

COUNTY OF CAMERON §

ACTION ITEMS

2-A Consideration and Approval of the December 12, 2024, Special Meeting Minutes.

Director Esparza moved to approve the December 12, 2024, Special Meeting Minutes. The motion was seconded by Treasurer Villarreal and carried unanimously.

2-B Acknowledgement of Claims.

Mr. Victor Barron, RMA Chief Financial Officer, went over the Acknowledgment of Claims and presented them into the record. Staff recommended acknowledgment.

Director Garza moved to acknowledge the Claims as presented. The motion was seconded by Director Esparza and carried unanimously.

The Claims are as follows:

2-C Approval of Claims.

Mr. Victor Barron, RMA Chief Financial Officer, went over the Claims and presented them into the record. Staff recommended approval.

Vice Chairman Scaief moved to approve the Claims as presented. The motion was seconded by Director Garza and carried unanimously.

The Claims are as follows:

2-D Consideration and Approval of the Financial Statements and Budget Amendments for the Month of November 2024.

Mr. Victor Barron, RMA Chief Financial Officer, advised the board of the need to approve the Financial Statements for the Month of November 2024. Mrs. Janett Huerta, Toll Operations Administrator, went over the Toll Report for the Month of November 2024.

Vice Chairman Scaief moved to approve the Financial Statements for the Month of November 2024. The motion was seconded by Director Garza and carried unanimously.

The Financials are as follows:

2-E Consideration and Approval of Payments of Invoices and Release of Checks to G-8 Utilities, LLC and ZIWA Corporation for the SH 550 Emergency Repair Project and the Free Trade Bridge (Los Indios) Port of Entry Export Building Renovation Donation

Acceptance Program Project.

Mr. Victor Barron, RMA Chief Financial Officer, advised the board of the need to approve payments of invoices and release of checks to G-8 Utilities, LLC and ZIWA Corporation for the SH 550 Emergency Repair Project and the Free Trade Bridge (Los Indios) Port of Entry Export Building Renovation Donation Acceptance Program Project. Mr. Barron read in the following invoices: G-8 Utilities, LLC for \$121,041.50 and ZIWA Corporation for \$175,000. Staff recommended approval.

Director Esparza moved to approve the Payments of Invoices and Release of Checks to G-8 Utilities, LLC and ZIWA Corporation of the SH550 Emergency Repair Project and the Free Trade Bridge (Los Indios) Port of Entry Export Building Renovation Donation Acceptance Program Project. The motion was Vice Chairman Scaief and carried unanimously.

2-F Consideration and Approval of the Cameron County Regional Mobility Authority Amended Travel Policy to Comply with the U.S. General Services Administration (GSA) Per Diem and Internal Revenue Service (IRS) Mileage Rates for 2025.

Mr. Victor Barron, RMA Chief Financial Officer, advised the board of the need to approve the Cameron County Regional Mobility Authority Travel Policy to comply with the U.S. General Services Administration (GSA) Per Diem and Internal Revenue Service (IRS) mileage rates for 2025. Staff recommended approval.

Director Esparza moved to approve the Cameron County Regional Mobility Authority Amended Travel Policy to Comply with the U.S. General Services Administration (GSA) Per Diem and Internal Revenue Services (IRS) Mileage Rates for 2025. The motion was seconded by Director Garza and carried unanimously.

The Amended Travel Policy is as follows:

2-G Consideration and Approval of a 60 Day Amendment and Extension of the Bank Depository Contract with Texas Regional Bank.

Mr. Pete Sepulveda, Jr., RMA Executive Director, advised the board that affidavits were filed by Vice Chairman Scaief, Director Esparza and Director Garza and they would abstain from any discussion and vote.

Mr. Victor Barron, Chief Financial Officer, advised the board of the need to approve a 60 Day Amendment and Extension of the Bank Depository Contract with Texas Regional Bank. Mr. Barron further advised the board that we are currently going out for proposals and this extension would cover the time needed to open proposals and award the contract. Staff recommended approval.

Treasurer Villarreal moved to approve a 60 Day Amendment and Extension of the Bank of Depository Contract with Texas Regional Bank. The motion was seconded by Chairman

Parker and carried as follows:

Ayes: Chairman Parker, and Treasurer Villarreal

Nays: n/a

Abstain: Vice Chairman Scaief, Director Esparza and Director Garza

The 60 Day Amendment is as follows:

2-H Consideration and Approval of a One-Year Renewal for Custodial Service Contract with Flor Munoz.

Mr. Pete Sepulveda, Jr., RMA Executive Director, advised the board of the need to approve a One-year Renewal for Custodial Services Contract with Flor Munoz. Staff recommended approval.

Vice Chairman Scaief moved to approve a One-year Renewal for Custodial Service Contract with Flor Munoz. The motion was seconded by Director Garza and carried unanimously.

The Contract is as follows:

2-I Consideration and Approval of Change Order Number 16 with Via Plus for Cameron County Regional Mobility Authority to Continue with Access of the Back Office System.

Mr. Pete Sepulveda, Jr., RMA Executive Director, advised the board of the need to approve Change Order Number 16 with Via Plus for Cameron County Regional Mobility Authority to Continue with Access of the Back Office System. Mr. Sepulveda further advised the board that the change order would not exceed \$30,000 and is subject to final legal review. Staff recommended approval.

Director Esparza moved to approve Change Order Number 16 with Via Plus for the Cameron County Regional Mobility Authority to Continue with Access of the Back Office System subject to final legal review. The motion was seconded by Vice Chairman Scaief and the motion carried unanimously.

The Change Order is as follows:

2-J Discussion and Possible Action Regarding the Transition with the Harris County Toll Road Authority.

No Action was taken on this item.

2-K Consideration and Approval of Change Order Number 1 with G-8 Utilities, LLC for Bid 2024-SH550-1 Construction Contract for SH 550 Emergency Maintenance Project.

Mr. Eric Davila, RMA Chief Development Engineer, advised the board of the need to approve Change Order Number 1 with G-8 Utilities, LLC for Bid 2024-SH550-1 Construction Contract for SH 550 Emergency Maintenance Project. Mr. Davila also informed the board that the change order will increase the contract by an additional \$23,998 and adding an additional five days. Mr. Davila further advised that the adjustments of quantities for the soil retention blanket are for the Northwest corner of Paredes Line Road and along the Southeast corner and they are within the 25% adjustment of the contract amount. Staff recommended approval.

Director Esparza moved to approve Change Order Number 1 with G-8 Utilities, LLC for Bid 2024-SH550-1 Construction Contract for SH 550 Emergency Maintenance Project. The motion was seconded by Director Garza and carried unanimously.

The Change Order is as follows:

2-L Consideration and Approval of Supplemental Work Authorization No. 1 to Work Authorization No. 34 with RRP Consulting Engineers, L.L.C., Engineering for the Flor de Mayo Project.

Mr. Pete Sepulveda, Jr., RMA Executive Director, advised the board of the need to approve Supplemental Work Authorization No. 1 to Work Authorization No. 34 with RRP Consulting Engineers, L.L.C., Engineering for the Flor de Mayo Project. Mr. Sepulveda further advised that the supplemental work authorization will be increased by an additional \$152,000 for coordinating work with Mexico. Staff recommended approval.

Treasurer Villarreal moved to approve Supplemental Work Authorization No. 1 to Work Authorization No. 34 with RRP Consulting Engineers, L.L.C., Engineering for the Flor de Mayo Project. The motion was seconded by Vice Chairman Scaief and carried unanimously.

The Supplemental Work Authorization is as follows:

2-M Consideration and Approval of Supplemental Work Authorization Number 1 to Work Authorization Number 2 with RRP Consulting Engineers, L.L.C., for the Outer Parkway Project.

Mr. Eric Davila, Chief Development Engineer, advised the board of the need to approve Supplemental Work Authorization Number 1 to Work Authorization Number 2 with RRP consulting Engineers, L.L.C., for the Outer Parkway Project. Mr. Davila further advised the

board that the work authorization is to extend the project limits to include SH 104 and add the traffic data, alternative analysis, environmental services, and ROW & Utilities for SH 104. This scope is needed to ensure the environmental clearance schedule with TxDOT is maintained.

Director Esparza moved to approve Supplemental Work Authorization Number 1 to Work Authorization Number 2 with RRP Consulting Engineers, L.L.C., for the Outer Parkway Project. The motion was seconded by Treasurer Villarreal and carried unanimously.

The Supplemental Work Authorization is as follows:

2-N Consideration and Approval of Amendment Number 1 to Task Order Number 2024-1 with Fagan Consulting, LLC for Toll Operation/Integration Support of the FUEGO Back Office.

Mr. Eric Davila, RMA Chief Development Engineer, advised the board of the need to approve Amendment Number 1 to Task Order Number 2024-1 with Fagan Consulting, LLC for Toll Operation/Integration Support of the FUEGO Back Office. Staff recommended approval.

Treasurer Villarreal moved to approve Amendment Number 1 to Task Order Number 2024-1 with Fagan Consulting, LLC for Toll Operation/integration Support of the FUEGO Back Office. The motion was seconded by Director Esparza and carried unanimously.

The Supplemental Work Authorization is as follows:

ADJOURNMENT

There being no further business to come before the Board and upon motion by Director Esparza and seconded by Director Garza and carried unanimously, the meeting was **ADJOURNED** at 12:41 P.M.

APPROVED this 24th day of February 2025.


CHAIRMAN FRANK PARKER, JR.

ATTESTED: 
ARTURO A. NELSON, SECRETARY



IMPROVING MORE THAN JUST ROADS

POSTED ON THE WEB

1/13/2025

AT 10:07 A.M.

AGENDA

**Special Meeting of the Board of Directors
of the
Cameron County Regional Mobility Authority
3470 Carmen Avenue, Suite 5
Rancho Viejo, Texas 78575
January 17, 2025
12:00 PM**

PUBLIC COMMENTS:

- 1. Public Comments.**

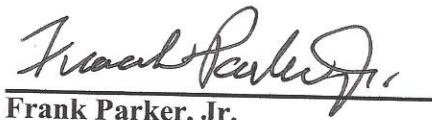
ITEMS FOR DISCUSSION AND ACTION:

- 2. Action Items.**
 - A. Consideration and Approval of the December 12, 2024, Special Meeting Minutes.**
 - B. Acknowledgement of Claims.**
 - C. Approval of Claims.**
 - D. Consideration and Approval of the Financial Statements and Budget Amendments for the Month of November 2024.**
 - E. Consideration and Approval of Payment of Invoices and Release of Checks to G-8 Utilities, LLC and ZIWA Corporation for the SH 550 Emergency Repair Project and the Free Trade Bridge (Los Indios) Port of Entry Export Building Renovation Donation Acceptance Program Project.**
 - F. Consideration and Approval of the Cameron County Regional Mobility Authority Amended Travel Policy to Comply with the U.S. General Services Administration (GSA) Per Diem and Internal Revenue Service (IRS) Mileage Rates for 2025.**
 - G. Consideration and Approval of a 60 Day Amendment and Extension of the Bank Depository Contract with Texas Regional Bank.**
 - H. Consideration and Approval of a One-year Renewal for Custodial Service Contract with Flor Munoz.**
 - I. Consideration and Approval of Change Order Number 16 with Via Plus for Cameron County Regional Mobility Authority to Continue with Access of the Back Office System.**

- J. Discussion and Possible Action Regarding the Transition with the Harris County Toll Road Authority.
- K. Consideration and Approval of Change Order Number 1 with G-8 Utilities, LLC for Bid 2024-SH550-1 Construction Contract for SH 550 Emergency Maintenance Project.
- L. Consideration and Approval of Supplemental Work Authorization No. 1 to Work Authorization No. 34 with RRP Consulting Engineers, L.L.C., Engineering for the Flor de Mayo Project.
- M. Consideration and Approval of Supplemental Work Authorization Number 1 to Work Authorization Number 2 with RRP Consulting Engineers, L.L.C., for the Outer Parkway Project.
- N. Consideration and Approval of Amendment Number 1 to Task Order Number 2024-1 with Fagan Consulting, LLC for Toll Operation/Integration Support of the FUEGO Back Office System.

ADJOURNMENT:

Signed this 13th day of January 2025


Frank Parker, Jr.
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.

2-B ACKNOWLEDGEMENT OF CLAIMS.

Claims for Acknowledgement



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY Claims January 10, 2025

Tolls

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
HCTRA	Cash/Check Dec 16-20	\$ 1,309.69	Cash/Check Deposits December 16-20	Indirect	Y	Local	Tolls
HCTRA	Cash/Check Dec 23-27	714.92	Cash/Check Deposits December 23-27	Indirect	Y	Local	Tolls
HCTRA	Cash/Check Dec 30-Jan 3	801.99	Cash/Check Deposits December 30-January 3	Indirect	Y	Local	Tolls
		<u>2,826.60</u>					
	Tolls	<u>2,826.60</u>					
	Total Transfer	<u>2,826.60</u>					

Reviewed by:

Monica R. Ibarra, Accountant MR. Ibarra 1.10.25

Victor J. Barron, Chief Financial Officer VJB 1.10.25

Pete Sepulveda Jr, Executive Director PS 1-10-25



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Claims January 9, 2025

Operations

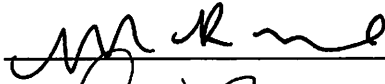
Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Alliance for Interstate 69 Texas	169-2547	\$ 325.00	I-69 Austin Day Sponsorship	Indirect	Y	Local	Ope
Alejandro Garcia	Travel AG 11-12/24	108.94	Travel Reimbursement AG Nov-Dec 2024	Indirect	Y	Local	Ope
GDJ Engineering	2024-256	9,009.62	MPO Project December 2024	Indirect	Y	Local	TRZ
JWH and Associates, Inc.	2124	7,004.23	Gateway Bridge Pedestrian November 2024	CC - Gateway Bridge	Y	Local	TRZ
JWH and Associates, Inc.	2424	13,898.15	Gateway Bridge Pedestrian December 2024	CC - Gateway Bridge	Y	Local	TRZ
JWH and Associates, Inc.	2624	3,000.00	North Railroad Alternatives Dec 2024	North Rail Relocation	Y	Local	TRZ
Locke Lord LLP	1903187	2,779.53	Legislative Services November 2024	Indirect	Y	Local	Ope
Lone Star Shredding Document Storage	2003543	157.50	Shredding Services December 2024	Indirect	Y	Local	Ope
PEDRO SEPULVEDA JR.	Reim PSJ 12.31.24	1,356.45	Travel Reimbursement PSJ December 2024	Indirect	Y	Local	Ope
Republic Services	0863-002663894	140.26	Waste Container January 2025	Indirect	Y	Local	Ope
RingCentral, Inc.	CD_000998812	369.26	Phone System Jan 2025	Indirect	Y	Local	Ope
Staples Business Credit	7003488431	212.01	Office Supplies Dec 2024	Indirect	Y	Local	Ope
Rentfro, Irwin, & Irwin, P.L.L.C	2795	3,332.50	Legal Services December 2024	Indirect	Y	Local	Ope
Verizon Wireless	6101883543	75.98	Internet HotSpot December 2024	Indirect	Y	Local	Ope
Valley Municipal Utility District	2030007806 12/24	36.93	Water & Wastewater Ste 7 December 2024	Indirect	Y	Local	Ope
Valley Municipal Utility District	2030007907 12/24	37.27	Water & Wastewater Ste 6 December 2024	Indirect	Y	Local	Ope
Valley Municipal Utility District	2030008005 12/24	37.17	Water & Wastewater Ste 4 December 2024	Indirect	Y	Local	Ope
Valley Municipal Utility District	2030008105 12/24	36.97	Water & Wastewater Ste 3 Dec 2024	Indirect	Y	Local	Ope
Valley Municipal Utility District	2030008306 12/24	36.89	Water & Wastewater Ste 8 December 2024	Indirect	Y	Local	Ope
Valley Municipal Utility District	2030008406 12/24	36.93	Water & Wastewater Ste 5 December 2024	Indirect	Y	Local	Ope
		<u>41,991.59</u>					

Tolls

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Amazon Capital	1146-HJDG-FDFV	\$ 1,354.85	SH550 Supplies	Indirect	Y	Local	Tolls
Dell	10788074530	3,524.44	Two Tolls Computers/Monitors	Indirect	Y	Local	Tolls
Direct Energy Business, LLC	243610055970448	112.81	Electricity 1505 Fm 511 December 2024	Direct Connectors - SH550	Y	Local	Tolls
Fagan Consulting LLC	BOS-2412	521.13	Back Office System Transition Support December 2024	Indirect	Y	Local	Tolls
LexisNexis Risk Solutions FL Inc	1100068734	120.33	Address and Name Lookup December 2024	Indirect	Y	Local	Tolls
NSA Property Holdings LLC d/b/a Move It Storage-Los Fresnos	Unit# 923 1/25	374.00	Storage Unit # 923 January 2025	Indirect	Y	Local	Tolls
Public Utilities Board	588837 12/24	176.47	Electricity 180042 SH550 LOC Bro December 2024	Port Spur - SH550	Y	Local	Tolls
Public Utilities Board	600710 12/24	194.38	Electricity 1100 Fm 511 Hwy Bro Dec 2024	Direct Connectors - SH550	Y	Local	Tolls
RingCentral, Inc.	CD_000998812	369.26	Phone System Jan 2025	Indirect	Y	Local	Tolls
Rentfro, Irwin, & Irwin, P.L.L.C	2795	1,290.00	Legal Services December 2024	Indirect	Y	Local	Tolls
Verizon Wireless	6101883543	75.98	Internet HotSpot December 2024	Indirect	Y	Local	Tolls
Valley Municipal Utility District	3010066802 12/24	55.95	Water & Wastewater Tolls December 2024	Indirect	Y	Local	Tolls
		<u>8,169.60</u>					
	Operations	41,991.59					
	Tolls	<u>8,169.60</u>					
	Total Transfer	<u>50,161.19</u>					

Reviewed by:

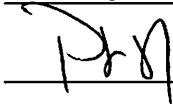
Monica R. Ibarra,
Accountant

 1.9.25

Victor J. Barron,
Chief Financial Officer

 1.9.25

Pete Sepulveda Jr,
Executive Director

 1.10.25



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Claims January 2, 2025

Operations

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
American Express	AMEX Dec 2024	\$ 3,412.64	Credit Card Charges Dec 2024	Indirect	Y	Local	Ope
Brownsville Chamber of Commerce	735845	1,000.00	2025 Brownsville Day at the Capitol	Indirect	Y	Local	Ope
CheckMark	119054 11/24	61.50	TimeClock Service November 2024	Indirect	Y	Local	Ope
Culligan of the Rio Grande Valley	320895 12/24	58.93	Bottled Water Delivery December 2024	Indirect	Y	Local	Ope
Diamante Super Clean	30	850.00	Janitorial Services December 2024	Indirect	Y	Local	Ope
Direct Energy Business, LLC	243540055940738	34.87	Electricity Ste 7 December 2024	Indirect	Y	Local	Ope
Direct Energy Business, LLC	243540055940739	62.72	Electricity Ste 4 December 2024	Indirect	Y	Local	Ope
Direct Energy Business, LLC	243550055951191	108.30	Electricity Ste 3 December 2024	Indirect	Y	Local	Ope
Direct Energy Business, LLC	243550055951192	84.42	Electricity Ste 5 December 2024	Indirect	Y	Local	Ope
Gexa Energy, LP	27234169	58.66	Electricity Ste 6 December 2024	Indirect	Y	Local	Ope
JWH and Associates, Inc.	2224	2,250.00	Railroad Alternatives Harlingen Yard November 2024	North Rail Relocation	Y	Local	TRZ
JWH and Associates, Inc.	2324	500.00	FM 511 Traffic Roadway Nov 2024	FM 511	Y	Local	TRZ
NRG Energy, Inc	304002863125	26.46	Electrical Ste 8 December 2024	Indirect	Y	Local	Ope
Pathfinder Public Affairs, Inc	83	12,000.00	Consulting Services November 2024	Indirect	Y	Local	Ope
Prisciliano Delgado	10628	250.00	Lawn Services December 2024	Indirect	Y	Local	Ope
RGV Access	2024-44	275.00	ADA Review Admin & Toll Buildings	Indirect	Y	Local	Ope
R.R.P. Consulting Engineers, L.L.C.	U2716.500-23	8,000.00	East Loop APD WA 5 Oct 2024	SH 32 (East Loop)	Y	Local	TRZ
Toshiba Financial	545198749	361.93	Admin Printer January 2024	Indirect	Y	Local	Ope
		<u>29,395.43</u>					

Interlocal Agreements

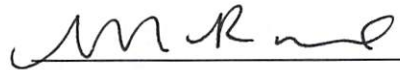
Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
GDJ Engineering	2024-245	\$ 10,639.42	US 281 Connector Nov 2024	281 Connector	Y	Local	Ope
R.R.P. Consulting Engineers, L.L.C.	U2716.500-23	460.53	East Loop APD WA 5 Oct 2024	SH 32 (East Loop)	Y	Local	Ope
		<u>11,099.95</u>					

