

THE STATE OF TEXAS §

COUNTY OF CAMERON §

BE IT REMEMBERED on the 18th day of December 2014, 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

DAVID N. GARZA
DIRECTOR

RUBEN GALLEGOS, JR.
DIRECTOR

MARK ESPARZA
DIRECTOR

NAT LOPEZ
DIRECTOR

HORACIO BARRERA
DIRECTOR

Secretary

ABSENT

ABSENT

ABSENT

The Meeting was called to order by Chairman David E. Allex, at 12:02 P.M. At this time, the Board considered the following matters as per RMA Agenda posted and filed for Record in the Office of the County Clerk on this 15th day of December 2014 at 10:54 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 West I69E
San Benito, Texas 78586**

Thursday, December 18, 2014

12:00 Noon

FILED AND RECORDED
OFFICIAL PUBLIC RECORDS
On: Dec 15, 2014 at 10:54A

Joe G Rivera
County Clerk
By
Hilda Perez, Deputy
Cameron County

PUBLIC COMMENTS:

1. Public Comments

CONSENT ITEMS:

- 2. 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:

December 11, 2014 – Regular Meeting

ITEMS FOR DISCUSSION AND ACTION:

3. Action Items

A. Approval of Claims

- B. Consideration and Authorization to submit the Final Environmental Impact Statement to the Texas Department of Transportation and the Federal Highway Administration for the SPI 2nd Access Project**

- C. Consideration and Approval of Supplemental Work Authorization No. 1 to Work Authorization No. 2 with HNTB for the SPI 2nd Access Project**
- D. Consideration and Approval of Supplemental Work Authorization No. 1 to Work Authorization No. 4 with S&B Infrastructure for the SH 550 Mitigation Project**
- E. Consideration and Approval of Supplemental Agreement No. 3 to Agreement for Professional Services with S&B Infrastructure**
- F. Consideration and Approval of Work Authorization No. 1 with HNTB for Work associated with Transportation Reinvestment Zones 3, 4 and 5**
- G. Consideration and Approval of Work Authorization No. 6 with HNTB for work associated with SH 32 (East Loop) Project**
- H. Consideration and Approval of Work Authorization with Fagan Consulting for International Bridge System Interoperability**
- I. Consideration and Approval of Work Authorization with Fagan Consulting for Back Office System and Customer Service Center**
- J. Consideration and Approval of Work Authorization with Fagan Consulting for Cameron County Regional Mobility Authority Toll System Local Host**

EXECUTIVE SESSION:

4. Executive Session

- A. Deliberation and Discussion regarding acquisition of property located at 3461 Carmen Avenue in Rancho Viejo, Texas pursuant to Vernon Texas Code Annotated (V.T.C.A.), Government Code, Section 551.072**
- B. Deliberation and Discussion regarding acquisition of property located at Angelitos Avenue in Rancho Viejo, Texas pursuant to Vernon Texas Code Annotated (V.T.C.A.), Government Code, Section 551.072**
- C. Deliberation and Discussion concerning the evaluation and duties of the Cameron County Regional Mobility Authority Executive Director, Pete Sepulveda, Jr., pursuant to V.T.C.A. Government Code, Section 551.074**

5. Action Relative to Executive Session

- A. Possible Action**
- B. Possible Action**

C. Possible Action

ADJOURNMENT:

Signed this 15th day of December 2014

PLS / Ben
David E. Allex
Chairman

NOTE:

Participation by Telephone Conference Call – One or more members of the CCRMA Board of Directors may participate in this meeting through a telephone conference call, as authorized by Sec. 370.262, Texas Transportation Code. Each part of the telephone conference call meeting that by law must be open to the public shall be audible to the public at the meeting location and will be recorded. On conclusion of the meeting, the recording will be made available to the public.

PUBLIC COMMENTS

1 PUBLIC COMMENTS

None were presented.

CONSENT ITEMS

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

2-A Consideration and Approval of the Minutes for:

December 11, 2014 – Regular Meeting

Director Lopez moved to approve the Minutes for December 11, 2014 Regular Meeting. The motion was seconded by Director Scaief and carried unanimously.

ACTION ITEMS

3-A Approval of Claims

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

Mr. Pete Sepulveda, Jr., RMA Executive Director went over the list of Claims and recommended approval.

Secretary Gallegos moved to approve the Claims. The motion was seconded by Director Garza and carried unanimously.

The Claims are as follows:

3-B Consideration and Authorization to submit the Final Environmental Impact Statement to the Texas Department of Transportation and the Federal Highway Administration for the SPI 2nd Access Project

Mr. Pete Sepulveda, Jr., RMA Executive Director went over the milestones reached on the SPI 2nd Access Project as well as the upcoming milestones. Mr. Sepulveda advised the Board that on December 27, 2014 the Final Environmental Impact Statement for the 2nd Access Project will be submitted to the Texas Department of Transportation and the Federal Highway Administration. Staff recommends approval.

Director Garza moved to approve the submittal of the Final Environmental Impact Statement for the SPI 2nd Access Project to the Texas Department of Transportation and the Federal Highway Administration. The motion was seconded by Secretary Gallegos and carried unanimously.

3-C Consideration and Approval of Supplemental Work Authorization No. 1 to Work Authorization No. 2 with HNTB for the SPI 2nd Access Project.

Mr. Pete Sepulveda, Jr., RMA Executive Director went over the reason and purpose for the Supplemental Work Authorization as well as the deliverables that will be achieved. Mr. Sepulveda stated that the Texas Department of Transportation had reviewed and approved the Scope and Fee for the Supplemental Work Authorization. Staff recommends approval. See attached Memo to Board.

Vice-Chair Barrera moved to approve the Supplemental Work Authorization. The motion was seconded by Director Scaief and carried unanimously.

The Supplemental Work Authorization and Memo are as follows:

3-D Consideration and Approval of Supplemental Work Authorization No. 1 to Work Authorization No. 4 with S&B Infrastructure for the SH 550 Mitigation Project

Mr. Pete Sepulveda, Jr., RMA Executive Director went over the scope for the Supplemental Work Authorization for the SH 550 Mitigation Project as well as the purpose for the Supplemental Work Authorization. Mr. Sepulveda advised the Board that the Texas Department of Transportation had approved the scope. Staff recommends approval. See attached Memo to Board.

Director Scaief moved to approve the Supplemental Work Authorization. The motion was seconded by Director Garza and carried unanimously.

The Supplemental Work Authorization and the Memo are as follows:

3-E Consideration and Approval of Supplemental Agreement No. 3 to Agreement for Professional Services with S&B Infrastructure

Mr. Pete Sepulveda, Jr., RMA Executive Director stated this was the Master Agreement with S&B Infrastructure and was being amended to include the Supplemental Work Authorization just approved. Staff recommended approval.

Director Scaief moved to approve the Supplemental Agreement. The motion was seconded by Director Garza and carried unanimously.

The Supplemental Agreement is as follows:

3-F Consideration and Approval of Work Authorization No. 1 with HNTB for Work associated with Transportation Reinvestment Zones 3, 4 and 5

Mr. Pete Sepulveda, Jr., RMA Executive Director went over the purpose and the need for the Work Authorization associated with the creation of Transportation Reinvestment Zones 3, 4 and 5. Staff recommended approval. See attached memo to the Board.

Director Garza moved to approve the Work Authorization. The motion was seconded by Director Esparza and carried unanimously.

The Work Authorization and Memo are as follows:

3-G Consideration and Approval of Work Authorization No. 6 to with HNTB for Work associated with the SH 32 (East Loop) Project

Mr. Pete Sepulveda, Jr., RMA Executive Director went over the need for this Work Authorization for the East Loop Project. Mr. Sepulveda mentioned that the east segment of the project could be environmentally cleared by June 2015 and construction could start by August 2015. Mr. Sepulveda mentioned a meeting with the International Boundary and Water Commission and the possibility of getting the relocation of the levee as the first section of construction for the project. The west segment will be environmentally cleared on October 2015. Mr. Sepulveda stated that this Work Authorization will allow the consultants to incorporate the items approved through the value engineering process will result in a cost savings to the overall project. See attached memo to Board.

Director Scaief moved to approve the Work Authorization. The motion was seconded by Secretary Gallegos and carried unanimously.

