

FILED FOR RECORD
AT 4:10 O'CLOCK P.M.

NOV 22 2022



SYLVIA GARZA-PEREZ
CAMERON COUNTY CLERK
By *[Signature]* Deputy

**NOTICE OF PUBLIC HEARING
ON PETITION FOR CREATION OF
RIO GRANDE LEVEE IMPROVEMENT DISTRICT OF
CAMERON COUNTY**

THE CAMERON COUNTY COMMISSIONERS' COURT WILL CONDUCT A PUBLIC HEARING ON PETITION FOR CREATION OF RIO GRANDE LEVEE IMPROVEMENT DISTRICT OF CAMERON COUNTY PURSUANT TO TEXAS WATER CODE CHAPTER 57. ANY PERSON WHOSE LAND WOULD BE AFFECTED BY CREATING THIS DISTRICT MAY APPEAR BEFORE COMMISSIONERS' COURT TO CONTEST OR SUPPORT THE CREATION OF RIO GRANDE LEVEE IMPROVEMENT DISTRICT OF CAMERON COUNTY.

THE PUBLIC HEARING WILL BE HELD AT:

**CAMERON COUNTY COURTHOUSE (DANCY BUILDING)
COMMISSIONERS' COURT ROOM
1100 EAST MONROE STREET, SECOND FLOOR
BROWNSVILLE, TEXAS 78520
TUESDAY, DECEMBER 20, 2022 AT 9:30 A.M.
ZOOM MEETING ID: 850 1747 9719 / PASSWORD: 100370**

ORDER NO. 2022011048

COUNTY OF CAMERON

§

STATE OF TEXAS

§

§

ORDER OF COMMISSIONERS' COURT

Public Hearing on Petition for Creation of Rio Grande Gateway Levee Improvement District of Cameron County Pursuant to Texas Constitution Article XVI, Section 59 and Texas Water Code Chapter 57

WHEREAS, on November 22, 2022, the Commissioners' Court acknowledged the presentment and petition for the creation of the Rio Grande Gateway Levee Improvement District of Cameron County pursuant to Texas Constitution Article XVI, Section 59 and Texas Water Code Chapter 57;

WHEREAS, on November 22, 2022, the Commissioners' Court found the petition is signed by the owners of a majority of the acreage of this proposed district, describes the proposed boundaries of the district, states the general nature of the proposed improvements and their necessity and feasibility, states whether the taxes proposed to be levied in the district are to be levied on the ad valorem basis or on the benefit basis, and designates the name for the district which shall include the name of the county in which the district is located pursuant to Texas Water Code § 57.012;

WHEREAS, on November 22, 2022, the Commissioners' Court found that a deposit was paid to the Clerk upon filing the petition pursuant to Texas Water Code § 57.013; and

WHEREAS, on November 22, 2022, the Commissioners' Court, having found the requirements of the petition being met, must schedule a public hearing on the petition between the 15th day and 30th day from the date of this order pursuant to Texas Water Code § 57.014.

THEREFORE, COMES NOW THE CAMERON COUNTY COMMISSIONERS' COURT AND FINDS AND ORDERS THAT, the public hearing on the petition for Rio Grande Gateway Levee Improvement District of Cameron County will be heard during the Commissioners' Court regular meeting on Tuesday, December 20, 2022, at 9:30 AM, located at 1100 E. Monroe St., Brownsville, Texas 78520 and via Zoom Meeting ID: 850 1747 9719 / Password: 100370;

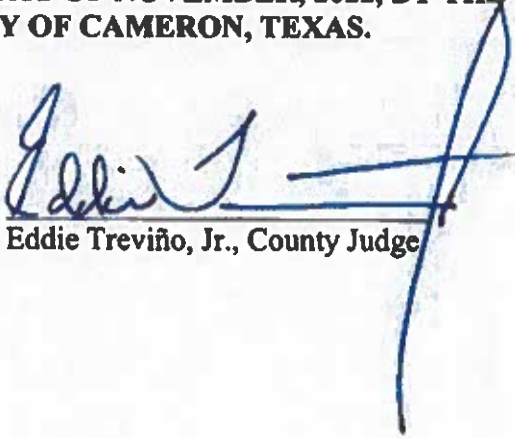
THEREFORE, COMES NOW THE CAMERON COUNTY COMMISSIONERS' COURT AND FINDS AND ORDERS THAT, the Cameron County Clerk to issue notice of the public hearing so that all persons concerned are aware of the time and place of the hearing and their right to appear at the hearing to contend for or contest the creation of the district;