Tolls


Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
American Express	AMEX Dec 2024	\$ 253.61	Credit Card Charges Dec 2024	Indirect	Y	Local	Tolls
Culligan of the Rio Grande Valley	320895 12/24	57.95	Bottled Water Delivery December 2024	Indirect	Y	Local	Tolls
Direct Energy Business, LLC	243550055951193	324.19	Electricity Tolls December 2024	Indirect	Y	Local	Tolls
Direct Energy Business, LLC	243580055959797	187.04	Electricity 570 Fm 511 December 2024	Direct Connectors - SH550	Y	Local	Tolls
Direct Energy Business, LLC	243580055959798	329.43	Electricity 1895 Fm 511 #1 December 2024	FM1847 - SH550	Y	Local	Tolls
Direct Energy Business, LLC	24358005960509	85.29	Electricity 1705 Fm 511 December 2024	Direct Connectors - SH550	Y	Local	Tolls
Los Fresnos Rodeo Committee, Inc.	20251026	750.00	Kiss Camera Sunday Sponsorship 2025 LF Rodeo	Indirect	Y	Local	Tolls
RGV Access	2024-44	275.00	ADA Review Admin & Toll Buildings	Indirect	Y	Local	Tolls
United States Postal Service	FC Stamps 12.31.24	730.00	First Class Postage 1000 Qty	Indirect	Y	Local	Tolls
		<u>2,992.51</u>					
Operations		29,395.43					
Interlocal Agree		11,099.95					
Tolls		<u>2,992.51</u>					
Total Transfer		<u>43,487.89</u>					

Reviewed by:

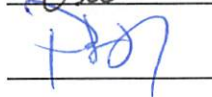
Monica R. Ibarra,
Accountant

 1.2.25

Victor J. Barron,
Chief Financial Officer

 1.2.25

Pete Sepulveda Jr.,
Executive Director

 1.2.25



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Claims December 18, 2024

Operations

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
City Of McAllen	Table Sponsorship	2,000.00	Table Sponsorship for State of the City Addresss-Gold	Indirect	Y	Local	Ope
Monica R Ibarra	Travel MRI 10/11-24	108.40	Travel Reimbursement MRI Oct-Nov 2024	Indirect	Y	Local	Ope
MPC Studios, Inc	34837	135.00	Website Maintenance Add Functionality to Archive files	Indirect	Y	Local	Ope
MPC Studios, Inc	34954	5,280.00	Annual Report 2023 Graphic Design	Indirect	Y	Local	Ope
PEDRO SEPULVEDA JR.	Travel PSJ I-69	364.86	Travel Reimbursement PSJ I69 Meeting	Indirect	Y	Local	Ope
South Padre Island Chamber of Commerce	18577	285.00	Membership Renewal Growth Fund Donation FY 2025 SPI	Indirect	Y	Local	Ope
Staples Business Credit	7003134455	802.70	Office Supplies Admin Tolls Nov 2024	Indirect	Y	Local	Ope
		<u>8,975.96</u>					

Tolls

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Mary Chapa	Travel MC 10.12.24	\$ 21.21	Travel & Misc Reimbursement MC 10.12.24	Indirect	Y	Local	Tolls
Monica R Ibarra	Travel MRI 10/11-24	86.30	Travel Reimbursement MRI Oct-Nov 2024	Indirect	Y	Local	Tolls
Executive Advertising	134760	2,617.39	Cooling Towel 500 Qty	Indirect	Y	Local	Tolls
Matus Contractor Company	819	9,975.00	Grass, Garbage, Herbicide Direct Connector to Paredes Line	Indirect	Y	Local	Tolls
MGT Impact Solutions, LLC	64716	767.36	Aruba 1G SFP LC 5X 500m MMF XCVR	Indirect	Y	Local	Tolls
Lisa A Garcia	0155	90.00	SH550 Detail LG 12.16.24	Indirect	Y	Local	Tolls
Staples Business Credit	7003134455	1,691.83	Office Supplies Admin Tolls Nov 2024	Indirect	Y	Local	Tolls
		<u>15,249.09</u>					

Operations	8,975.96
Tolls	<u>15,249.09</u>
Total Transfer	<u>24,225.05</u>

Reviewed by:

Monica R. Ibarra,
Accountant

 12.18.24

Victor J. Barron,
Chief Financial Officer

 12.18.24

Pete Sepulveda Jr.,
Executive Director

 12.18.24



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Claims December 16, 2024

Tolls

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
HCTRA	Cash/Check Dec 9	\$ 333.67	Cash/Check Deposits December 9 2024	Indirect	Y	Local	Tolls
HCTRA	Cash/Check Dec 10	148.36	Cash/Check Deposits December 10 2024	Indirect	Y	Local	Tolls
HCTRA	Cash/Check Dec 11	61.38	Cash/Check Deposits December 11 2024	Indirect	Y	Local	Tolls
HCTRA	Cash/Check Dec 12	1,536.68	Cash/Check Deposits December 12 2024	Indirect	Y	Local	Tolls
HCTRA	Cash/Check Dec 13	35.35	Cash/Check Deposits December 13 2024	Indirect	Y	Local	Tolls
		<u>2,115.44</u>					
	Tolls	<u>2,115.44</u>					
	Total Transfer	<u>2,115.44</u>					

Reviewed by:

Monica R. Ibarra, Accountant

M R. Ibarra 12.16.24

Victor J. Barron,
Chief Financial Officer

VJB 12.16.24

Pete Sepulveda Jr, Executive
Director

Pete Sepulveda, Jr. 12.16.24



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Claims December 11, 2024

Operations

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Bernard's Electric, LLC	190361	\$ 180.00	Plumbing Repair In Ste 5	Indirect	Y	Local	Ope
Brownsville Chamber of Commerce	735462	550.00	Brownsville Chamber of Commerce Membership 2025	Indirect	Y	Local	Ope
GDJ Engineering	2024-237	9,009.62	MPO Proj Nov 2024	Indirect	Y	Local	TRZ
Housman & Associates, LLC	TTF 2025	2,500.00	Texas Transportation Forum Partnership Sponsorship	Indirect	Y	Local	Ope
Matus Contractor Company	816	324.75	Flower Bed Restoration Admin Bldg	Indirect	Y	Local	Ope
MPark Consulting, LLC	3	1,412.25	Professional Service Agreement On Call for CBP Proj	Indirect	Y	Local	Ope
MPC Studios, Inc	34880	334.00	Website Hosting December 2024	Indirect	Y	Local	Ope
RingCentral, Inc.	CD_000974150	369.26	Phone System Nov 2024	Indirect	Y	Local	Ope
RingCentral, Inc.	CD_000974150.	369.26	Phone System Dec 2024	Indirect	Y	Local	Ope
Rentfro, Irwin, & Irwin, P.L.L.C	2765	2,472.50	Legal Services Nov 2024	Indirect	Y	Local	Ope
Charter Communications	185525901120124	774.06	Internet Admin/Tolls Dec 2024	Indirect	Y	Local	Ope
Verizon Wireless	9979463422	75.98	Internet HotSpot November 2024	Indirect	Y	Local	Ope
Valley Municipal Utility District	2030007806 11/24	37.41	Water & Wastewater Ste 7 Nov 2024	Indirect	Y	Local	Ope
Valley Municipal Utility District	2030007907 11/24	37.41	Water & Wastewater Ste 6 Nov 2024	Indirect	Y	Local	Ope
Valley Municipal Utility District	2030008005 11/24	37.49	Water & wastewater Ste 4 Nov 2024	Indirect	Y	Local	Ope
Valley Municipal Utility District	2030008105 11/24	37.16	Water & Wastewater Ste 3 Nov 2024	Indirect	Y	Local	Ope
Valley Municipal Utility District	2030008306 11/24	37.26	Water & Wastewater Ste 8 Nov 2024	Indirect	Y	Local	Ope
Valley Municipal Utility District	2030008406 11/24	36.89	Water & Wastewater Ste 5 Nov 2024	Indirect	Y	Local	Ope
		<u>18,595.30</u>					

Tolls

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Aflac	354298	\$ 37.68	Employee Supplemental Insurance December 2024	Indirect	Y	Local	Tolls
Fagan Consulting LLC	BOS-2411	260.57	Back Office System Transition Nov 2024	Indirect	Y	Local	Tolls
iCheckU Drug and Alcohol Testing Services	963	300.00	Criminal Background GF,CR,AC,NB,FL	Indirect	Y	Local	Tolls
LexisNexis Risk Solutions FL Inc	1100056138	120.33	Address and Name Lookup Novemeber 2024	Indirect	Y	Local	Tolls
Matus Contractor Company	817	500.00	Paint Graffiti at Paredes In Bridge	Indirect	Y	Local	Tolls
NSA Property Holdings LLC d/b/a Move It Storage- Los Fresnos	Unit #923 12/24	374.00	Storage Unit #923 December 2024	Indirect	Y	Local	Tolls
RingCentral, Inc.	CD_000974150	369.26	Phone System Nov 2024	Indirect	Y	Local	Tolls
RingCentral, Inc.	CD_000974150.	369.26	Phone System Dec 2024	Indirect	Y	Local	Tolls
Charter Communcations	185399301120124	590.88	Ethernet Interstate 2129 Fm Apt 511 Bro Dec 2024	Direct Connectors - SH550	Y	Local	Tolls
Charter Communcations	185525901120124	774.06	Internet Admin/Tolls Dec 2024	Indirect	Y	Local	Tolls
Charter Communcations	239414901120124	590.88	Ethernet Intrastate 7301 Metropolis Dr Dec 2024	Direct Connectors - SH550	Y	Local	Tolls
Verizon Wireless	9979463422	75.98	Internet HotSpot November 2024	Indirect	Y	Local	Tolls
Valley Municipal Utility District	3010066802 11/24	53.73	Water & Wastewater Tolls Nov 2024	Indirect	Y	Local	Tolls
Xtreme Security	101831	119.85	Tolls Alarm Dec 2024-Feb 2025	Indirect	Y	Local	Tolls
		<u>4,536.48</u>					
Operations		18,595.30					
Tolls		<u>4,536.48</u>					
Total Transfer		<u>23,131.78</u>					

Reviewed by:

Monica R. Ibarra,
Accountant

MR Ibarra 12.11.24

Victor J. Barron,
Chief Financial Officer

VJB 12.11.24

Pete Sepulveda Jr.,
Executive Director

PJS 12.11.24



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Claims December 9, 2024

Tolls

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
HCTRA	Cash/Check Dec 2	\$ 159.84	Cash/Check Deposits December 2 2024	Indirect	Y	Local	Tolls
HCTRA	Cash/Check Dec 3	90.91	Cash/Check Deposits December 3 2024	Indirect	Y	Local	Tolls
HCTRA	Cash/Check Dec 4	576.30	Cash/Check Deposits December 4 2024	Indirect	Y	Local	Tolls
HCTRA	Cash/Check Dec 5	320.35	Cash/Check Deposits December 5 2025	Indirect	Y	Local	Tolls
HCTRA	Cash/Check Dec 6	76.55	Cash/Check Deposits December 6 2026	Indirect	Y	Local	Tolls
		<u>1,223.95</u>					
	Tolls	<u>1,223.95</u>					
	Total Transfer	<u>1,223.95</u>					

Reviewed by:

Monica R. Ibarra, Accountant

MR. Ibarra 12.9.24

Victor J. Barron,
Chief Financial Officer

VJB 12.9.24

Pete Sepulveda Jr, Executive
Director

Pete Sepulveda, Jr. 12.09.24

2-C APPROVAL OF CLAIMS.



CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
BOD Claims January 17, 2025

Operations

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Cameron County	CC Loan Pmt 1/2025	\$ 25,000.00	Partial Payment to Outstanding Loan with Cameron County	Indirect	Y	Local	Ope
R.R.P. Consulting Engineers, L.L.C.	U2716.339-14	17,192.57	SH 48 Master Plan November 2024	SH 48 Master Plan	Y	Local	TRZ
Texas County District Retirement System	TCDRS Dec 2024	18,101.02	TCDRS December 2024	Indirect	Y	Local	Ope
TML Health Benefits Pool	PCAMERO62502	12,969.42	Employee Health Benefits February 2025	Indirect	Y	Local	Ope
		<u>73,263.01</u>					

Interlocal Agreement

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
GDJ Engineering	2024-268	\$ 37,703.25	Dana Rd Project December 2024	Dana Rd	Y	Local	Restri
GDJ Engineering	2024-269	145,307.02	US 281 Connector December 2024	281 Connector	Y	Local	Ope
R.R.P. Consulting Engineers, L.L.C.	U2716.230-10	16,236.54	FM 509 APD November 2024	FM 509	Y	Local	Ope
R.R.P. Consulting Engineers, L.L.C.	U2716.334-10	27,934.99	Flor De Mayo NEPA November 2024	Flor De Mayo Bridge	Y	Local	Restri
R.R.P. Consulting Engineers, L.L.C.	U2716.441-06	62,638.36	South Parallel Corridor November 2024	South Parallel Corridor	Y	Local	Ope
R.R.P. Consulting Engineers, L.L.C.	U3048-14	43,947.74	West Blvd APD & PS&E November 2024	West Rail Corridor	Y	Local	Ope
		<u>333,767.90</u>					

Tolls

Vendor Name	Invoice Number	Cash Required	Invoice/Credit Description	PROJ Title	Transfer Funds	Funding Source	Bank Account
Kapsch TrafficCom USA, Inc	486025SI	\$ 22,520.70	Toll System Maintenance December 2024	Indirect	Y	Local	Tolls
Texas County District Retirement System	TCDRS Dec 2024	9,140.75	TCDRS December 2024	Indirect	Y	Local	Tolls
TML Health Benefits Pool	PCAMERO62502	11,194.94	Employee Health Benefits February 2025	Indirect	Y	Local	Tolls
TML Intergovernmental Risk Pool	9384 1.1.25	27,449.00	Insurance Coverage 1.1.25	Indirect	Y	Local	Tolls
		<u>70,305.39</u>					
	Operations	\$ 73,263.01					
	Interlocal Agree	333,767.90					
	Tolls	<u>70,305.39</u>					
	Total Transfer	<u>\$ 477,336.30</u>					

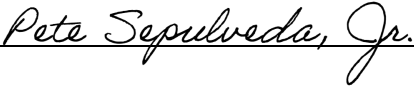
Reviewed by:

Victor J. Barron,
Chief Financial Officer



1.10.25

Pete Sepulveda Jr,
Executive Director



01.10.25

**2-D CONSIDERATION AND APPROVAL OF THE FINANCIAL
STATEMENTS AND BUDGET AMENDMENTS FOR THE MONTH OF
NOVEMBER 2024.**

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

November 2024 Financial Report



PETE SEPULVEDA, JR., EXECUTIVE DIRECTOR
VICTOR J. BARRON, CHIEF FINANCIAL OFFICER

Administrative Operations Revenues and Expenses

- ▶ Total operating revenues Current Year Actual decreased 1.35% compared to Prior Year Current Year
- ▶ Operating expenses in line with budget
- ▶ Total operating income Current Year Actual decreased 7.04% compared to Prior Year Current Year.
- ▶ Current Year Actual Net Position \$371,992.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY Statement of Revenues and Expenses - Monthly R&E - Unposted Transactions Included In Report From 11/1/2024 Through 11/30/2024

	Current Period Actual	Current Year Actual	YTD Budget - Original	Annual Budget Variance - Original	Prior Year Actual	Current Year % Change
Operating Revenues						
Vehicle registration fees	\$ 229,540	\$ 518,640	\$ 3,490,000	\$ (2,971,360)	\$ 524,430	(1.10)
Interlocal agreements	13,000	26,000	425,700	(399,700)	26,000	-
Other revenues	-	-	-	-	1,670	(100.00)
Total Operating Revenues	242,540	544,640	3,915,700	(3,371,060)	552,100	(1.35)
Operating Expenses						
Personnel costs	81,804	185,356	1,532,424	1,347,068	191,112	(3.01)
Professional services	17,422	35,657	284,000	248,343	31,342	13.77
Advertising & marketing	7,864	12,526	62,000	49,474	8,240	52.01
Data processing	1,884	15,795	40,000	24,205	11,658	35.49
Dues & memberships	-	1,000	30,000	29,000	1,000	-
Education & training	240	240	10,000	9,760	-	100.00
Fiscal agent fees	-	-	52,590	52,590	-	-
Insurance	743	1,487	9,300	7,813	-	100.00
Maintenance & repairs	1,300	2,150	85,000	82,850	2,396	(10.28)
Office supplies	1,911	6,847	46,050	39,203	2,266	202.24
Leases	365	635	2,870	2,236	622	1.93
Travel	1,085	4,941	30,000	25,059	4,480	10.30
Utilities	1,874	4,276	34,150	29,874	4,524	(5.48)
Contingency	-	-	131,491	131,491	-	-
Total Operating Expenses	116,493	270,910	2,349,875	2,078,965	257,640	5.15
Total Operating Income (Loss)	126,047	273,730	1,565,825	(1,292,095)	294,460	(7.04)
Non Operating Revenues						
Interest income	105,523	219,277	425,000	(205,723)	174,900	25.37
TRZ revenue	-	-	9,000,000	(9,000,000)	-	-
Total Non Operating Revenues	105,523	219,277	9,425,000	(9,205,723)	174,900	25.37
Non Operating Expenses						
Debt principal and interest	-	-	1,965,825	1,965,825	-	-
Debt interest-LOC	-	-	25,000	25,000	-	-
Project expenses	71,801	121,015	9,000,000	8,878,985	189,678	(36.20)
Total Non Operating Expenses	71,801	121,015	10,990,825	10,869,810	189,678	(36.20)
Total Changes in Net Position	\$ 159,769	\$ 371,992	\$ -	\$ 371,992	\$ 279,681	33.01

Unaudited Financial Statements Subject to Change

Toll Operation Revenues and Expenses

- ▶ Total toll operating revenues Current Year Actual decreased 21.49% compared to Prior Year Current Year
- ▶ Operating expenses in line with budget
- ▶ Total operating income Current Year Actual decreased 35.71% compared to Prior Year Current Year
- ▶ Current Year Actual Net Position \$405,872.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Toll Operations Revenues Expenses - Cash - Toll Operations Revenues Expenses - Cash - Unposted Transactions Included
In Report From 11/1/2024 Through 11/30/2024

	Current Period Actual	Current Year Actual	YTD Budget - Original	Annual Budget Variance - Original	Prior Year Actual	Current Year % Change
Toll Operating Revenues						
TPS Revenues	\$ 281,105	\$ 440,374	\$ 3,250,000	\$ (2,809,626)	\$ 638,668	(31.05)
Fuego Revenues	89,129	171,981	750,000	(578,019)	103,202	66.64
Interop Revenues						
Interop revenues	93,723	213,197	1,295,000	(1,081,803)	199,745	6.73
Bridge interoperability	-	-	-	-	94,052	(100.00)
Total Interop Revenues	93,723	213,197	1,295,000	(1,081,803)	293,797	(27.43)
Other Toll Revenues						
Interlocal agreement revenues	3,333	6,667	43,600	(36,933)	24,333	(72.60)
Total Other Toll Revenues	3,333	6,667	43,600	(36,933)	24,333	(72.60)
Total Toll Operating Revenues	467,290	832,219	5,338,600	(4,506,381)	1,060,000	(21.49)
Toll Operating Expenses						
Personnel costs	55,281	118,250	1,164,685	1,046,435	111,282	6.26
Transaction processing costs	5,022	18,947	235,000	216,053	148,839	(87.27)
Toll system maintenance/IT	30,000	60,000	360,000	300,000	46,356	29.43
Roadside maintenace	35,601	96,183	716,100	619,917	82,776	16.20
CSC indirect/overhead costs	58,542	132,966	1,117,034	984,068	39,446	237.09
Total Toll Operating Expenses	184,446	426,346	3,592,819	3,166,473	428,699	(0.55)
Total Operating Income (Loss)	282,844	405,872	1,745,781	(1,339,909)	631,301	(35.71)
Non Operating Revenues						
Other Financing Sources						
Pass through grant revenues	-	-	1,385,000	(1,385,000)	-	-
Total Other Financing Sources	-	-	1,385,000	(1,385,000)	-	-
Total Non Operating Revenues	-	-	1,385,000	(1,385,000)	-	-
Non Operating Expenses						
Debt principal and interest	-	-	3,130,781	3,130,781	-	-
Total Non Operating Expenses	-	-	3,130,781	3,130,781	-	-
Changes in Net Position	\$ 282,844	\$ 405,872	\$ -	\$ 405,872	\$ 631,301	(35.71)

Unaudited Financial Statements Subject to Change

Combined Revenues and Expenses

- ▶ Total operating revenues Current Year Actual decreased 14.59% compared to Prior Year Current Year
- ▶ Operating expenses in line with budget
- ▶ Total net change from operations decreased 26.59% compared to Prior Year Current Year
- ▶ Current Year Actual Net Position \$777,864.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
Combined Statement of Revenues and Expenses - Unposted Transactions Included
In Report From 11/1/2024 Through 11/30/2024