The Work Authorization is as follows:

3-H Consideration and Approval of Work Authorization with Fagan Consulting for International Bridge System Interoperability

3-I Consideration and Approval of Work Authorization with Fagan Consulting for Back Office System and Customer Service Center

3-J Consideration and Approval of Work Authorization with Fagan Consulting for Cameron County Regional Mobility Authority Toll System Local Host

Mr. Adrian Rincones, RMA Chief Financial Officer went over the purpose, reason and benefit of each of the items. He provided copies of a presentation to the Board. Attached is a copy of the presentation.

Director Scaief moved to approve the Items. The motion was seconded by Secretary Gallegos and carried unanimously.

The Work Authorizations and Presentation are as follows:

EXECUTIVE SESSION ITEMS

Secretary Gallegos made a motion to go into Executive Session. The motion was seconded by Vice-Chair Barrera and carried unanimously, the Board met in Executive Session at 12:45 P.M. to discuss the following matter(s):

EXECUTIVE SESSION:

- 4-A Deliberation and Discussion regarding acquisition of property located at 3461 Carmen Avenue in Rancho Viejo, Texas pursuant to Vernon Texas Code Annotated (V.T.C.A.), Government Code, Section 551.072**
- 4-B Deliberation and Discussion regarding acquisition of property located at Angelitos Avenue in Rancho Viejo, Texas pursuant to Vernon Texas Code Annotated (V.T.C.A.), Government Code, Section 551.072**
- 4-C Deliberation and Discussion concerning the evaluation and duties of the Cameron County Regional Mobility Authority Executive Director, Pete Sepulveda, Jr., pursuant to V.T.C.A. Government Code, section 551.074**

Upon motion by Director Scaief seconded by Director Garza and carried unanimously, the Board reconvened into open Session at 12:56 P.M.

ACTION RELATIVE TO EXECUTIVE SESSION:

- 5-A Deliberation and Discussion regarding acquisition of property located at 3461 Carmen Avenue in Rancho Viejo, Texas pursuant to Vernon Texas Code Annotated (V.T.C.A.), Government Code, Section 551.072**
- 5-B Deliberation and Discussion regarding acquisition of property located at Angelitos Avenue in Rancho Viejo, Texas pursuant to Vernon Texas Code Annotated (V.T.C.A.), Government Code, Section 551.072**

Director Garza moved to acknowledge report of Staff. The motion as seconded by Secretary Gallegos and carried unanimously.

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- 5-C Deliberation and Discussion concerning the evaluation and duties of the Cameron County Regional Mobility Authority Executive Director, Pete Sepulveda, Jr., pursuant to V.T.C.A. Government Code, section 551.074**

Director Scaief moved to proceed along the Terms and Conditions as discussed in Executive Session. The motion was seconded by Secretary Gallegos and carried unanimously.

ADJOURNMENT

There being no further business to come before the Board and upon motion by Director Lopez seconded by Director Esparza and carried unanimously the meeting was **ADJOURNED** at 12:57 P.M.

APPROVED this 8th day of January 2015.

ATTESTED: 
SECRETARY RUBEN GALLEGOS, JR.


CHAIRMAN DAVID E. ALEX

3-A APPROVAL OF CLAIMS

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Invoices Selected for Payment - Claims to be Paid

Vendor ID	Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description
Adrian	Adrian Rincones	Adrian 12-8-14	408.88	Reimbursement for Travel to GFOA training
CNA Surety	CNA Surety	71346656-NL	87.50	Surety bond for Board Member Lopez
Entravision	Entravision Communications	2	1,000.00	Entravision Marketing services
Executive Appraisal	Executive Appraisals	1	300.00	Letters of Opinion on Rancho Viejo Building and Lot for future operations
Locke Lord	Locke Lord LLP	1110022	3,296.00	Legal on General Matters
Locke Lord	Locke Lord LLP	1110023	1,363.20	Legal services on Legislative matters
Locke Lord	Locke Lord LLP	1110024	5,488.00	Legal services on West Pkwy
Locke Lord	Locke Lord LLP	1110025	3,904.00	Legal services for SPI project
Locke Lord	Locke Lord LLP	1110026	5,488.00	Legal services on FM1925 Project
Locke Lord	Locke Lord LLP	1110027	3,904.00	Legal services for Outer Pkwy project
Locke Lord	Locke Lord LLP	1110028	5,488.00	Legal services for FM 803 Project
PEDRO SEPULVE...	PEDRO SEPULVEDA JR.	PSJ 12-15-14	1,630.10	Reimbursement for travel for House Transportation Committee
S&B	S&B Infrastructure, LTD	U2339-01	29,876.20	SH 550 inspection services
Report Total			62,233.88	



MEMORANDUM

TO: Chairman and Board Members

FROM: Pete Sepulveda, Jr. *PSO*

RE: Claims – Item 3A

DATE: December 18, 2014

Attached are the Claims that are being presented for consideration and payment.

The Claims include:

- CNA Surety – Bond for Director Lopez
- Comptroller – Travel to GFOA Training Reimbursement
- Entravision Communications – Commercials, Text Blast, Banner, Facebook and Twitter for Mundo Fox and Univision
- Executive Appraisals – Letters of Opinion for Lot 10, Sandra Sue Estates and Town Hall, Block 1, Lot 1 in Rancho Viejo, Texas
- Executive Director – Travel for TxDOT meeting and House Transportation Committee meeting in Austin
- Locke Lord – General Legal Services, Legislative Matters, West Parkway, SPI 2nd Access, FM 1925, Outer Parkway, and FM 803 for the month of November 2014
- S&B Infrastructure – SH 550 Bridge Observations 10/9 through 11/30/14

I recommend approval of the invoices.

3-B CONSIDERATION AND APPROVAL TO SUBMIT THE FINAL ENVIRONMENTAL IMPACT STATEMENT TO THE TEXAS DEPARTMENT OF TRANSPORTATION AND THE FEDERAL HIGHWAY ADMINISTRATION FOR THE SPI 2ND ACCESS PROJECT

SPI 2nd Access Project

- **September 23, 2009 – First Work Authorization Approved**
- **May 2012 – FHWA approved Draft Environmental Impact Statement**
- **July 2012 – Public Hearing Held**
- **October 10, 2012 – First Work Authorization after Public Hearing**

Future Milestones

- **December 27, 2014 – submit the Final Environmental Impact Statement to TxDOT/FHWA**
- **November 2015 Receive Record Of Decision**
- **May 2017 CCRMA Completes Procurement of CDA Process**
- **May 2017 Start Construction**
- **April 2020 Construction Complete**

**3-C CONSIDERATION AND APPROVAL OF SUPPLEMENTAL WORK
AUTHORIZATION NO. 1 TO WORK AUTHORIZATION NO. 2 WITH
HNTB FOR THE SPI 2ND ACCESS PROJECT**

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
General Engineering Consultant Services

**SUPPLEMENTAL WORK AUTHORIZATION NO. 01
TO WORK AUTHORIZATION NO. 02
Phase 3B – Environmental Process Completion**

This Supplemental Work Authorization No. 01 to Work Authorization No. 02 is made pursuant to the terms and conditions of the Base Contract, effective November 1, 2014, hereinafter identified as the "Agreement", entered into by and between Cameron County Regional Mobility Authority (the "AUTHORITY") and HNTB Corporation (the "CONSULTANT").

Part 1. The CONSULTANT will provide the following consulting services:

The responsibilities of the AUTHORITY, the CONSULTANT and the schedule are further detailed in Exhibits A, B and C.

Part 2. The Lump Sum amount for services being performed under this Supplemental Work Authorization No. 01 to Work Authorization No. 02 increases the total lump sum amount payable by \$225,575.00 from \$26,444.00 to \$252,019.00. A fee schedule used to establish the amount payable is attached hereto as Exhibit D. The CONSULTANT may alter the compensation distribution between individual phases, tasks or work assignments to be consistent with the services actually rendered, within the total amount.

Part 3. Payment to the CONSULTANT for the services established under this Supplemental Work Authorization No. 01 to Work Authorization No. 02 shall be made in accordance with the Agreement.

Part 4. This Supplemental Work Authorization No. 01 to Work Authorization No. 02 is effective as of December 18, 2014, and shall terminate on March 31, 2015, unless extended by a Supplemental Work Authorization.

