

Additional Response to Questions from November 9 Workshops

At the November 9, 2010 DBE and Pre-QS Statement workshops, multiple questions were asked regarding the availability of traffic information for SH 550 and the other five projects in the program. A Traffic and Revenue Study, considering all of the anticipated projects and economic growth expectations, has not been completed. Planning-level traffic information has been posted on the Cameron County Regional Mobility Authority website, accessible at <http://cameroncountyrma.org/docs/CCRMACDAPanningLevelTraffic2.pdf>. Additional information regarding the proposed Transportation Reinvestment Zone has also been provided at <http://cameroncountyrma.org/docs/TRZPublicHearing2010Nov11.pdf>.

Also, the following question received significant attention at the workshop:

Question – Why is there a distinction between the development of SH 550 and the other five projects?

Response – It is the CCRMA's objective to accelerate the development of all of the planned projects described in the RFQ. Each is at a different stage of planning and development, and therefore distinctions must be made as to the type of work which can be procured and awarded for each. SH 550 is the most technically developed project, as it has environmental clearance, an approved schematic, and advanced design. It is therefore ready for award for immediate development through a concession CDA model.

The remaining projects have not yet advanced to that point. However, the CCRMA intends that the selected developer will play a significant role in further planning for the development of some or all of those projects. That will include planning related to the financing of the projects, including the possible use of financing provided by or through the selected developer. It is not possible to award the construction of those projects through this procurement, but planning for development, financing, and operation of those projects as part of an integrated system is why the CCRMA has requested the expertise and financial capacity identified in the RFQ.