THEREFORE, COMES NOW THE CAMERON COUNTY COMMISSIONERS' COURT AND FINDS AND ORDERS THAT, the Cameron County Clerk deliver the notice to any adult person who is willing to post the notice at the Cameron County Courthouse, 974 E. Harrison St.,


Brownsville, Texas 78520 and within the proposed district within three (3) days of the date of this order along with an affidavit that the person posted these notices; and

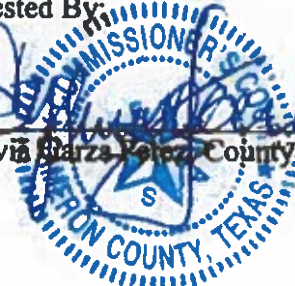
THEREFORE, COMES NOW THE CAMERON COUNTY COMMISSIONERS' COURT AND FINDS AND ORDERS THAT, the Cameron County Clerk to mail the notice of hearing to the Executive Director in Austin, Texas, along with the petition and statement of the petition's general purpose.

ORDERED AND EFFECTIVE ON THE 22ND DAY OF NOVEMBER, 2022, BY THE COMMISSIONERS' COURT OF THE COUNTY OF CAMERON, TEXAS.


Eddie Treviño, Jr., County Judge

Attested By:


Sylvia Barza-Perez, County Clerk

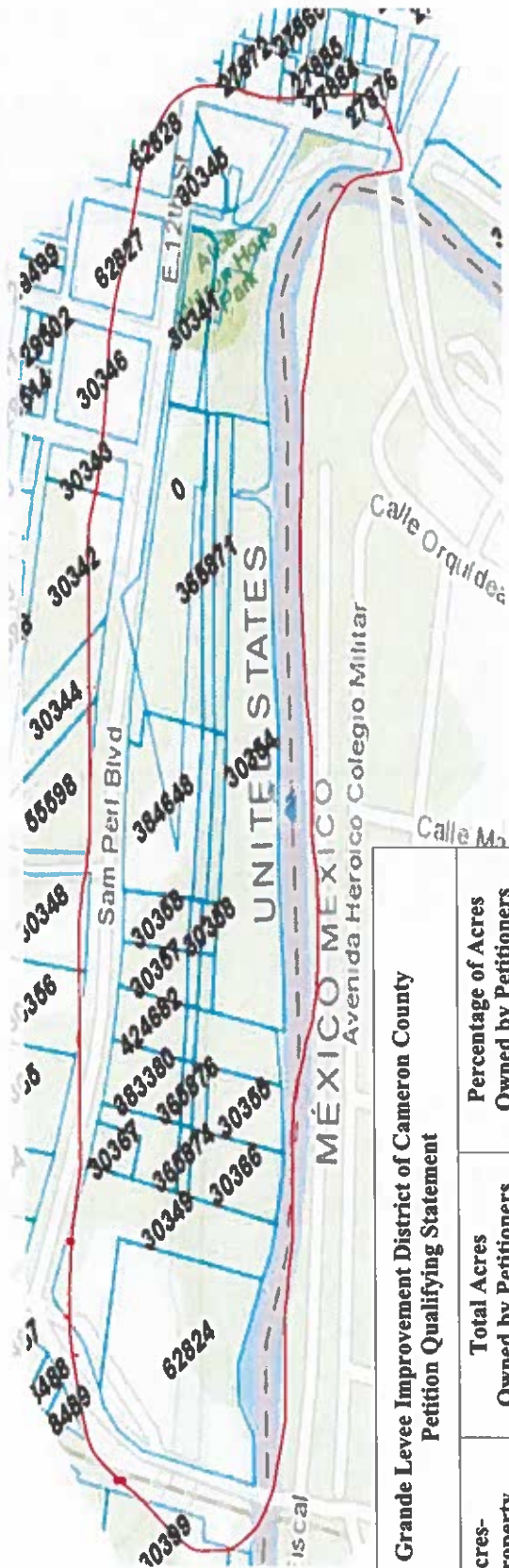


IN RE CAMERON COUNTY ORDER & NOTICE OF PUBLIC HEARING ON PETITION FOR CREATION OF RIO GRANDE LEVEE IMPROVEMENT DISTRICT OF CAMERON COUNTY DECEMBER 20, 2022, AT 9:30 AM			
SCHEDULE OF ATTACHMENTS			Page # in the Order
Exhibit 1	Qualifying Statement per Water Code 57- Petitioners Represent More than 50% of the Acreage Identified for the District		Exhibit N
Attachment 1- Petition	Petition of Raul Mendez & Affiliates – Riverfront Property Owner Petition to Create River Levee Improvement District	<i>Each Petition Makes the Same Case and are Consistent</i>	4 & 7
Attachment 2- Petition	Petition of Sam Manatt & Affiliates – Riverfront Property Owner Petition to Create River Levee Improvement District		4 & 7
Attachment 3- Petition	Petition of Morgan Jones & Affiliates – Riverfront Property Owner Petition to Create a River Levee Improvement District		4 & 7

Exhibit N- Image 1- Petitioners Qualifying Statement

The diagram & data extracted from Cameron County Property & Tax Records indicate the Petition & Petitioners qualify under *Texas Water Code Chp. 57-A River Levee Improvement District*. They meet the qualification of owning more than 50% of the acreage identified for the District and privately owned.

Notably, of the acreage owned and controlled by US Federal Agencies and other Public Agencies, 90% is subject to written agreements calling for participation in the effort to untangle and reassign real property interests among the private property and public property to facilitate converting the Rio Grande Riverfront into a productive Regional and National Asset, which is the direct purpose of the Rio Grande Levee Improvement District of Cameron County.



**Rio Grande Levee Improvement District of Cameron County
Petition Qualifying Statement**