	Current Period Actual	Current Year Actual	YTD Budget - Original	Annual Budget Variance - Original	Prior Year Actual	Current Year % Change
Operating Revenues						
Vehicle registration fees	\$ 229,540	\$ 518,640	\$ 3,490,000	\$ (2,971,360)	\$ 524,430	(1.10)
Interlocal agreement	16,333	32,667	469,300	(436,633)	52,003	(37.18)
Toll revenues	463,957	825,552	5,295,000	(4,469,448)	1,035,667	(20.29)
Total Operating Revenues	709,830	1,376,859	9,254,300	(7,877,441)	1,612,099	(14.59)
Operating Expenses						
Personnel costs	137,084	303,607	2,697,109	2,393,502	302,394	0.40
Accounting software and services	-	-	10,000	10,000	-	-
Professional services	14,950	26,950	214,000	187,051	24,000	12.29
Contractual services	2,473	9,406	95,000	85,594	29,704	(68.33)
Advertising & marketing	37,081	46,122	312,000	265,878	33,392	38.12
Data processing	1,884	15,795	40,000	24,205	11,658	35.49
Dues & memberships	-	1,000	42,000	41,000	1,000	-
Education & training	240	240	20,000	19,760	-	100.00
Fiscal agent fees	-	-	57,790	57,790	-	-
Insurance	1,206	29,861	117,900	88,039	21,480	39.02
Maintenance & repairs	2,022	3,122	210,000	206,878	3,109	0.42
Office supplies	3,806	10,246	183,550	173,304	72,800	(85.93)
Road maintenance	62,496	122,486	910,000	787,514	137,281	(10.78)
Leases	686	1,277	37,370	36,094	1,854	(31.16)
Toll services	5,022	17,975	230,000	212,025	28,912	(37.83)
Travel	3,682	9,275	80,000	70,725	5,227	77.44
Utilities	5,877	12,494	108,442	95,948	11,470	8.92
Contingency	22,430	87,403	577,533	490,130	2,059	4,145.43
Total Operating Expenses	300,939	697,257	5,942,694	5,245,437	686,339	1.59
Net Change from Operations	408,891	679,602	3,311,606	(2,632,004)	925,760	(26.59)
Non Operating Revenue						
Pass through grant revenues	-	-	1,385,000	(1,385,000)	-	-
Interest income	105,523	219,277	425,000	(205,723)	174,900	25.37
TRZ Revenue	-	-	9,000,000	(9,000,000)	-	-
Total Non Operating Revenue	105,523	219,277	10,810,000	(10,590,723)	174,900	25.37
Non Operating Expenses						
Bond Debt Expense	-	-	5,096,606	5,096,606	-	-
Debt Interest - LOC	-	-	25,000	25,000	-	-
Project expenses	71,801	121,015	9,000,000	8,878,985	189,678	(36.20)
Total Non Operating Expenses	71,801	121,015	14,121,606	14,000,591	189,678	(36.20)
Changes in Net Position	\$ 442,614	\$ 777,864	\$ -	\$ 777,864	\$ 910,982	(14.61)

Unaudited Financial Statements Subject to Change

Interlocal Revenues and Expenses – Monthly

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Statement of Revenues and Expenses

From 11/1/2024 Through 11/30/2024

	Cameron County	City of Brownsville	City of San Benito	Total
Interlocal Revenues				
SH 32 (East Loop)	\$ 461	\$ 54,602	\$ -	\$ 55,062
South Parallel Corridor	71,004	-	-	71,004
Stenger Rd TASA	-	-	7,865	7,865
281 Connector	10,639	-	-	10,639
Total Interlocal Revenues	82,104	54,602	7,865	144,571
Interlocal Expenses				
SH 32 (East Loop)	461	54,602	-	55,062
South Parallel Corridor	71,004	-	-	71,004
Stenger Rd TASA	-	-	7,865	7,865
281 Connector	10,639	-	-	10,639
Total Interlocal Expenses	82,104	54,602	7,865	144,571
Total Changes in Net Position	\$ -	\$ -	\$ -	\$ -

Unaudited Financial Statements Subject to Change

Interlocal Revenues and Expenses – Year to Date

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Statement of Revenues and Expenses

From 10/1/2024 Through 11/30/2024

	Cameron County	City of Brownsville	City of San Benito	City of Los Fresnos	Total
Interlocal Revenues					
SH 32 (East Loop)	\$ 461	\$ 54,602	\$ -	\$ -	\$ 55,062
South Parallel Corridor	71,004	-	-	-	71,004
COLF Hike & Bike Trail Project	-	-	-	4,625	4,625
Stenger Rd TASA	-	-	13,966	-	13,966
281 Connector	28,934	-	-	-	28,934
CC - Consulting Services PF	8,000	-	-	-	8,000
Total Interlocal Revenues	108,399	54,602	13,966	4,625	181,592
Interlocal Expenses					
SH 32 (East Loop)	461	54,602	-	-	55,062
South Parallel Corridor	71,004	-	-	-	71,004
COLF Hike & Bike Trail Project	-	-	-	4,625	4,625
Stenger Rd TASA	-	-	13,966	-	13,966
281 Connector	28,934	-	-	-	28,934
CC - Consulting Services PF	8,000	-	-	-	8,000
Total Interlocal Expenses	108,399	54,602	13,966	4,625	181,592
Total Changes in Net Position	\$ -	\$ -	\$ -	\$ -	\$ -

Unaudited Financial Statements Subject to Change

Balance Sheet

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY	
Balance Sheet	
As of 11/30/2024	
	Current Year
ASSETS	
Current Assets:	
Cash and cash equivalents	\$ 6,896,519
Restricted cash - projects	4,080,287
Restricted cash accounts - debt service	8,673,225
Restricted cash - bond proceeds	1,849,766
Restricted cash - Transportation Reinvestment Zone (TRZ)- South Padre Island	5,000,000
Restricted cash - Transportation Reinvestment Zone (TRZ)- East Loop	3,777,080
Restricted cash - Transportation Reinvestment Zone (TRZ)- Outer Parkway	2,000,000
Restricted cash - Transportation Reinvestment Zone (TRZ)- US 281 Connector	1,000,000
Restricted cash - Transportation Reinvestment Zone (TRZ)- Whipple Road	1,000,000
Restricted cash - Transportation Reinvestment Zone (TRZ)- Other Projects	3,673,539
Accounts receivable, net	
Vehicle Registration Fees - Receivable	478,435
Other	5,809,784
Total Accounts receivable, net	6,288,219
Accounts receivable - other agencies	2,856,755
Prepaid expenses	42,214
Total Current Assets:	47,137,605
Non Current Assets:	
Capital assets, net	93,848,299
Capital projects in progress	23,593,580
Unamortized bond prepaid costs	85,388
Net pension asset	289,629
Total Non Current Assets:	117,816,897
Deferred Outflow of Resources	
Deferred outflow related to pension	235,270
Total ASSETS	165,189,771
LIABILITIES	
Current Liabilities	
Accounts payable	428,736
Accrued expenses	297,588
Unearned revenue	3,945,893
Total Current Liabilities	4,672,217
Non Current Liabilities	
Due to other agencies	16,134,188
Long term bond payable	70,015,066
Total Non Current Liabilities	86,149,254
Deferred Inflows of Resources	
Deferred inflows related to pension	188,050
Total LIABILITIES	91,009,521
NET POSITION	
Beginning net position	
Total Beginning net position	55,690,575
Changes in net position	
Total Changes in net position	18,489,675
Total NET POSITION	74,180,250
TOTAL LIABILITIES, DEFERRED INFLOWS AND NET POSITION	\$ 165,189,771

Statement of Cash Flows

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Statement of Cash Flows

As of 11/30/2024

	Current Period	Current Year
Cash Flows from Operating Activities		
Receipts from vehicle registration fees	\$ 249,290	\$ 870,050
Receipts from interop toll revenues	93,723	213,197
Receipts from TPS toll revenues	370,234	612,355
Receipts from other operating revenues	16,333	32,667
Payments to vendors	(170,624)	(434,896)
Payments to employees	(136,928)	(317,674)
Total Cash Flows from Operating Activities	422,028	975,699
Cash Flows from Capital and Related Financing Activities		
Acquisitions of construction in progress	(855,844)	(1,300,320)
Payment on interlocal project expenses	(216,372)	(294,607)
Advances and Interlocal project proceeds	(290,452)	308,235
Total Cash Flows from Capital and Related Financing Activities	(1,362,668)	(1,286,693)
Cash Flows from Investing Activities		
Receipts from interest income	105,523	219,277
Total Cash Flows from Investing Activities	105,523	219,277
Beginning Cash & Cash Equivalents	38,785,532	38,042,132
Ending Cash & Cash Equivalents	\$ 37,950,416	\$ 37,950,416

Unaudited Financial Statements Subject to Change

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

November 2024 Toll Operations Report



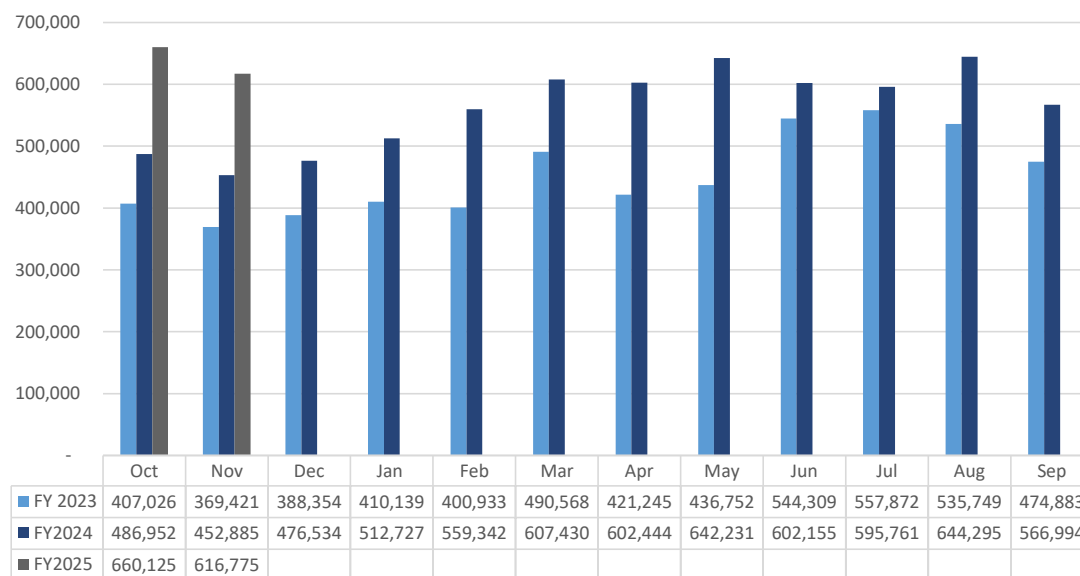
JANETT HUERTA
TOLL OPERATIONS ADMINISTRATOR



Year to Year Traffic Comparison

36% Increase from November 2023

SH 550 Transactions

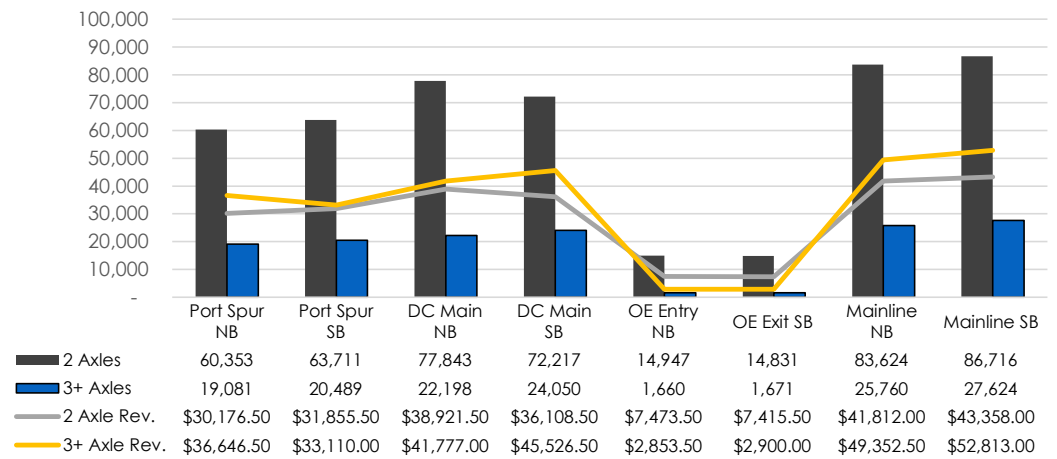


FY Year Total	
FY 2023	5,437,251
FY 2024	6,749,750
FY 2025*	1,276,900
*Throught November	

Transactions & Revenue by Axle November 2024



Monthly Transactions and Projected Revenue Data by Plaza
2 axle Passenger vs. 3+ axles Commercial Vehicles



Tag Penetration November 2024



Agency	Transaction Count	Projected Revenue
FUEGO	100,584	\$ 89,129.33
HCTRA	85,853	\$ 64,376.55
TXTAG	42,320	\$ 24,929.50
NTTA	19,450	\$ 19,933.00
KTA	664	\$ 595.00
PIKEPASS	2,023	\$ 1,831.50
BANKPASS		
Total	250,894	\$ 200,794.88

**Valid Tag Penetration
41%**



Image Review Overview

FY 2025	
Month	Total
October	447,413
November	442,935
December	
January	
February	
March	
April	
May	
June	
July	
August	
September	
Total Images Processed	890,348

Code Off Report November 2024					
Breakdown - Reason Codes	Gantries				
	Direct Connector	FM1847	Old Alice	Port Spur	Total
Blurred Plate	635	1331	134	1504	3,604
DMV Mismatch	33	33	4	18	88
No Image	3			2	5
No Plate	2281	2645	228	1537	6,691
No Vehicle	37	24	10	9	80
Partial Plate	546	507	175	622	1,850
Plate Obstruction	1505	1839	190	1267	4,801
Too Bright	213	248	15	71	547
Too Dark	13	37	3	33	86
Unknown State	145	151	12	118	426
Total per Plaza	5,411	6,815	771	5,181	18,178

3% Code Off Rate

Source	Payment Mode	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
CSC Payments	Bank												
	Cash	\$1,467.48	\$7,394.28										
	Check/Money Order	\$9,035.64	\$10,157.82										
	CreditCard/DebitCard	\$66,084.08	\$62,216.75										
	Total Amount	\$76,587.20	\$ 79,768.85	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
WEB Payments													
	Bank	\$3,517.44	\$8,773.48										
	CreditCard/Debit Card	\$100,382.27	\$168,995.73										
	Total Amount	\$103,899.71	\$177,769.21										
	Combined Total	\$180,486.91	\$ 257,538.06	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$0.00	\$ -	\$ -

YTD \$ 438,024.97

FY 2025 Payment Processing



FY 2025 Mail Report



Month	Toll Bill	First Notice	Second Notice	Final Notice	Total
October	24,868	100	100	100	25,168
November	24,296	10,406	8,994	9,367	53,063
December					-
January					-
February					-
March					-
April					-
May					-
June					-
July					-
August					-
September					-
Total	49,164	10,506	9,094	9,467	19,600

FY 2025 CSR Monthly Call Report

[illegible]

[illegible]

**2-E CONSIDERATION AND APPROVAL OF PAYMENTS OF INVOICES
AND RELEASE OF CHECKS TO G-8 UTILITIES, LLC AND ZIWA
CORPORATION FOR THE SH 550 EMERGENCY REPAIR PROJECT
AND THE FREE TRADE BRIDGE (LOS INDIOS) PORT OF ENTRY
EXPORT BUILDING RENOVATION DONATION ACCEPTANCE
PROGRAM PROJECT.**

**G-8 Utilities, LLC - \$121,041.50
ZIWA Corporation - \$175,000**

**2-F CONSIDERATION AND APPROVAL OF THE CAMERON COUNTY
REGIONAL MOBILITY AUTHORITYT AMENDED TRAVEL POLICY TO
COMPLY WITH THE U.S. GENERAL SERVICES ADMINISTRATION (GSA)
PER DIEM AND INTERNAL REVENUE SERVICE (IRS) MILEAGE RATES
FOR 2025.**



REIMBURSEMENT AND TRAVEL POLICY

Travel Arrangements

- Should be made at lowest cost, using the Internet, if possible, to mitigate fees with the guidelines set below for Lodging, Mileage, and Meals. Travel agents may be used on more complicated travel arrangements to reduce staff time and thereby reduce overall costs.
- Employee travel should be done in a manner to minimize time away from work.
- Hotel shuttles should be used when available.
- Additional lodging reimbursement would be allowed only if the reduction in airfare is greater than the extra days lodging and per diems.

Hotel Accommodations

In State or Out of State Lodging must follow the below guidelines for daily rates. These rates match those set by the Texas Comptroller for State of Texas Employee's Travel Reimbursement as of October 1st of every Fiscal Year.

See attachment of GSA Rates

- Executive Staff, Key Personnel, and Board Members are eligible up to twice the amount listed on the attached GSA Rates.
- Exceptions to the attached rates require prior approval by Executive Director and would include:
 - The hotel would reduce total overall costs of travel, such as not requiring a rental car.
 - Time constraints for business meetings would require staying at a closer hotel.
 - Conference Rate.
 - Out of State or Out of Country Travel.

Meals

In State or Out of State meals must follow the below guidelines for daily rates. These rates match those set by the Texas Comptroller for State of Texas Employee's Travel Reimbursement as of October 1st of every Fiscal Year.

See attachment of GSA Rates for Overnight Travel and Textravel Rates for Non-Overnight Travel

- Executive Staff, Key Personnel, and Board Members are eligible up to twice the amount listed on the attached GSA Rates.
- Meals not related to CCRMA business will not be reimbursed.
- Exceptions for meals exceeding the daily rate require justification and approval by Executive Director.
- No reimbursement for alcohol will be allowed.

Incidentals

- Reasonable and customary tips and gratuities can be included in meals and do not require a receipt.
- Parking, toll, and taxi expenses will be reimbursed.
- Other minor expenses should have receipt and justification for reimbursement.
- There will be no reimbursement for parking or traffic violations.
- There will be no reimbursement for entertainment purposes, including hotel movies.

Rental Vehicles

- Should use compact to mid-sized vehicles unless multiple persons traveling.
- Loss Damage Waiver should be used.

Airfare

- Airfare should be booked at the most economical rate as far in advance as reasonably possible.
- Coach, business fares, or internet specials should be used when possible.
- Travel agents may be used on more complicated travel arrangements to reduce staff time and thereby reduce overall costs.
- Cancellation fees or fees for ticket changes will be reimbursed if in the best interests of the CCRMA or a family emergency.

Mileage Reimbursement

Use of a personal vehicle on CCRMA business will be reimbursed using the current Internal Revenue Service Rate for business expense as of January 1st of every calendar year. The CCRMA travel reimbursement form should be used and include:

- Purpose of Travel.
- Dates of Travel.
- Net Mileage (using the CCRMA headquarters as origination point).
- Maximum reimbursement is mileage rate times the number of miles driven.

Food Service at Local Meetings

Food service for local business meeting will be reimbursed. These business meetings are required for the active conduct of CCRMA business and include CCRMA Board meetings and workshops, CCRMA Board Committee meetings, meetings with other governmental entities for CCRMA business. A request for reimbursement should include:

- The Purpose of the Meeting.
- The Time and Location of the Meeting.
- Names of Principal Attendees.
- Approval of Reimbursement by Executive Director.



IRS increases the standard mileage rate for business use in 2025; key rate increases 3 cents to 70 cents per mile

IR-2024-312, Dec. 19, 2024

WASHINGTON — The Internal Revenue Service today announced that the optional [standard mileage rate](#) for automobiles driven for business will increase by 3 cents in 2025, while the mileage rates for vehicles used for other purposes will remain unchanged from 2024.

Optional standard mileage rates are used to calculate the deductible costs of operating vehicles for business, charitable and medical purposes, as well as for [active-duty members of the Armed Forces who are moving](#).

Beginning Jan. 1, 2025, the standard mileage rates for the use of a car, van, pickup or panel truck will be:

- 70 cents per mile [driven for business use](#), up 3 cents from 2024.
- 21 cents per mile driven for medical purposes, the same as in 2024.
- 21 cents per mile driven for moving purposes for qualified active-duty members of the Armed Forces, unchanged from last year.
- 14 cents per mile driven in service of charitable organizations, equal to the rate in 2024.

The rates apply to fully-electric and hybrid automobiles, as well as gasoline and diesel-powered vehicles.

While the mileage rate for charitable use is set by statute, the mileage rate for business use is based on an annual study of the fixed and variable costs of operating an automobile. The rate for medical and moving purposes, meanwhile, is based on only the variable costs from the annual study.

Under the Tax Cuts and Jobs Act, taxpayers cannot claim a miscellaneous itemized deduction for unreimbursed employee travel expenses. And only taxpayers who are members of the military on active duty may claim a deduction for moving expenses incurred while relocating under orders to a permanent change of station.

Use of the standard mileage rates is optional. Taxpayers may instead choose to calculate the actual costs of using their vehicle.

Taxpayers using the standard mileage rate for a vehicle they own and use for business must choose to use the rate in the first year the automobile is available for business use. Then, in later years, they can choose to use the standard mileage rate or actual expenses.

For a leased vehicle, taxpayers using the standard mileage rate must employ that method for the entire lease period, including renewals.

[Notice 2025-5](#) [PDF](#) contains the optional 2025 standard mileage rates, as well as the maximum automobile cost used to calculate mileage reimbursement allowances under a fixed-and variable rate (FAVR) plan. The notice also provides the maximum fair market value of employer-provided automobiles first made available to employees for personal use in 2025 for which employers may calculate mileage allowances using a cents-per-mile valuation rule or the fleet-average-valuation rule.

Current Rates

Fiscal 2025 Travel Reimbursement Rates

Employees

In-State or Out-of-State Meals and Lodging	<p>Refer to the U.S. General Services Administration's (GSA's) federal <u>Domestic Maximum Per Diem Rates</u>, effective Oct. 1, 2024.</p> <p>If the city is not listed, but the county is listed, use the daily rate of the county.</p> <p>For locations not listed (city or county), the daily rates are:</p> <ul style="list-style-type: none">• Lodging in state/out of state: up to \$110.• Meals in state/out of state: up to \$68.
In-State or Out-of-State Non-Overnight Meals	Not to exceed \$36 daily
Automobile Mileage	70 cents per mile (Jan. 1 – Dec. 31, 2025)
Aircraft Mileage	\$1.76 per mile (Jan. 1 – Dec. 31, 2024)

Key Officials

In-State or Out-of-State Meals and Lodging	<p>Up to twice the amount listed on the GSA's <u>Domestic Maximum Per Diem Rates</u>.</p> <p>For areas not listed, the daily rates are:</p> <ul style="list-style-type: none">• Lodging in state/out of state: up to \$220.• Meals in state/out of state: up to \$136.
In-State or Out-of-State Non-Overnight Meals	Not to exceed \$72 daily
Automobile Mileage	70 cents per mile (Jan. 1 – Dec. 31, 2025)
Aircraft Mileage	\$1.76 per mile (Jan. 1 – Dec. 31, 2024)

Non-Overnight Travel

A **state employee** may be reimbursed for non-overnight meal expenses. If an employee on non-overnight travel receives reimbursement for meals, this amount would be considered income and must be reported on his or her W-2 tax form. See **Meal Reimbursements**.

