



December 21, 2017

Ms. Peggy Thurin, P.E.
Systems Planning Section Director
Texas Department of Transportation
Transportation Planning and Programming Division
118 E. Riverside Drive
Austin, TX 78704

RE: CCRMA Project Status Report 2017

Ms. Thurin

The CCRMA thanks you for the opportunity to provide the information on the past, current, and future projects in which the CCRMA is working on. Enclosed you will find a summary report as well as the excel attachment as per the requested information. We are available for any clarifications or questions you have on the submitted information.

Sincerely,

Jesus Adrian Rincones, CPA
Chief Financial Officer
Cameron County Regional Mobility Authority



It is our privilege to present to you the Cameron County Regional Mobility Authority (CCRMA) Project update Report for the 2017 calendar year. The CCRMA is planning a complete system of transportation infrastructure that will support economic development and increase safety for the benefit of Cameron County and the Rio Grande Valley region. Our projects will integrate regional planning, multi-modal options and modern technology to develop a world-class transportation system.

Background

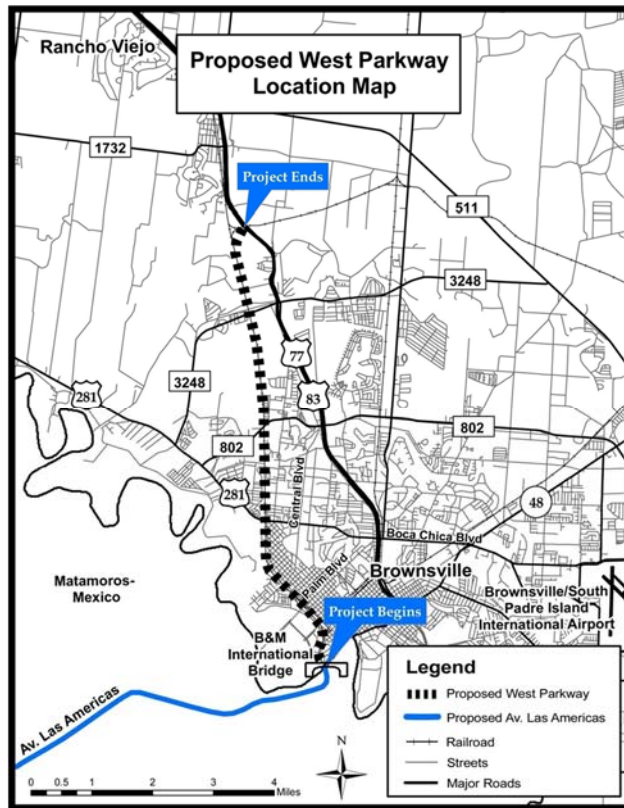
The CCRMA was authorized for creation in September 30, 2004 by the Texas Transportation Commission to promote and improve regional mobility within Cameron County. Since its creation, the CCRMA has committed itself to an ambitious series of economically sustainable projects to improve the quality of life for area residents and enable quality economic development.

Current Board Members

	Title	Original Appointed
Frank Parker, Jr.	Chairman	02.01.16
Ruben Gallegos, Jr.	Vice Chairman	12.07.06
Michael Scaief	Treasurer	12.14.04
Horacio Barrera	Secretary	09.27.12
Dr. Maria Villegas, MD	Director	10.03.17
Nat Lopez	Director	07.19.12
Mark Esparza	Director	02.03.11

Initial Project

In the original petition of Cameron County for Authorization to form a RMA (attachment A) the County identified the initial project as the West Loop. The West Loop was originally proposed as a turnpike project of approximately 7.25 miles located in the City of Brownsville (figure 1). The development of the project was contingent on the use of abandoned rail right of way from the rail relocation project known as the Brownsville-Matamoros West Rail Relocation (figure 2) and the expansion of the Olmito Switchyard. The West Loop project was to be developed as either a controlled access tolled facility or a pass through toll facility. Preliminary engineering and environmental studies were performed on the project, however the scope of the project was not finalized as delays in construction of the West Rail pushed back the schedule of the West Loop. The project is currently not programmed in the UTP but is being considered for potential