Total Acres- Private Property	Total Acres Owned by Petitioners	Percentage of Acres Owned by Petitioners
14.4	11.2	78%

Petitioners Names Acres & Parcel ID Numbers

Petitioner Name	Acres	Parcel ID Numbers	Total Acres
Raul Mendez & Affiliates	1.34		
Ruby River Inv. Corp & Manatt & Affiliates	4.88		
Morgan Jones & Affiliates	3.43		
BP Newman Inv. Co & Affiliates	1.57		
	30350 & 30359		11.22
	30366 & 30355 & 55531		
	30358 & 30357		

Notably-- Government Obligations to Participate in Purpose of LID Evidence by Written Contract

Total Acres- Public Agencies	Total Acres Subject to Contractual Agreement to Exchange to Facilitate Riverfront Boardwalk	Percent of Acres
24.2	21.9	90. %

Mr. Raul Mendez
Concerned Citizen and
Riverfront Property Owner

Cameron County
Darcy Building
1100 East Monroe St
Brownsville TX, 78520

October 2021
via Email

In Care of

Judge Eddie Treviño
Commissioner Sophia Benavidas-Precinct 1
Commissioner Joey Lopez- Precinct 2

Commissioner David Garza- Precinct 3
Commissioner Gus Ruiz- Precinct 4
Pete Sepulveda- County Administrator,
Executive Director CCRMA

Re: Matter: Riverfront Property Owners' Petition to Cameron County & CCRMA
Item: Introductory Letter

Judge & Commissioners,

The private property owners and taxpayers along the Rio Grande, between the riverway and Sam Perl Blvd. (hereinafter, *Riverfront Property Owners*), respectfully submit this Petition to Cameron County and the Cameron County Regional Mobility Authority.

Our Petition is Presented in Two Parts:

1. The Illustrative Presentation:

The images with the comments are designed to provide a visualization of the subject area. It is our intention to graphically illustrate the well-coordinated efforts with the Federal Government, Port District & Union Pacific Railroad heretofore realized.

Additionally, it is our intention to graphically illustrate the municipal government's sudden inconsistent behavior with the referenced previous efforts. Noting that the inconsistent and inexplicable behavior resulted in further depressing the land value of the subject properties to the detriment of Cameron County, the CCRMA, the *Riverfront Property Owners*, our immediate neighbors and the community at large.

2. The Technical Presentation:

The letter is designed to provide a thoughtful and comprehensive basis for the County to Grant our requests and to simultaneously take the actions for which we Petition. The presentation identifies several important matters, including the relevant Texas Statutes, Items of Record, County Initiatives, Actions by public agencies and private interests, all of which support the Granting of our Petitions.