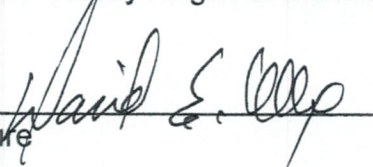
Part 5. This Supplemental Work Authorization No. 01 to Work Authorization No. 02 does not waive the parties' responsibilities and obligations provided under the Agreement.

Part 6. This Supplemental Work Authorization No. 01 to Work Authorization No. 02 is hereby accepted and acknowledged below.

CONSULTANT:
HNTB Corporation

AUTHORITY:
Cameron County Regional Mobility Authority

By: 
Signature

By: 
Signature

Richard L. Ridings, P.E.
Printed Name

David E. Alex
Printed Name

Vice President
Title

Chairman
Title

12-18-14
Date

12-18-14
Date

LIST OF EXHIBITS

- Exhibit A - Services to be Provided by the Authority
- Exhibit B - Services to be Provided by the Consultant
- Exhibit C - Work Schedule
- Exhibit D - Fee Schedule



MEMORANDUM

TO: Chairman and Board Members

FROM: Pete Sepulveda, Jr. *PSS*

RE: Item 3-C

DATE: December 18, 2014

This Work Authorization will allow the Consultant to continue the studies on the South Padre Island 2nd Access seagrass mitigation plan. As part of a previous Work Authorization, the Consultant determined that approximately 124 acres of seagrass habitat are required for mitigation of project impacts. An area has been identified and preliminary work has been performed to configure a breakwater that can provide the water clarity conditions needed for good seagrass habitat. After reviewing the information developed we are convinced that a breakwater in the area can support the desired habitat. At this point, what is needed is a technical evaluation of the alternative breakwater configurations that can lead to the selection of a specific design, and also provide the technical support to help build consensus on the effectiveness of the design. It is also important to evaluate the potential to affect adjacent property.

TxDOT has reviewed and approved. Staff recommends approval.

**3-D CONSIDERATION AND APPROVAL OF SUPPLEMENTAL WORK
AUTHORIZATION NO. 1 TO WORK AUTHORIZATION NO. 4 WITH
S&B INFRASTRUCTURE FOR THE SH 550 MITIGATION PROJECT**



MEMORANDUM

TO: Chairman and Board Members

FROM: Pete Sepulveda, Jr. *PSJ*

RE: Item 3-D

DATE: December 18, 2014

This Work Authorization is to provide environmental assistance for issues associated with the Mitigation Plan for the SH 550 Project. Close coordination with TxDOT and the Corps of Engineers (COE) is required for the tasks associated with this Work Authorization. The tasks have been reviewed by TxDOT and the COE. Both are in concurrence of the Scope that is outlined in the Work Authorization.

Staff recommends approval.

SUPPLEMENTAL WORK AUTHORIZATION NO. 1 WORK AUTHORIZATION NO. 4

THIS WORK AUTHORIZATION is made pursuant to the terms and conditions of Article 7 of the **Agreement** made by and between the **CAMERON COUNTY REGIONAL MOBILITY AUTHORITY ("Authority")** and **S&B INFRASTRUCTURE, LTD.**, professional engineers of McAllen, Texas, hereinafter called the **"Engineer"**.



The following terms and conditions of Work Authorization No. 1 are hereby amended, as follows:

PART 1. Scope of Work. The purpose of this Work Authorization is to provide WETLAND MITIGATION SITE MONITORING for SH 550 from US 77/83 to 0.53 Miles East of Old Alice Road (incorporated herein by reference as the **"Project"**).

The scope of services to be provided by the **Authority** is identified in ATTACHMENT "A" –*Scope of Services to be provided by the Authority* attached hereto.

The scope of services to be provided by the **Authority** is identified in ATTACHMENT "B" –*Scope of Services to be provided by the Engineer* attached hereto.

PART 2. Estimated Cost. The estimated cost for services under this Work Authorization is being increased from \$146,035.88 to **\$298,825.88**, an increase of \$152,790.00. This amount is

W&S

based upon the costs outlined in the *Estimated Cost Proposal* attached hereto as ATTACHMENT "D".

PART 4. Period of Service. This Work Authorization shall become effective on the date of final acceptance of the parties hereto, and all work associated with this Work Authorization shall be performed within the time period identified in the *Project Schedule* attached hereto as ATTACHMENT "C".

THIS SUPPLEMENTAL WORK AUTHORIZATION shall become effective on the date of final execution of the parties hereto. All other terms and conditions of Work Authorization No. 1 not hereby amended are to remain in full force and effect.

THE ENGINEER:
S&B INFRASTRUCTURE, LTD.

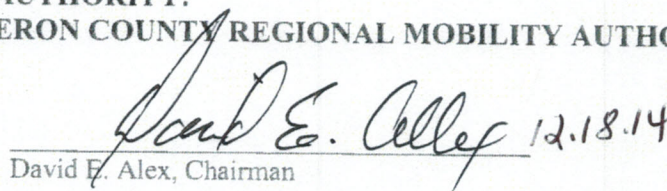
BY:



Daniel O. Rios, PE, Senior Vice President

THE AUTHORITY:
CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

BY:

 12.18.14

David E. Alex, Chairman

LIST OF ATTACHMENTS

ATTACHMENT "A"	-	Services to be Provided by the Authority
ATTACHMENT "B"	-	Services to be Provided by the Engineer
ATTACHMENT "C"	-	Project Schedule
ATTACHMENT "D"	-	Estimated Cost Proposal

ATTACHMENT "A"

Services to be Provided by the Authority

The following provides an outline of the services to be provided by the **Authority** in the development of the **Project** for this work authorization. (The **Project** is further defined and more particularly identified in **ATTACHMENT "B"** attached to this work authorization).

GENERAL

The **Authority** will provide to the **Engineer** the following:

- (1) Payment for work performed by the **Engineer** and accepted by **Authority** in accordance with this Agreement.
- (2) Assistance to the **Engineer**, as necessary, to obtain the required data and information from other local, regional, **State** and Federal agencies that the **Engineer** cannot easily obtain.
- (3) Provide timely review and decisions in response to the **Engineer's** request for information and/or required submittals and deliverables, in order for the **Engineer** to maintain an agreed-upon work schedule.

END

ATTACHMENT "B"

Services to be Provided by the Engineer

SH 550 Port Spur Wetland Mitigation Monitoring (SWG-2009-00258)

County : Cameron

Project : SH 550

PROJECT UNDERSTANDING AND GOALS

S&B was hired to provide wetland mitigation monitoring for a maximum of five years on a 33.07 acre mitigation site created due to impacts to jurisdictional waters of the US, including wetlands for the SH 550 Spur project located near the Port of Brownsville. The mitigation plan, which was approved by the USACE, required the establishment of 60% areal coverage of Black Mangroves and 70 % aerial coverage of saltwort, and shoalgrass. The initial monitoring report identified an aerial coverage of 23% aerial coverage for black mangroves and approximately 22% aerial coverage for saltwort and shoalgrass, thus resulting in non-compliance of the USACE permit. Due to the lack of aerial coverage the USACE requires the CCRMA to develop corrective measures to bring the site into compliance.

The work to be performed by the Engineer under this Supplemental Work Authorization No. 1 to Work Authorization 4 shall include project coordination, data collection to determine areas that have failed and development of a corrective measure plan for the mitigation site. The proposed project is being developed by the CCRMA oversight. The following task would be conducted for the supplemental work authorization.

Task 1: Background Data Collection and Analysis: Since S&B was not involved with the initial development of the mitigation site, or construction of the site, some data collection would be necessary to gain an understanding of the development and construction of the mitigation site. A history of the design changes to the mitigation site would be documented, a review of the as built drawings, previous surveys, aerial imagery, construction monitoring reports, ship traffic records from pre-permit to present time, reports of other nearby mitigation sites conducted, and other pertinent data would be collected to assess a factual basis to assess permit compliance and potential corrective measures.

Task 2: Prepare Field Investigation Plan: Based on the results of Task 1, a detailed plan for field investigations would be prepared. The plan is expected to include mapping of all existing habitat types on the site (e.g., mangrove, high marsh, and smooth cordgrass stands, and oyster and seagrass beds), all circulation channels, all structural components, including articulated mats, pilings, posts, and other structures installed by the contractor. Topographic data on all habitat types and circulation channels, as well as the articulated mats and pilings would be obtained. Elevation ranges of the mitigation site and adjacent habitat types (e.g., mangroves, high marsh, smooth cordgrass, oyster and seagrass beds) would be obtained. The plan will also describe methods for obtaining estimates of vegetation coverage in each mapped habitat type and stem density in mangrove stands. The field plan, when implemented will provide a detailed description of existing site conditions, and form a basis for determining compliance with various requirements of the USACE permit.