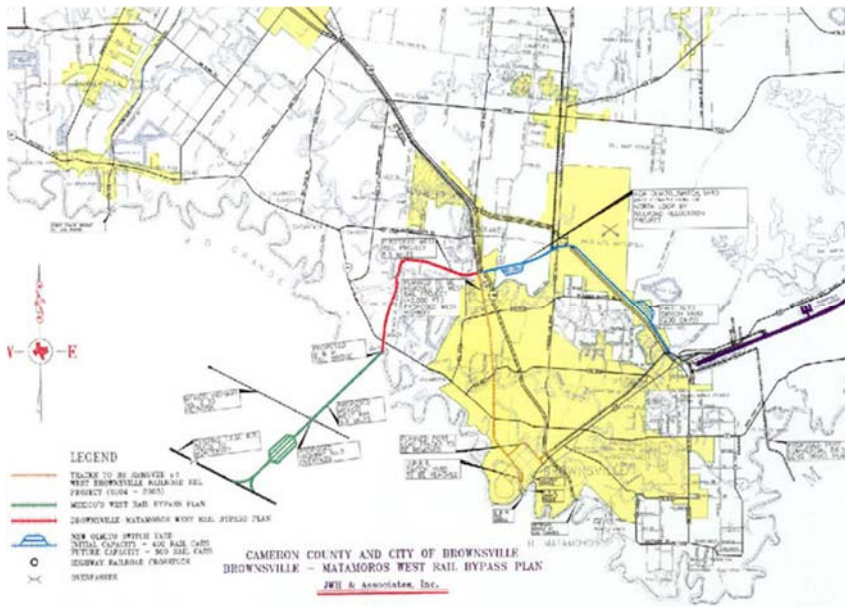
development. The right of way has been secured through the completion of the West Rail project and therefore remains a very viable project for future development.

Brownsville-Matamoros West Rail Relocation

The Brownsville-Matamoros Project (West Rail) for Brownsville, Cameron County, Texas and Matamoros, Tamaulipas, Mexico was constructed as an alternative to constructing a series of grade separations along the existing Union Pacific Railroad (UPRR) route in the residential and downtown areas of Brownsville and along the Kansas City Southern Mexico (KCSM) route in Matamoros, Mexico.

This Project was opened for train traffic in August 2015 which marked a historical event with the first new international rail bridge to

cross the border between Texas and Mexico in over a century. The Project still requires some final pending items to close out. The CCRMA and County were able to secure additional CBI funding in order to pay the pending items. See figure below for map.



Olmito Switchyard and Repair In Place (RIP) Facility

The Olmito Switchyard and RIP facility was a vital component of the overall plan of relocation for the West Rail project. The switchyard required expansion and improvements of a RIP facility to replace switching operations that were performed in Harlingen, TX. The project began construction in 2010 and is complete and fully operational.

U77/I-69 Conversion Projects

The CCRMA in partnership with TxDOT contributed preliminary engineering services for two key projects in the US77 Corridor for the conversion to I-69. The Spur 56 in Willacy County and Sarita Overpass projects lacked funding for preliminary engineering and environmental studies, so the CCRMA contributed these services and TxDOT completed the project development and construction in 2014.

SH 550 (Future Interstate 169)

The SH 550 is a controlled access facility that connects SH 48 and the Port of Brownsville to I-69E in Brownsville, TX. The ultimate configuration of the Project consists of five segments. Three segments have been completed. The first segment over 1847 was opened in 2011, the second segment connecting the Port of Brownsville in 2013, and the third connecting to I-69E opened in July 2015. Currently under construction is the 4th segment known as Gap I. This project will help improve the safety and mobility in the area by allowing heavy commercial and high-speed traffic to utilize the SH 550 bypassing a local public school, power plant, and Border Patrol facility. Construction began in June 2017 and is estimated to be complete in April 2018.

Projects under development

SPI 2nd Access Project

This is the most critical safety Project in Texas. South Padre Island has been recognized as the cleanest beach in Texas. As a result South Padre Island needs a dependable, safe exit facility during Hurricane Season. With the current Queen Isabella Memorial Causeway it is estimated that it could take most of the day to exit the Island to high ground during Hurricane Season.

This Project consists of three major components: the mainland roadway, the Laguna Madre crossing bridge and the island roadway. The route under consideration includes a mainland roadway consisting of a four-lane road, crossing across Laguna Madre with about 8 miles of tolled lanes. The total length of the SPI 2nd Access Project is approximately 17.6 miles.

This Project continues in the environmental phase in accordance with the National Environment Policy Act (NEPA). The SPI 2nd Access has been identified as the most environmentally complex Project in the Country requiring a very stringent and lengthy process. The CCRMA has advanced the following critical environmental processes:

- Management and coordination with weekly teleconferences, district, TxDOT Environmental Division, General Engineering Consultant.
- Executive Committee meeting coordination (FHWA, ENV, District, and CCRMA)
- Final Environment Impact Statement – U.S. Coast Guard 50% Review Complete
- Biological Assessment/Terrestrial – 95% Complete
- Completion of Sea Grass Pilot Study – 1 year Pilot Study kicked off August 2016

- SPI Dune Delineation aerial and LIDAR data plan – 90% complete
- Re-evaluation of overall mitigation plan and alternatives

Preliminary engineering and project finance activities also made significant progress this past year.