Sincerely,

Raul Mendez

Raul Mendez
Concerned Citizen &
Riverfront Property Owner

Petition
The Illustrative Presentation



Civic Minded Citizen
Spokesperson for
Riverfront Property
Owners

Mr. Sam Manatt

The modern Concrete Levee
and the Real Property
Exchange Agreement
Instigated by Mr. Marasco's
Development Group is the
Keystone to the Riverfront
Development & Revitalization
Project.

The Riverfront Property is the
Key to the Keystone!



The Current City Electeds & its Administrators are Intentionally Preventing the
Magnificent Riverfront Development & Revitalization Project from Proceeding!
We Respectively Petition Cameron County & CCRMA to Join Forces with the
Riverfront Property Owners to use our Collective Authorities
To make it Happen for the Good of our Community



We also want our Property to be Redeveloped for the Economic & Cultural good of our community.

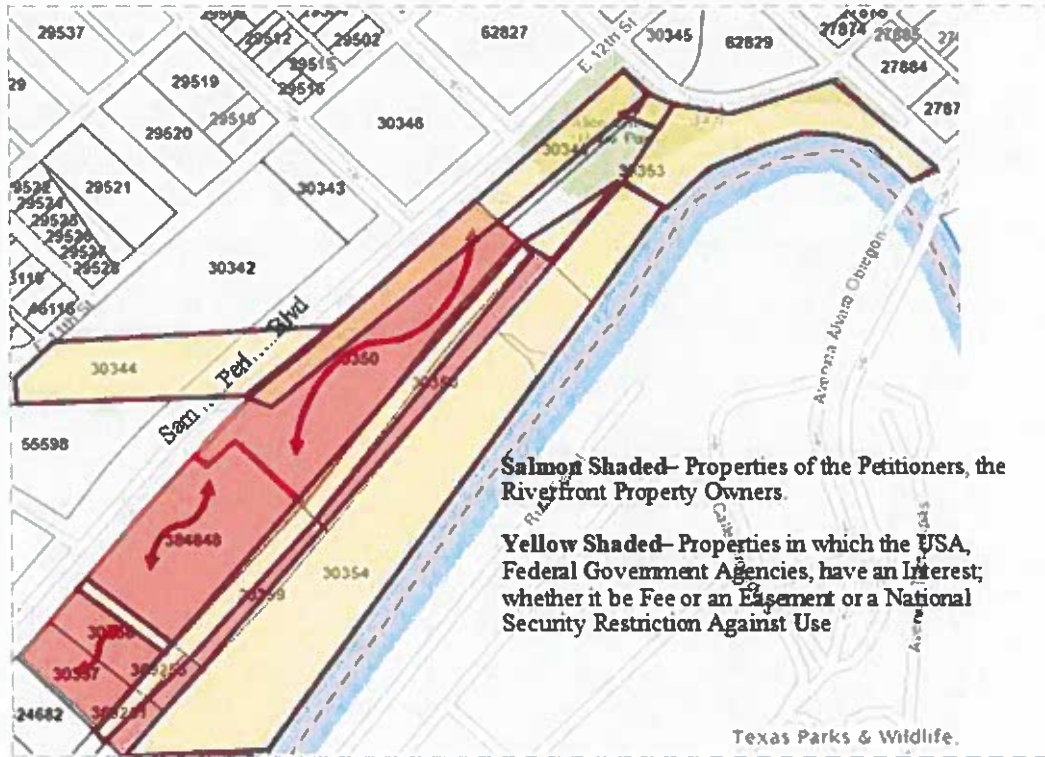
The City long ago recognized the merit of the Riverfront Development & Revitalization Project and Resolved to facilitate it with Mr. Marasco's Group by forming a TIRZ & TIF with an Effective and Usable boundary.

Cameron County, Port of Brownsville, State Officials, US & Mexican Federal Officials and the Texas Hotel & Lodging Assoc recognize the merit of the Rio Grande Riverfront Development & Revitalization Project and have demonstrated their support in several actionable ways.

We know Mr. Marasco pretty darn well. We have watched him assemble the many pieces of the puzzle over the years. We know his plans & his experience. We support his plans & pragmatic approach.

The City must honor its commitments to me, my neighbors, Cameron County, the State & the Feds - Now, not later! By Including our Riverfront Property in Downtown TIRZ #3!"

Illustration 2
Chart & Diagram Illustrating the
Reasons Why the Real Estate Exchange Agreement is Required-
The Real Estate Must be Reconfigured with Government Agencies
and It Illustrates Why the Petitioners Qualify
to Make the Petition Pursuant to Texas Tax Code 311.007



The Shaded Diagram Illustrates the Major Challenge to the Undertaking- Reliable Government Agencies that will do what's Required of them to do Something Magnificent for our Citizens...on both sides of the River! The Private Riverfront Property Owners are willing to do their part!

