-----  
 40 40 Hour Work Week  
 50 50 Hour Work Week (Default Calendar)  
 55 55 Hour Work Week  
 60 60 Hour Work Week  
 66 66 Hour Work Week  
 D40 Double 40 Hour Shifts



8E20



Friday, May 15, 2009

Adjustments for E-2617 in Inventory

Caterpillar 320C L  
Crawler Mounted Hydraulic Excavators



Size Class:  
Operating Weight: 19.1 - 21.0 MTons  
Weight:  
46,300 lbs.

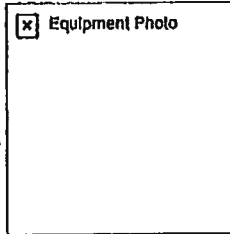
Configuration for 320C L

Power Mode: Diesel Bucket Capacity - Heaped: 1.25 cy  
Operating Weight: 21 MT Net Horsepower: 138

Equipment Notes: General Purpose bucket included in rate, unless otherwise noted.

Equipment Details

Equipment ID: E-2617  
Serial Number: ANB02637 Price:  
Year of Manufacture: 2002 Mileage:  
Notes: Cat For Sale: false  
Fleets: HTP Equipment & Supply



Apply values to all fleets this equipment belongs to.

printable report

Blue Book Rates

	Ownership Costs				Estimated Operating Costs	FHWA Rate
	Monthly	Weekly	Daily	Hourly		
Published Rates	\$9,110.00	\$2,560.00	\$640.00	\$88.00	\$40.06	\$100.81
Adjustments						
Region (Texas: 90.8%)	-\$858.34	-\$239.70	-\$80.16	-\$9.02		
Model Year (2002: 94.5%)	-\$453.95	-\$127.07	-\$31.69	-\$4.78		
Ownership (100%)						
Operating (100%)						
<b>Total:</b>	<b>\$7,788.71</b>	<b>\$2,183.23</b>	<b>\$547.96</b>	<b>\$82.20</b>	<b>\$49.06</b>	<b>\$93.37</b>

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	38%	\$3,461.80 / mo
Overhaul (ownership)	41%	\$3,735.10 / mo
CFC (ownership)	13%	\$1,184.30 / mo
Indirect (ownership)	8%	\$728.80 / mo
Fuel (operating) @ \$3.98	47%	\$22.95 / hr

Revised Date: 2nd Half 2008

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Email : customerservice@equipmentwatch.com  
Version: 3.3.6A

Adjustments to Equipment Cost for Estimating Fleet

Date taken from Equipment Watch, Blue Books Rates  
Adjusted for Region & Model Year

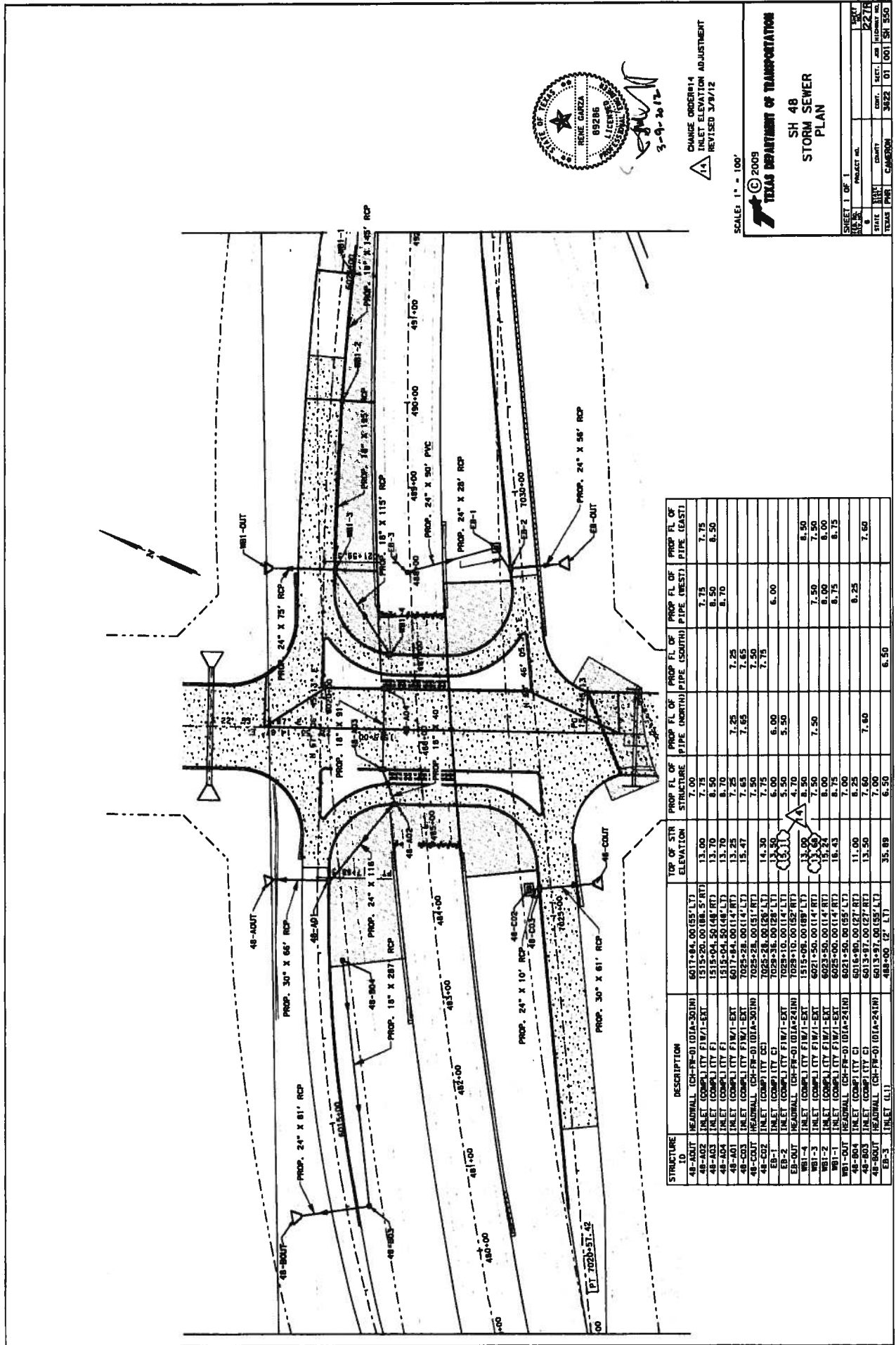
Est Fleet ID: **8E20**  
Equip Fleet ID: **E-2617**  
Description: **Caterpillar 320C L (excavator 30 ton)**