- Preliminary Schematic design – 100% complete
- LIDAR survey and Aerial imaging – preliminary 100% complete
- Preliminary Right of Way Mapping – 100% complete
- Preliminary Utility identification and location mapping – 100% complete
- Subsurface Geotechnical Investigation and Report – 100% complete
- Preliminary Drainage and Hydrology Report updated – 100% complete
- Draft financial planning – 75% complete
- T&R and Project Feasibility reports – 75% complete
- Draft Procurement Timelines developed – 100% complete
- Industry review and one-on-one meetings – 100% complete
- Value Engineering Study and final recommendations– 100% complete

In early 2016 the CCRMA began outreach efforts with industry by holding an Industry Review Meeting on South Padre Island. The meeting was a success with nearly 200 attendees from all areas of industry interested in the development of the Project. The purpose of the meeting was to provide a status update of the Project and welcome feedback from developers on the future procurement and development of the Project. The CCRMA later hosted 11 one-on-one confidential meetings with developers to discuss in further detail and gather feedback as to development, delivery, funding, and procurement of the Project. One of the goals of the CCRMA is to increase project feasibility by driving down potential costs (initial and life cycle costs) and reducing the scope of environmental impacts. The CCRMA determined a Value Engineering Study would be of the most cost-efficient means to accomplish this. Through several meetings with TxDOT administration and Transportation Commissioners the CCRMA was able to have TxDOT sponsor the cost of the study and provide technical experts from other districts to participate. The VE study took place the first week of October 2016 on South Padre Island. In December 2016, the CCRMA was able to finalize the VE recommendations to be pursued and developed which can result in more than \$300 million dollars in cost savings including a possible 80% reduction in impacts to sea grass and required mitigation. This is very significant advance for this Project and will require some project scope and design changes, but overall, the value alone makes any potential delay worth it. In 2017 the CCRMA focused on the procuring of a new GEC team to lead the final closing efforts of the project. The desired team would have a focus and expertise in building bridges similar to that of the SPI 2nd Access. As of December 2017, the CCRMA has selected the team of GEC's which meet the desired criteria to bring this project to a construction phase.

SH 32 (East Loop)

East Loop Corridor serves the Port of Brownville, which exports and imports over 6.3 million metric tons of steel petroleum, machinery, ores and other international trade exports to our Mexico

partners. Existing truck route passes through 6 school zones. The East Loop Corridor will eliminate these school crossing conflicts and improve safety for our children.

Eliminating 17 stops and 6 school zone crossings will significantly improve air quality in the East Loop Corridor. Creating the East Loop Corridor for trucks from Mexico/Veterans International Bridge at Los Tomates to the Port of Brownsville will reduce congestion on I69E/SH 48 as well as reduce the time of travel on all roadways in the Corridor.

Progress on the environmental phase continued steady as we had been coordinating the various phases and stakeholders of the Environmental Assessment. This phase did arrive at a significant change in 2016 called upon by TxDOT Environmental Division where now all parts of the Project were to be combined into one Environmental Assessment document. This new change required by TxDOT Environmental Division not only requires the combining of the two documents but includes the addition of a new portion connecting SH 4 to the Port of Brownsville known as the Port Connector. The CCRMA has partnered with the Port of Brownsville to accelerate the development of the Port Connector and is currently assessing mitigation options for jurisdictional wetlands found within the project right of way.

Outer Parkway

The Outer Parkway would provide a new east-west travel route in northeastern Cameron County. It would extend from I-69E to FM 106 in the vicinity of FM 1847. Currently proposed, the Outer Parkway would be controlled access and tolled. Although construction may be phased, the ultimate facility would consist of two lanes in each direction, separated by a wide center median reserved for future transportation use. The major activity accomplished for this Project in 2017 was the development of alternative analysis and preparation for the first public hearing scheduled in February 2018.

FM 1925 Project

This is a Joint Project in which CCRMA, HCRMA, and TxDOT have agreed to develop the environmental document and preliminary engineering together. The CCRMA and HCRMA will be jointly developing the Environmental Document of the Project with TxDOT providing project management and related engineering services. A needs assessment for this Project was completed by TxDOT in March 2015 resulting with it being a desirable project initiating as a Super 2 Highway by the year 2020 with future expansion to a four-lane freeway by 2035. Traffic demand will ultimately dictate future expansion.

Spur 54

The Spur 54 Project is located in Harlingen, TX and will ultimately provide improved traffic flow and connectivity between I-69E and I-2. The Project is approximately 1.07 miles in length and will provide two additional 12-foot travel lanes with sidewalks for pedestrian access within existing right of way. In August 2016, the CCRMA was given notice to proceed on the development of the required environmental document for the Project. Completion of document is expected in mid-

2017. When completed Spur 54 will be a six-lane corridor with pedestrian and bicycle access. (See Exhibit 5 for proposed project map)