22-15

Task 3: Set-up and Implement Field Investigations: Field investigations would be conducted at the site as stipulated in the Field Investigation Plan. Horizontal and vertical data will be to sub-centimeter accuracy.

Task 4: Data Analysis: Data collected during the field investigations would be analyzed. Exhibits showing habitat maps, topographic data, mapped structures, and other relevant features would be provided. Vegetation coverage would be analyzed as well as mangrove stem density data and exhibits would be prepared depicting the results. An exhibit of elevation ranges of the habitat types adjacent to and within the mitigation site would be prepared.

Task 5: Compliance Analysis: Based on results of tasks 1-4, a tabular and map presentation of all project features which are in compliance and not in compliance with the USACE permit would be provided. The exhibits and maps will quantitatively describe acreages and coverage's of each habitat type and stem density/survival of mangroves and compare these to permit requirements. Elevation non-compliance will also be noted. Impacts on ship traffic on the mitigation site will be qualitatively assessed.

Task 6: Prepare Proposed Corrective Measures: The results from tasks 1-5 would be utilized to develop proposed corrective measures which will maximize the habitat value of the site with minimal earth work and construction. The approach will be to use the existing elevations and soils at the site to propose vegetation in non-compliant un-vegetated areas. Erosion control measures may also be recommended. The mitigation was out-of-kind and the goal was to create high quality estuarine habitat to offset impacts to marginal palustrine marsh. There was no requirement to match mitigation habitat types or sizes with habitat types or sizes at the impact area. The goal was simply to create high quality estuarine habitat to compensate for impacts. This goal can still be achieved using the approach mentioned above. Plan view drawings and exhibits of the proposed corrective measures would be prepared. These exhibits along with the exhibits from Step 6, above would be presented to the USACE at a meeting to request their approval of the proposed corrective measures.

Task 7: Meet with USACE: A meeting with the USACE, TxDOT and CCRMA would be held to present the proposed corrective measures developed in Task 6 and request comments and approval.

Task 8: Prepare Plans: If the USACE approves the corrective measures, a plan and section views as well as a 12 step mitigation plan for the corrective measures would be prepared. These plans would be submitted to the USACE with a permit amendment request.

Task 9: Implement Corrective Measure Plan: It is anticipated that Tasks 1-8 would take approximately three months to complete. Due to contract processes, coordination and some unforeseen delays it is anticipated that the plan would be ready just prior to the next monitoring report which is due in August of 2015. Based on the results of the monitoring report, it is anticipated that the Corrective Measures would be implemented in Late 2015 or early 2016.

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Task 10: Corrective Action Plan Assistance (Belaire)

In order to accomplish the above mentioned task, a Sub-Consultant would assist the CONSULTANT in accomplishing Task 1-9.

Task 11: Corrective Action Plan Assistance (Envirolok)

In order to accomplish the above mentioned task, a Sub-Consultant would assist the CONSULTANT in accomplishing Task 8 & 9.

Task 12: General Coordination

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

- A) Subcontracting – Prepare, coordinate, execute and administer work authorizations with sub-consultants.
- B) Progress Reports and Invoices – Prepare monthly invoices and progress reports for the work tasks, together with evidence of work accomplished during the time period since the previous report. The monthly progress reports will include: Activities completed, initiated or ongoing during the reporting period; Activities planned for the coming period; Problems encountered and actions to remedy them; Overall status, including a tabulation of percentage complete by task; Updated project schedule; Minutes of study meetings and copies of monthly correspondence.
- C) Record Keeping and File Management – Maintain all records and files related to the project throughout the duration of the services.
- D) Correspondence - Prepare written materials, letters, survey forms etc. used to solicit information or collect data for the project and submit them to the AUTHORITY for review and approval prior to its use or distribution. Copies of outgoing correspondence and incoming correspondence will be provided to the AUTHORITY on a continuing, at least monthly, basis.
- E) Schedule - Prepare a detailed, graphic schedule linking Work Authorization tasks, subtasks, critical dates, milestones, deliverables and AUTHORITY review requirements. The project schedule will be in a format, which depicts the order and inter-dependence of the various tasks, subtasks, milestones and deliverables for each of the tasks identified therein. Progress will be reviewed periodically for conformance to Exhibit C, Project Schedule; and should these reviews indicate a substantial change in progress, the schedule will then be revised accordingly.
- F) Managing Change -Communicate in a timely manner all types of change that may occur in the project including but not limited to schedule, personnel, scope and work product changes. The AUTHORITY approved change(s) shall then be incorporated into the project schedule in a timely fashion to minimize any unnecessary rework.

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ATTACHMENT "C"

Schedule of Work

The following schedule was developed in coordination with the **Authority** to accomplish the scope of services. The **Engineer** will diligently pursue the completion of the **Project** and each **Work Authorization** as defined by the milestones and deliverable due dates outlined in each associated schedule of work.

The **Engineer** will inform the **Authority** (in reasonable advance of the delay) should the **Engineer** encounter delays that would prevent the performance of all work in accordance with the established schedule(s) or work.

General Coordination..... November 2014 to November 2015

Wetland Mitigation Corrective Measures..... November 2014 to November 2015

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ATTACHMENT D - FEE SCHEDULE

12/16/14

ACTIVITY CODE	FUNCTION CODE	FC	DESCRIPTION from Attachment B	FIRM	SERVICE	Project Manager	Engineer (V) Structural	Engineer (IV)	Engineer (III)	Env Scientist	Senior Designer (VI, VII)	CADD Operator / Tech (I)	Secretary	TOTAL HRS	ESTIMATED FEE	TOTALS
120			Wetland Mitigation Corrective Action													
			1 Background Data Collection and Analysis	S & B	BASIC	4			4				2	14	\$1,804.02	
			2 Prepare Field Investigation Plan	S & B	BASIC	4			4				2	14	\$1,804.02	
			3 Set up and Implement Field Investigation	S & B	BASIC	4			4				2	14	\$1,804.02	
			4 Data Analysis	S & B	BASIC	4			4				2	14	\$1,804.02	
			5 Compliance Analysis	S & B	BASIC	4			4				2	14	\$1,804.02	
			6 Prepare Proposed corrective measures	S & B	BASIC	4			4				2	14	\$1,804.02	
			7 Meet with USACE	S & B	BASIC	16			16				2	70	\$7,272.96	
			8 Prepare Plans	S & B	BASIC	4			4				2	14	\$1,804.02	
			9 Implement Corrective Measure Plan	S & B	BASIC	4			4				2	14	\$1,804.02	
			10 Corrective Action Assistance	S & B	BASIC	4			4				2	14	\$1,804.02	
			11 Corrective Action Plan Assistance	Balance	SPECIAL									0	\$62,000.00	
			Sub Total (120 - Wetland Mitigation Corrective Action)	Enbrook	SPECIAL	48	0	0	0	124	0	0	18	314	\$30,800.00	\$126,390.16
164			GENERAL COORDINATION													
			a Project Manager (Proj Coord) (3 HRS/WK)	S & B	BASIC	54								54	\$12,464.28	
			b Project Manager Weekly Meeting (Proj Hrs)	S & B	BASIC									0	\$0.00	
			c Proj. Meetings (90% - 60% 90% Submittals)	S & B	BASIC									0	\$0.00	
			d Prepare Proj. Meetings Notes	S & B	BASIC	20							40	160	\$6,605.60	
			e Quality Control Quality Assurance	S & B	BASIC	24							36	24	\$5,539.68	
			Sub Total (164 - GENERAL COORDINATION)			98	0	0	0	0	0	0	76	174	\$1,790.28	\$26,399.84
			LABOR TOTALS			146	0	0	0	124	0	0	94	488	\$62,594.02	\$152,790.00
			Total Hours			146										\$152,790.00
			CONTRACT RATES: (\$/MAN-HOUR)			230.82	177.59	177.59	127.83	127.83	102.99	92.36	67.49	45.73		
			BASE RATES: (\$/MAN-HOUR)			79.00	60.78	60.78	43.75	43.75	35.25	31.61	23.10	17.92		
160			NON LABOR													
52300		nl	a FedEx Courier	S & B	BASIC										\$0.00	
50550		nl	b Field Supplies	S & B	BASIC										\$0.00	
50550		nl	c Film development	S & B	BASIC										\$0.00	
50550		nl	d Mylar Plots Outside reproduction	S & B	BASIC										\$0.00	
52400		nl	e Travel - Mileage	S & B	BASIC										\$0.00	
52400		nl	f Travel to USACE - Mileage	S & B	BASIC										\$0.00	
52400		nl	g Travel - Lodging	S & B	BASIC										\$0.00	
52400		nl	h Travel - Meals	S & B	BASIC										\$0.00	
52400		nl	i Travel - Airfare	S & B	BASIC										\$0.00	
52400		nl	j Travel - Rental Vehicle	S & B	BASIC										\$0.00	
			Sub Total (F.C. 160)												\$0.00	\$0.00
			NON LABOR TOTAL												\$0.00	
			BASIC SERVICE TOTAL												\$60,790.00	\$
			SPECIAL SERVICE TOTAL												\$92,000.00	\$
			PROJECT TOTAL												\$152,790.00	\$152,790.00