Non-overnight meal reimbursements may not exceed \$36, according to the **General Appropriations Act, Article IX, Part 5, Section 5.05(b)**. The meal expense is only reimbursable if the employee is outside of his or her designated headquarters for at least six consecutive hours, per **Texas Government Code, Section 660.113(b)**. A state employee's mere passing through the employee's designated headquarters while traveling to a duty point from the employee's residence or from another duty point which is outside the employee's designated headquarters does not terminate or suspend a consecutive-hour string of being outside the headquarters. See **documentation requirements for non-overnight meal expenses**.

Note: State agencies are not required to reimburse for non-overnight meals but may choose to do so by authorization of the agency's **chief administrator**. The authorization may be provided on a case-by-case or blanket basis.

FY 2025 per diem rates for Texas

Meals and incidental expenses (M&IE) rates and breakdown

Primary destination	County	M&IE total	Breakfast	Lunch	Dinner	Incidental expenses	First and lastday of travel
Standard Rate	Applies for all locations without specified rates	\$68	\$16	\$19	\$28	\$5	\$51.00
Arlington / Fort Worth / Grapevine	Tarrant / City of Grapevine	\$80	\$20	\$22	\$33	\$5	\$60.00
Austin	Travis	\$80	\$20	\$22	\$33	\$5	\$60.00
Big Spring	Howard	\$68	\$16	\$19	\$28	\$5	\$51.00
Dallas	Dallas	\$80	\$20	\$22	\$33	\$5	\$60.00
Galveston	Galveston	\$74	\$18	\$20	\$31	\$5	\$55.50
Houston	Montgomery / Fort Bend / Harris	\$80	\$20	\$22	\$33	\$5	\$60.00
Midland / Odessa	Midland / Andrews / Ector / Martin	\$74	\$18	\$20	\$31	\$5	\$55.50
Pecos	Reeves	\$74	\$18	\$20	\$31	\$5	\$55.50
Plano	Collin	\$80	\$20	\$22	\$33	\$5	\$60.00
San Antonio	Bexar	\$74	\$18	\$20	\$31	\$5	\$55.50
South Padre Island	Cameron	\$74	\$18	\$20	\$31	\$5	\$55.50

**2-G CONSIDERATION AND APPROVAL OF A 60 DAY AMENDMENT AND
EXTENSION OF THE BANK DEPOSITORY CONTRACT WITH TEXAS
REGIONAL BANK.**

AMENDMENT TO AND EXTENSION OF THE DEPOSITORY CONTRACT

This Amendment (the "Amendment") to the Depository Contract (the "Depository Contract") entered into by and between the Cameron County Regional Mobility Authority (the "AUTHORITY") and Texas Regional Bank (the "BANK") is hereby amended as of the 17th day of January 2025 (the "Effective Date").

WHEREAS, the Final Term of the Depository Contract is February 1, 2024 through January 31, 2025; and,

WHEREAS, the BANK agreed to enter into a month-to-month extension of this Depository Contract with AUTHORITY after the expiration of the Final Term in the event that AUTHORITY makes a written request for such extension in order to comply with any procurement obligations; and,

WHEREAS, as of the Effective Date of this Amendment, the Authority needs, at a minimum, a sixty (60) day extension of the Final Term of the Depository Contract while the AUTHORITY complies with its procurement obligations; and,

WHEREAS, the parties agree that the Final Term shall be amended to expire on March 31, 2025; and,

WHEREAS, upon the expiration of the Final Term, as amended herein, the term of the Depository Contract shall automatically convert to being on a month-to-month basis;

NOW, THEREFORE, the Parties hereby agree to amend the Depository Contract, as follows:

1. The Final Term of the Depository Contract shall be amended to be February 1, 2024 – March 31, 2025. Upon the expiration of the Final Term, as amended herein, the term of the Depository Contract shall automatically convert to being on a month-to-month basis.
2. All other terms of the Depository Contract shall remain in full force and effect.

IN WITNESS WHEREOF, the Parties have executed this Amendment as of the Effective Date.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

By: Frank Parker, Jr.

Frank Parker, Jr., Chairman of the Board

TEXAS REGIONAL BANK

By: Alex Meade

Lincoln Talbert, Chief Financial Officer

ERP

on behalf of

Lincoln Talbert

**2-H CONSIDERATION AND APPROVAL OF A ONE-YEAR RENEWAL FOR
CUSTODIAL SERVICE CONTRACT WITH FLOR MUNOZ.**

AMENDMENT TO AND EXTENSION OF CONTRACT FOR CUSTODIAL SERVICES

This Amendment (the "Amendment") to the Contract for Custodial Services (the "Contract") entered into by and between the Cameron County Regional Mobility Authority (the "AUTHORITY") and Flor Munoz (the "Contractor") is hereby amended as of the 17th day of January 2025 (the "Effective Date").

WHEREAS, the current term of the Contract is January 18, 2024 to January 17, 2025 and will therefore expire on January 17, 2025; and,

WHEREAS, there are two (2) additional one (1) year options remaining on the Contract; and,

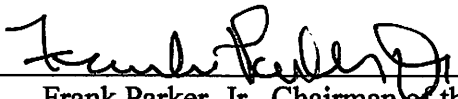
WHEREAS, the parties agree to extend the Contract for another one (1) year term leaving one (1) additional one (1) year option to renew;

NOW, THEREFORE, the Parties hereby agree to extend the Contract, as follows:

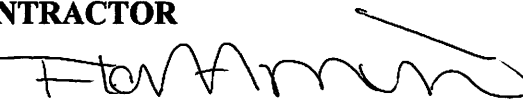
1. The term of the Contract shall be extended to be January 18, 2025 to January 17, 2026.
2. All other terms of the Contract shall remain in full force and effect.

IN WITNESS WHEREOF, the Parties have executed this Amendment as of the Effective Date.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

By: 
Frank Parker, Jr., Chairman of the Board

CONTRACTOR

By: 
Flor Munoz

**2-I CONSIDERATION AND APPROVAL OF CHANGE ORDER NUMBER 16 WITH
VIA PLUS FOR CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
TO CONTINUE WITH ACCESS OF THE BACK OFFICE SYSTEM.**

Request No: CCRMA-CO-16-JAN232024	Project/System: CCRMA Back-Office System	
Name of the Client: Cameron County Regional Mobility Authority ("CCRMA")		
Originator: CCRMA	Affected Area: CCRMA BOS	
Date Raised: JAN-10-2024	Priority:	Normal
Type: Change Order	Phase/Milestone: See below	
CO Authority: <p>This Change Order (CO) is issued pursuant to Article 4 of the Agreement for Back-Office System Implementation and Management ("BOS Agreement") dated May 2, 2016, between TollPlus, LLC, and CCRMA. CCRMA has requested a CO providing an estimate to extend access to the CCRMA BOS and Reporting systems. Any terms not defined in this CO will have the meanings defined in the BOS Agreement. This CO is subject to the terms of the BOS Agreement, including without limitation its provisions regarding obligations, variations, coordination, delay and force majeure.</p>		
Background: <p>CCRMA notified TollPlus via a letter dated May 31, 2024 that it wished to terminate the BOS agreement. TollPlus assisted CCRMA with its transition to a new BOS provider on July 15th, 2024. Pursuant to the BOS agreement, TollPlus has maintained the CCRMA BOS systems available for research and reporting for 90 days following the transition, and then, upon CCRMA request, extended access until January 31st, 2025. This CO is issued in response to a request by CCRMA to continue to extend access for three months to the CCRMA BOS and Reporting systems until April 30th, 2025.</p>		
Proposed Change Description: <p>TollPlus will maintain the CCRMA BOS in its current state only. This means that BOS activity that occurred prior to the CCRMA BOS transition on July 15th, 2024 will be preserved. No activity subsequent to that date is valid for reporting use. TollPlus will ensure that the current-state CCRMA BOS will be accessible to the CCRMA team for agent research and reporting until April 30th, 2025.</p>		
Assumptions: <ol style="list-style-type: none"> Decommissioning planning will continue in March 2025. Decommissioning activities will be scheduled to occur in May 2025. The BOS systems and reporting will no longer be accessible after April 30th, 2025. No other activities or contractual obligations from the BOS Agreement will apply during this period including, but without limitation, any account management, file, transaction, payment processing or billing with the CCRMA BOS, or any indemnification, insurance, KPIs or SLAs. CCRMA shall provide a written notification to TollPlus by February 28th, 2025 if CCRMA requires additional access after April 30th, 2025. Any requests will be responded to within 3 business days. Thereafter, commercially reasonable efforts will be made to resolve any issues or requests raised. 		
Actions proposed to be taken and impacted areas: <ul style="list-style-type: none"> Maintain the CCRMA BOS in the current state. Provide access to the CCRMA team. 		
Total CO Cost: \$22,983.00 <p>Due to the way the systems hosting is purchased, this CO must be paid in full by February 28th, 2025 otherwise access will be rescinded and the systems Decommissioning will resume.</p>		
Duration: 3 months		



Sincerely,

Signed by:

A handwritten signature in blue ink, appearing to read "Crystal Hannemann".

Crystal Hannemann, Chief Operating Officer
TollPlus, LLC

Accepted by:

Cameron County Regional Mobility Authority

Signature: A handwritten signature in blue ink, appearing to read "Frank Parker, Jr.".

Name: Frank Parker, Jr.

Title: Chairman

Date: January 30, 2025

**2-J DISCUSSION AND POSSIBLE ACTION REGARDING THE TRANSITION
WITH THE HARRIS COUNTY TOLL ROAD AUTHORITY.**

No Action Taken on this Item

**2-K CONSIDERATION AND APPROVAL OF CHANGE ORDER NUMBER 1 WITH
G-8 UTILITIES, LLC FOR BID 2024-SH550-1 CONSTRUCTION CONTRACT
FOR SH 550 EMERGENCY MAINTENANCE PROJECT.**

CONSTRUCTION CONTRACT CHANGE ORDER NUMBER: 01

1. CONTRACTOR: G-8 Utilities, LLC

2. Change Order Work Limits: Sta. 1173+76 to Sta. 1194+50

3. Type of Change (on federal-aid non-exempt projects): Major (Major/Minor)

4. Describe the change and the reason for the change order. When necessary, include exceptions to this agreement.

Addition to Project Scope to address another broken flume near the Southeast Corner of the SH550 - Paredes Line Intersection along the Eastbound Main Lanes. This change order is for the additional work, and the adjustment of quantities and unit costs due to field conditions.

CCSJ:

Project: 2024-SH550-1

Highway: SH 550

County: Cameron

District: Pharr

Contract Number: 2024-SH550-1

5. New or revised plan sheet(s) are attached and numbered: Added sheet 11a, Revised sheets 2, 5, 6, and 11

Each signatory hereby warrants that each has the authority to execute this Change Order.

<p>By signing this change order, the contractor agrees to waive any and all claims for additional compensation due to any and all other expenses; additional changes for time, overhead and profit; or loss of compensation as a result of this change. Further, the contractor agrees that this agreement is made in accordance with Item 4 and the Contract. Exceptions should be noted in the response for #5 above.</p>	<p>The following information must be provided</p> <p>Time Ext. #: <u>1</u> Days added on this C.O.: <u>5</u></p> <p>Amt. added by this change order: <u>23,998</u></p> <p>For TxDOT use only:</p> <p>Days participating: _____</p> <p>Amount participating: _____</p> <p>Signature _____ Date _____</p> <p>Name/Title _____</p>
<p>THE CONTRACTOR</p> <p>By <u>[Signature]</u> Date <u>1/9/24</u></p> <p>Typed/Printed Name <u>Alejandro Gomez</u></p> <p>Typed/Printed Title <u>President / Owner</u></p>	

RECOMMENDED FOR EXECUTION:

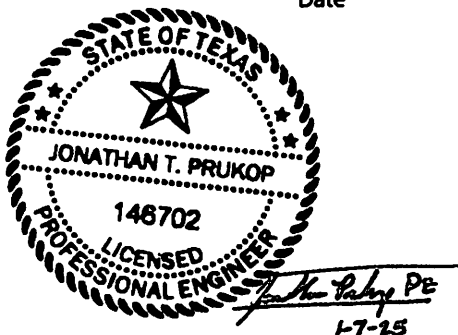
Jonathan Prukop, Project Engineer 01/07/25
Name/Title _____ Date _____

[Signature] 01/17/2025
Name/Title Frank Parker, Jr., Chairman Date _____

Name/Title _____ Date _____

Name/Title _____ Date _____

Engineer's Seal:



Name/Title _____ Date _____
☐ APPROVED ☐ REQUEST APPROVAL

Name/Title _____ Date _____
☐ APPROVED ☐ REQUEST APPROVAL

Name/Title _____ Date _____
☐ APPROVED ☐ REQUEST APPROVAL

Name/Title _____ Date _____
☐ APPROVED

CONSTRUCTION CONTRACT CHANGE ORDER NUMBER: 01

Estimated Cost: \$23,998.00

CCSJ: _____

Paid by Invoice? (☐ Yes ☐ No)

TABLE A: Force Account Work and Materials Placed into Stock

LABOR	HOURLY RATE	EQUIPMENT	HOURLY RATE

TABLE B: Contract Items

				ORIGINAL + PREVIOUSLY REVISED		NEW		
ITEM	DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	ITEM COST	QUANTITY	ITEM COST	OVERRUN/ UNDERRUN
150-6002	Blading	HR	275.00	60.00	16,500.00	49.00	13,475.00	- 3,025.00
169-6002	Soil Retention Blankets (CL 1)(TY B)	SY	45.00	145.00	6,525.00	0.00	0.00	- 6,525.00
169-6002	Soil Retention Blankets (CL 1)(TY B)	SY	14.00	0.00	0.00	1,288.00	18,032.00	18,032.00
400-6005	Cem Stabil Bkfl	CY	200.00	7.30	1,460.00	22.00	4,400.00	2,940.00
100-7002	PREP ROW	STA	2,000.00	0.00	0.00	0.50	1,000.00	1,000.00
132-6001	Embankment (Ord Comp)(Ty A)	CY	10.00	0.00	0.00	40.00	400.00	400.00
160-6003	Furnishing and Placing Topsoil (4in)	CY	30.00	0.00	0.00	31.00	930.00	930.00
164-6035	Drill Seeding (Perm)(Rural)(Clay)	AC	3,000.00	0.00	0.00	0.10	300.00	300.00
166-6001	Fertilizer	AC	5,000.00	0.00	0.00	0.10	500.00	500.00
168-6001	Vegetative Watering	MG	200.00	0.00	0.00	9.00	1,800.00	1,800.00
169-6002	Soil Retention Blankets (CL 1)(TY B)	SY	14.00	0.00	0.00	278.00	3,892.00	3,892.00
432-6002	Riprap (Conc) (5 in)	CY	1,200.00	0.00	0.00	3.00	3,600.00	3,600.00
506-6038	Temp Sedmt Cont Fence (Install)	LF	8.00	0.00	0.00	11.00	88.00	88.00
506-6039	Temp Sedmt Cont Fence (Remove)	LF	6.00	0.00	0.00	11.00	66.00	66.00
TOTALS					24,485.00		48,483.00	23,998.00

CONSTRUCTION CONTRACT CHANGE ORDER NUMBER: _____

TABLE B: Contract Items (Continued)

CCSJ:

[illegible]

**2-L CONSIDERATION AND APPROVAL OF SUPPLEMENTAL WORK
AUTHORIZATION NO. 1 TO WORK AUTHORIZATION NO. 34 WITH RRP
CONSULTING ENGINEERS, L.L.C., ENGINEERING FOR THE FLOR DE
MAYO PROJECT.**

SUPPLEMENTAL WORK AUTHORIZATION NO. 1 TO WORK AUTHORIZATION NO. 34

This Supplemental Work Authorization is made as of this 17th day of January, 2025, under the terms and conditions established in the AGREEMENT FOR GENERAL CONSULTING CIVIL ENGINEERING SERVICES, dated as of May 10, 2018 (the "Agreement"), between the Cameron County Regional Mobility Authority (the "Authority") and another engineering company that divested a portion of its assets to R.R.P. Consulting Engineers, L.L.C., General Engineering Consultant (GEC), Assignee.

This Work Authorization is made for the following purpose, consistent with the Services defined in the Agreement: Additional activities associated with reviewing and coordinating with adjacent Ports of Entries to the proposed ***International Presidential Bridge Permit for the Flor de Mayo Port of Entry (PROJECT), Cameron County, Texas.***

Section A. - Scope of Services

A.1. GEC shall perform the following Services:

GEC shall perform the Services as listed in Exhibit B-1 and as requested by the Authority.

Section B. - Schedule

GEC shall perform the Services and deliver the related Documents (if any) according to the following schedule as shown on Exhibit C-1.

Section C. - Compensation

Paragraph C.1 is hereby amended to increase the overall maximum amount from \$879,513.40 to \$1,031,700.26, an increase of \$152,186.86 based on the attached fee estimate shown on Exhibit D-1. Compensation shall be in accordance with the Agreement.

C.1. The Authority shall pay the GEC under the following acceptable payment method – Lump Sum Payment Method.

C.2. Compensation for Additional Services (if any) shall be paid by the Authority to the GEC according to the terms of a future Work Authorization. – **None.**

Section D. - Authority's Responsibilities

The Authority shall perform and/or provide the services as stated in Exhibit A-1 in a timely manner so as not to delay the Services of the GEC.

Section E. - Other Provisions

The parties agree to the following provisions with respect to this specific Work Authorization. – **None.**

-SIGNATURES ON NEXT PAGE-

Except to the extent expressly modified herein, all terms and conditions of the Agreement shall continue in full force and effect.

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

By: Frank Parker, Jr.
Frank Parker, Jr., Chairman

Date: 01/17/2025

R.R.P. CONSULTING ENGINEERS, L.L.C.

Ahmed Abd-EL-Meguid, PhD, PE
By: Ahmed Abd-EL-Meguid, Vice President

Date: 01/20/2025

LIST OF EXHIBITS

- Exhibit A-1 - Authority's Responsibilities
- Exhibit B-1 - Services to be Provided by Engineer
- Exhibit C-1 - Work Schedule
- Exhibit D-1 - Cost Proposal

EXHIBIT A-1

Authority's Responsibilities

The following provides an outline of the services to be provided by the Authority in the development of the Project for 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.
- (4) Feasibility Studies already performed for Cameron County.
- (5) Authority to provide wetland delineation report.

EXHIBIT B-1

Services to be Provided by the Engineer

GENERAL DESCRIPTION

For this work authorization, GEC shall perform additional activities associated with reviewing and coordinating with adjacent Ports of Entries to the proposed *International Presidential Bridge Permit for the Flor de Mayo Port of Entry (PROJECT), Cameron County, Texas*.

PROJECT MANAGEMENT

The GEC shall proactively manage the development of the Project as follows:

Internal Project Management/Administration

1. **Internal Coordination** – The GEC’s Project Manager shall provide coordination for the development of Project progress reports and budget reports, responses to requests for information, and review/preparation of billing and invoicing, as well as coordination with all Project Team members in the development of the project, including quality control / quality assurance, internal project meetings and providing technical assistance.
2. **Initial and Progress Meetings** – The GEC shall formally meet with the Authority (3 meetings planned). The GEC shall prepare minutes for each meeting and provide a copy to the Authority. The purpose of the meetings is to update the Authority on the progress to date and upcoming key activities, including meetings and deliverables.

REVIEW OF DOCUMENTATION WITH RESPECT TO ADJACENT PORTS OF ENTRIES

The GEC shall review existing supporting documentation based on the new Executive Order 13867 of April 10, 2019, which states the required application procedures.

In addition to reviewing the document the GEC shall be responsible for developing the following information:

Protected Areas. A list of all properties in the project area which are eligible for or entitled to protection under applicable law, for example, properties included in or potentially eligible for inclusion in the National Register of Historic Places.

MEXICO STAKEHOLDER COORDINATION – ADJACENT PORT

The GEC shall coordinate with Mexico Subconsultant with respect to projected financial planning for Port of Entry projects on the Mexico side.

Consultant will advise on legal and financial process and requirements concerning the BMBC, operational requirements on the Mexican side, review infrastructure layout on the Mexican side and provide input on future infrastructure requirements.

Note:

TxDOT International Bridge Permit, USIBWC Permit, USCG Permit, Mexican Feasibility Study, Environmental reports, Geotechnical Report, Surveying, Environmental testing, investigation, and documentation of hazardous materials, and permitting new facilities are not included in this scope of work.

EXHIBIT C-1

Schedule of Work

The GEC will diligently pursue the completion of the Project as defined by the major milestones and deliverable due dates listed below.