Schedule of Activities for 2018

Cameron County Regional Mobility Authority Schedule of Project Activities Anticipated in 2018				
Project	Activity	Activity Financial Cost	Funding Source	Map Reference
SPI 2nd Access	Environmental Document Development, Record of Decision, Some ROW acquisition, secure funding	\$ 1,500,000	FAA, Local	
Port Connector (SH32)	PS&E, procurement and project letting	\$ 8,500,000	Cat 11, Cat 7, Local	
SH 32 East Loop	Environmental Document Development, FONSI, PS&E, secure funding	\$ 4,500,000	Cat 7, local	
SH550 GAP 2	Update PS&E to interstate standards, secure funding and procurement and project letting	\$ 2,500,000	FAA	
Outer Parkwy	Environmental document preparation	\$ 850,000	FAA	
Spur 54	Environmental document preparation	\$ 75,000	Local	
Old Alice Road	Environmental document preparation	\$ 150,000	local	
Veterans Bridge Expansion	Environmental document, PS&E, Procurement and project letting,	\$ 650,000	Local	
North Rail Relocation	Environmental documentation and PS&E	\$ 400,000	FRA	
FM1925	Partnership with TxDOT Pharr District on Preliminary Engineering	\$ 100,000	Local	
RMA SubTotal		\$ 19,225,000		