2014

**3-E CONSIDERATION AND APPROVAL OF SUPPLEMENTAL
AGREEMENT NO. 3 TO AGREEMENT FOR PROFESSIONAL
SERVICES WITH S&B INFRASTRUCTURE**

THE STATE OF TEXAS §
 §
COUNTY OF CAMERON §

SUPPLEMENTAL AGREEMENT NO. 3 TO AGREEMENT FOR PROFESSIONAL SERVICES

THIS **SUPPLEMENTAL AGREEMENT** is made pursuant to the terms and conditions of Article 8 of the **Agreement** made by and between the **CAMERON COUNTY REGIONAL MOBILITY AUTHORITY** "**Authority**", and **S&B INFRASTRUCTURE, LTD.**, of McAllen, Texas, hereinafter called the "**Engineer**".

WITNESSETH

WHEREAS, the **Authority** and the **Engineer** executed the **Agreement** on the 11th day of February 2013 concerning the provision of professional services consisting of Construction Management Services of SH 550 from U.S. 77/83 to 0.53 Miles East of Old Alice Road ("**Project**").



WHEREAS, Article 3, Paragraph 3.1 of the **Agreement**, Termination Date, establishes the termination date and,

Handwritten signature/initials

S&B Infrastructure, Ltd.
"SH 550 CM"

WHEREAS, Article 5, Paragraph 5.3 of the **Agreement, Contract not to Exceed Amount**, establishes the maximum amount the Engineer will be paid for services rendered; and,

WHEREAS, it has become necessary to amend the contract to and increase the maximum amount the Engineer will be paid for services rendered.

AGREEMENT

NOW THEREFORE, premises considered, the **Authority** and the **Engineer** agree that said **Agreement** is amended as follows:

- I. Article 3, Paragraph 3.1 of the Agreement, Termination Date, will need to be extended and will terminate on August 31, 2019 to allow for continuous monitoring of SH 550 mitigation.
- II. Article 5, Paragraph 5.3 of the Agreement, Contract not to Exceed Amount, is void and replaced with the following:

5.3 Contract not to Exceed Amount: The maximum Engineer will be paid is \$2,590,212.82 unless that amount is modified by mutual agreement of the Parties.
- III. EXHIBIT "B" of the Agreement, Services to be Provided by the Engineer, is revised/supplemented to include the activities identified in Exhibit "B" of this Supplemental Agreement.


All other provisions are unchanged and remain in full force and effect.

IN WITNESS WHEREOF, the **Engineer** and the **Authority** have caused this Supplemental Agreement to the Agreement for Professional Services to be executed as of the 13th day of November, 2014.

THE ENGINEER:
S&B INFRASTRUCTURE, LTD.

BY: 
Daniel O. Rios, P.E., Senior Vice President

OWNER:
CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

BY:  12-18-14
David Alex, RMA Chairman

S&B Infrastructure, Ltd.
"SH 550 CM"

ATTEST:

LIST OF ATTACHMENTS

Exhibit B – Services to be Provided by the Engineer

Exhibit D – Estimated Fee Schedule

THS

EXHIBIT "B"

Services to be Provided by the Engineer

SH 550 Port Spur Wetland Mitigation Monitoring (SWG-2009-00258)

County : Cameron

Project : SH 550

PROJECT UNDERSTANDING AND GOALS

S&B was hired to provide wetland mitigation monitoring for a maximum of five years on a 33.07 acre mitigation site created due to impacts to jurisdictional waters of the US, including wetlands for the SH 550 Spur project located near the Port of Brownsville. The mitigation plan, which was approved by the USACE, required the establishment of 60% areal coverage of Black Mangroves and 70 % aerial coverage of saltwort, and shoalgrass. The initial monitoring report identified an aerial coverage of 23% aerial coverage for black mangroves and approximately 22% aerial coverage for saltwort and shoalgrass, thus resulting in non-compliance of the USACE permit. Due to the lack of aerial coverage the USACE requires the CCRMA to develop corrective measures to bring the site into compliance.

The work to be performed by the Engineer under this Supplemental Work Authorization No. 1 to Work Authorization 4 shall include project coordination, data collection to determine areas that have failed and development of a corrective measure plan for the mitigation site. The proposed project is being developed by the CCRMA oversight. The following task would be conducted for the supplemental work authorization.

Task 1: Background Data Collection and Analysis: Since S&B was not involved with the initial development of the mitigation site, or construction of the site, some data collection would be necessary to gain an understanding of the development and construction of the mitigation site. A history of the design changes to the mitigation site would be documented, a review of the as built drawings, previous surveys, aerial imagery, construction monitoring reports, ship traffic records from pre-permit to present time, reports of other nearby mitigation sites conducted, and other pertinent data would be collected to assess a factual basis to assess permit compliance and potential corrective measures.

Task 2: Prepare Field Investigation Plan: Based on the results of Task 1, a detailed plan for field investigations would be prepared. The plan is expected to include mapping of all existing habitat types on the site (e.g., mangrove, high marsh, and smooth cordgrass stands, and oyster and seagrass beds), all circulation channels, all structural components, including articulated mats, pilings, posts, and other structures installed by the contractor. Topographic data on all habitat types and circulation channels, as well as the articulated mats and pilings would be obtained. Elevation ranges of the mitigation site and adjacent habitat types (e.g., mangroves, high marsh, smooth cordgrass, oyster and seagrass beds) would be obtained. The plan will also describe methods for obtaining estimates of vegetation coverage in each mapped habitat type and stem density in mangrove stands. The field plan, when implemented will provide a detailed description of existing site conditions, and form a basis for determining compliance with various requirements of the USACE permit.

AS

Task 3: Set-up and Implement Field Investigations: Field investigations would be conducted at the site as stipulated in the Field Investigation Plan. Horizontal and vertical data will be to sub-centimeter accuracy.

Task 4: Data Analysis: Data collected during the field investigations would be analyzed. Exhibits showing habitat maps, topographic data, mapped structures, and other relevant features would be provided. Vegetation coverage would be analyzed as well as mangrove stem density data and exhibits would be prepared depicting the results. An exhibit of elevation ranges of the habitat types adjacent to and within the mitigation site would be prepared.

Task 5: Compliance Analysis: Based on results of tasks 1-4, a tabular and map presentation of all project features which are in compliance and not in compliance with the USACE permit would be provided. The exhibits and maps will quantitatively describe acreages and coverage's of each habitat type and stem density/survival of mangroves and compare these to permit requirements. Elevation non-compliance will also be noted. Impacts on ship traffic on the mitigation site will be qualitatively assessed.

Task 6: Prepare Proposed Corrective Measures: The results from tasks 1-5 would be utilized to develop proposed corrective measures which will maximize the habitat value of the site with minimal earth work and construction. The approach will be to use the existing elevations and soils at the site to propose vegetation in non-compliant un-vegetated areas. Erosion control measures may also be recommended. The mitigation was out-of-kind and the goal was to create high quality estuarine habitat to offset impacts to marginal palustrine marsh. There was no requirement to match mitigation habitat types or sizes with habitat types or sizes at the impact area. The goal was simply to create high quality estuarine habitat to compensate for impacts. This goal can still be achieved using the approach mentioned above. Plan view drawings and exhibits of the proposed corrective measures would be prepared. These exhibits along with the exhibits from Step 6, above would be presented to the USACE at a meeting to request their approval of the proposed corrective measures.