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

NOTICE TO PROCEED -- Upon Execution

Gateway International Pedestrian Bridge – Document Review	One Month
Mexico Stakeholder Coordination	Six Months

PROJECT: Flor de Mayo POE Stakeholder Coordination
 CLIENT: CCRMA
 CONTRACT: GEC Contract
 CSJ:
 COUNTY: Cameron
 RRP JOB NO.: UZ716 SWA1 to WA34

EXHIBIT D-1 -- FEE ESTIMATE

ACTIVITY CODE	FUNCTION CODE	DESCRIPTION	FIRM	SERVICE	Principal	Technical Advisor	Project Manager	Env Planner III	Env Scientist IV	Env Scientist III	Env Scientist VII	Engineer (Senior)	Engineer (Project)	Engineer (Design)	Senior CADD	Engineer in Training I	Admin/ Clerical	TOTAL HRS	FEE	TOTALS
LABOR																				
I. Coordination of Adjacent Port of Entry Bridges																				
A. Adjacent Bridges Port of Entry Coordination																				
		1 Protected Areas - Investigation and Write up	RRP	SPECIAL			4		120									124	\$17,201.44	
		2 Review of Reports	RRP	SPECIAL			14						40					54	\$9,850.84	
		Sub Total (Review Reports)			0	0	18	0	120	0	0	0	40	0	0	0	0	178		\$27,052.28
B. Mexico Coordination of Port of Entry Bridges																				
		1 Mexico Stakeholder Coordination	CPI	SPECIAL														0	\$60,000.00	
		2 Mexico Financial Plan	IP&P	SPECIAL														0	\$50,000.00	
		Sub Total																0		\$110,000.00
PROJECT MANAGEMENT																				
		1 Internal Coordination - Engineer shall provide internal coordination for the development of Project progress reports and budget reports, responses to requests for information, and review/preparation of billing and invoicing, as well as coordination with all Project Team members in the development of the project, including quality control / quality assurance, internal project meetings and providing technical assistance.	RRP	BASIC			2											2	\$542.12	
		2 Progress Meetings - Engineer shall formally meet with the Client every other month. Engineer shall prepare minutes for each progress meeting, and provide a copy to the Client.	RRP	BASIC			24		2			24						50	\$12,630.06	
		Sub Total (- PROJECT MANAGEMENT)			0	0	26	0	2	0	0	24	0	0	0	0	0	52		\$13,172.18
		LABOR TOTALS																		
		Total Hours	MULTIPLIER		0	0	44	0	122	0	0	24	40	0	0	0	0	230		\$150,224.46
		CONTRACT RATES: (\$/MAN-HOUR)	2.442		\$ 254.50	\$ 305.25	\$ 271.06	\$ 92.80	134.31	\$ 92.80	\$ 75.70	\$ 244.00	\$ 151.40	\$ 132.06	\$ 107.45	\$ 83.03	\$ 73.26			
		BASE RATES: (\$/MAN-HOUR)			79.53	125.00	111.00	38.00	55.00	38.00	31.00	100.00	62.00	54.08	44.00	34.00	30.00			
160 NON LABOR																				
		Env Data Search	RRP (nl)	SPECIAL																\$1,000.00
		On-Site Visit / Field Reconnaissance																		
		Travel - Lodging	RRP (nl)	SPECIAL	Persons =	2	Nights =	1	Lodging w/ taxes =	\$ 120.00										\$240.00
		Travel - Meals	RRP (nl)	SPECIAL	Persons =	2	Days =	1	Meals =	\$ 75.00										\$150.00
		Travel - Airfare	RRP (nl)	SPECIAL	Persons =	0	Trips =	0	Airfare =	\$ -										\$0.00
		Travel - Rental Vehicle	RRP (nl)	SPECIAL			Days =	1	Rental w/gas per day =	\$ 90.00										\$90.00
		Travel to/frm RRP-McAllen to/frm Cameron County - Mileage	RRP (nl)	SPECIAL	Mileage =	120	Trips =	6	Mileage Rate (\$/mi.)=	\$ 0.670										\$482.40
		Sub Total (FC 160)																		\$1,962.40
		PROJECT TOTAL																		\$152,186.86



Cruces y Puentes Internacionales S.A. de C.V.

**Exhibit D-1
Cost Proposal**

**FLOR DE MAYO INTERNATIONAL BRIDGE PROJECT
WORK PROPOSAL**

Cost Proposal

Cruces y Puentes Internacionales, S.A. de C.V. fees are \$60,000.00 USD (Sixty Thousand dollars). The payments must be per month for the quantity of \$10,000.00 USD (Ten Thousand dollars) for a period of 6 months.

Arturo de las Fuentes Hernández

President of Cruces y Puentes Internacionales S.A. de C.V.

Cruces y Puentes Internacionales S.A. de C.V.

León de los Aldamas No. 26 Col. Roma Sur México, D.F. 06700
tels.: (55) 5564-4893 5564-3888 5584-2524 fax.: (55) 5584-2524 cpi2005@prodigy.net.mx

**2-M CONSIDERATION AND APPROVAL OF SUPPLEMENTAL WORK
AUTHORIZATION NUMBER 1 TO WORK AUTHORIZATION NUMBER 2
WITH RRP CONSULTING ENGINEERS, L.L.C., FOR THE OUTHER
PARKWAY PROJECT.**

SUPPLEMENTAL WORK AUTHORIZATION NO. 1 TO WORK AUTHORIZATION NO. 2

This Supplemental Work Authorization 1 is made as of this 17th day of January, 2025, under the terms and conditions established in the AGREEMENT FOR GENERAL CONSULTING CIVIL ENGINEERING SERVICES, dated as of October 31, 2024 (the "Agreement"), between the Cameron County Regional Mobility Authority ("Authority") and R.R.P. Consulting Engineers, L.L.C. ("GEC").

This Work Authorization is made for the following purpose, consistent with the Services defined in the Agreement: ***Professional services for Outer Parkway.***

Section A. - Scope of Services – No Change

A.1. GEC shall perform the following Services:

GEC shall perform the Services as listed in Exhibit B and as requested by the Authority.

Section B. – Schedule – No Change

GEC shall perform the Services and deliver the related Documents (if any) according to the schedule as shown on Exhibit C.

Section C. – Compensation

C.1. Paragraph C.1 is hereby amended to increase the overall maximum from \$3,268,924.42 to \$5,751,473.91, an increase of \$2,482,549.49 based on the attached fee estimate shown on Exhibit D-1. Compensation shall be in accordance with the Agreement.

C.2. The Authority shall pay the GEC under the following acceptable payment method – Lump Sum Payment Method.

C.3. Compensation for Additional Services (if any) shall be paid by the Authority to the GEC according to the terms of a future Work Authorization.

Section D. - Authority's Responsibilities

The Authority shall perform and/or provide the services as stated in Exhibit A in a timely manner so as not to delay the Services of the GEC. Unless otherwise provided in this Work Authorization, the Authority shall bear all costs incident to compliance.

Section E. - Other Provisions

The parties agree to the following provisions with respect to this specific Work Authorization. – None.

-SIGNATURES ON NEXT PAGE-


Except to the extent expressly modified herein, all terms and conditions of the Agreement shall continue in full force and effect.

Authority: Cameron County Regional
Mobility Authority

GEC: R.R.P. Consulting Engineers, L.L.C.

By: Frank Parker, Jr.

By: Ahmed Abd-El-Meguid, PhD, PE

Signature: 
Title: Chairman
Date: 01/17/2025

Signature: Ahmed Abd-EL-Meguid, PhD, PE
Digitally signed by Ahmed Abd-EL-Meguid, PhD, PE
DN: cn=Ahmed Abd-EL-Meguid, PhD, PE,
c=US, o=RRP Consulting Engineers, LLC,
email=ameguid@rrpeng.com
Date: 2025.01.20 14:36:17 -06'00'
Title: Vice President
Date: 01/20/2025

LIST OF EXHIBITS

Exhibit B-1 - Services to be Provided by GEC

Exhibit D-1 - Cost Proposal

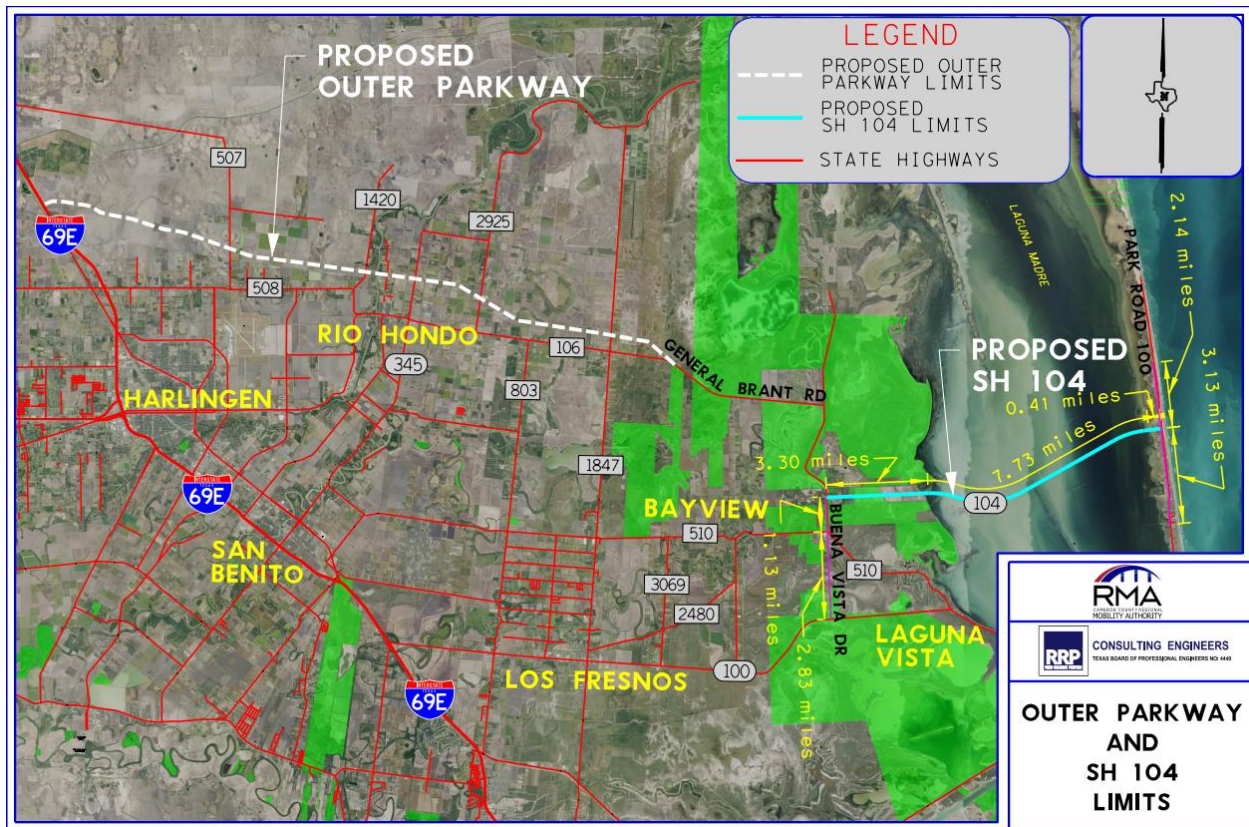
EXHIBIT B-1

Services to be Provided by the GEC/Engineer

GENERAL DESCRIPTION

For this Work Authorization, the GEC shall provide engineering services required for the continuance of the Advanced Project Development (APD) Outer Parkway project in Cameron County, Texas to include SH 104 limits as shown on the map below.

The GEC will perform these tasks according to Exhibit C, Work Schedule. The GEC will function as an extension of the AUTHORITY's resources by providing qualified technical and professional personnel. Services to be provided by the GEC will be performed under the direction of the AUTHORITY for each task described below for the project limits depicted in the image below.



TASK DESCRIPTIONS AND FUNCTION CODES (For SH 104 limits)

LEGACY FUNCTION CODE 110 – ROUTE AND DESIGN STUDIES (NEW FUNCTION CODE 102 FEASIBILITY STUDIES)

- 110.01 Data Collection and Field Reconnaissance.** The GEC shall collect, review, and evaluate data described below that builds on the data previously collected by GEC and included in the project file/administrative record of the work conducted in 2021-2023. The GEC shall notify the Authority in writing whenever the GEC finds disagreement with the information or documents:
1. Data, if available, from the Authority and State, including “as-built plans”, existing schematics, right-of-way maps, Subsurface Utility Engineering (SUE) mapping, existing cross sections, existing planimetric mapping, environmental documents, existing channel and drainage easement data, existing traffic counts, accident data, Bridge Inspection records, Project Management Information System (PMIS) data, identified endangered species, identified hazardous material sites, current unit bid price information, current special provisions, special specifications, and standard drawings.
 2. Documents for existing and proposed development along proposed route from local municipalities and local ordinances related to project development.
 3. Flood plain information and studies from the Federal Emergency Management Agency (FEMA), the United States Army Corps of Engineers (USACE), local municipalities, and other governmental agencies.
 4. Field reconnaissance/collected data and published data.
- 110.02 Design Criteria.** The GEC shall develop the roadway design criteria based on the controlling factors specified by the Authority (*i.e.*, 4R, 3R, 2R, or special facilities), by use of the funding categories, design speed, functional classification, roadway class and any other set criteria as set forth in *PS&E Preparation Manual*, *Roadway Design Manual*, *Bridge Design Manual*, *Hydraulic Design Manual*, *AASHTO Policy on Geometric Design of Highways* and other deemed necessary State approved manuals. In addition, the GEC shall prepare the Design Summary Report (DSR) and submit it electronically. The GEC shall obtain written concurrence from the Authority prior to proceeding with a design if any questions arise during the design process regarding the applicability of the State’s design criteria.
- 110.03 Preliminary Cost Estimates.** The GEC shall develop a preliminary cost estimate using the Average Low Bid Unit Price. The GEC shall estimate the total project cost including preliminary engineering, final engineering, ROW acquisition, environmental compliance and mitigation, construction, utility relocation, and construction engineering and inspection (CEI). The estimation of escalation costs throughout the life of the project would be evaluated when appropriate.
- 110.04 Design Concept Conference.** In accordance with the Authority’s Project Development Process Manual, the GEC, in cooperation with the Authority, shall plan, attend, and document the Design Concept Conference (DCC) to be held prior to the 30 percent milestone submittal. In preparation for the DCC, the GEC shall complete a State’s Design Summary Report to serve as a checklist for the minimum required design considerations. The conference will provide for a brainstorming session in which decision makers, stakeholders and technical personnel may discuss and agree on:
1. Roadway and drainage design parameters
 2. Engineering and environmental constraints
 3. Project development schedule

4. Other issues as identified by the State
5. Identification of any Design Exceptions and Waivers

110.05 Schematic. The GEC will prepare a schematic with respect to the preferred alternative to determine vertical clearances at grade separations, wildlife crossings, Intracoastal waterway, and overpasses, taking into account the Value Engineering (VE) Study options along with any final design direction from TxDOT ENV will also be utilized in determining the final schematic. The horizontal alignment and vertical alignment will be based on the preferred alignment and must be coordinated with the Authority.

Subtask 110.05.01 – Typical Sections

The GEC will refine existing typical sections of the bridge configurations at a proportional scale for incorporation into the layout document. The typical sections will be based on new preferred alignment. Typical section will include (but not limited to) the following design elements:

- | | |
|---|---|
| A. Centerline alignment | I. Shoulder width |
| B. Profile grade line | J. Lane widths |
| C. ROW width (existing and proposed) | K. Clear zones |
| D. Limits of bridge | L. Pavement cross slope |
| E. Concrete traffic barrier railing | M. Traffic directional arrows |
| F. Illumination | N. Turn lanes |
| G. Median width (separation distance) | O. Superelevation, limits, stationing, and rate |
| H. Typical section description, including stationing and location (median openings) | P. Structure clearances, including horizontal and vertical clearances |

Subtask 110.05.02 – Plan View Preparation

The GEC will develop a plan view of the VE options with respect to the preferred alignment on the base map to indicate general geometric features and location requirements of the project.

Plan View:

1. Beginning and ending project limits with stationing.
2. Alignment stationing.
3. Point of Intersection (PI) number and stations.
4. Curve data, including PI number, PI station, delta, tangent, length, radius, Point of Curvature (PC) and Point of Tangency (PT) stations.
5. Equations (if applicable), back station and forward station.
6. Superelevation type, transition length and beginning and ending station.
7. Pavement edges for all improvements (main lanes, frontage roads, ramps, and cross streets).
8. Lane and pavement width dimensions.
9. Typical section location symbols.
10. Identify future ROW requirements adequate for future preparation of ROW maps.
11. Existing and proposed ROW, including ROW dimensions, access denial (control of access), tract lines, railroad ROW limits, city limits, section line and corners, subdivisions, and easements.
12. Direction of traffic flow on all roadways, lane lines and/or arrows indicating the number of lanes will be shown.
13. Median lines (raised, painted and transitions), median widths and openings.
14. Roadway names and highway designations, railroad name, cross street names and locations, designated signalized intersections, acceleration, and deceleration lanes,

climbing lanes and transitions.

15. Bridge and structure locations, including spans, bents, abutments, and bridge type.

Subtask 110.05.03 – Profile View Preparation

110.06 Travel Demand Modeling and Traffic Forecasting – The GEC will develop a traffic forecasting model for the South Padre Second Access utilizing the regional travel demand models based on the RTP 2045, and support the Authority with the traffic data and forecasting needs for the project by performing the following services:

Subtask 110.06.01 – Travel Demand Modeling

The GEC will develop a corridor-specific version of the Rio Grande Valley Municipal Planning RGV MPO's 2045 travel demand model (2045 Corridor Model) to facilitate technical analysis of up to three (3) alternatives for the South Padre Island Second Access at a specificity necessary for the environmental and highway design analysis process. The updated model will provide sufficient detail to produce comparative transportation measures-of-effectiveness (MOEs) of demand, travel time and delay at the corridor or subarea level for the identified alternatives for use by the Authority. This model will include refinement to the volume-delay functions for the project corridor to improve the accuracy of peak period travel time estimates for key roadways in the study area for performance measure reporting purposes. The GEC will submit additional scope if the performance measures are expanded to include those that cannot be readily computed from demand model forecasts included in this scope.

The GEC will estimate and validate a 2024 base year model based on the Rio Grande Valley MPO 2014 and 2045 model sets. Additional data and assumptions for forecasting will be developed in coordination with the Authority. The GEC will develop the Corridor Model to meet environmental and design study requirements. The proposed South Padre Second Access is assumed to operate as a toll-free facility. The GEC will also develop an updated project-level traffic forecast, and coordinate with Pharr District and the TxDOT Transportation Planning and Programming (TPP) division for approval. This includes obtaining all corridor packets in the South Padre area (if available) and reviewing data such as recommended growth rate, K- and D-factors, and truck percentages. The GEC will gather STARS II/TCDS historical and all existing traffic data and run a 20-year regression analysis to get historical traffic growth trends and identify an annual growth rate. Furthermore, the GEC will ensure that all methods used will fully comply with TPP's Traffic Forecasting Guidelines and will facilitate TPP review and approval of the South Padre Second Access Project's traffic forecasts.

Deliverables:

- A Microsoft Excel summary with demand, travel time and delay-based performance measures for 2024 Existing, and 2045 no-build and 3 alternatives.

Subtask 110.06.02 – Existing Conditions, Data and Assumptions Review

The GEC will request the Authority to help facilitate data collection with TxDOT to provide Consultant Corridor Packet with traffic data, readily available historical traffic data and confirm the background assumptions relevant to the corridor as shown below:

- The GEC will purchase AM or PM new traffic data, including the following:
 - 48-hour traffic counts at up to 15 locations on mainlanes, ramps/direct connectors, frontage roads and arterials.
 - 48-hour vehicle classification counts at up to 2 locations.
 - Turning movement counts for AM or PM peak period for up to 15 intersections.

- Origin-Destination data from Replica (up to 30 zones).
- Travel time data from INRIX.
- Review of assumptions:
 - Information related to existing and proposed land uses, existing driveways/corridor conditions, and lane configuration/assignments from the Authority, its consultants, and TxDOT.

The traffic data to be incorporated in this study includes previously collected counts along several screen lines where traffic count locations were strategically placed along screen lines to capture the share of traffic along major corridors. This provides the relative usage as well as the influence of the study corridor on other roadways included as part of the screen lines. The 48-hour traffic counts provide the temporal distribution of traffic during the day. The 48-hour vehicle classification counts determine the vehicle composition by size of vehicle (autos, medium and heavy trucks) at different times during the day. Additionally, the GEC will request data from the existing permanent count location near the Queen Isabella Causeway.

The turning movement count data provides the share of traffic turning left, right, through traffic or U-turn traffic at each intersection. The origin-destination data provides percentage distribution of traffic using the existing bridge and the major roadways intersecting the study corridor. The travel time data provides corridor congestion characteristics by time of day along the major roadways in the study area.

The historical traffic databases will be an important input to the travel demand model calibration process, and for the development of South Padre Second Access Project's traffic forecasts.

Subtask 110.06.03 – Project Traffic Forecast Updates using 2045 RGV MPO Model

The GEC will coordinate with Rio Grande Valley MPO to utilize the latest 2045 Regional Transportation Plan (RTP) Model files necessary to develop the South Padre Second Access Project's traffic forecasts.

Validate Base Corridor Model – The GEC will update the base year model to reflect a 2024 base condition. The GEC will develop and calibrate the Corridor Model to the 2024 base year using traffic count and travel time data, as detailed previously. This includes splitting the daily model into additional time periods based on actual traffic patterns, and previously developed volume delay functions so that the model results mimic year 2024 peak period travel times.

Review/evaluate RTP 2045 Future Models – The GEC will review the future models based on the RTP 2045. The review will be limited to the key roadways in the network that will have a direct impact on the traffic along the study corridor. The networks will be refined along the Project corridor to be consistent with the updates made to the base year networks.

Code and Run 2045 No-Build Scenario – The GEC will update the Corridor Model highway network to represent a 2045 no-build scenario with updated volume-delay functions reflecting future traffic patterns. The GEC will extract corridor-level and system-level demand, travel time and delay performance measures for environmental process and public involvement reporting.

Code and Run 2045 Build Scenario – The GEC will revise the Corridor Model highway network to include the proposed South Padre Second Access alternatives corridor configuration for up to 3 alternatives and perform adjustments to model attributes and parameters, refine volume-

delay functions to account for corridor improvements, to produce reasonable forecasts of traffic for the project express lanes, consistent with the planned express lane operating policy.