APPENDIX

Exhibit 1 – SPI 2nd Access Proposed Project map



Exhibit 2 – SH32 East Loop Project Proposed Project Map

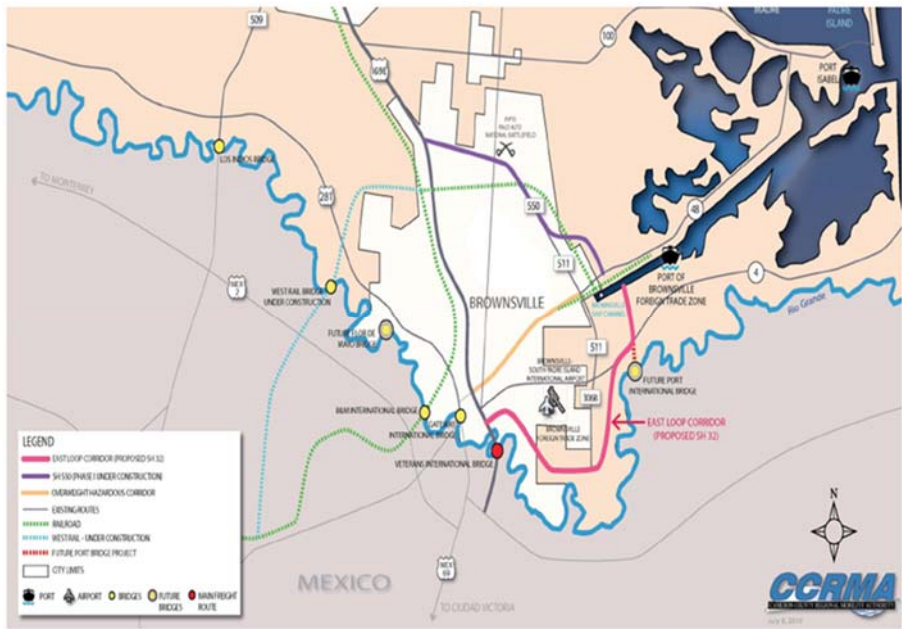


Exhibit 3 – Outer Parkway Proposed Project Corridor Map

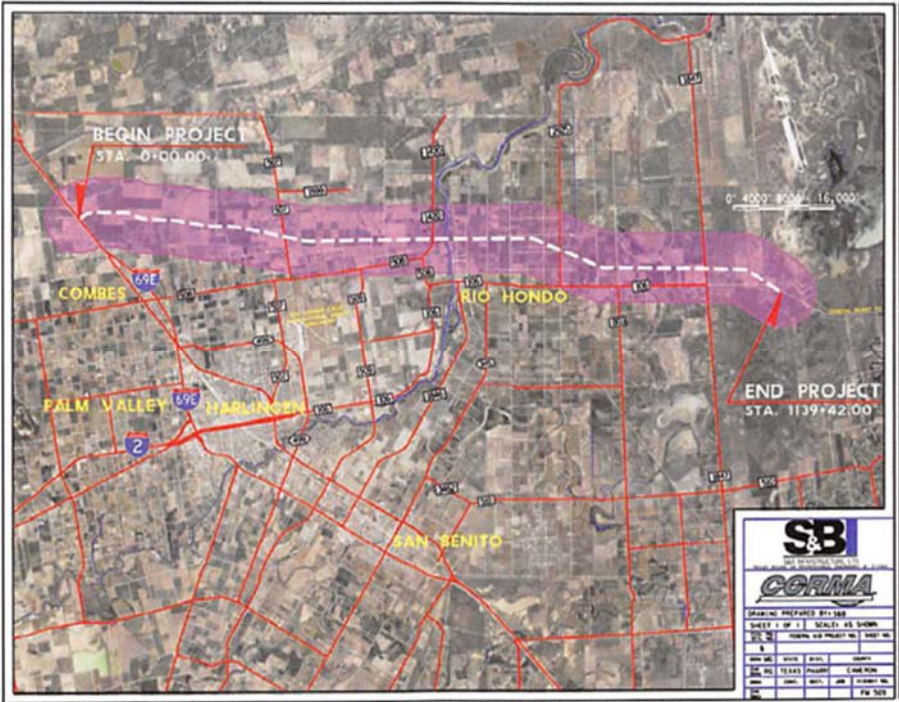


Exhibit 4 FM 1925 Proposed Project Map

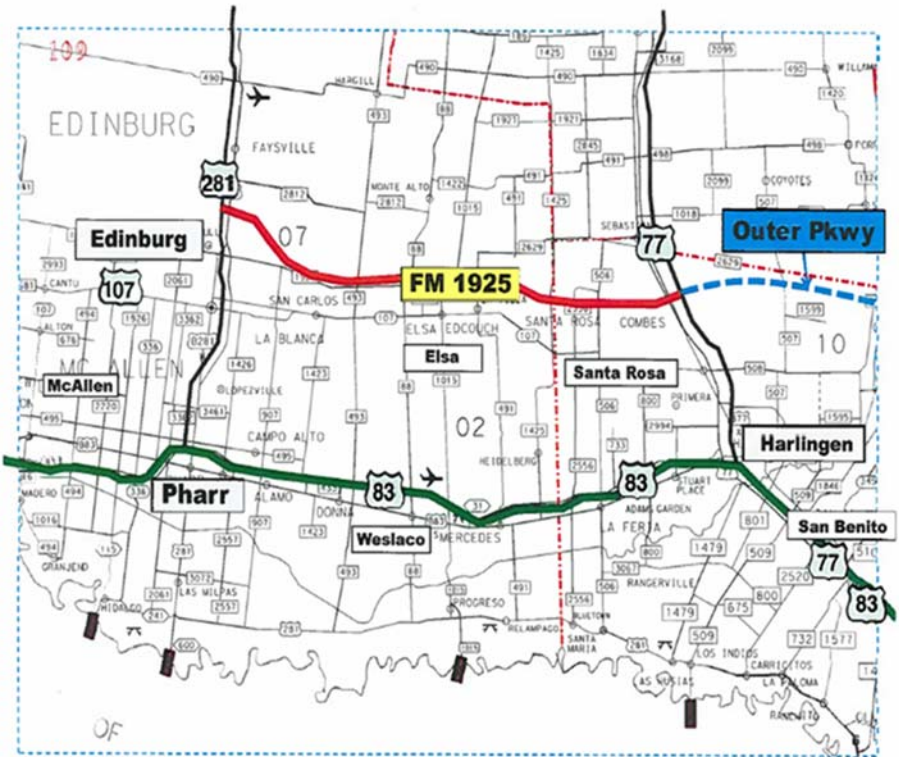


Exhibit 5 Spur 54 Proposed Project Map

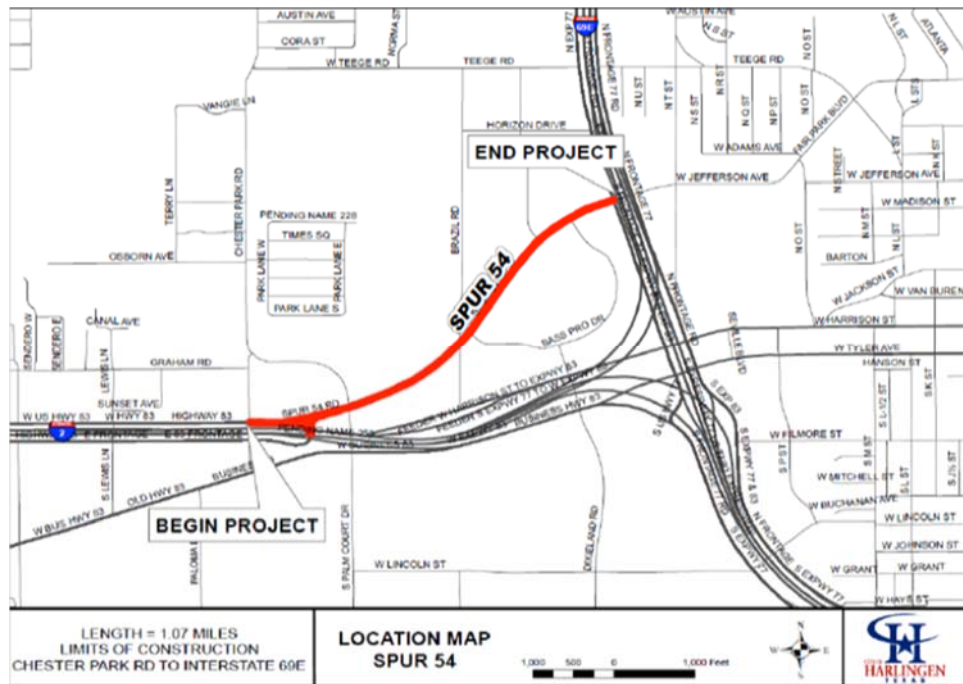


Exhibit 6 SH550 Gap Projects



Exhibit 7 West Relocation Project Photo



Exhibit 8 – Olmito Switchyard and RIP Facility



Exhibit 9 Port Connector



Exhibit 10 Veterans Intl Bridge Expansion

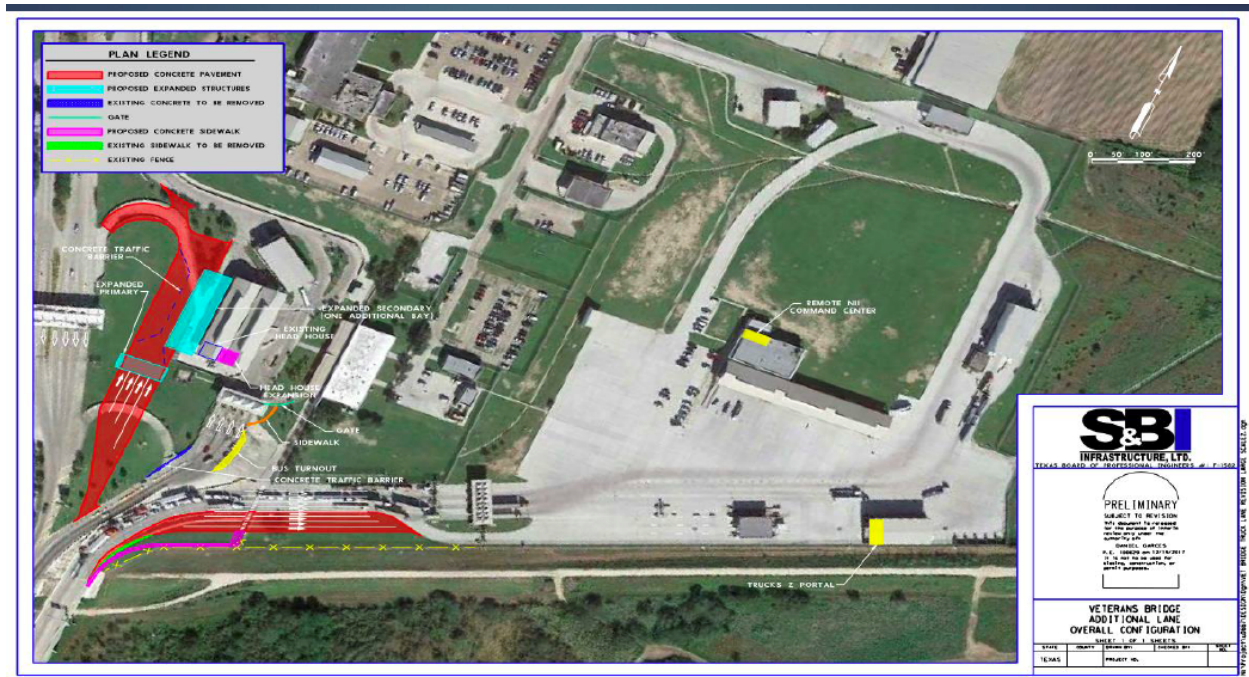


Exhibit 11 Brownsville UPRR Relocation

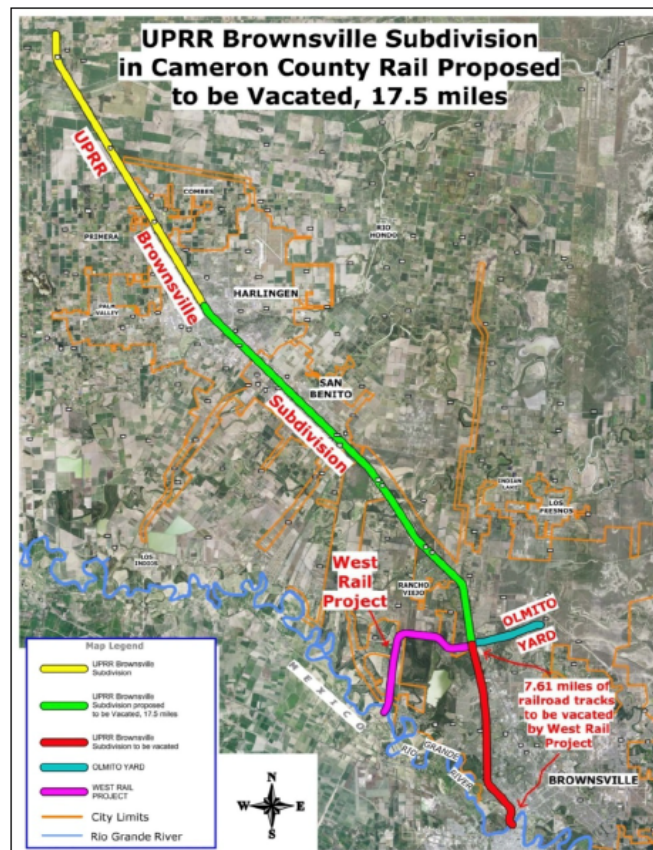


Exhibit 12 North Rail Relocation

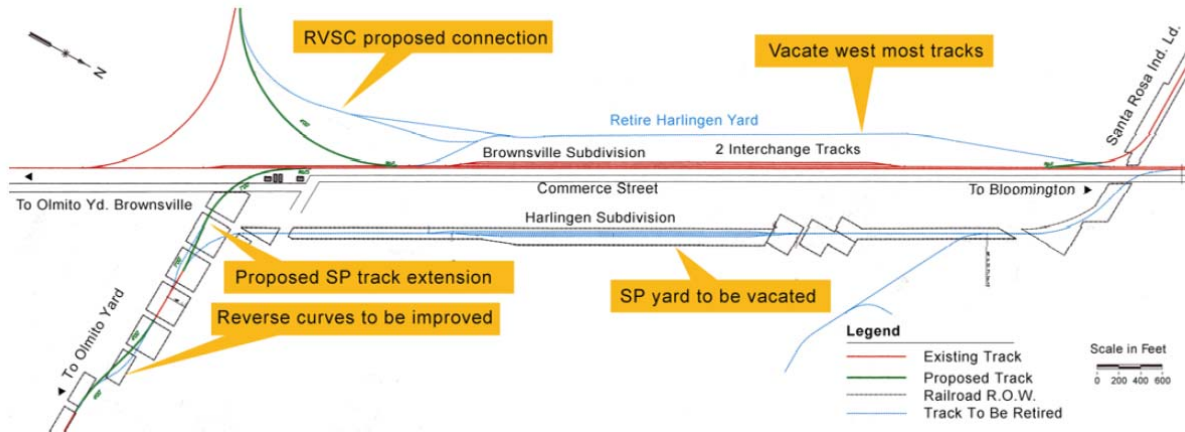


Exhibit 13 281 Connector