Task 7: Meet with USACE: A meeting with the USACE, TxDOT and CCRMA would be held to present the proposed corrective measures developed in Task 6 and request comments and approval.

Task 8: Prepare Plans: If the USACE approves the corrective measures, a plan and section views as well as a 12 step mitigation plan for the corrective measures would be prepared. These plans would be submitted to the USACE with a permit amendment request.

Task 9: Implement Corrective Measure Plan: It is anticipated that Tasks 1-8 would take approximately three months to complete. Due to contract processes, coordination and some unforeseen delays it is anticipated that the plan would be ready just prior to the next monitoring report which is due in August of 2015. Based on the results of the monitoring report, it is anticipated that the Corrective Measures would be implemented in Late 2015 or early 2016.

MS

Task 10: Corrective Action Plan Assistance (Belaire)

In order to accomplish the above mentioned task, a Sub-Consultant would assist the CONSULTANT in accomplishing Task 1-9.

Task 11: Corrective Action Plan Assistance (Envirolok)

In order to accomplish the above mentioned task, a Sub-Consultant would assist the CONSULTANT in accomplishing Task 8 & 9.

Task 12: General Coordination

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

- A) Subcontracting – Prepare, coordinate, execute and administer work authorizations with sub-consultants.
- B) Progress Reports and Invoices – Prepare monthly invoices and progress reports for the work tasks, together with evidence of work accomplished during the time period since the previous report. The monthly progress reports will include: Activities completed, initiated or ongoing during the reporting period; Activities planned for the coming period; Problems encountered and actions to remedy them; Overall status, including a tabulation of percentage complete by task; Updated project schedule; Minutes of study meetings and copies of monthly correspondence.
- C) Record Keeping and File Management – Maintain all records and files related to the project throughout the duration of the services.
- D) Correspondence - Prepare written materials, letters, survey forms etc. used to solicit information or collect data for the project and submit them to the AUTHORITY for review and approval prior to its use or distribution. Copies of outgoing correspondence and incoming correspondence will be provided to the AUTHORITY on a continuing, at least monthly, basis.
- E) Schedule - Prepare a detailed, graphic schedule linking Work Authorization tasks, subtasks, critical dates, milestones, deliverables and AUTHORITY review requirements. The project schedule will be in a format, which depicts the order and inter-dependence of the various tasks, subtasks, milestones and deliverables for each of the tasks identified therein. Progress will be reviewed periodically for conformance to Exhibit C, Project Schedule; and should these reviews indicate a substantial change in progress, the schedule will then be revised accordingly.
- F) Managing Change -Communicate in a timely manner all types of change that may occur in the project including but not limited to schedule, personnel, scope and work product changes. The AUTHORITY approved change(s) shall then be incorporated into the project schedule in a timely fashion to minimize any unnecessary rework.

722

**3-F CONSIDERATION AND APPROVAL OF WORK AUTHORIZATION
NO. 1 WITH HNTB FOR WORK ASSOCIATED WITH
TRANSPORTATION ZONES 3, 4 AND 5**



MEMORANDUM

TO: Chairman and Board Members

FROM: Pete Sepulveda, Jr. *PSJ*

RE: Claims Item 3-F

DATE: December 18, 2014

This Work Authorization will allow the Consultant to provide necessary services related to the creation of TRZ's 3, 4 and 5. TRZ 3 being FM 1925, TRZ 4 being FM 803 and TRZ 5 being the West Parkway.

The Consultant will map the potential TRZ alignments, refine the TRZ alignments, establish TRZ baseline property value and tax revenue, research parcel issue and interact with Cameron Appraisal District, update and refine existing Cameron County forecasts based on TRZ alignment, identify proposed major developments within each TRZ, project new development and overall land use in each TRZ, provide tax increment projections for each TRZ, create low, medium and high scenarios and document all findings and results.

Staff recommends approval.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
General Engineering Consultant Services

WORK AUTHORIZATION NO. 01
Transportation Reinvestment Zone Nos. 3-5

This Work Authorization No. 01 is made pursuant to the terms and conditions of the Base Contract, effective November 1, 2014, hereinafter identified as the "Agreement", entered into by and between Cameron County Regional Mobility Authority (the "AUTHORITY") and HNTB Corporation (the "CONSULTANT").

Part 1. The CONSULTANT will provide the following consulting services:

The responsibilities of the AUTHORITY, the CONSULTANT and the schedule are further detailed in Exhibits A, B and C.

Part 2. The Lump Sum amount for services being performed under this Work Authorization No. 01 is \$161,004.00. A fee schedule used to establish the amount payable is attached hereto as Exhibit D. The CONSULTANT may alter the compensation distribution between individual phases, tasks or work assignments to be consistent with the services actually rendered, within the total amount.

Part 3. Payment to the CONSULTANT for the services established under this Work Authorization No. 01 shall be made in accordance with the Agreement.

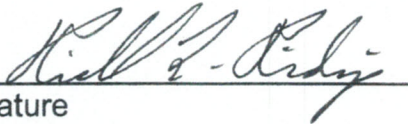
Part 4. This Work Authorization No. 01 is effective as of November 13, 2014, and shall terminate on May 31, 2015, unless extended by a Supplemental Work Authorization.


Part 5. This Work Authorization No. 01 does not waive the parties' responsibilities and obligations provided under the Agreement.

Part 6. This Work Authorization No. 01 is hereby accepted and acknowledged below.

CONSULTANT:
HNTB Corporation

AUTHORITY:
Cameron County Regional Mobility Authority

By: 
Signature

By: 
Signature

Richard L. Ridings, P.E.
Printed Name

David E. Allex
Printed Name

Vice President
Title

Chairman
Title

12-18-14
Date

12-18-14
Date

LIST OF EXHIBITS

- Exhibit A - Services to be Provided by the Authority
- Exhibit B - Services to be Provided by the Consultant
- Exhibit C - Work Schedule
- Exhibit D - Fee Schedule

**3-G CONSIDERATION AND APPROVAL OF WORK AUTHORIZATION
NO. 6 WITH HNTB FOR WORK ASSOCIATED WITH SH 32 (EAST
LOOP PROJECT**



MEMORANDUM

TO: Chairman and Board Members

FROM: Pete Sepulveda, Jr. *PSJ*

RE: Item 3-G

DATE: December 18, 2014

This Work Authorization will allow the Consultant to continue on the SH 32 Environmental Assessment (EA) and Route Studies changes due to the Value Engineering study modifications. The work consists of updating design schedules, schematics, cost estimates and the EA for the SH 32 East and West projects.

TxDOT has reviewed and approved. Staff recommends approval.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
General Engineering Consultant Services

WORK AUTHORIZATION NO. 05

SH 32 - Completion of Environmental Assessment and Route Studies

This Work Authorization No. 05 is made pursuant to the terms and conditions of the Base Contract, effective November 1, 2014, hereinafter identified as the "Agreement", entered into by and between Cameron County Regional Mobility Authority (the "AUTHORITY"), and HNTB Corporation (the "CONSULTANT").

Part 1. The CONSULTANT will provide the following engineering services:

Provide the AUTHORITY with additional services SH 32 projects. The responsibilities of the AUTHORITY, the CONSULTANT and the schedule are further detailed in Exhibits B, and C.

Part 2. The Lump Sum amount payable for services performed under this Work Authorization No. 05 is \$323,848.00. A fee schedule used to establish the amount payable is attached hereto as Exhibit D. The CONSULTANT may alter the compensation distribution between individual phases, tasks or work assignments to be consistent with the services actually rendered, within the total lump sum amount.

The lump sum includes compensation for the services, subconsultant costs, if any, and appropriate factors for labor, overhead, profit and reimbursable expenses.

Although the CONSULTANT recognizes and accepts the ordinary risks and/or benefits of a lump sum fee structure, the parties agree to negotiate adjustment of the lump sum amount if there has been, or is to be, a material change in the: (a) scope, complexity or character of the services or the project; (b) conditions under which the services are required to be performed; or (c) duration of the services, if a change in the schedule warrants such adjustment in accordance with the terms of this Agreement.