Develop Traffic Forecast Methodology Memo – The GEC will review and update a draft traffic forecast methodology memo for TPP review and approval in accordance with the TPP’s Traffic Forecasting Standard Operating Procedures (SOP) manual.

Develop Project Traffic Forecasts for use in Air-Noise Analysis - Using historical traffic trend data along the Project Corridor, and forecasts developed using the calibrated Corridor Model, the GEC will develop updated project-level traffic forecasts for the proposed 3 alternatives for use in air-quality and noise studies to be performed by the GEC, including daily traffic forecasts, and associated peak hour and directionality factors. The GEC will review available data from the permanent count location on the bridge to understand seasonal variations in traffic. The GEC will develop these forecasts for the proposed and existing bridges and highways along the project limits. The GEC will also generate large-scale forecast plots in PDF format depicting baseline 2024 daily traffic volumes, annual growth rates from historical trends and traffic forecasts, smoothed annual growth trends selected for use in the forecast, and the resulting future year daily traffic volume forecasts. The GEC will develop new peak hour traffic factors based on 2024 counts and recent TxDOT data in cooperation with TPP. The GEC will also apply intersection turn movements balancing template to develop base year, Opening Year and Design Year peak hour turn movement volumes for at-grade intersections.

Facilitate TxDOT/TPP Review of Project Forecasts – The GEC will submit the no-build and the build daily traffic forecasts for the proposed project configuration to TPP for review, comment, and approval for use in corridor environmental studies. The GEC will also address comments and revise forecasts based on TPP comments for up to 2 rounds of comments. It is assumed that it will take a maximum of sixteen (16) weeks for TPP to complete its review and GEC will provide updated traffic forecasts for each round within four weeks after receiving comments from TPP. Additional rounds of review (beyond 2 rounds) and updates will require additional scope, and any delays from TPP beyond six (6) months will also require additional fee and scope.

Develop Design-Hour Forecasts for Traffic Analysis – Using traffic factors approved by TPP, the GEC will compute draft design-hour volumes (DHVs) for AM peak hours for all project segments, and smooth forecasts to ensure demand continuity. The GEC will estimate peak-hour volumes along the corridor for the base year, Opening year and Design year for the no-build scenario and three alternatives under the build scenario. Upon completion of smoothing, the GEC will develop intersection turning movement volumes using a turning movement balancing template.

Update Functional Plan with DHV Forecasts – The GEC will update project functional design schematic diagrams to show the design-hour traffic forecasts for the AM peak hours for use by the Authority and other Consultants.

Deliverables:

- A Microsoft Excel summary with demand, travel time and delay-based performance measures for 2024 Existing, and 2045 no-build and 3 alternatives.
- A series of large-scale PDF plot files illustrating the steps in the development of baseline daily traffic counts and forecasts (for the no-build and maximum impact build scenario) for TPP review. These plot files will be developed for 2024 and Design year conditions.

- A database containing summary of base year, ETC year and Design year daily, AM or PM peak hour traffic forecasts along project corridor segments. Tables of base year, Opening year and Design year AM or PM turn movement forecasts for project intersections for use by air/noise team.

Subtask 110.06.04 – Traffic and Operational Analysis/Simulation

The GEC will review and analyze traffic data (such as percent trucks, peak hour volumes, and directional distribution), existing roadway features (such as ramp locations, weaving sections, number of lanes, offset to obstructions, lane widths, frontage road operations, and intersection operation and geometry), traffic flow patterns, and traffic operations. The GEC will conduct capacity analysis studies for designated locations and sections of roadway and make recommendations for improving traffic flow. The GEC will use the HCM methodology to analyze and make appropriate recommendations. The analysis will be performed using TxDOT-approved software (Synchro and Vissim). The GEC will develop and calibrate an existing condition Vissim model based on the 2004 FHWA and applicable state microsimulation calibration criteria. The analysis will be done for an existing/base year (2024) and a future/design year (2045) for no build and one future build conditions. Results of this analysis will be incorporated into the schematic design. Analysis will be performed for the critical peak hour only (AM or PM).

Deliverables:

- A Vissim calibration memorandum.
- A traffic and operational analysis report summarizing all analysis performed.
- Traffic model files.

Subtask 110.06.05 – Bicycle and Pedestrian Accommodations

The GEC will review all relevant city, county and MPO bicycle and pedestrian plans to determine if they comply with the United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations. The GEC will perform an assessment of existing conditions to establish a baseline understanding of the current infrastructure for bicycles and pedestrians to identify needs and gaps. This assessment will help determine if bicycle and pedestrian accommodations will be needed in the project. An essential part of this work will be public outreach to gather local input into this study.

Deliverables:

- Bicycle and pedestrian needs assessment.

Subtask 110.06.06 – Safety Analysis

The GEC will review and analyze the State Crash Record Inventory System (CRIS) data for up to five years (2019 through 2023) with respect to crash characteristics such as severity, crash types, frequency, rates, patterns, clusters, and their relationship to crash contributing factors. The GEC will review the crash data to determine safety performance of the existing conditions to understand any safety issues within the study area.

The GEC will use predictive, or quantitative safety analysis, which involves using HSM-based methods that use safety performance functions (SPFs) and crash modification factors (CMFs) to estimate anticipated change in crashes from existing condition to the proposed design. The predictive safety analysis will be done for no-build and build conditions for design year. The purpose of the predictive safety analysis is to compare the safety performance of the no-build and build alternatives to help determine the preferred alternative and to determine the

countermeasures, if necessary, to improve safety. Predictive safety analysis will be performed using HSM based tools including Interactive Highway Safety Design Model (IHSDM), Enhanced Interchange Safety Analysis Tools (ISATe), HSS, or other tools acceptable to the State.

Deliverables:

- Develop a safety analysis report summarizing all analysis performed.

Subtask 110.06.07 – Project Management, QC, and Coordination Meetings Attendance

This task involves day-to-day coordination activities not directly associated with technical tasks, including project management, QC, attendance at CCRMA and TxDOT coordination/status meetings, communication, facilitation, record keeping, coordination, responses to stakeholder questions and public open record requests (up to three reasonable open records requests). Responses to stakeholder questions involve generating small narratives, charts, tables, or diagrams based on available data and analysis results with minimal additional work to effectively communicate a response that is understandable to the stakeholder(s). Responses that involve additional data, analysis, model runs, or documentation will be addressed through a supplemental agreement, or through a separate work authorization.

Project Management, Meetings & Coordination

- The GEC will conduct one kickoff/project quality meeting and a final meeting to present and discuss the summary analysis and results.
- The GEC will respond to small information requests by the environmental study team or public involvement team pertaining to the environmental study or stakeholder questions.
- The GEC will coordinate any additional special requests for analysis with associated schedules and fee estimates.
- The GEC will provide monthly progress reports along with the invoices.

Deliverables:

- Develop presentation and facilitate one project kickoff meeting.
- Monthly progress reports and invoices.
- Responses to team or stakeholder information requests involving available data, analysis results, or easily derived information.

110.07 Hydrology & Hydraulics. For the Recommended Preferred Alternative, the GEC will perform schematic level drainage evaluation and design for the schematic plan. The GEC will coordinate with the Authority, and TxDOT to provide continuity and follow design methodologies and criteria contained in the latest TxDOT Hydraulic Design Manual, as of executed date of this work authorization, to identify potential culvert crossing locations, outfalls, conceptual detention/retention, and BMP locations.

Drainage analysis and maps will be prepared by the GEC with consideration of existing conditions and proposed improvements when a final configuration has been determined. Hydrologic discharge data will be established for the design. These services may require the use of hydrologic or hydraulics computer programs, such as: HY-8, HEC-RAS, HEC-HMS, Open Road Drainage, Flo-2D, FHWA Hydraulic Engineering Circulars, other TxDOT hydraulic publications and any other pertinent software as approved by TxDOT.

Tasks to be performed by the GEC to accomplish hydrology and hydraulic studies and drainage design include the following:

A) Field Investigations and Data Gathering.

1. Conduct site visit to project to inspect watersheds and conditions of existing facilities.
2. Coordinate with the project geotechnical GEC regarding information on groundwater levels and soil conditions at locations throughout the site.
3. Obtain relevant existing hydrologic and hydraulic models.
4. Obtain and evaluate available studies and reports relevant to hydrologic and hydraulic design.
5. Investigate applicable design criteria, regulations, and guidance.
6. Compile and review available pertinent environmental data associated with drainage, hydrologic and hydraulics.

B) Hydrologic and Hydraulic Studies.

1. Design Criteria – The GEC will utilize the design criteria as provided in the latest TxDOT Hydraulic Design Manual, as of executed contract date, to size drainage structures within each roadway section. Perform hydrologic analysis for onsite and offsite areas for design. This analysis will include considerations of storage in the low-lying areas around the site.
2. Perform hydraulics analysis and design of roadway cross drainage structures and roadway ditch capacity analysis, to develop anticipated project ROW requirements to accommodate drainage features. The design frequency will be based on roadway classification and conveyance capacity will be based on appropriate design storm and to perform within an acceptable range for the check flood.
3. Design of ponds or other structures for flood control. If needed, preliminary sizing will be provided, and any additional ROW needed to accommodate proposed drainage facilities will be identified.
4. Perform computer modeling specific to the Laguna Madre tidal and flood characteristics. The GEC will provide (or approve) the model or evaluation method to be used as the basis of the analysis. Factors to be considered include scour, tidal circulation, and flood levels. A screening level evaluation will be performed initially to determine if any of these issues is of significant concern and to determine the level of computer modeling that is warranted for design purposes. A full hydrodynamic model of the Laguna Madre is not included in this scope; if hydraulic or environmental issues are identified that warrant this additional level of modeling, this additional modeling will be performed under a separate supplemental work authorization.

C) Design Documentation.

1. Prepare a report which provides documentation to support proposed design configuration, and summarizes the key assumptions and methodology used. The report will be signed and sealed by a PE employed by the GEC and include such key information as:
 - Project Background (location, existing conditions, significant design considerations)
 - Design Criteria (design frequency, check flood, applicable regulations)
 - Hydraulic Study (assumptions, methodology, summary of results)
 - Potential environmental constraints and permitting
 - Possible Stormwater quality appurtenances/BMPs (if required)
 - Attachments (electronic data/models, detailed input/output files)
2. Prepare engineer's construction cost estimate for drainage structures and conveyance systems.

- 110.08** The GEC shall perform an airway/highway clearance analysis that follows Federal Aviation Administration (FAA) guidelines. If any criteria are not met based on the analysis FAA certification needs to be completed. The analysis will be based on the schematic profile and lighting.
- 110.09 Schematic Deliverables.** The GEC will submit the schematic in .pdf format with supporting documentation as stated on the Schematic checklist. Supporting documentation to include the DSR, Traffic report (with approval by TPP), Hydrology & Hydraulics report, and Construction Estimate.

FUNCTION CODE 120 – SOCIAL, ECONOMIC AND ENVIRONMENTAL STUDIES & PUBLIC INVOLVEMENT

This project's DEIS was published in June 2012 and a Public Hearing was subsequently held. The Final EIS was drafted prior to the results of the Value Engineering (VE) study in 2016, and the results of the independent review of the seagrass mitigation plan. A supplemental DEIS will be necessary to account for the VE study's design changes, potential land use changes since 2016, and regulatory changes over the time delay in the project as more than 5 years have passed since the 2017 draft FEIS was reviewed by TxDOT and FHWA. The GEC understands that additional alternative alignments, bridge and/or schematic designs, and alternative project considerations may be evaluated at this time as well as alternatives previously reviewed but not advanced as the 2017 draft FEIS recommended preferred alternative.

120.01 ENVIRONMENTAL SERVICES

The following items will be completed as the project progresses.

- 1. Alternative Analysis (No Build and 3 Alternative alignments** – The GEC shall develop a preliminary geometric project layout (Layout) and a preliminary 3D corridor model for the full length of the project to be reviewed and utilized for the alternative analysis.

The Layout must consist of a planimetric file (Existing terrain files from available websites shall be utilized.) of existing features and the proposed improvements within the existing and any proposed ROW. The Layout must also include the following features: existing and proposed ROW, existing and proposed horizontal and vertical alignment and profile grade line, cross culverts, lane widths, cross slopes, ditch slopes, and clear zones. Existing major subsurface and surface utilities found from readily available websites shall be shown on the layout.

The GEC shall develop the proposed alignment to avoid the relocation of existing utilities as much as possible. The GEC shall consider Americans with Disabilities Act (ADA) requirements when developing the layout. The layout must be prepared in accordance with the current TxDOT *Roadway Design Manual*. The GEC shall provide horizontal and vertical alignment of the project layout in English units for main lanes and cross streets. Minor alignment alternatives must be considered to provide for an optimal design. The project layout must be coordinated with the Authority and TxDOT. The GEC shall also provide proposed and existing typical sections with the profile grade line (PGL), lane widths, cross slopes, ROW lines, ditch shapes, and clear zones depicted.

The 3D corridor model must be created using Bentley's OpenRoads tools. The 3D corridor model must have enough details to verify the feasibility of the proposed design.

Prior to proceeding with the final preliminary geometric layout, the Engineer shall also present alternatives for the design with recommendations based on Engineering constraints and cost

estimates for each alternative. The GEC shall also attend necessary meetings to discuss the outcome of the evaluations of the study.

2. **Transition of Files Meeting** – Facilitate file transfer and RFI's with respect to existing file questions.

Deliverables: Administrative Record files.

ROW & Utilities

FUNCTION CODE 130 RIGHT OF WAY DATA

130.01 Data Collection

The Data Collection shall be supplemental to previous data collected during the draft schematic development phase. The GEC will acquire Cameron County Appraisal District data to identify boundaries and property ownership information. This information will be utilized as background files for the geometric schematic and identifying adjacent property owners. The Appraisal data will be utilized for obtaining right of entry and to determine preliminary acquisition areas for right of way costs. These costs will be preliminary and be based on appraisal costs of property in the area.

130.02 Subsurface Utility Engineering

The GEC shall perform utility investigations subsurface and above ground in accordance with ASCE standard 38-22 defining Utility Quality Levels as follows:

- a) Utility Quality Levels are defined in cumulative order (least to greatest) as follows:
 - 1) Quality Level D - Existing Records: Utilities are plotted from review of available existing records.
 - 2) Quality Level C - Surface Visible Feature Survey: Quality level "D" information from existing records is correlated with surveyed surface-visible features. Includes Quality Level D information. If there are variances in the designated work area of Level D then a new schematic or plan layout, if needed, is required showing the limits of the proposed project and limits of the work area required for this work authorization; including highway stations, limits within existing or proposed ROW, additional areas outside the proposed ROW, and distances or areas to be included down existing intersecting roadways.
 - 3) Quality Level B - Designate: Two-dimensional horizontal mapping. This information is obtained through the application and interpretation of appropriate non-destructive surface geophysical methods. Utility indications are referenced to established survey control. Incorporates quality levels C and D information to produce Quality Level B. If there are variances in the designated work area of Level D then a new schematic or plan layout, if needed, is required showing the limits of the proposed project and limits of the work area required for this work authorization; including highway stations, limits within existing or proposed ROW, additional areas outside the proposed ROW, and distances or areas to be included down existing intersecting roadways.
 - 4) Quality Level A - Locate (Test Hole): Three-dimensional mapping and other characterization data. This information is obtained through exposing utility facilities through test holes and measuring and recording (to appropriate survey control) utility/environment data. Incorporates quality levels B, C and D information to produce Quality Level A.
- b) Designate (Quality Level B), Designate means to indicate the horizontal location of underground utilities by the application and interpretation of appropriate non-destructive surface geophysical

techniques and reference to established survey control. Designate (Quality Level B) Services are inclusive of Quality levels C and D.

1) The Engineer shall:

- (a) As requested by the State/Authority compile "As Built" information from plans, plats and other location data as provided by the utility owners.
 - (b) Coordinate with utility owner when utility owner's policy is to designate their own facilities at no cost for preliminary survey purposes. The Engineer will examine utility owner's work to ensure accuracy and completeness.
 - (c) Designate, record, and mark the horizontal location of the existing utility facilities and their service laterals to existing buildings using non-destructive surface geophysical techniques. No storm sewer facilities are to be designated unless authorized by the State/Authority. A non-water base paint, utilizing the APWA color code scheme, must be used on all surface markings of underground utilities.
 - (d) Correlate utility owner records with designating data and resolve discrepancies using professional judgment. A color-coded composite utility facility plan with utility owner names, quality levels, line sizes and subsurface utility locate (test hole) locations, if applicable will be prepared and delivered to the State/Authority. It is understood by both the Engineer and the State/Authority that the line sizes of designated utility facilities detailed on the deliverable are from the best available records and that an actual line size is normally determined from a test hole vacuum excavation. A note must be placed on the designated deliverable only that states "lines sizes are from best available records". All above ground appurtenance locations must be included in the deliverable to the State/Authority. This information will be provided in the latest version of MicroStation or GeoPak used by the State/Authority. The electronic file will be delivered on C.D., as required by the State's District Office. A hard copy is required and must be signed, sealed, and dated by the Engineer. When requested by the State's District Office, the designated utility information must be over laid on the State/Authority's design plans.
 - (e) Determine and inform the State/Authority of the approximate utility depths at critical locations as determined by the State/Authority. This depth indication is understood by both the Engineer and the State/Authority to be approximate only and is not intended to be used preparing the ROW and construction plans.
 - (f) When requested, provide a monthly summary of work completed and in process with adequate detail to verify compliance with agreed work schedule.
 - (g) Close-out permits as required.
 - (h) Clearly identify all utilities that were discovered from quality levels C and D investigation but cannot be depicted in quality level B standards. These utilities must have a unique line style and symbology in the designate (Quality Level B) deliverable.
 - (i) Comply with all applicable State policy and procedural manuals.
- c) Subsurface Utility Locate (Test Hole) Service (Quality Level A). Locate means to obtain precise horizontal and vertical position, material type, condition, size, and other data that may be obtainable about the utility facility and its surrounding environment through exposure by non-destructive excavation techniques that ensures the integrity of the utility facility. Subsurface Utility Locate (Test Hole) Services (Quality Level A) are inclusive of Quality Levels B, C, and D.
- 1) The Engineer shall:
- (a) Review requested test hole locations and advise the State/Authority in the development of an appropriate locate (test hole) work plan relative to the existing utility infrastructure and proposed highway design elements.
 - (b) Coordinate with utility owner inspectors as may be required by law or utility owner policy.
 - (c) Neatly cut and remove existing pavement material, such that the cut not to exceed 0.10 square meters (1.076 square feet) unless unusual circumstances exist.

- (d) Measure and record the following data on an appropriately formatted test hole data sheet that has been sealed and dated by the Engineer:
 - (1) Elevation of top and/or bottom of utility tied to the datum of the furnished plan.
 - (2) Identify a minimum of two benchmarks utilized. Elevations shall be within an accuracy of 15mm (.591 inches) of utilized benchmarks.
 - (3) Elevation of existing grade over utility at test hole location.
 - (4) Horizontal location referenced to project coordinate datum.
 - (5) Outside diameter of pipe or width of duct banks and configuration of non-encased multi-conduit systems.
 - (6) Utility facility material(s).
 - (7) Utility facility condition.
 - (8) Pavement thickness and type.
 - (9) Coating/Wrapping information and condition.
 - (10) Unusual circumstances or field conditions.
- (e) Excavate test holes in such a manner as to prevent any damage to wrappings, coatings, cathodic protection or other protective coverings and features. Water excavation can only be utilized with written approval from the appropriate State District Office.
- (f) Be responsible for any damage to the utility during the locating process. In the event of damage, the Engineer shall stop work, notify the appropriate utility facility owner, the State and appropriate regulatory agencies. The regulatory agencies include but are not limited to the Railroad Commission of Texas and the Texas Commission on Environmental Quality. The Engineer will not resume work until the utility facility owner has determined the corrective action to be taken. The Engineer shall be liable for all costs involved in the repair or replacement of the utility facility.
- (g) Back fill all excavations with appropriate material, compact backfill by mechanical means, and restore pavement and surface material. The Engineer shall be responsible for the integrity of the backfill and surface restoration for a period of three years. Install a marker ribbon throughout the backfill.
- (h) Furnish and install a permanent above ground marker (as specified by the State's District Office), directly above center line of the utility facility.
- (i) Provide complete restoration of work site and landscape to equal or better condition than before excavation. If a work site and landscape is not appropriately restored, the Engineer shall return to correct the condition at no extra charge to the State/Authority.
- (j) Plot utility location position information to scale and provide a comprehensive utility plan sign and sealed by the responsible Engineer. This information will be provided in the latest version of MicroStation or GeoPak format used by the State/Authority. The electronic file will be delivered on C.D. When requested by the State/Authority, the Locate information must be over laid on the State/Authority's design plans.
- (k) Return plans, profiles, and test hole data sheets to the State/Authority. If requested, conduct a review of the findings with the State/Authority.
- (l) Close-out permits as required.

130.03 Utility Coordination

The GEC will prepare a preliminary conflict matrix identifying utilities that can be readily picked up in the field (See Design Surveys). The GEC will initiate coordination with utilities and prepare electronic coordination binders for each utility that is identified and is listed as a potential conflict.

130.04 ROW Cost Estimates

The GEC shall provide ROW cost estimates based on the amount of takings identified for the alternatives and preferred alternative with respect to the appraisal data.

130.05 Utility Cost Estimates

Based on the utility coordination stated above the GEC shall prepare preliminary relocation costs for the applicable utilities identified in surface and subsurface field investigations.