Petitioners Represent More Than 50% of the Assessed Value Paying Taxes					
Property Owners & Representatives	Property Identification Numbers	County Assessed Market Value	Percentage of Assessed Value	Acres	Percentage of Acres
Manatt & Affiliates	303050 / 30359	\$72,471	18%	4.88	63%
Church & Raul	384648	\$279,205	70%	1.34	17%
BP Newman Inv Co & Affiliates	30358 / 30357	\$44,789	11%	1.57	20%
		\$396,465	100%	7.79	100%

Riverfront Properties & More– City’s Selected Developer Instigated a Property Exchange Agreement with Participating Government Agencies to Reconfigure the Land Parcels and Exchange Interests in them to Facilitate the Development - Financing - Construction & Operation of the Riverfront Development & Revitalization Project– Make Note- the Agreements are Items of Record.

These Images Illustrate the Series of Ideas that Instigated & Successfully Coordinated the Real Estate Reconfiguration and Exchange of Interests therein to Remove the Border Barrier and the Double Earthen Levees, which set the stage (literally) to Convert the Unproductive Properties into a Powerhouse of Economic Revitalization for the Greatest Good of Our Community

Image at Right

- 1st Step Illustrated- Determine & Record the Land Use Sensitivities of the USA & Mexico Regarding the Riverfront– i.e. Know the No Go Zone.
- Its formally known as the *USA & MX Restricted Use Zone (RUZ)*.
- This Mutually Agreed Upon, Formally Authorized, and Legally Defined *RUZ* is an *Item of Record* between US State Dept & IBWC with their Counterparts in Mexico.
- This Matter Set the Usable Boundary of the Riverfront Properties as Written, Signed, and Sealed by the United States of America & Mexico.



Image at Left

- 2nd Step Illustrated– Determine under what terms the USA would Reconfigure its Land Parcels & Exchange Interests therein to Facilitate the Financing- Development – Construction & Operation of a New Land Use of the Riverfront Properties – then called at the time, the Riverfront Boardwalk.
- The Proposal Necessarily included the Removal of the Double Earthen Levees and the Border Barrier. Which also necessarily included a Replacement for each.
- The Yellow-Orange Dashed Line Illustrates what was Agreed and the Location to Construct it– a modern Federal Fortified Concrete Flood Levee and Support Structure for the City’s/County’s Elevated Riverfront Boardwalk to support the Hotel & Bridge and other Programmed Lands Uses.
- The “Federal Fortified Concrete Levee” and its mutually agreed upon placement, size, scope, and financing mechanisms is the KEYSTONE to Developing, Leasing Financing and Constructing what then became known as the *Riverfront Development & Revitalization Project*.





Image at Left

- The Image Illustrates the Juxtaposition of the USA-MX Restricted Use Zone to the Riverfront Development & Revitalization Project Redevelopment Area (Red Zone)
- Yellow-Red Dashed Line Illustrates the Agreed Upon Location to Construct the modern Federal Fortified Concrete Flood Levee & Support Structure for the City's/County's Elevated Riverfront Boardwalk to Support the Hotel & Bridge and other Programmed Land Uses.
- The "Fortified Concrete Levee" and its mutually agreed upon placement, size, scope and financing mechanism is the KEYSTONE to Developing, Leasing, Financing and Constructing the Riverfront Development & Revitalization Project
- The Size, Location and Programmed Land Use of the Redevelopment Area Red Zone is Calculated to Generate the Requisite Amount of Commercial Business Rents and Tax Increment to meet the Terms of Use of the Federal Government and pay the Mortgage on the Public and Private Improvements. Its an Item of Record.
- It's all about and in the Numbers!



Image at Right

- The Image Illustrates the Petition of the Riverfront Property Owners- the Cameron County Rio Grande Levee Improvement District
- A Levee District Requested by the Property Owners, Approved by the County, Implemented by the CCRMA provides the Authority to the Participating Parties to immediately commence interfacing with the Federal Agencies to Activate and Effectuate the Items of Record without the City present, at least until it wakes from its malaise.
- Commencing the process to Reconfigure the land parcels and clear-up the Property Titles to assure we can secure insurable Good & Marketable Title for Financing, Long-Term Leasing and otherwise get prepare matters for Construction is an important step at this time.