FHWA Rate Hourly (Total Rate)	<b>93.37</b>
Estimated Operating Costs Hourly	<b>49.05</b>
Hourly Fuel Cost	<b>22.95</b>
Fuel Rate \$ / gal from Equipment Watch	<b>3.96</b>

FHWA Ownership Cost	<b>\$ 44.32</b>
FHWA Operating Cost w/o Fuel	<b>\$ 26.10 per hour</b>

**Inside (Owned) Equipment shall have a modifier of 65%**  
**Outside (Rented) Equipment shall have a modifier of 100%**  
Rate Modifier **65%**

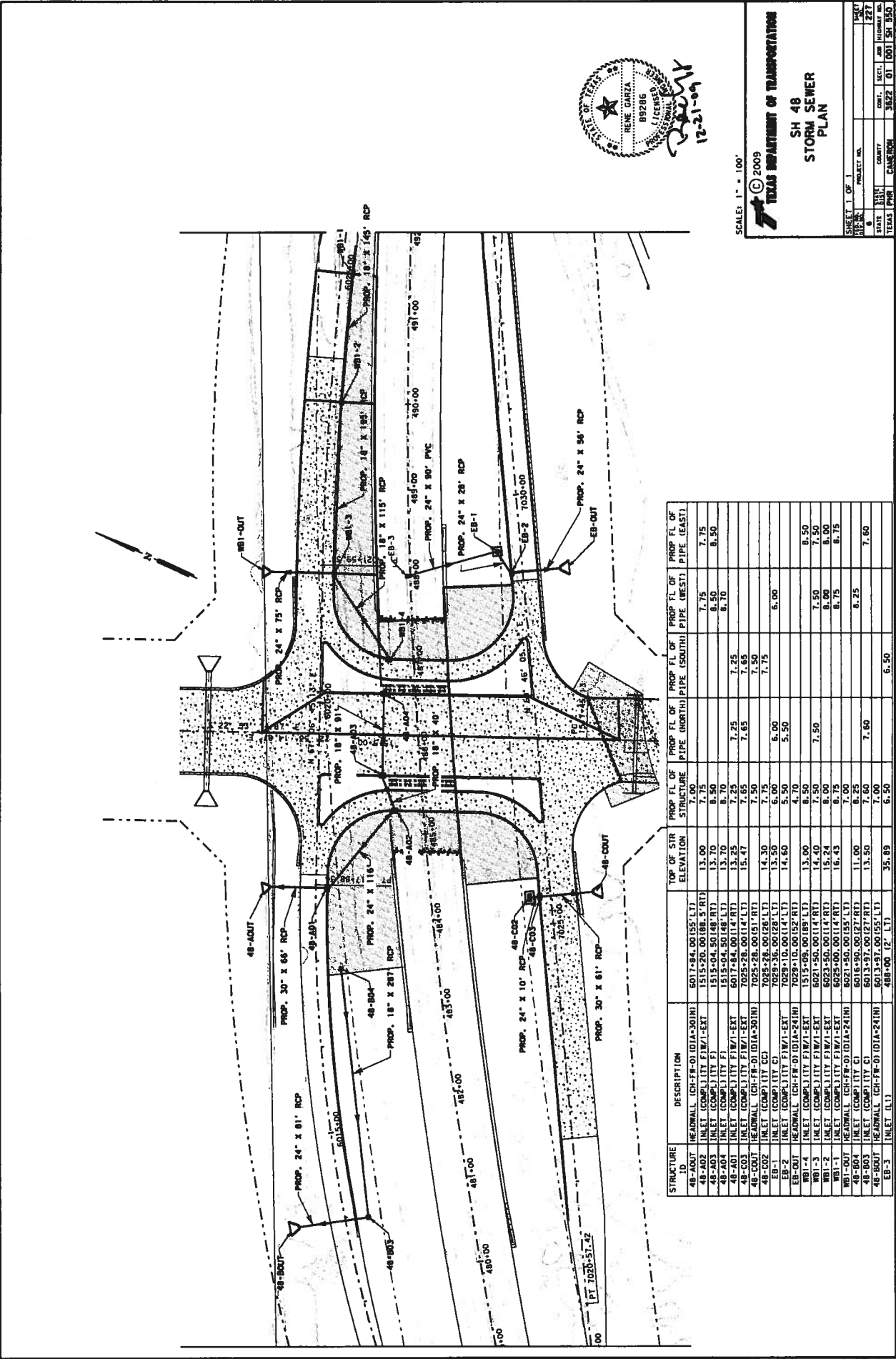
McCl Ownership Cost	<b>\$ 28.81 per hour</b>
McCl Operating Cost w/o Fuel	<b>\$ 16.97 per hour</b>
Fuel Usage Gal / Hr	<b>5.80 gal / hour</b>