PROJECT ADMINISTRATION AND COORDINATION

145.01 General Administration

The GEC 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/Stakeholder Coordination – 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 B, Work Schedule; and should these reviews indicate a substantial change in progress, the schedule will then be revised accordingly.
- F) Progress Meetings – The GEC shall meet and/or coordinate with the Authority monthly to review the progress of the work authorization tasks. At the discretion of the Authority, some Progress Meetings may be held on an as needed basis rather than monthly depending on the status of the on-going project tasks. A maximum of 20 Progress Meetings would be held throughout the life of the project (10 in-person meetings and 10 meetings via WebEx, Teams, Zoom, etc.).
- G) Progress Meeting Minutes and Action Items – The GEC shall prepare Meeting Minutes for each Progress Meeting and provide a copy to the Authority. The Action Items identified in the Meeting Minutes would be tracked to measure progress and/or completion of each Action Item. Progress on each Action Item shall be presented at the next monthly Progress Meeting.

Progress Meeting Deliverables: Meeting Minutes/Action Items from monthly Progress Meetings

FUNCTION CODE 150 – Field Surveying and Photogrammetry

150.01 AERIAL PHOTOGRAMMETRY

1.) LiDAR Acquisition

Regal 780I Lidar System with a Phase 1 100 Mega Pixel camera at 16 ppm scan

A. Data Acquisition

Data collection will not be conducted while there are no inclement weather conditions (high winds, rain, fog, low cloud cover) that would significantly diminish the quality of the data.

- The LiDAR scan will be captured with Regal 780I Lidar System with a scan and pulse rate to generate an aggregate of **20 points / m²** on the subject area. Our approach coupled with the Fullwave form LiDAR returns (unlimited returns per pulse) with 16-bit intensity allows for point density range capturing key LiDAR returns as the light penetrates through the forest canopy.
- Color imagery (3" pixel) of the subject area will be captured simultaneously with the LiDAR scan. Acquiring imagery and LiDAR simultaneously allows for more accurate data using the same IMU, GPS and control position on both sensors to ensure the best fit possible. The use of a co-registered / integrated LiDAR & Image system that captures equidistant swaths of data from the same positional system and solution simultaneously improves workflow efficiency and more accurate data.

B. GPS satellite availability

GEC will utilize GPS Satellite Software, for an evaluation of the optimum time for GPS data collection is performed. The latest satellite almanac is used for precise planning of optimum PDOP times and maximum satellite visibility. By utilizing the latest almanac, any satellites having known problems are taken into consideration during the planning process. Dilutions of Precision charts are produced showing the best/worst times of the day for GPS satellite availability. LiDAR flights will be conducted when PDOP is predicted to be at its lowest value for maximum efficiency.

C. Acquisition Parameters

The flights will be planned to ensure sufficient side lap to avoid data gaps. The LiDAR spot Diameter will be approximately 25cm. Aircraft speed and altitude are dependent on the terrain. Our flight planning software generates the safest and most economical data collection parameters for each flight line. The LiDAR data will maintain consistency throughout the project area.

2. LAS File Processing

A. ABGPS / IMU Post Processed

GEC will use TerraPos (GPS+GLONASS) post-processing software based on the principle of Precise Point Positioning (PPP, P3). This processing technique uses post-processed precise satellite ephemeris and various sophisticated error modeling such as troposphere, ionosphere, and clock corrections. TerraPos utilizes precise orbits and clock corrections for the satellites, together with advanced error modeling to produce positions with impressive accuracy. The result is an excellent tool for positioning in applications allowing for post-processing, such as airborne photogrammetric or LiDAR operations, seabed mapping, or seismic surveying. Taking advantage of the Trimble Harrier designed stability and GEC's methodology, GEC has successfully utilized TerraPos in computing ABGPS, IMU data, LiDAR, and Image orientation, achieving accuracies equal to those computed with ground base stations employed during acquisition flights. For additional control GEC utilizes the National Geodetic Survey (NGS), Continuously Operating Reference Station (CORS) utilizing **Trimble Applanix Smart Base** software. Airborne post processing will use base stations as a top priority with TerraPOS and SmartBase secondary.

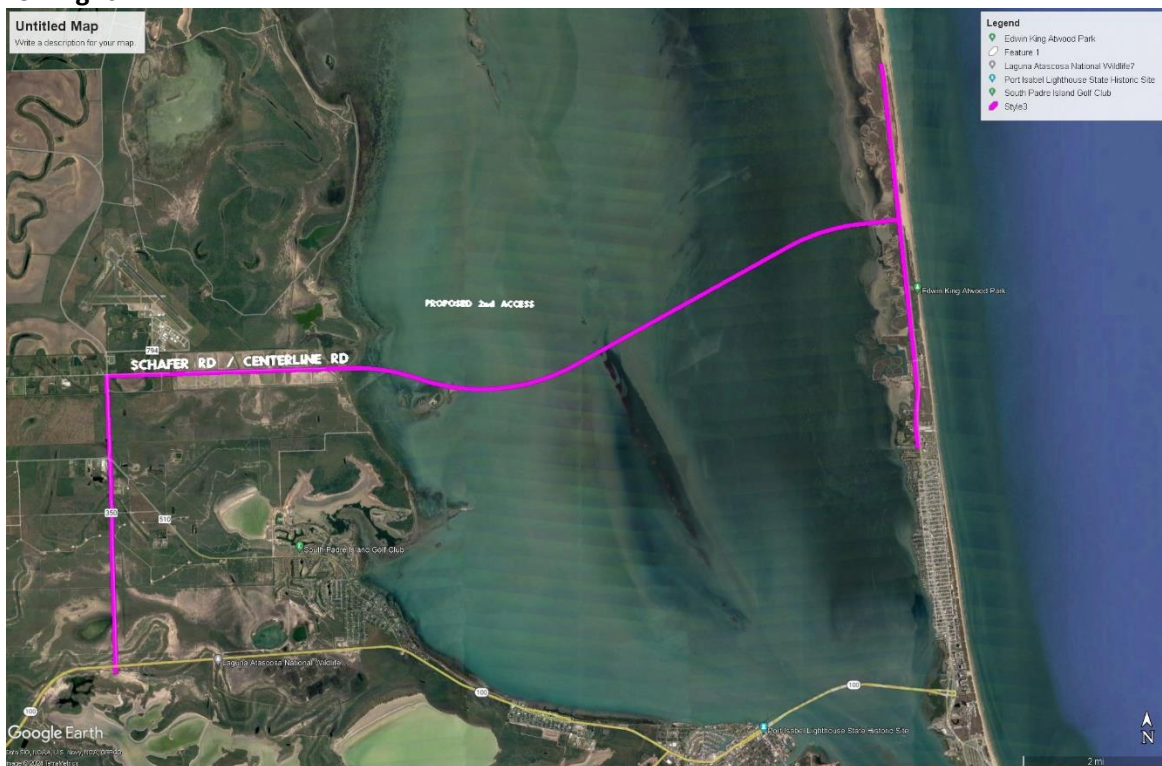
B. LAS Development

After standard GPS post processing the next phase is to combine the laser measurements with the GPS\IMU data. This task is performed in the Topit LiDAR software (Trimble software) where the SBET (Smoothed Best Estimated Trajectories) and SDC (angle and distances) files are combined to produce an LAS file or Point Cloud. Also, in this process the laser measurements are transformed from WGS84 coordinate to the client requested Coordinate System.

C. Ground Control / Check Points

Field Survey activities necessary for the successful completion of this project will be provided by Authority to GEC. Select ground control locations, per site, will be provided by GEC. Each control point will be compared to the LiDAR to ensure that data collected meets the accuracy requirements expected.

AOI of Flight



FC 150 – Field Surveying and Photogrammetry

Provide **Aerial LiDAR** services as appropriate for detailed design.

For purposes of this Contract, all standards and specifications will be in accordance with established guidelines and recommended or approved by the State.

- Prepare **DGN, DTM, TIN, and Orthophotography** files covering the specific work location, meeting standards and specifications as required.
- The current planimetric (DGN) level structure and legend as published by the State shall be maintained where possible.
- The current Digital Terrain Model (DTM) level structure and legend as published by the State shall be maintained where possible.

Deliverables:

- Provide DGN, DTM, and Tin files on a medium and in a format acceptable to the State, delivered on flash drive.
- Provide Orthophotography (created using the DTM) delivered on CD or DVD in tiff format (3 banded) with world files.

Quality Assurance and Quality Control**Preflight QA/QC**

Prior to each LiDAR/Ortho imagery flight, measures are taken to ensure that all specifications for capture are met and completed safely. Weather conditions are monitored, and flights will be suspended if conditions prove to be unsafe and/or will adversely affect data acquisition. High winds and turbulence may cause excessive crab or unfavorable conditions that may affect the quality of the imagery or cause gaps in LiDAR coverage. Under such conditions, data acquisition will be postponed.

Prior to each LiDAR flight, satellite constellation and atmospheric conditions are monitored using Trimble Planning Software v2.9. LiDAR data acquisition is planned so that capture does not occur during periods of high PDOP. PDOP is considered to be high if it reaches a value of 3.0 or higher. To increase efficiency, fuel stops are planned for these times if possible.

Flight plans are configured for optimal coverage using topographic data from Delorme XMap 7 GIS Software Suite. Each flight line is analyzed, and a terrain height is calculated to ensure an accurate flight altitude for complete corridor coverage. In the case of mountainous terrain, other factors will be taken into consideration to calculate the best altitude and flight plan to meet individual project requirements. GEC utilizes Trimble Applanix POSpac MMS v5.4 SmartBase technology to review the CORS network during the planning stage of each project. If the CORS network does not provide adequate coverage for the project area, additional ground GPS base stations collecting data at 1 second epochs will be deployed during flight.

In Flight QA/QC

During each flight the Harrier system operator monitors all aspects of data capture. PDOP is monitored using the onboard Applanix POS AV system. Unexpected PDOP spikes are noted, and flight lines are re-flown accordingly. The altitude, speed, and attitude of the aircraft are constantly monitored using the POS AV software. In addition, the laser files are checked for validity immediately following the completion of each flight line. In the unlikely event errors are found in the stored laser file, the corresponding flight line is re-flown. Periodically during flight, the collected images are analyzed, and ISO speed and exposure corrections are made accordingly.

Post Flight QA/QC

Immediately following each day of capture, all the data is offloaded and copied twice onto separate hard drives. The IMU data and airborne GPS data are checked for continuity utilizing Applanix POSpac MMS software. The ground GPS base data is also analyzed for continuity, quality, and duration to ensure the data spans the entire flight and a quality smoothed best estimated trajectory will be produced. The LiDAR data is validated onsite prior to demobilization using Trimble TopPIT software. The laser data is checked for required coverage, point density, and anomalies. Areas with coverage gaps that result in failure to meet project specifications are re-flown.

105.02 FIELD SURVEYING

The GEC shall provide the following surveying tasks:

1. **Vertical Control for existing Benchmarks:** Locate previously set benchmarks established by Engineer (In accordance with the horizontal control of North American Datum of 1983 (NAD 83) with elevations being based on the North American Datum 88 (NAVD88); establish benchmark circuit (run levels) throughout the Project; establish additional benchmarks at intervals not to exceed 1,000 feet for the limits of the Project; tie benchmarks (station/offset) to Project baseline. Benchmarks shall be 20M (ASTM) (3/4-inch) diameter, 48 inches long, located near the existing ROW line at a measured distance. All benchmark circuits shall be tied to the State's elevation datum. Perform the benchmark circuits in accordance with good surveying practices. The Surveyor shall verify the closure and submit adjustments to the State/Authority for approval prior to beginning the field surveys.
 - a. Vertical Control for new Benchmarks: Shall meet the following requirements:
 - TxDOT GPS Level 3 (VRS) Survey guidelines and shall have (X, Y, & Z) coordinates assigned to them. (Access will be provided to State's Real Time Kinematic (RTK) Virtual Reference Station (VRS) Network via license agreement)
 - Provide Station and Offset.
 - Perform a three-wire level routine in SDMS to establish the elevations of the benchmarks.
 - b. Profile and cross section intersecting streets and driveways (to 50 feet outside ROW for driveways, and 200 feet for intersecting streets and 500 feet for intersecting streets greater than two lanes wide) for tie into project.
 - c. Cross section drainage channels for a distance of 200 feet each way outside the ROW lines. Cross sections shall not exceed 100 feet intervals and shall be taken at right angles to the channels.
 - d. Secure right-of-entry (short of litigation), as needed for the project.
 - e. Determine and make changes to topography from outdated maps due to development, erosion, etc.
 - f. Determine type of existing material, pavements, etc.
 - g. Obtain profiles of existing drainage facilities.
 - h. Obtain measurement of hydraulic opening under existing bridges.
 - i. Obtain top of manhole and flowline elevations, type, and size, etc. of manholes, inlets, and valves of utilities.
 - j. Obtain ties to existing bridges or culverts that may conflict with new construction.
 - k. Verify DTM (cross sections at panel points). Obtain additional existing ground cross sections as necessary to supplement the DTM files. Obtain cross sections at the center panel points to verify the DTM.
 - l. Perform datum ties as required. If required, establish an elevation base on the State's datum to other public entities published benchmarks.
 - m. Establish x, y, and z coordinates on all boreholes performed under Function Code 110.
 - n. Tie to existing underground and overhead utilities (location, elevation, size, and direction) and the utility locates as obtained under Function Code 130.
 - o. The Surveyor shall provide all traffic control, labor and equipment while performing their services and comply with the latest edition of the *Texas Manual on Uniform Traffic Control Devices*. In the event field personnel must divert traffic or close traveled lanes, a Traffic Control Plan shall be prepared by the GEC's surveyor and approved by the State/Authority prior to commencement of field work. A copy of the approved plans shall be in the possession of field personnel on the job site at all times and shall be made available to State/Authority personnel upon request.
 - p. All standards, procedures and equipment used by the Surveyor shall be such that the results of the survey will be in accordance with Board Rule 663.15, as promulgated by the Texas Board of Professional Land Surveyors. At a minimum, the following standards of accuracy shall be met:

2. **Horizontal Ground Control**

The coordinate location of the traverse points shall be based on traverses conducted by the Surveyor meeting standards of accuracy as set forth below.

Reference may be made to standards of accuracy for Second Order, Class II, horizontal control traverses as described in the Federal Geodetic Control Committee publication entitled *Standards and Specifications for Geodetic Control Networks*, reprinted February 1991.

- Azimuth closure shall not exceed 4.5 seconds times the square root of the number of traverse segments.
- Position closure after azimuth adjustment shall not exceed 1 in 20,000.
- In cases where a traverse approaches but does not entirely meet these standards of accuracy and the Surveyor has assured itself that gross errors, mistakes, and blunders have been eliminated, the Surveyor shall submit the traverse data to the State/Authority for further review. The State/Authority will make a determination as to the acceptability of the traverse as an exception to the standard and notify the Surveyor accordingly.

3. **Vertical Ground Control**

Elevations established on the benchmarks shall be conducted by the Surveyor meeting standards of accuracy as set forth below. Reference may be made to standards of accuracy for third order vertical control traverses as described in the Federal Geodetic Control Committee publication entitled *Standards and Specifications for Geodetic Control Networks*, reprinted February 1991.

- Vertical closure shall not exceed 0.05 feet times the square root of the distance in miles.
- In case where a traverse approaches but does not entirely meet these standards of accuracy and the Surveyor has assured itself that gross errors, mistakes, and blunders have been eliminated, the Surveyor shall submit the traverse data to the State/Authority for review. The State/Authority will make a determination as to the acceptability of the traverse as an exception to the standard, and the State/Authority will notify the Surveyor accordingly.

Document field work and submit field data to the State/Authority as well as incorporate into the schematic CAD file deliverables.

PROJECT: OUTER PARKWAY
CLIENT: CCRMA
CONTRACT: General Engineering Consulting Contract
Hwy: SH 104
COUNTY: Cameron
RRP JOB NO.: TX2434 SWA1 to WA2

EXHIBIT D-1 – FEE ESTIMATE

FUNCTION CODE	DESCRIPTION	FIRM	SERVICE	MAN-HOURS												ESTIMATED FEE	TOTALS
				Project Manager	Env Planner III	Env Scientist IV	Env Scientist III	Env Scientist III	Engineer (Senior)	Engineer (Project)	Engineer (Design)	Senior CADD	Engineer in Training I	Admin/Clerical	TOTAL HOURS		
	PRELIMINARY ENGINEERING																
110	ROUTE AND DESIGN STUDIES																
	110.01. Data Collection and Field Reconnaissance	RRP	BASIC	24					4		16		16		60	\$11,050.55	
	110.02. Design Criteria	RRP	BASIC	2					4				16	2	24	\$3,020.86	
	110.03. Preliminary Cost Estimates	RRP	BASIC	8					8		80		80		176	\$21,663.49	
	110.04. Preliminary Design Conference	RRP	BASIC	16					16		16		16	4	68	\$12,115.00	
	110.05. Schematic	RRP	BASIC													\$0.00	
	110.05.01. Typical Sections	RRP	BASIC	2					4			16	16		38	\$4,607.68	
	110.05.02. Plan View Preparation	RRP	BASIC	8					16		80	120	160		384	\$43,346.69	
	110.05.03. Profile View Preparation	RRP	BASIC	4					170	70	120	240	160		764	\$109,303.04	
	110.05.04. Schematic Design (Final 3D Model)	RRP	BASIC	16					24			40	240		320	\$34,732.54	
	110.06. Travel Demand Modeling and Traffic Forecasting (See CDM Cost Proposal)	CDM	BASIC													\$684,096.76	
	110.07. Hydrology & Hydraulics																
	Hydrology	RRP	BASIC	2					20		100	240	100		462	\$53,375.17	
	Hydraulic Modeling - Overland	RRP	BASIC	4					40		100	100	100		344	\$43,671.94	
	Hydraulic Modeling-Laguna Madre-Scour, Tidal Circulation & Flood Events	RRP	BASIC	8					100		300	60	300		768	\$98,973.95	
	Combined H&H Report	RRP	BASIC	10					80		100	200	100		490	\$66,010.56	
	110.08. Airport Vertical Clearance	RRP	BASIC	2					4		60	16	80	2	164	\$18,218.82	
	110.09. Schematic Deliverables (Including 30, 60, 90, & 100% Submittal)	RRP	BASIC	40					32	8	72	112	240		504	\$62,017.89	
	Sub Total (110 - ROUTE AND DESIGN STUDIES)			146	0	0	0	0	522	78	1,044	1,144	1,624	8	4,566		\$1,266,204.93
150	FIELD SURVEYING AND PHOTOGRAMMETRY																
	150.01. Aerial Photogrammetry (See RAM Cost Proposal)	RAM	SPECIAL													\$168,025.00	
	150.02. Field Surveying and Control (See RODS Cost Proposal)	RODS	SPECIAL													\$313,966.92	
	Sub Total (150 - FIELD SURVEYING AND PHOTOGRAMMETRY)			0	0	0	0	0	0	0	0	0	0	0	0		\$481,991.92
	ENVIRONMENTAL																
120	SOCIAL & ENVIRONMENTAL STUDIES AND PUBLIC INVOLVEMENT																
	General FC 120 Categories (Task / Deliverables)																
	120.01. Environmental Services (With respect to Engineering Backup)																
	120.01.01. Alternative Analysis (No build and 3 alignments) (Engineering Only)	RRP	BASIC	60					120		180	270	180	24	834	\$116,409.22	
	120.01.03. Transition of Files Meetings	RRP	BASIC	4					4				4	12	24	\$3,301.76	
	Sub Total (120 - SOCIAL & ENVIRONMENTAL STUDIES AND PUBLIC INVOLVEMENT)			64	0	0	0	0	124	0	180	270	184	36	858		\$119,710.98
	ROW & UTILITIES																
130	ROW DATA																
	130.01. Data Collection	RRP	BASIC	4					4		20	20	20	4	72	\$8,919.68	
	130.02. Subsurface Utility Engineering (See RODSUE Cost Proposal)	RODSUE	SPECIAL													\$246,607.56	
	130.03. Utility Coordination	RRP	BASIC	8							80	160	80	2	330	\$37,186.69	
	130.04. ROW Cost Estimates	RRP	BASIC	8					32	8	20		60	2	130	\$19,169.92	
	130.05. Utility Cost Estimates	RRP	BASIC	8					32	8	20		60	2	130	\$19,169.92	
	Sub Total (130 - ROW DATA)			28	0	0	0	0	68	16	140	180	220	10	662		\$331,053.77
145	GENERAL COORDINATION																
	A. Subcontracting	RRP	BASIC	96					20	100			20	40	276	\$51,093.50	
	B. Progress Reports and Invoices	RRP	BASIC	48											48	\$13,128.19	
	C. Record Keeping and File Management	RRP	BASIC	8							16	40	40	40	144	\$14,992.95	
	D. Stakeholder Coordination	ARES	SPECIAL													\$144,000.00	
	E. Schedule	RRP	BASIC	12					32	8	40			16	108	\$18,972.80	
	F. 1. Progress Meetings With CCRMA	RRP	BASIC	48					40	8	48				144	\$30,687.64	
	F. 2. Progress Meeting Minutes and Action Items	RRP	BASIC	8							8			48	64	\$6,816.41	
	Sub Total (145 - GENERAL COORDINATION)			220	0	0	0	0	92	116	112	40	60	144	784		\$279,691.49
	Total Hours			458	0	0	0	0	806	210	1,476	1,634	2,088	198	6,870		\$2,478,653.09
	LABOR TOTALS																
	Total Hours	MULTIPLIER		458	0	0	0	0	806	210	1,476	1,634	2,088	198	6,870		\$2,478,653.09
	CONTRACT RATES: (\$/MAN-HOUR)	2.464		\$ 273.50	\$ 93.63	\$ 135.52	\$ 93.63	\$ 76.38	\$ 246.40	\$ 152.77	\$ 135.03	\$ 108.42	\$ 83.78	\$ 73.92			
	BASE RATES: (\$/MAN-HOUR)			111.00	38.00	55.00	38.00	31.00	100.00	62.00	54.80	44.00	34.00	30.00			