Petition
The Technical Presentation

Mr. Raul Mendez
Concerned Citizen and
Riverfront Property Owner

Cameron County
Darcy Building
1100 East Monroe St
Brownsville TX, 78520

October 2021
via Email

In Care of

Judge Eddie Treviño
Commissioner Sophia Benavidas-Precinct 1
Commissioner Joey Lopez- Precinct 2

Commissioner David Garza- Precinct 3
Commissioner Gus Ruiz- Precinct 4
Pete Sepulveda- County Administrator
Executive Director CCRMA

Re: Matter: Riverfront Property Owners' Petition to Cameron County & CCRMA
Item: Petition Written Package
Per Tax Code Chp. 311- Formation & Boundary Adjustment of Downtown TIRZ #3
Per Water Code Chp. 57- County & CCRMA River Levee Improvement District

Judge & Commissioners,

We trust the *Illustration Package* provided a good and picture of the grand opportunity we have and why we, the concerned citizens, can and must take action to remedy a bad situation. Therefore, the private property owners and taxpayers along the Rio Grande, between the riverway and Sam Perl Blvd. ("*Riverfront Property Owners*"), submit this Petition to Cameron County and the Cameron County Regional Mobility Authority.

Our Petition is based on specific information and belief we have with respect to items of record regarding certain US Presidential Orders, Federal Court Orders, authorizations, designations, resolutions, ordinances, real estate, development and construction agreements of the Federal Governments of the US & MX, the City of Brownsville, the Port of Brownsville and others, including the private sector company the City specially selected as the Exclusive Developer-Investor to instigate and pursue the enterprise (hereafter, "*Items of Record*"). We are advised the County and the CCRMA are aware of the *Items of Record* to which we refer. These items with the many calls to action they contain are lying dormant due to inaction by local government agencies.

The inaction has caused substantial economic hardship to our former neighbor, Mision Divina Church. The inaction is causing economic damage to our neighbors across Sam Perl Blvd. The inaction is causing economic damage to the *Riverfront Property Owners*. Thus, we are compelled to speak out on behalf of all damaged parties, including ourselves. Not the least of which are our many good neighbors and family members living, working, and traveling throughout the County who are being denied the potential benefits that could result if the *Items of Record* were activated and effectuated.

We trust you realize the inaction is also damaging the County's & the CCRMA's responsibilities. The inaction is depriving Cameron County & the CCRMA of a readily available stream of Property Tax Increment which could contribute to TRZ Number 6 from the Riverfront Properties and from a number of undeveloped or underdeveloped properties located nearby.

For the *Riverfront Property Owners* to continue to tolerate the inaction violates all common sense. For the County and the CCRMA to tolerate the inaction is equally nonsensical. Therefore, we submit our Petition to compel Cameron County and CCRMA to Join Forces with the *Riverfront Property Owners* to reject the malaise afflicting local government and to activate and effectuate the *Items of Record* and its collection of analyses and workpapers produced to date.

Although our Petition is rooted in Texas Statutes, e.g. Tax Code Chp. 311.007 and Water Code Chp. 57, it is also rooted in the *Items of Record* to which we refer and which we partially illustrated to help everyone visualize the circumstances.

Our Petition to Join Forces compliments the County's actions of "carrying the water" of the City when the County worked effectively with Senator Lucio to petition the State to financially participate in the *Riverfront Development & Revitalization Project* (as the concept is called by the City in its various *Items of Record*). The County's demonstrably successful efforts with the many State Offices have opened the door to a flood of opportunity, even with the strange "rain delay" occasioned by the infamous "walkout." We must springboard from that success to yet an even more advanced stage of development to stop the damages from accruing and simultaneously expand the economic base of our community.

Our Petition to Join Forces is also rooted in the formal actions taken by the County and the CCRMA on September 29, 2020, October 27 and October 29, 2020. Those formal actions coupled with the many ancillary and complementary actions you have taken related thereto, including, but not limited to, communications with various State Offices, Port District Offices, Federal Offices, and City Offices, provide additional fortification and foundation for our Petition (hereinafter, collectively "*County Initiatives*").

Pointedly, the *Riverfront Property Owners* want our Properties to become the *Riverfront Development & Revitalization Project*. Simultaneously, we want our Properties to be developed to their highest and best use to expand the economic & cultural good for our immediate neighbors and our greater community. Additionally, we want to achieve these ends sooner rather than later.