CHANGE ORDER#14  
INLET ELEVATION ADJUSTMENT  
REVISED 3/9/12

SCALE: 1" = 100'  
TEXAS DEPARTMENT OF TRANSPORTATION  
SH 48  
STORM SEWER  
PLAN

SHEET 1 OF 1	PROJECT NO.	DATE	SCALE
100	100	3/9/12	1" = 100'
100	100	100	100
100	100	100	100



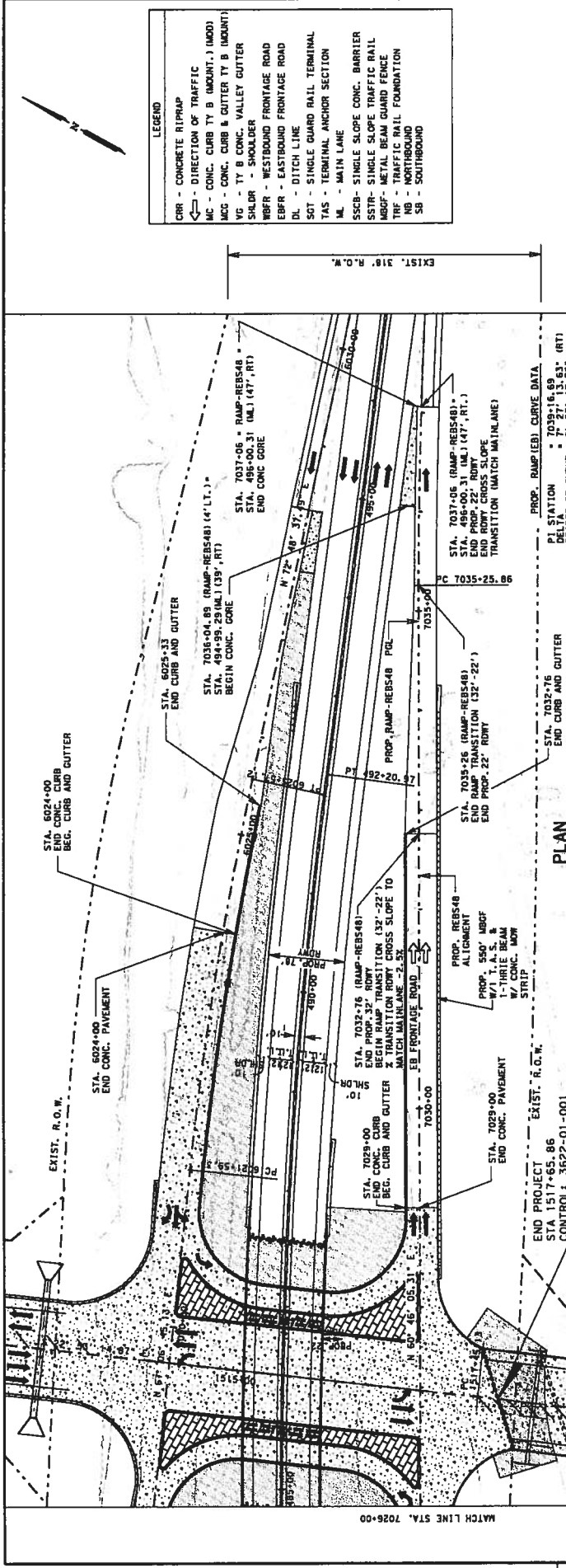
12-21-00  
 [Signature]

SCALE: 1" = 100'

**TEXAS DEPARTMENT OF TRANSPORTATION**  
**SH 48**  
**STORM SEWER**  
**PLAN**

SHEET NO.	PROJECT NO.	COUNTY	CONTRACT NO.
1 OF 1		CAMERON	3822 01 001 SH 930
DATE	BY	CHKD.	DATE
12/21/00	RG	RG	12/21/00

STRUCTURE ID	DESCRIPTION	TOP OF STR. ELEVATION	PROP. FL. OF PIPE (NORTH)	PROP. FL. OF PIPE (SOUTH)	PROP. FL. OF PIPE (WEST)	PROP. FL. OF PIPE (EAST)
48-ADUT	HEADWALL (CH-FW-0) (DIA=30)(H)	6017-84.00 (55' LT)	7.00			
48-AD2	INLET (COMPLTY F/W)-EXT	13.00	7.75	7.75	7.75	7.75
48-AD3	INLET (COMPLTY F)	13.70	8.50	8.50	8.50	8.50
48-AD4	INLET (COMPLTY F)	13.70	8.70	8.70	8.70	8.70
48-AD1	INLET (COMPLTY F/W)-EXT	13.25	7.25	7.25	7.25	7.25
48-AD5	INLET (COMPLTY F/W)-EXT	15.47	7.50	7.50	7.50	7.50
48-AD6	HEADWALL (CH-FW-0) (DIA=30)(H)	7025-28.00 (41' RT)	7.50	7.50	7.50	7.50
48-AD7	INLET (COMPLTY CC)	14.30	7.75	7.75	7.75	7.75
48-AD8	INLET (COMPLTY C)	7029-36.00 (28' LT)	6.00	6.00	6.00	6.00
48-AD9	INLET (COMPLTY F/W)-EXT	7029-10.00 (14' LT)	5.50	5.50	5.50	5.50
48-AD10	HEADWALL (CH-FW-0) (DIA=24)(H)	7029-10.00 (52' RT)	4.70	4.70	4.70	4.70
48-AD11	INLET (COMPLTY F/W)-EXT	1515-09.00 (89' LT)	8.50	8.50	8.50	8.50
48-AD12	INLET (COMPLTY F/W)-EXT	6021-50.00 (14' RT)	14.40	7.50	7.50	7.50
48-AD13	INLET (COMPLTY F/W)-EXT	6023-50.00 (14' RT)	15.24	8.00	8.00	8.00
48-AD14	INLET (COMPLTY F/W)-EXT	6025-00.00 (15' LT)	16.43	7.00	7.00	7.00
48-AD15	HEADWALL (CH-FW-0) (DIA=24)(H)	6015-90.00 (27' RT)	7.00	7.00	7.00	7.00
48-AD16	INLET (COMPLTY C)	6015-90.00 (27' RT)	11.00	7.60	7.60	7.60
48-AD17	HEADWALL (CH-FW-0) (DIA=24)(H)	6013-97.00 (55' LT)	13.50	7.00	7.00	7.00
48-AD18	INLET (IL)	488-00' (2' LT)	35.89	6.50	6.50	6.50