PROJECT: OUTER PARKWAY
 CLIENT: CCRMA
 CONTRACT: General Engineering Consulting Contract
 Hwy: SH 104
 COUNTY: Cameron
 RRP JOB NO.: TX2434 SWA1 to WA2

EXHIBIT D-1 -- FEE ESTIMATE

FUNCTION CODE	DESCRIPTION	FIRM	SERVICE	MAN-HOURS												ESTIMATED FEE	TOTALS
				Project Manager	Env Planner III	Env Scientist IV	Env Scientist III	Env Scientist II/III	Engineer (Senior)	Engineer (Project)	Engineer (Design)	Senior CADD	Engineer in Training I	Admin/Clerical	TOTAL HOURS		
160	NON LABOR	RRP (nl)	BASIC-NL														
	In-Person Project Meetings (CCRMA) (10 In person meetings)	RRP (nl)	BASIC-NL														
	Travel - Mileage	RRP (nl)	BASIC-NL			Mileage Rate =	0.67	Mileage =	120		Trips =	10				\$804.00	
	Field Investigations (Engineering) (6 visits)	RRP (nl)	BASIC-NL														
	Travel - Mileage	RRP (nl)	BASIC-NL			Mileage Rate =	0.67	Mileage =	120		Trips =	6				\$482.40	
	In-Person Project Meetings TxDOT (Environmental Consultant) (1 meetings)	RRP (nl)	BASIC-NL														
	Travel - Lodging	RRP (nl)	BASIC-NL	2	Nights =	1		Cost per Night =		\$120.00	Trips =	2				\$480.00	
	Travel - Meals	RRP (nl)	BASIC-NL	2	Days =	2		Cost per Day =		\$60.00						\$480.00	
	Travel - Rental Vehicle	RRP (nl)	BASIC-NL		Days =	2		Rent/Gas per Day =		\$125.00						\$500.00	
	Miscellaneous Mileage	RRP (nl)	BASIC-NL													\$1,000.00	
	Media Storage Devices (CD, flash drive, etc.)	RRP (nl)	BASIC-NL													\$150.00	
	Sub Total (160 - NON LABOR)																\$3,896.40
	PROJECT TOTAL																\$2,482,549.49

EXHIBIT D-1
Cost Proposal

Summary

Firm	Labor	Other Direct Expenses &	Total
CDM Smith Inc.	\$625,804.76	\$58,292.00	\$684,096.76
Total Authorization Cost	\$ 625,804.76	\$58,292.00	\$684,096.76

* HUB Firms

EXHIBIT D-1 Cost Proposal

SPECIFIED RATE

SUB PROVIDER NAME: CDM Smith Inc.										
LABOR/STAFF CLASSIFICATION	HOURLY CONTRACT RATE	110.06.01	110.06.02	110.06.03	110.06.04	110.06.05	110.06.06	110.06.07	Total Hours	Total Dollars
		Travel Demand Modeling	Existing Conditions, Data and Assumptions Review	Project Traffic Forecast Updates using 2045 RGV MPO Model	Traffic and Operational Analysis/Simulat ion	Bicycle and Pedestrian Accommodation s	Safety Analysis	Project Management, QC, and Coordination Meetings		
Administrative/Clerical	\$111.77	12	12	6	18	10	10	20	88	\$9,835.76
Transportation Planner III	\$192.81	12	12	5			40		69	\$13,352.09
CADD Operator	\$139.72	32	32	20	180	36			300	\$41,916.00
Engineer (Senior)	\$257.08				96	40	72		208	\$53,472.64
Engineer (Project)	\$203.98	36	32	12	144	60	72		356	\$72,616.88
Engineer-in-Training II	\$139.72				144				144	\$20,119.68
Deputy Project Manager	\$329.73	16	32	16	16	16	16	16	128	\$42,205.44
Transportation Planner - Senior	\$293.40	32	32	16	80				160	\$46,944.00
Transportation Planner IV	\$245.90				90				90	\$22,131.00
Transportation Planner III	\$192.81				120		60		180	\$34,705.80
Transportation Planner I/II	\$139.72	24	48	8	100	120	40		340	\$47,504.80
Technical Advisor - Senior	\$405.14	16	16	16	16	8	8	8	88	\$35,652.32
Support Manager - TPP Planning	\$307.37	20	40	20	60	20	20	40	220	\$67,621.40
Transportation Planner - Senior	\$293.40	20	20	20	20				80	\$23,472.00
Transportation Planner IV	\$245.90	40	20	22	20				102	\$25,081.80
Transportation Planner III	\$192.81		20	40	20				80	\$15,424.80
Transportation Planner I/II	\$139.72	20		40	20				80	\$11,177.60
Support Manager - TPP Planning	\$307.37	16	16	11	16	20	20	40	139	\$42,570.75
Total Hours		296	332	252	1,160	330	358	124	2,852	
Total Dollars		\$69,533.00	\$79,637.24	\$58,448.90	\$236,600.78	\$66,247.62	\$79,995.42	\$35,341.80		\$625,804.76
% by Task Hours		11.1%	12.7%	9.3%	37.8%	10.6%	12.8%	5.6%		

EXHIBIT D-1 **Cost Proposal**

OTHER DIRECT EXPENSES

PRIME PROVIDER NAME: CDM Smith Inc.

Other Direct Expenses:	Unit	Fixed Cost	Maximum Cost	Cost	Quantity	Total Cost
Travel (Set rates in accordance with State of Texas Travel Rates)						
Lodging/Hotel (Taxes / fees not included)	day/person		Current State Rate	\$ 80.00	4	\$ 320.00
Lodging/Hotel - Taxes and fees	day/person		\$40.00			\$ -
Meals (Excluding alcohol & tips) (Overnight stay required)	day/person		Current State Rate	\$ 36.00	12	\$ 432.00
Mileage	mile	Current State Rate		\$ 0.670		\$ -
Rental Car (Includes taxes and fees; Insurance costs will not be reimbursed)	day		\$85.00		4	\$ 340.00
Rental Car Fuel	gallon		\$5.00		160	\$ 800.00
Air Travel- In State/Out of State (Coach)	Rd Trip/person		\$850.00		4	\$ 3,400.00
Outside Consultant Service - Data Collection: Traffic Counts *Requires prior approval from CCRMA PM	per data purchase		\$60,000.00			\$ 53,000.00
					Totals :	\$ 58,292.00

The unit costs shown include labor, overhead, and profit. Payment based on units completed. No partial payments.

All unit costs are negotiated costs and are not subject to change or adjustment.

Unit Cost Payment Basis: If unit costs by year are included, unit costs billed should correspond to the fiscal or calendar year, if applicable, in which the work was done.

**EXHIBIT D-1
Cost Proposal**

RODS Aerial Mapping LLC

TASK DESCRIPTION SPI	Support Manager	Analytical Triangulation Specialist	Certified Photogrammetrist	Aerial Mapping Technician	LiDAR Processing Technician, Fixed Wing	Aerial Processing Tech	Mapping Editor (incl QA/QC, Finishing, & Finalization)	LIDAR TASK LEAD	Aerial Office Technician	LIDAR MAPPING TECHNICIAN (AERIAL)	TOTAL LABOR HOURS	NO OF DWGS	TOTAL LABOR COST
ROADWAY DESIGN - FC 160 (150 - SURVEYING)													
150.3 Design Surveys (15.2.1)													
Planimetric and LiDAR	10	50	20	100	400	300	80	20	0	0			
CSJ: 0921-06-163 SPI													
HOURS SUB-TOTALS	10	50	20	100	400	300	80	20	0	0	980		
CONTRACT RATE PER HOUR	\$165.00	\$165.00	\$110.00	\$165.00	\$165.00	\$110.00	\$55.00	\$123.75	\$123.75	\$110.00			
TOTAL LABOR COSTS	\$1,650.00	\$8,250.00	\$2,200.00	\$16,500.00	\$66,000.00	\$33,000.00	\$4,400.00	\$2,475.00	\$0.00	\$0.00			\$134,475.00
% DISTRIBUTION OF STAFFING	1.0%	5.1%	2.0%	10.2%	40.8%	30.6%	8.2%	2.0%	0.0%	0.0%	1		
SUB-TOTAL - FC 160 (150 - SURVEYING)													\$ 134,475.00

OTHER DIRECT EXPENSES	COST/UNIT	# of UNITS	UNIT								
CSJ: 0921-06-163 SPI											
Fixed Wing Airborne Aerial Imagery/LiDAR - Project Flight Miles (to/from local airport	\$ 65.00	50	per mile								\$ 3,250.00
Photo Lab Service - Digital image processing	\$ 28.00	100	per frame								\$ 2,800.00
Airborne DPS/IMU Data Collection/processing	\$ 2,500.00	1	per project								\$ 2,500.00
Mobilization for Aerial Imagery/LiDAR Fixed Wing Aircraft (includes aircraft, pilot, sensor/LiDAR operator, fuel and transportation cost)	\$ 25,000.00	1	per project								\$ 25,000.00
SUB-TOTAL OTHER DIRECT EXPENSES											\$ 33,550.00

SUMMARY	
TOTAL COSTS FOR RAM	\$ 134,475.00
TOTAL COST (UNIT COST)	\$ -
NON-SALARY (OTHER DIRECT EXPENSES) FOR RAM	\$ 33,550.00
GRAND TOTAL	\$ 168,025.00

EXHIBIT D-1

Cost Proposal

Sub Provider: RODS Subsurface Utility Engineering, Inc.

Specified Rate Fee Payment Basis

January 9, 2025

Salary Classification			Contract Rate	Hours/Quantity	Total
Support Manager			\$208.96	12	\$2,507.52
Engineer - Senior			\$201.86	36	\$7,266.96
Project Controls Specialist - Senior			\$141.55	0	\$0.00
Project Controls Specialist			\$106.55	0	\$0.00
Engineer - EIT (Engineer-In-Training)			\$123.38	8	\$987.04
Engineer -Graduate			\$106.55	4	\$426.20
Engineer Tech - Senior			\$98.14	4	\$392.56
Engineer Tech			\$92.53	0	\$0.00
Engineer Tech - Junior			\$70.10	0	\$0.00
Admin/Clerical			\$89.73	16	\$1,435.68
CADD Tech - Senior			\$98.14	0	\$0.00
CADD Tech			\$84.12	0	\$0.00
CADD Tech - Junior			\$70.10	0	\$0.00
SUE Manager			\$196.28	0	\$0.00
SUE Field Manager			\$137.40	0	\$0.00
Utilities Coordinator - Senior			\$195.47	0	\$0.00
Utilities Coordinator			\$117.77	0	\$0.00
Utilities Field Inspector - Senior			\$137.40	0	\$0.00
Utilites Field Inspector			\$98.14	0	\$0.00
Engineering Specialist (Utility) - Senior			\$106.55	0	\$0.00
SUBTOTAL FOR LABOR				80	\$13,015.96
	Vacuum Excavation Vehicles (Mobilization)	mi	\$6.50	1,000	\$6,500.00
	Pavment Coring	each	\$275.00	10	\$2,750.00
SUE Quality Level D (Includes labor and equipment for records resarch, CADD and mapping.)		LF	\$0.75	22,836	\$17,127.00
SUE Quality Level C (Includes labor and equipment for records resarch, CADD and mapping.)		LF	\$0.95	68,508	\$65,082.60
SUE Quality Level B - Utility Designation (Includes labor and equipment for records research, designating, engineering, surveying, CADD mapping and limited traffic control.)		LF	\$2.00	43,428	\$86,856.00
SUE Field Services					
One (1) Designating Person with equipment		Hour	\$160.00	30	\$4,800.00
Two (2) Designating People with equipment		Hour	\$225.00	30	\$6,750.00
SUE Quality Level A Testholes (Per testhole depth)					
	Level A: 0 to 4.99 ft.	Each	\$1,400.00	2	\$2,800.00
	Level A: > 5 to 7.99 ft.	Each	\$1,700.00	3	\$5,100.00
	Level A: > 8 to 12.99 ft.	Each	\$2,225.00	3	\$6,675.00
	Level A: > 13 to 19.99 ft.	Each	\$2,750.00	2	\$5,500.00
	Level A: > 20 ft.	VF	\$240.00	1	\$240.00
SUBTOTAL FOR UNIT COST					\$210,180.60

SUMMARY		
SUBTOTAL FOR LABOR	(see attached)	\$13,015.96
SUBTOTAL FOR UNIT COST	(see above)	\$210,180.60
SUBTOTAL FOR DIRECT EXPENSES	(see attached)	\$23,411.00
TOTAL		\$246,607.56

EXHIBIT D-1

Cost Proposal

LABOR BUDGET BY TASK	\$208.96	\$201.86	\$141.55	\$106.55	\$123.38	\$106.55	\$98.14	\$92.53	\$70.10	\$89.73	\$98.14	\$84.12	\$70.10	\$196.28	\$137.40	\$195.47	\$117.77	\$137.40	\$98.14	\$106.55	
RODS Subsurface Utility Engineering, Inc. (SUB PROVIDER)	Support Manager	Engineer - Senior	Project Controls Specialist - Senior	Project Controls Specialist	Engineer - EIT (Engineer-In-Training)	Engineer - Graduate	Engineer Tech - Senior	Engineer Tech	Engineer Tech - Junior	Admin/Clerical	CADD Tech - Senior	CADD Tech	CADD Tech - Junior	SUE Manager	SUE Field Manager	Utilities Coordinator - Senior	Utilities Coordinator	Utilities Field Inspector - Senior	Utilities Field Inspector	Engineering Specialist (Utility) - Senior	TOTAL
1.0 PROJECT MANAGEMENT (FC 145)																					
A Progress Meetings - Prep, Attendance, Doc.	12	16			8	4	4														\$7,543
D Invoicing		20								16											\$5,473
SUBTOTAL FOR LABOR	12	36	0	0	8	4	4	0	0	16	0	0	0	0	0	0	0	0	0	0	\$13,016

EXHIBIT D-1

Cost Proposal

RODS Subsurface Utility Engineering, Inc. Service to Be Provided	Unit	Fixed Cost	Maximum Cost	Quantity	Total
Travel					
<u>QLB SUE Crew</u>					
Lodging/Hotel (Taxes / fees not included)	day/person		\$ 107.00	30	\$ 3,210.00
Lodging/Hotel - Taxes and fees	day/person		\$ 20.00	30	\$ 600.00
Meals (Excluding alcohol & tips) (Overnight stay required)	day/person		\$ 59.00	30	\$ 1,770.00
Mileage	mile		\$ 0.670	1,300	\$ 871.00
<u>QLA SUE Crew</u>					
Lodging/Hotel (Taxes / fees not included)	day/person		\$ 107.00	15	\$ 1,605.00
Lodging/Hotel - Taxes and fees	day/person		\$ 20.00	15	\$ 300.00
Meals (Excluding alcohol & tips) (Overnight stay required)	day/person		\$ 59.00	15	\$ 885.00
Mileage	mile		\$ 0.670	1,000	\$ 670.00
Miscellaneous					
Portable Message Board	day		\$ 500.00		\$ -
Flashing Arrow Board	day		\$ 600.00		\$ -
Law Enforcement/Uniform Office (including vehicle)	hour		\$ 150.00		\$ -
Attenuator trucks - (Lane/Shoulder Closure) (Includes labor, equipment and fuel)	day		\$ 1,600.00	2	\$ 3,200.00
Attenuator trucks - (No Lane Closure) (Includes labor, equipment and fuel)	day		\$ 1,000.00		\$ -
Traffic Control Services, Arrow Boards and Attenuator trucks (Includes labor, equipment and fuel)	day		\$ 5,150.00	2	\$ 10,300.00
SUBTOTAL FOR DIRECT EXPENSES					\$ 23,411.00

**EXHIBIT D-1
Cost Proposal**

SUB PROVIDER NAME: RODS SURVEYING, INC.

South Padre Island - CAMERON COUNTY

TASK	TASK / DESCRIPTION	Support Manager	Surveyor (RPLS) - Senior	CADD OPERATOR - SENIOR	CADD OPERATOR	SIT (Surveyor in Training) - Senior	Survey Tech - Senior	Abstractor	Admin/Clerical	Survey Field Crew Coordinator	1-Man Field Party	2-Man Field Party	3-Man Field Party	Task Labor Hours	Task Labor Budget
		\$230.05	\$184.04	\$121.79	\$97.43	\$129.91	\$117.11	\$92.02	\$81.19	\$106.91	\$140.00	\$195.00	\$242.00		
DESIGN SURVEYS (APPROX. 21 miles)															
1	H&V SURVEY CONTROL - Establish and verify Horizontal and Vertical Survey Control. Perform digital leveling between control points as necessary. Prepare Horizontal and Vertical Survey Control Index Sheets including control sketches and 8.5"x11" survey control data sheet, all signed by a Texas RPLS.	8	16	32	100	72				30		100	170	528	\$ 91,626.14
2	DESIGN SURVEYS - Make survey ties to signs, visible utilities, perform cross-sections to supplement lidar flight, bridges, drainage features with invert data (manholes, culverts, etc.)	8	16	48	200	32	80			30		140	240	794	\$ 132,230.18
3	ROE - Secure Right-of-Entry to cross land into private property to establish H&V survey control or perform design surveys.	TxDOT should provide ROE, incld. coord time for admin							40					40	\$ 3,247.60
	Subtotal Hours	16	32	80	300	104	80	0	40	60	0	240	410	1362	
	TOTAL Sub LABOR FEE	\$ 3,680.80	\$ 5,889.28	\$ 9,743.20	\$ 29,229.00	\$ 13,510.64	\$ 9,368.80	\$ -	\$3,247.60	\$ 6,414.60	\$ -	\$ 46,800.00	\$ 99,220.00		\$227,103.92

Reimbursable Direct Expenses	Rate	Unit	Amount	Total
Mileage	\$ 0.670	miles	8500	\$ 5,695.00
Lodging/Hotel (Taxes /fees not included)	\$ 140.00	each	142	\$ 19,880.00
Lodging/Hotel - Taxes and Fees	\$ 45.00	each	142	\$ 6,390.00
Meals (Excluding alcohol & tips) (Overnight stay required)	\$ 69.00	day	142	\$ 9,798.00
Ground Target (includes paint, panel material, etc.)	\$ 30.00	each	20	\$ 600.00
Terrestrial Laser Scanner (rates applied to actual time scanner unit is in use)	\$ 125.00	hour		\$ -
Railroad - Flagger (Service provided by RR)	\$ 1,600.00	hour		\$ -
Railroad - Insurance in addition to STD Minimum Required (Minimum coverage of \$1 Million required by RR)	\$ 2,500.00	each		\$ -
Railroad - Permit	\$ 4,500.00	each		\$ -
Railroad - Safety Training (if required - Heavy Rail Safety Training Certificate, includes classroom training and employee certification card)	\$ 525.00	per person		\$ -
Boat with motor	\$ 400.00	per day	55	\$ 22,000.00
Hydrographic Sonar Equipment	\$ 500.00	day	45	\$ 22,500.00
TOTAL REIMBURSABLE DIRECT EXPENSES				\$ 86,863.00
GRAND TOTAL				\$ 313,966.92

3-man crews has total of 410 divided by 12 hours a day are 34.16 multiplied by 3 person = 102.5

2-man crew has a total of 240 hours divided by 12 hours a day are 20 multiplied by 2 person = 40

This totals 142 units for hotels and meals.

**2-N CONSIDERATION AND APPROVAL OF AMENDMENT NUMBER 1 TO TASK
ORDER NUMBER 2024-1 WITH FAGAN CONSULTING, LLC FOR TOLL
OPERATION/INTEGRATION SUPPORT OF THE FUEGO BACK OFFICE
SYSTEM.**



Task Order #2024-1
Amendment 1

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Task Order Name: CCRMA Back Office System Transition Support
Task Order Amendment Effective Date: January 1, 2025
CCRMA Contact for this Amendment: Ron Fagan

I. Introduction

Task Order #2024-1, Amendment 1 is a continuation of Task Order #2024-1 for continuing support with additional activities as described in Section II.

II. Scope of Work

Task Order #2024-1, Amendment 1 adds the following tasks to Fagan Consulting's scope of work:

7. CCRMA desires Project Manager support from Fagan Consulting to help oversee integrating the Cameron County Bridges and Cameron County Parks into the Harris County Toll Road Authority (HCTRA) back office for operational and customer account support.
8. Fagan Consulting understands its task regarding integrating the Cameron County Bridges and the Cameron County Parks into the HCTRA back office. This amendment includes all relevant work scope and outputs in Task Order Number 2024-1.
9. Fagan Consulting will support CCRMA as requested for additional activities related to the completion of the inclusion of the Cameron County Bridges and Cameron County Parks to the operations back office of HCTRA as needed.

III. Work Schedule

Task Order #2024-1 duration will extend from January 1, 2025 through December 31, 2025.

IV. 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).

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

The maximum not-to-exceed amount of this task order is revised from **\$50,000** to a revised amount of **\$85,000.00**, or an increase of \$35,000 due to the additional scope included herein for Task Order #2024-1, Amendment 1..

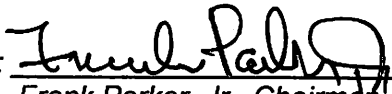
VI. Governing Terms

This Task Order #2024-1 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 #2024-1, Amendment 1, effective as of this Task Order Effective Date set forth above.

Cameron County Regional Mobility Authority
(SEAL)

Fagan Consulting, LLC

By: 
Frank Parker, Jr., Chairman

By: Ronald A. Fagan
Ron Fagan