Therefore, we need to activate and effectuate the *Items of Record*, the *County Initiatives* and seize the opportunities provided by those who have instigated and navigated the process to date as we have partially illustrated.

Now therefore, the *Riverfront Property Owners* Petition Cameron County and the CCRMA as follows:

1. To facilitate the activation and effectuation of the *Items of Record*, the *Riverfront Property Owners* Petition Cameron County to form a River Levee Improvement District pursuant to Texas Water Code Chp. 57 between the Gateway International Bridge and the B&M Bridge and between the riverway and San Perl Blvd. entitled, *Rio Grande Levee Improvement District of Cameron County*.
 - a) We Petition the County to take notice that the *Items of Record* call for the removal of the Border Barrier and the Double Earthen Levees existing on or adjacent to the *Riverfront Properties* and to replace said items with a Federal Fortified Concrete Levee and a supported City/County Elevated Boardwalk Podium. To accomplish this, the *Riverfront Properties* and other nearby properties must be reconfigured and otherwise prepared for construction and long-term leasing and financing (hereinafter, "Public Infrastructure Group 1").
 - b) The authorities granted by the formation of the *Rio Grande River Levee Improvement District of Cameron County* and the additional authorities vested in the CCRMA, the County, and the *Riverfront Property Owners* will give a good "giddy up" kick to the inactive matters as follows:

i. Cameron County and the CCRMA will possess the inherent authority to work directly with and in cooperation with the appropriate US Federal Agencies consistent with the *Items of Record* and *County Initiatives* to effectuate the pre-construction preparatory work for the Public Infrastructure Group 1, without the City necessarily present, at least until it wakes from its malaise.

ii. Cameron County and the CCRMA will possess the inherent authority pursuant to the *County Initiatives* (and other statutory authorities) to perform the pre-construction preparatory work necessary to activate and effectuate the public improvements identified in the *Items of Record*, "TIRZ Improvements Schedule" and "Railroad Re-Use Plan (RRUP)." Said Improvements are also specifically identified in the *County Initiatives*, as "Additional Projects", and/or are alluded to by general text and authorities (hereinafter, collectively called "*Public Infrastructure Group 2*").

iii. The *Riverfront Property Owners* hereby grant exclusive authorization to the CCRMA to enter upon the properties of the *Riverfront Property Owners* to commence the preparatory pre-construction process to reengineer, reconfigure, and to assure that said Properties and all additional necessary properties have good and marketable title with available requisite title endorsements sufficient to support private construction financing, private long-term mortgage financing, private long-term capital leasing and otherwise prepared for construction, with limited assistance from the City, if any at all.

iv. The Levee Improvement District provides another good "giddy up" kick in that the inherent authorities of the CCRMA and *Riverfront Property Owners* can assure that a competent and experienced Development Team is assembled to assist in the preparatory pre-construction work and activities with little interference from the inexperience or unmindfulness of the new-hires at the City. Therefore, pursuant to the exclusive authorization granted above, the *Riverfront Property Owners* authorize and instruct Cameron County & the CCRMA to use the same unique skills & experience that instigated the *Riverfront Development & Revitalization Project*, specifically the same Developer-Investor authorized and specially selected by the City of Brownsville. By doing so, Cameron County & the CCRMA can more aptly and expeditiously pursue the requisite preparatory pre-construction matters and assure that the vision and integrity of the Items instigated, shaped & formulated by said Developer-Investor reflected in the *Items of Record* are maintained and that all material elements thereof remain respected by the Federal Agencies and other entities which were involved heretofore.

2. To facilitate and adequately assure the designated Developer-Investor that the Capital Funding that it expects to invest upfront for the ultimate construction of and operation of the Public Improvement Groups 1&2 can be legally reimbursed pursuant to a Tax Code §311 Tax Increment Financing Agreement, among other statutes and the *Items of Record*, the *Riverfront Property Owners* Petition Cameron County to undertake the following actions, which are consistent with the *County Initiatives*.

i. Cameron County to take notice of and accept the invitation it received from the City on or about December 17, 2019 to economically and managerially participate in Downtown TIRZ #3, which was formed on or about December 10, 2019;

ii. Cameron County to take notice of and accept the City's recent public reaffirmations and promises to support the *Riverfront Development & Revitalization Project* made on or about April 28 & 29, 2021 and the City's subsequent and follow-on public statements, wherein it directed Cameron County to "take the lead" in pursuing the *Riverfront Development &*