STATION	PROF. POL. ELEV.	EXIST. P.O.L. ELEV.	EXIST. N.G.
7026+00	8.27	15.79	
7027+00	7.57	16.54	
7028+00	5.24	15.52	
7029+00	5.91	15.00	
7030+00	5.74	15.46	
7031+00	5.61	15.77	
7032+00	7.51	16.33	
7033+00	7.33	15.82	
7034+00	9.09	14.76	
7035+00	11.41	11.76	
7036+00	12.69		

STATION	PROF. POL. ELEV.	EXIST. P.O.L. ELEV.	EXIST. N.G.
7026+00	15.19		
7027+00	16.78		
7028+00	14.85		
7029+00	14.83		
7030+00	15.46		
7031+00	15.61		
7032+00	16.33		
7033+00	15.82		
7034+00	14.76		
7035+00	11.76		
7036+00			

STATION	PROF. POL. ELEV.	EXIST. P.O.L. ELEV.	EXIST. N.G.
7026+00	15.19		
7027+00	16.78		
7028+00	14.85		
7029+00	14.83		
7030+00	15.46		
7031+00	15.61		
7032+00	16.33		
7033+00	15.82		
7034+00	14.76		
7035+00	11.76		
7036+00			

- LEGEND**
- CRR - CONCRETE RIPRAP
  - ← DIRECTION OF TRAFFIC
  - MC - CONC. CURB TY B (MOUNT.) (WOOD)
  - MCC - CONC. CURB & GUTTER TY B (MOUNT)
  - VG - TY B CONC. VALLEY GUTTER
  - SHLDR - SHOULDER
  - WBFR - WESTBOUND FRONTAGE ROAD
  - EBFR - EASTBOUND FRONTAGE ROAD
  - DL - DITCH LINE
  - SGT - SINGLE GUARD RAIL TERMINAL
  - TAS - TERMINAL ANCHOR SECTION
  - ML - MAIN LANE
  - SSCB - SINGLE SLOPE CONC. BARRIER
  - SSTR - SINGLE SLOPE TRAFFIC RAIL
  - MBGF - METAL BEAM GUARD FENCE
  - TRF - TRAFFIC RAIL FOUNDATION
  - NB - NORTHBOUND
  - SB - SOUTHBOUND



SCALE: PLAN 1" = 100' HORIZ. PROFILE 1" = 10' VERT.

TEXAS DEPARTMENT OF TRANSPORTATION  
**SH 48 EASTBOUND RAMP "REBS48" PLAN & PROFILE**

SHEET NO.	3 OF 3 SHEETS
PROJECT NO.	3622-01-001
DATE	01/28/04
STATE	TEXAS
COUNTY	CAMERON
SECTION	3622-01-001
JOB	SH 48
DRAWN BY	SH 48





EXIST. 220'-468' R.O.W.

PROP. E SH 48 WESTBOUND ENTRANCE/ EXIT RAMP

VARIES 9'-133'

SHOULDER 6'-0" TO 12'-0"

TURNING TRAVEL LANE

VARIES 0' TO 116'

PROP. E SH 48 MAINLANE

VARIES 10' TO 12'

SHOULDER 12'-0" TO 12'-0"

TURNING TRAVEL LANE

VARIES 0' TO 131'

PROP. E SH 48 EASTBOUND ENTRANCE/ EXIT RAMP

VARIES 33'-67'

SHOULDER 0'-12" TO 12'-0"

TURNING TRAVEL LANE

VARIES 14'-12" TO 12'-0"

PROP. E SH 48 EASTBOUND ENTRANCE/ EXIT RAMP

VARIES 22'-44' RAMP

SHOULDER 0'-12" TO 12'-0"

TURNING TRAVEL LANE

VARIES 14'-12" TO 12'-0"

PROP. E SH 48 EASTBOUND ENTRANCE/ EXIT RAMP

VARIES 33'-67'