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Cameron County Regional Mobility Authority						
Completed Projects						
Project	Limits	Description	Estimated Cost	Funding Sources & Amounts (i.e., bonds, TIFIA, grants, loans, TRZ)		Date Open to Traffic
Non-Toll. Olmito Switchyard	N/A	Expansion of Switchyard and transfer of rail switching operations	\$ 12,705,000.00	VRF Bonds, State/Federal, Local	\$ 12,705,000.00	2013
Non-Toll. Brownsville - Matamoros West Rail	I-69E to 281 New International Bridge Crossing	Relocation of rail to new location and establishment of new rail bridge across rio grande river into Mexico	\$ 49,000,000.00	Federal, ARRA, FRA, State, Local	\$ 49,000,000.00	2015
Toll. SH550 1847	1847 Overpass	New tolled overpass, above FM1847 & FM511	\$ 10,425,000.00	Federal, State, VRF Bonds	\$ 10,425,000.00	2011
Toll. SH550 Port Spur	Old Port Isabel to SH48 Port of Brownsville Entrance	New tolled location with bridges over rail lines with direct connectivity to new Port of Brownsville Main Entrance	\$ 54,000,000.00	Federal, State, VRF Bonds	\$ 54,000,000.00	2013
Non-Toll. US 77/I-69 Conversion Projects	Overpasses at Spur 56 & Sarita	CCRMA contributed Environmental document services and TxDOT led construction	\$ 41,000,000.00	VRF Bonds, State/Federal	\$ 41,000,000.00	2014
Toll. SH550 Direct Connector	I-69E to Old Alice on FM511	New tolled overpass connectors from Interstate to SH550	\$ 50,000,000.00	Pass Through Funds, Toll Revenue Bonds. Federal	\$ 50,000,000.00	2015
Veterans International Bridge Expansion	Veterans Intl Bridge	Expansion of Commercial Lanes	\$ 7,500,000.00	Federal/State/Local	\$ 7,500,000.00	2013
RMA SubTotal	-	-	\$ 224,630,000.00	-	\$ 224,630,000.00	-