Part 3. Payment to the CONSULTANT for the services established under this Work Authorization No. 05 shall be made in accordance with the Agreement.

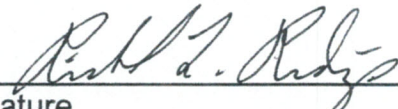
Part 4. This Work Authorization No. 05 is effective as of December 18, 2014 and shall terminate on December 31, 2015, unless extended by a Supplemental Work Authorization.

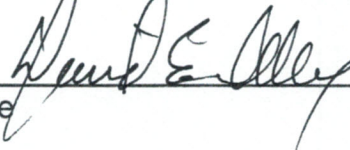
Part 5. This Work Authorization No. 05 does not waive the parties' responsibilities and obligations provided under the Agreement.

Part 6. This Work Authorization No. 05 is hereby accepted and acknowledged below.

CONSULTANT
HNTB Corporation

AUTHORITY:
Cameron County Regional Mobility Authority

By: 
Signature

By: 
Signature

Richard L. Ridings, P.E.
Printed Name

David E. Allex
Printed Name

Vice President
Title

Chairman
Title

12-18-14
Date

12-18-14
Date

LIST OF EXHIBITS

- Exhibit B - Services to be Provided by the Consultant
- Exhibit C - Work Schedule
- Exhibit D - Fee Schedule

**3-H CONSIDERATION AND APPROVAL OF WORK AUTHORIZATION
WITH FAGAN CONSULTING FOR INTERNATIONAL BRIDGE
SYSTEM INTEROPERABILITY**



Form Task Order

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Task Order Number: 1502

Task Order Name: CCRMA and International Bridge System Interoperability

Task Order Effective Date: December 18, 2014

CCRMA Contact for this Task Order: Jeff Saurenmann

1. Introduction (Statement of Purpose and Need)

Currently Cameron County operates the Cameron County International Bridge System utilizing an electronic toll collection system that employs transponders to collect tolls from customers travelling on the bridges.

Vehicles utilizing the Cameron County Bridge System transponders may also travel on and incur toll transactions on Cameron County Regional Mobility Authority (CCRMA) toll facilities but are not registered as CCRMA customers making it difficult for CCRMA to collect toll charges for these transactions.

Cameron County and CCRMA have entered into an Inter-local Agreement (ILA) to engage in a collective and mutually beneficial approach to operate their respective toll systems in an interoperable manner for the collection of tolls incurred by customers with Cameron County Bridge System transponders on CCRMA toll facilities.

The Bridge System currently utilizes a back office system provided by TRMI which provides various functions including customer account management, transponder assignment, and payment processing.

TRMI will enhance their system to comply with the existing Statewide Interoperability Interface Control Documents (ICDs) currently used by CCRMA for transponder transaction processing.

This project is currently in the initial project kickoff / requirements gathering phase with CCRMA, Cameron County, and TRMI. CCRMA's desired completion is before the end of the current fiscal year, September 30, 2015.

It is anticipated that software development, testing, and final implementation can be completed within this timeframe, however TRMI has not provided any schedules or estimated costs at this



time. Also note a local Toll System Host Server is required to exchange files and data with the Bridge System and will involve additional costs and implementation efforts.

Fagan Consulting will assist in this process as requested/directed by CCRMA. Fagan Consulting will closely coordinate with CCRMA's staff during all phases of the project, and work with their partners / vendors as directed by CCRMA.

Fagan Consulting will also have primary responsibility in ensuring the products delivered meet the requirements of the ILA and are fully demonstrated and tested to ensure such.

II. Scope of Work

Fagan Consulting understands its primary tasks regarding the Bridge System Interoperability project include the following:

1. Evaluate the impact of the project from a technological and operational perspective.
2. Management of overall project schedule incorporating Bridge System Integrator efforts
3. Oversight of the development of required system specifications related to systems and operational requirements.
4. Participate in project meetings as toll system subject matter expert.
5. Review, comment on and in some cases develop documentation of envisioned systems to ensure feasibility of integrating the new systems/operations with CCRMA's existing systems/operations.
6. Oversee work and review work product resulting from the project scope described above.
7. Oversee system testing to ensure compliance with project requirements.

III. Task Outputs by Consultant

Outputs from the task include the following:

1. Technical information as requested/required by/for Tolling System Integrator.
2. Project artifacts including meeting agendas & minutes, project charter, project plan, project schedule, and status reports as required.
3. Development of business rules as needed by CCRMA, Cameron County, and the Bridge System vendor.
4. Comments related to all submitted documentation regarding efforts described above.
5. Testing status/results reports as required.



IV. Work Schedule

The duration of the task is estimated to last from December, 2014 thru September, 2015.

V. **Compensation** (NOTE: Compensation will be based on actual hours worked and direct billable expenses incurred. The following is a budgetary Maximum-not-to-Exceed amount).

Assigned Staff	Hourly Rate	Total Estimated Hours	Estimated Cost
Fagan	\$190.00	10	\$1,900
Lindsay	\$168.00	20	\$3,360
Mack	\$168.00	10	\$1,680
Saurenmann	\$168.00	470	\$78,960
Sub Total		510	\$85,900
Expenses		4	\$4,000
Total Cost			\$89,900

VI. Task Order Maximum-not-to-Exceed Amount (If applicable).

The maximum-not-to-exceed amount of this task order is \$89,900.

VII. Governing Terms

This Task Order #1502 will be governed by the terms and conditions of the Professional Services Contract between the Cameron County Regional Mobility Authority and Fagan Consulting, LLC dated June 26, 2014, if and as amended (the "Contract"), which is incorporated herein by reference. Any capitalized terms not defined in this Task Order shall have the definitions ascribed to them in the Contract.

The Parties have signed, sealed and delivered this Task Order #1502 effective as of this Task Order Effective Date set forth above.

Cameron County Regional Mobility Authority

By: P. Sepulveda 12-18-14
Peter Sepulveda, Jr.
Executive Director

Fagan Consulting, LLC (SEAL)

By: Ron Fagan 12-15-2014
Ron Fagan
President

**3-I CONSIDERATION AND APPROVAL OF WORK AUTHORIZATION
WITH FAGAN CONSULTING FOR BACK OFFICE SYSTEM AND
CUSTOMER SERVICE CENTER**



Form Task Order

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Task Order Number: 1501

Task Order Name: Back Office System and Customer Service Center

Task Order Effective Date: December 18, 2014

CCRMA Contact for this Task Order: Jeff Saurenmann

I. Introduction (Statement of Purpose and Need)

Cameron County Regional Mobility Authority (CCRMA) currently operates toll facilities in Cameron County utilizing an electronic toll collection system that employs automatic vehicle identification using transponders and a violation enforcement system with integrated cameras to capture digital images of license plates.

CCRMA contracts with the Central Texas Regional Mobility Authority for access to the Texas Statewide Interoperability System and to provide Customer Service Center (CSC) services for its customers.

In order to better serve CCRMA's customers, increase revenue and financial control, and support local violation processing, collections, and court efforts, CCRMA intends to implement a Back Office System (BOS) and local CSC operations.

A local BOS will allow CCRMA flexibility to implement agency business rules locally related to violation processing while still participating in Statewide Interoperability to support customers with TxTag, TollTag, and EZ-Tag accounts. CCRMA does not intend to issue CCRMA transponders at this time and plans to continue promoting TxTag for CCRMA toll road customers.

CCRMA will establish a local CSC and BOS that includes the following capabilities:

- Print and mail of Toll Bills and Violation Notices
- Collection efforts via mail and outbound calls,
- Image Review of digital vehicle images captured by the current lane system
- Enforcement via the Justice of the Peace Court system
- Payment processing via customer walk-ins and a 3rd party website
- General customer service via phone, email, and storefront
- Establishment of customer violation accounts to capture transaction, payment, demographic and customer interaction history



- Financial, operational, and system performance reporting

This project is currently in the initial project kickoff / requirements gathering phase with CCRMA. CCRMA will procure a BOS and may outsource some functions such as a 3rd party website for payment processing and print / mail services for customer correspondence. CCRMA may also partner with other state and local entities to obtain vehicle owner information and information sharing with the court system.