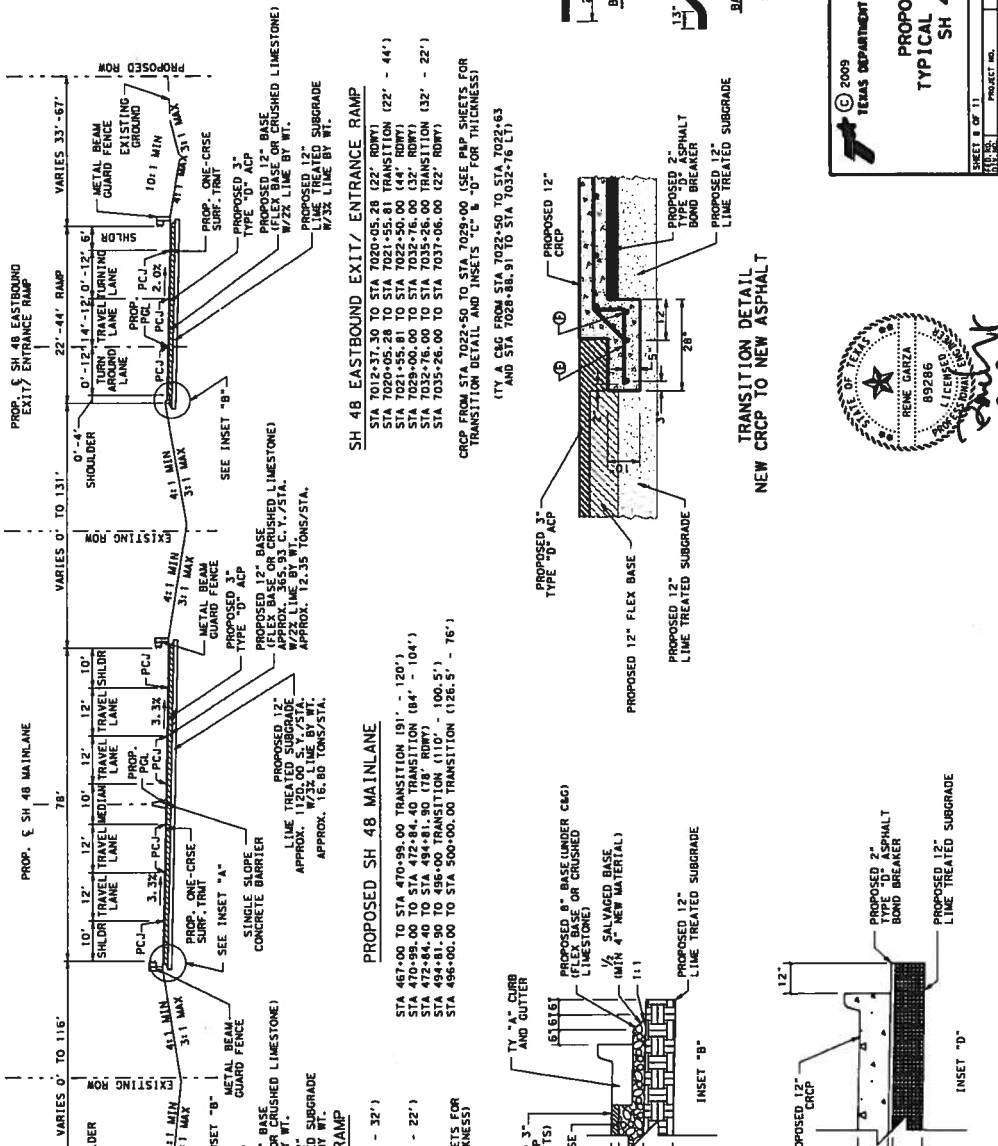
SHOULDER 0'-12" TO 12'-0"

TURNING TRAVEL LANE

VARIES 14'-12" TO 12'-0"

PROP. E SH 48 EASTBOUND ENTRANCE/ EXIT RAMP

VARIES 33'-67'

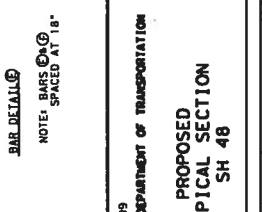
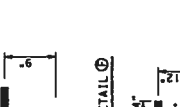
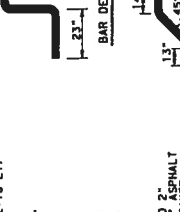
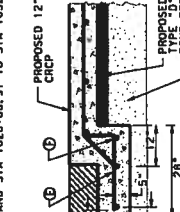
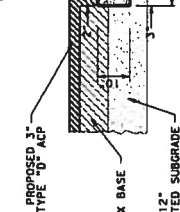
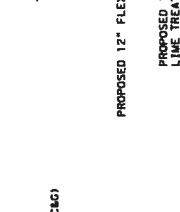
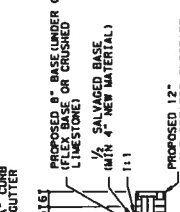
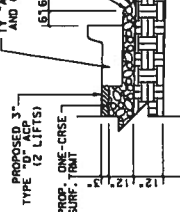
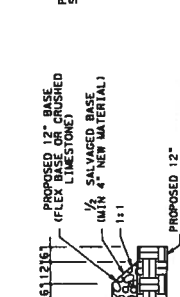


**SH 48 WESTBOUND ENTRANCE/ EXIT RAMP**  
 STA 6005+87.75 TO STA 6011+65.00 (22' - 32')  
 STA 6011+65.00 TO STA 6014+15.00 TRANSITION (22' - 32')  
 STA 6014+15.00 TO STA 6018+00.00 (32' - 22')  
 STA 6024+00 TO STA 6025+33.00 (34' - 22')  
 STA 6025+33.00 TO STA 6028+33.00 (34' - 22')  
 STA 6028+33.00 TO STA 6028+33.00 (34' - 22')

**PROPOSED SH 48 MAINLANE**  
 STA 467+00 TO STA 470+99.00 TRANSITION (91' - 120')  
 STA 470+99.00 TO STA 474+00.00 TRANSITION (164' - 104')  
 STA 474+00.00 TO STA 484+81.90 (178' - 100.5')  
 STA 484+81.90 TO STA 496+00.00 TRANSITION (110' - 100.5')

**SH 48 EASTBOUND EXIT/ ENTRANCE RAMP**  
 STA 7012+37.30 TO STA 7020+05.28 (22' - 44')  
 STA 7020+05.28 TO STA 7021+55.81 TRANSITION (22' - 44')  
 STA 7021+55.81 TO STA 7022+50.00 (34' - 22')  
 STA 7022+50.00 TO STA 7035+26.00 TRANSITION (32' - 22')  
 STA 7035+26.00 TO STA 7037+06.00 (22' - 22')

**CRCP FROM STA 7022+50 TO STA 7028+00 (SEE P&P SHEETS FOR TRANSITION DETAIL AND INSETS "C" & "D" FOR THICKNESS)**  
 (1) A CRCP FROM STA 7022+50 TO STA 7022+63 AND STA 7028+08.91 TO STA 7032+16.11