Cameron County Regional Mobility Authority									
Projects Under Construction or in the Environmental Review Process									
Project	Limits	Description	Estimated Cost	Funding Sources & Amounts (i.e., bonds, TIFIA, grants, loans, TRZ, -if currently unknown list "TBD")		Project Phase (Study, Env., ROW, Design, Construction, Open to Traffic)	Completion Date / Projected Completion Date of Phase	Other Notes	Project Map See Exhibit
SH550 GAP I	SH550 Direct Connector to FM1847	Tolled lanes connecting Phase 3 & 1 of SH550.	\$ 7,600,000.00	FAA Funds, Local	\$ 7,600,000.00	Construction	Apr-18	Project is making good progress	Exhibit 6
SH550 GAP II	SH550 1847 to SH550 Port Spur	Tolled lanes connecting phase 1 & phase 2	\$ 1,500,000.00	FAA Funds, Local	\$ 1,500,000.00	PS&E	Oct-18	Project requires design to be upgraded to interstate standards.	Exhibit 6
SPI 2nd Access	HWY 100 to Park Road 100	New Bridge from mainland to South Padre Island	\$ 2,500,000.00	FAA Funds, Local	\$ 2,500,000.00	ENV	Mar-19	Environmentally complex project. Has been in the Environmental phase since 2006. Tail end of process, need to close out for ROD	Exhibit 1
Port Connector	Ostos Road (inside port of brownsville) to SH 4	Non-Toll Connection of SH32 with Port of Brownsville	\$ 350,000.00	Cat 7, Local	\$ 350,000.00	ENV, PS&E	May-18	Finalize ENV document, Permits, Mitigation Plan, and update to PS&E	Exhibit 9
SH32 East Loop	I-69E to SH4	Non-Toll Connection of International Bridge with Port of Brownsville	\$ 5,500,000.00	Cat 7, Local	\$ 5,500,000.00	ENV, PS&E, ROW	Dec-18	Finalize ENV document, FONSI, Begin PS&E	Exhibit 2
Outer Parkway Project	I-69 to General Brant Road	Toll road connection from interstate to SPI 2nd Access and FM 1925	\$ 2,850,000.00	FAA Funds, Local	\$ 2,850,000.00	ENV	Jun-19	Finalize ENV document	Exhibit 3
FM1925	US281 to I-69E	Non toll Super 2 hwy	\$ 100,000.00	Local	\$ 100,000.00	ENV, PS&E	Jun-19	Partnership with HCRMA and TxDOT	Exhibit 4
Spur 54	Chester Road to I-69E Frontage	Widening of Spur 54	\$ 70,000.00	Local	\$ 70,000.00	ENV	Feb-18	Finalize ENV document	Exhibit 5
Veterans Intl Bridge Expansion		Expansion of passenger and commercial lanes	\$ 360,000.00	Local	\$ 360,000.00	ENV, PS&E	Jun-18	Finalize Design and ENV document	Exhibit 10
RMA SubTotal	-	-	\$ 20,830,000.00	-	\$ 20,830,000.00	-	-	-	

Cameron County Regional Mobility Authority									
Planned Projects									
Project	Limits	Description	Estimated Cost	Funding Sources & Amounts (i.e., bonds, TIFIA, grants, loans, TRZ, -if currently unknown list "TBD")		Project Phase (Study, Env., ROW, Design, Construction, Open to Traffic)	Completion Date / Projected Completion	Other Notes	Project Map See Exhibit
SPI 2nd Access	HWY 100 to Park Road 100	New Bridge from mainland to South Padre Island	\$ 385,000,000.00	Tolls, Unknown		ENV	Mar-19	As ENV phase approaches completion, funding of project must be secured.	Exhibit 1
Port Connector	Ostos Road (inside port of brownsville) to SH 4	Non-Toll Connection of SH32 with Port of Brownsville	\$ 11,000,000.00	Cat 7, Cat 11, Local		ENV, PS&E	May-18	ROW in place, PS&E requires update, project can be accelerated for construction. Project connects to SH32 and important connection to upcoming space port (Space X) on boca chica beach.	Exhibit 9
SH32 East Loop	I-69E to SH4	Non-Toll Connection of International Bridge with Port of Brownsville	\$ 70,000,000.00	Cat 7, Unknown		ENV, PS&E, ROW	Dec-18	As ENV phase approaches completion, funding of project must be secured.	Exhibit 2
Outer Parkway Project	I-69 to General Brant Road	Toll road connection from interstate to SPI 2nd Access and FM 1925	\$ 225,000,000.00	Unknown		ENV	Jun-19	as ENV phase approaches completion, funding of project must be secured.	Exhibit 3
North Rail Relocation	City of Brownsville to City of Harlingen	Relocation of UP Rail line Cameron County	\$ 25,000,000.00	FRA, Local, Unknown		Planning, ENV	Jun-19	CCRMA would perform ENV studies on a section of the overall project	Exhibit 12
281 Connector	US281 to I69E	Connection for improved freight mobility	\$ 25,000,000.00	unknown	\$ -	Planning	unknown	Conceptual studies with traffic were prepared by CCRMA. Funding sources need to be identified to perform ENV studies	Exhibit 13
FM1925	US281 to I-69E	West to East Corridor through Lower RGV	\$ 185,000,000.00	unknown		ENV	unknown	CCRMA is partnering with TxDOT and HCRMA to complete the ENV document for this important corridor through the RGV	Exhibit 4
Veterans Intl Bridge Expansion	Veterans Intl Bridge	Expansion of passenger and commercial lanes	\$ 15,000,000.00	Local, CBI		ENV, PS&E	Jun-18	Construction of additional passenger and commercial lanes. Coordination with DAP of Homeland Security	Exhibit 10
			\$ -		\$ -				
			\$ -		\$ -				
RMA SubTotal	-	-	\$ 941,000,000.00	-	\$ -	-	-	-	