CCRMA is currently working to obtain facilities to provide a storefront that will be staffed with a small local team responsible for image review, customer service inquiries, payment processing via phone and walk-ins, collection efforts and establishment of payment plans, and court package creation.

Prior to selection of a BOS, CCRMA will visit other toll agencies of similar size and operations to gain knowledge of their operational and system approach and capabilities.

Fagan Consulting recommends that CCRMA fully review the challenges and costs associated with implementing and maintaining a BOS and CSC operation before moving forward with this effort by performing a cost benefit analysis and considering all potential risks.

It is also suggested this project is managed in multiple phases:

- Phase 1 – Cost / Risk Analysis, site visits, Project Kick-off, and Business Rule development
- Phase 2 – Vendor selection and contracts, requirements gathering, and system design
- Phase 3 – Implementation, factory and site acceptance testing, post implementation monitoring, and standard operating procedure (SOP) development

Fagan Consulting will assist in this process as requested/directed by CCRMA. Fagan Consulting will closely coordinate with CCRMA's staff during all phases of the project, and work with their partners / vendors as directed by CCRMA.

Fagan Consulting will also have primary responsibility in ensuring the products delivered meet the requirements of the ILA and are fully demonstrated and tested to ensure such.



II. Scope of Work

Fagan Consulting understands its primary tasks regarding the BOS and CSC operations project include the following:

1. Evaluate the impact of the project from a technological, financial, and operational perspective.
2. Oversight of the development of required system specifications related to systems and operational requirements.
3. Participate in project meetings as toll system and operations subject matter expert.
4. Review, comment on and in some cases develop documentation of envisioned systems to ensure feasibility of integrating the new systems/operations with CCRMA's existing systems/operations.
5. Oversee work and review work product resulting from the project scope described above.
6. Oversee system testing to ensure compliance with project requirements.

III. Task Outputs by Consultant

Outputs from the task include the following:

1. Support of procurement efforts including RFQ / RFP, proposal review, vendor selection, and contractual negotiations
2. Technical information as requested/required by/for Back Office System provider and other partners.
3. Project artifacts including meeting agendas & minutes, project charter, project plan, project schedule, and status reports as required.
4. Development of technical requirements, business rules, and SOPs as needed by CCRMA.
5. Comments related to all submitted documentation regarding efforts described above.
6. Testing status/results reports as required.

IV. Work Schedule

The work schedule below represents Phase 1 as described above. The duration of the task is estimated to last from December, 2014 thru May, 2015.



V. Compensation (NOTE: Compensation will be based on actual hours worked and direct billable expenses incurred. The following is a budgetary Maximum-not-to-Exceed amount).

Assigned Staff	Hourly Rate	Total Estimated Hours	Estimated Cost
Fagan	\$190.00	10	\$1,900
Brownsberger	\$188.00	10	\$1,880
Lindsay	\$168.00	190	\$31,920
Mack	\$168.00	10	\$1,680
Saurenmann	\$168.00	208	\$34,944
Sub Total		428	\$72,324
Expenses		6	\$6,000
Total Cost			\$78,324

VI. Task Order Maximum-not-to-Exceed Amount (If applicable).
The maximum-not-to-exceed amount of this task order is \$78,324.

VII. Governing Terms

This Task Order #1501 will be governed by the terms and conditions of the Professional Services Contract between the Cameron County Regional Mobility Authority and Fagan Consulting, LLC dated June 26, 2014, if and as amended (the "Contract"), which is incorporated herein by reference. Any capitalized terms not defined in this Task Order shall have the definitions ascribed to them in the Contract.

The Parties have signed, sealed and delivered this Task Order #1501 effective as of this Task Order Effective Date set forth above.

Cameron County Regional Mobility Authority

Fagan Consulting, LLC (SEAL)

By: Peter Sepulveda, Jr.
Peter Sepulveda, Jr.
Executive Director

By: Ron Fagan
Ron Fagan
President

**3-J CONSIDERATION AND APPROVAL OF WORK AUTHORIZATION
WITH FAGAN CONSULTING FOR CAMERON COUNTY REGIONAL
MOBILITY AUTHORITY TOLL SYSTEM LOCAL HOST**



Form Task Order

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Task Order Number: 1503

Task Order Name: CCRMA Toll System Local Host

Task Order Effective Date: December 18, 2014

CCRMA Contact for this Task Order: 1503

1. Introduction (Statement of Purpose and Need)

Cameron County Regional Mobility Authority (CCRMA) currently operates toll facilities in Cameron County utilizing an electronic toll collection system that employs automatic vehicle identification using transponders and a violation enforcement system with integrated cameras to capture digital images of license plates.

CCRMA contracts with the Central Texas Regional Mobility Authority for access to the Texas Statewide Interoperability System and to provide Pay-By-Mail (video tolls) payment processing, violation enforcement, collections and court evidence support for its customers.

In order to better serve CCRMA's customers, support additional local toll projects, and have greater control over toll system operational and technical matters, CCRMA intends to implement a local toll system host server.

The toll system host server will be similar in nature to CTRMA's host server, however it will allow CCRMA flexibility to implement agency business rules locally related to violation processing and International Bridge System interoperability while still participating in Statewide Interoperability to support customers with TxTag, TollTag, and EZ-Tag accounts. CCRMA does not intend to issue CCRMA transponders at this time and plans to continue promoting TxTag for CCRMA toll road customers.

This project is currently in the initial project kickoff / requirements gathering phase with CCRMA and their toll system integrator, Schneider Electric. CCRMA's desired completion is before the end of the current fiscal year, September 30, 2015.

It is anticipated that software development, testing, and final implementation can be completed within this timeframe, however CCRMA's integrator has not provided any schedules or estimated costs at this time.



Fagan Consulting will assist in this process as requested/directed by CCRMA. Fagan Consulting will closely coordinate with CCRMA's staff during all phases of the project, and work with their partners / vendors as directed by CCRMA.

Fagan Consulting will also have primary responsibility in ensuring the products delivered meet the requirements of the ILA and are fully demonstrated and tested to ensure such.

II. Scope of Work

Fagan Consulting understands its primary tasks regarding the Toll System Local Host project include the following:

1. Evaluate the impact of the project from a technological and operational perspective.
2. Oversight of the development of required system specifications related to systems and operational requirements.
3. Participate in project meetings as toll system subject matter expert.
4. Review, comment on and in some cases develop documentation of envisioned systems to ensure feasibility of integrating the new systems/operations with CCRMA's existing systems/operations.
5. Oversee work and review work product resulting from the project scope described above.
6. Oversee system testing to ensure compliance with project requirements.

III. Task Outputs by Consultant

Outputs from the task include the following:

1. Technical information as requested/required by/for Tolling System Integrator.
2. Project artifacts including meeting agendas & minutes, project charter, project plan, project schedule, and status reports as required.
3. Development of technical requirements and business rules as needed by CCRMA.
4. Comments related to all submitted documentation regarding efforts described above.
5. Testing status/results reports as required.



IV. Work Schedule

The duration of the task is estimated to last from December, 2014 thru September, 2015.

V. Compensation (NOTE: Compensation will be based on actual hours worked and direct billable expenses incurred. The following is a budgetary Maximum-not-to-Exceed amount).

Assigned Staff	Hourly Rate	Total Estimated Hours	Estimated Cost
Fagan	\$190.00	10	\$1,900
Brownsberger	\$188.00	40	\$7,520
Mack	\$168.00	40	\$6,720
Saurenmann	\$168.00	520	\$87,360
Sub Total		610	\$103,500
Expenses		4	\$4,000
Total Cost			\$107,500

VI. Task Order Maximum-not-to-Exceed Amount (If applicable).

The maximum-not-to-exceed amount of this task order is \$107,500.

VII. Governing Terms


This Task Order #1503 will be governed by the terms and conditions of the Professional Services Contract between the Cameron County Regional Mobility Authority and Fagan Consulting, LLC dated June 26, 2014, if and as amended (the "Contract"), which is incorporated herein by reference. Any capitalized terms not defined in this Task Order shall have the definitions ascribed to them in the Contract.

The Parties have signed, sealed and delivered this Task Order #1503 effective as of this Task Order Effective Date set forth above.

Cameron County Regional Mobility Authority

Fagan Consulting, LLC (SEAL)

By:  12-18-14
Pete Sepulveda, Jr.
Executive Director

By:  12-15-2014
Ron Fagan
President