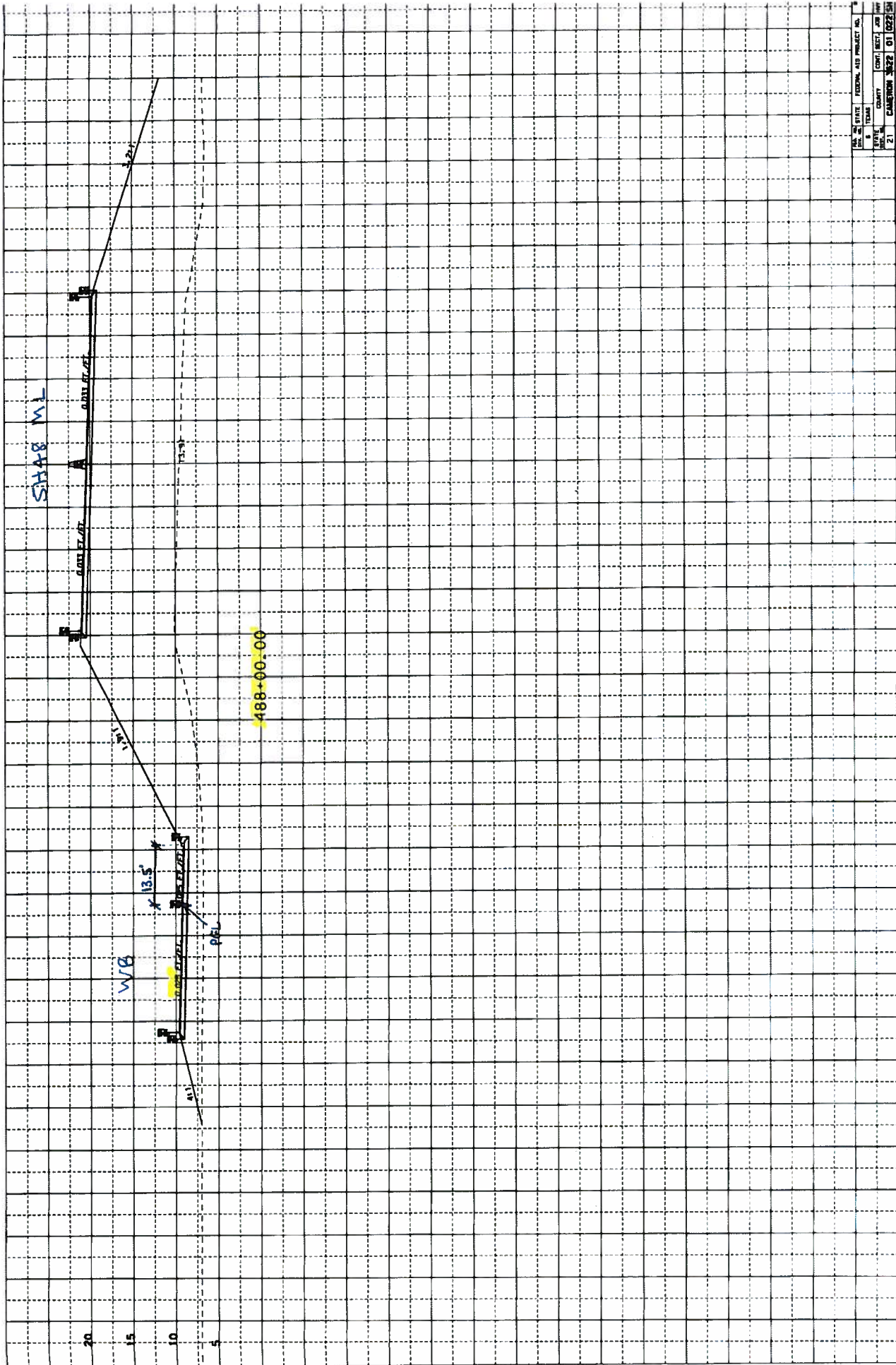


TRANSITION DETAIL  
 NEW CRCP TO NEW ASPHALT

TEXAS DEPARTMENT OF TRANSPORTATION  
**PROPOSED TYPICAL SECTION SH 48**

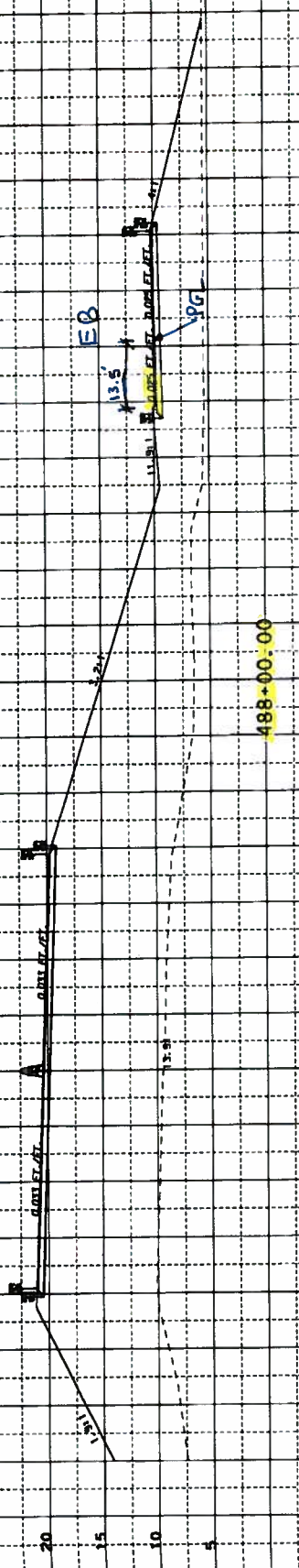
SHEET NO. OF 11	PROJECT NO.	CONTRACT NO.	SECTION NO.	DATE
11	001 SH 50	001 SH 50	001 SH 50	01/11/10
COUNTY	CITY	STATE	PROJECT	SCALE
CAMERON	CAMERON	TEXAS	001 SH 50	AS SHOWN



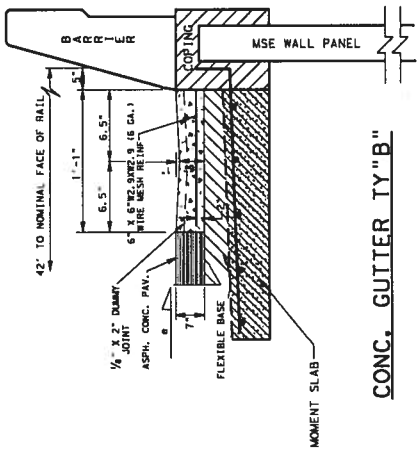


NO.	STATE	FEDERAL AID PROJECT NO.
1	TEXAS	
2	COUNTY	CONTRACT NO.
3	SECTION	DATE
4	SCALE	
5	PROJECT	
6	DATE	
7	BY	
8	CHECKED	
9	DATE	
10	BY	
11	CHECKED	
12	DATE	
13	BY	
14	CHECKED	
15	DATE	
16	BY	
17	CHECKED	
18	DATE	
19	BY	
20	CHECKED	
21	DATE	

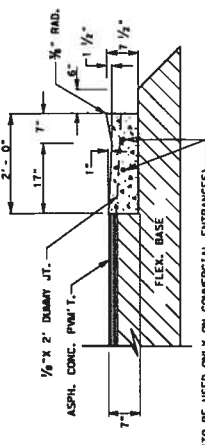
5148 ML



NO.	DATE	PERSON	PROJECT NO.
1	11/11/11	CONTRACT	CONTRACT
2	11/11/11	CITY	CITY
3	11/11/11	COUNTY	COUNTY
4	11/11/11	STATE	STATE
5	11/11/11	COUNTRY	COUNTRY



**CONC. GUTTER TY "B"**

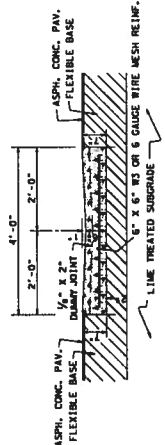


TO BE USED ONLY ON COMMERCIAL ENTRANCES.  
 2'-X-2' LONGITUDINAL REINFORCING BARS SHALL BE MADE PART  
 OF ITEM "CONC. CURB & GUTTER." THE LENGTH OF REINFORCING  
 STEEL WILL BE THE WIDTH OF THE PROP. COMMERCIAL ENTRANCE  
 PLUS FOUR FEET.

**CONC. GUTTER**

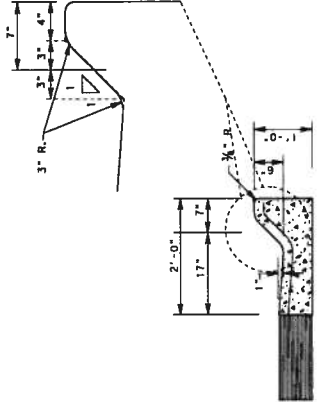
**NOTE**

CONCRETE GUTTER TO BE USED ONLY WHERE PERMITTED BY  
 TEXAS DEPARTMENT OF TRANSPORTATION REGULATIONS FOR  
 ACCESS DRIVEWAYS.  
 2'- VALLEY GUTTER SHALL BE PAID FOR AS CONC. CURB AND  
 GUTTER. CONCRETE CURB & GUTTER & CONCRETE CURB SHALL  
 BE MEASURED FOR PAYMENT ALONG FACE OF CURB AT FLOW LINE.



**4' CONC. VALLEY GUTTER (TY "A")**

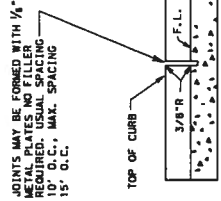
TO BE USED WHERE REQUIRED TO CARRY  
 DRAINAGE WATER ACROSS SIDE STREETS



**CONC. CURB & GUTTER  
 TY. "B" (MOUNTABLE)**

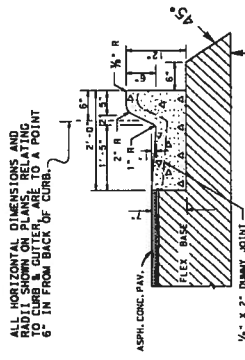
**NOTE**

PROPOSED CURB & GUTTER IS TO BE CONNECTED TO  
 EXIST. CURB & GUTTER IT SHOULD BE DONE AT THE EXIST.  
 GUTTER FLOW LINE ELEVATION.  
 1/2" PREMOULDED EXPANSION JOINT MATERIAL  
 SHALL BE INSTALLED WHERE CONC. CURB &  
 GUTTER OR CONC. CURB ABOUT  
 METALS AND/OR ANY OTHER LOCATIONS SPECIFIED  
 BY THE ENGINEER. MAX. SPACING = 10'



**DETAIL DUMMY JOINT**

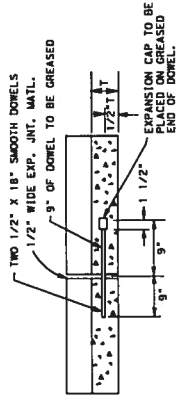
JOINTS MAY BE FORMED WITH 1/4"  
 REINFORCING STEEL. USUAL SPACING  
 10' O.C., MAX. SPACING  
 15' O.C.



**CONC. CURB & GUTTER  
 TY "A" (BARRIER)**

**NOTE**

EXPANSION JOINTS  
 1/2" PREMOULDED EXPANSION JOINT MATERIAL  
 SHALL BE INSTALLED WHERE CONC. CURB  
 GUTTER OR CONC. CURB ABOUT  
 METALS AND/OR ANY OTHER LOCATIONS SPECIFIED  
 BY THE ENGINEER. MAX. SPACING = 10'



**DETAIL EXPANSION JOINT**

LONGITUDINAL SECTION THRU CURB AND/OR CONC.  
 REINFORCING STEEL (WHEN USED) SHALL NOT  
 CROSS EXPANSION JOINTS. STEEL SHALL BE  
 TERMINATED 3" ± 1" FROM FACE OF THE JOINT.  
 1/2" PREMOULDED EXPANSION JOINT MATERIAL  
 SHALL BE INSTALLED WHERE CONC. CURB  
 GUTTER OR CONC. CURB ABOUT  
 METALS AND/OR ANY OTHER LOCATIONS SPECIFIED  
 BY THE ENGINEER. MAX. SPACING = 10'

PHURS DISTRICT STANDARD

REV. 4/02

STATE AID PROJECT NO. \_\_\_\_\_

FILE NO. \_\_\_\_\_

DATE \_\_\_\_\_

CONTRACT NO. \_\_\_\_\_

SECTION \_\_\_\_\_

DATE \_\_\_\_\_

DESIGNED BY \_\_\_\_\_

CHECKED BY \_\_\_\_\_

APPROVED BY \_\_\_\_\_

SCALE \_\_\_\_\_

DATE \_\_\_\_\_

PHURS DISTRICT STANDARD

TEXAS DEPARTMENT OF TRANSPORTATION

CURB & GUTTER

DETAILS

**4-D CONSIDERATION AND APPROVAL OF WORK AUTHORIZATION  
NO. 1 BETWEEN THE CAMERON COUNTY REGIONAL MOBILITY  
AUTHORITY AND BREEDEN McCUMBER GUERRERO, INC.**

**APPROVED ONLY WEBSITE DEVELOPMENT PHASE OF WORK  
AUTHORIZATION NO. 1**



## CCRMA “Future Driven” Marketing Plan

The following Marketing Plan is recommended as the most cost effective way to reach the our mass demographic in Cameron County. We have concentrated our efforts in media and broad base marketing that delivers the CCRMA message to our target demo. We believe that local television and newspaper are effective means to promote a “mass appeal” and will use the Outdoor to drive our message to thousands of daily commuters. This Marketing Plan will consist of two phases.

### Phase 1 – May thru July 2012

**Creative: CCRMA Informative**

**Tools:** Newspaper  
Brownsville Herald - 1/4 page ads / 9  
Valley Morning Star - 1/4 page ads / 9

Ads to be scheduled every other Sunday. Creative will be a series of ads explaining the reason for the existence of the RMA as well as explaining the benefits of its projects. Newspaper allows for us to explain the advantages associated with the RMA and its projects. It will reach our primary service region encompassing all of Cameron County. “El Heraldo Nuevo” is also included in the submitted dates above.

**Estimated Cost - \$12,000**

**Outdoor**

**Option # 1**

One 14 x 48 Bulletin on Expressway 77  
Duration: Two (3) Months.

**Estimated Cost - \$7,875**

Includes creative, production, printing and installation

**Option # 2**

One 10 x 40 Bulletin on Expressway 77  
Duration: Two (3) Months.

**Estimated Cost - \$6,675**

Includes creative, production, printing and installation

**Television**

Recommend General Market / English and Spanish Language media. Scheduling will center on news oriented programming which we feel will be most effective in reaching our end user. (See Attached Scheduler)

We will also include website advertising on the respective stations.

Media Placement - \$20,000

Estimated Production - \$ 3,500

**Total Television - \$35,250**

**Phase 1 Total - \$55,250**

*(Calculated with Outdoor Option #1)*



## **Phase 2 – August thru September 2012**

**Creative: Project Specific**

**Tools: Newspaper**

Brownsville Herald - 1/4 page ads / 6

Valley Morning Star - 1/4 page ads / 6

Ads to be scheduled every other Sunday. Creative will be a series of ads explaining the reason for the existence of the RMA as well as explaining the benefits of its projects. Newspaper allows for us to explain the advantages associated with the RMA and its projects. It will reach our primary service region encompassing all of Cameron County. "El Heraldo Nuevo" is also included in the submitted dates above.

**Estimated Cost - \$8,000**

### **Outdoor**

#### **Option # 1**

One 14 x 48 Bulletin on Expressway 77

Duration: Two (2) Months.

**Estimated Cost - \$5,250**

Includes creative, production, printing and installation

#### **Option # 2**

One 10 x 40 Bulletin on Expressway 77

Duration: Two (2) Months.

**Estimated Cost - \$4,450**

Includes creative, production, printing and installation

### **Television**

Recommend General Market / English and Spanish Language media. Scheduling will center on news oriented programming which we feel will be most effective in reaching our end user. (See Attached Scheduler)

We will also be include website advertising as part of the media buy.

Media Placement - \$20,000

Estimated Production - \$ 3,500

**Total Television - \$23,500**

**Total Cost Phase 2 - \$36,750**

*(Calculated with Outdoor Option #1)*

**Phase 1 & 2 Campaign  
Total - \$92,000**

**4-E CONSIDERATION AND APPROVAL OF TIME EXTENSION ON  
SUPPLEMENTAL WORK AUTHORIZATION NO. 5 TO WORK  
AUTHORIZATION NO. 7 WITH HNTB FOR THE WEST PARKWAY  
PROJECT**

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY  
General Engineering Consultant Services

SUPPLEMENTAL WORK AUTHORIZATION NO. 5  
WORK AUTHORIZATION NO. 7  
WEST LOOP ROAD STUDY

This Supplemental Work Authorization No. 5 to Work Authorization No. 7 is made pursuant to the terms and conditions of the Base Contract, effective February 16, 2006, hereinafter identified as the "Agreement", entered into by and between Cameron County Regional Mobility Authority (the "AUTHORITY") and HNTB Corporation (the "CONSULTANT").

**Part 1.** No change is made to WA 7 engineering services with this supplement.

**Part 4.** This Supplemental Work Authorization No. 5 to Work Authorization No. 7 extends the termination date from **May 31, 2011 to April 30, 2012**, unless extended by an additional Supplemental Work Authorization.

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

**Part 6.** This Supplemental Work Authorization No. 5 to Work Authorization No. 7 is hereby accepted and acknowledged below.

CONSULTANT:  
HNTB Corporation

By:   
Signature

Richard L. Ridings, P.E.  
Printed Name

Vice President  
Title

4/17/12  
Date

AUTHORITY:  
Cameron County Regional Mobility Authority

By:   
Signature

David E. Alley  
Printed Name

Chairman  
Title

4.17.12  
Date