Revitalization Project, which necessarily requires the activation and effectuation of the *Items of Record*, of which a Downtown TIRZ including the *Riverfront Properties* is a foundational and integral component;

iii. The *Riverfront Property Owners* request Cameron County, serving as the active lead manager of Downtown TIRZ #3, coupled with the authorities of the CCRMA, to grant our Petition to Join Forces and adjust the boundaries of Downtown TIRZ #3 pursuant to Tax Code §311.007 by expanding the current boundary to include the *Riverfront Properties*, as illustrated in the *Key to the Keystone* of the *Riverfront Development & Revitalization Project*.

iv. Cameron County to take notice of the extensive and impressive inventory of analyses, designations, authorizations, resolutions, agreements, Binational Agreements, an Order of the US President, and a Federal Court Order, and recognize that the collection of the referenced items gives support and credence to the correctness of granting the Petitions of the *Riverfront Property Owners*;

Sincerely,

Raul Mendez

Raul Mendez
Concerned Citizen and
Riverfront Property Owner

Exhibit	Schedule of Exhibits & Attachments	Page
1.	Port & City- Effectuate <i>Items of Records</i> With Regard to Ownership of the Railyard and the Approved Railroad Re-Reuse Plan Long After Items were Put of Record	5
2.	Excerpts & Summary of Statute Authorizing Petition by Property Owners to Expand TIRZ Boundary- Texas Tax Code 311.007	8
3.	Excerpts & Summary of Statute Authorizing Property Owners to Petition County to Create River Levee Improvement District and the Recitations of its Authorizations that Allow for the Activation & Effectuation of the Items of Record- Texas Water Code Chp 57.	9
4.	Copies of Cameron County Resolutions and Authorizations to Activate and Effectuate the <i>Items of Record</i> .	11
5.	Copies of Agreement between Cameron County & Cameron County Regional Mobility Authority that Authorizes the Entities to Activate & Effectuate the "Public Improvement Groups 1&2" and as such may be otherwise Named/Identified in the <i>Items of Record</i> .	17
6.	Explanatory Text and Imagery of Riverfront- Current & Future- which Support the Petitions for the River Levee Improvement District and the Expansion of the TIRZ #3 Boundary to Include the Riverfront Properties.	23

**A Running 10 yr Dispute was Finally Resolved
For the Benefit Of & To Facilitate the
Riverfront Development & Revitalization Project**

**The Dispute-
City vs Port of Brownville-
Who was the Successor-in-Interest to the
Union Pacific Railwayard Once Vacated?**



**The City Formally Requested Mr Marasco
to Help Resolve The Dispute to Specifically
Facilitate the Project**



Critical
Land Dispute
Identified



Union Pacific Railyard +
Train & Tracks & Storage

Zoom



Re: Project Downtown Brownsville Revitalization Project
Item: Union Pacific Railroad Property

Dear Mr. Marasco,

The new railroad tracks and river crossing bridge ("West Rail Relocation Project") are now complete. This is an exciting development in the Downtown Brownsville Revitalization Project. You and the City have entered several prior written agreements regarding the Brownsville Revitalization Project. It is our understanding that you are committed to fulfilling your existing obligations, as is the City.

Pursuant to the Land Swap Agreement, certain properties are to be conveyed to the City at about the time the West Rail Relocation Project is complete and UPR vacates said properties. The City, LandGrant and the Revitalization Project have relied on the timely and cost-effective implementation of the Land Swap Agreement. The mechanics of implementing the Land Swap Agreement are in need of your assistance.

Therefore, the City requests that LandGrant Development assist the City in securing Facilitation Commitments with the named public agencies and facilitate the conveyance of the subject property to the City of Brownsville so that said property may become available for the benefit of the Revitalization Project pursuant to the MOU in general, and in particular, pursuant to the Disposition Development Agreement pending between us.

The City authorizes LandGrant Development to communicate directly with UPR, the Port of Brownsville and Cameron County/Regional Mobility Authority regarding the common interests of LandGrant Development, the City of Brownsville and the Revitalization Project, and to facilitate the conveyance of that portion of the rail yard and rail line essential to the Project's economic, legal, and physical feasibility.

I appreciate your efforts and cooperation and look forward to continuing to work with you on this fantastic Project.

Sincerely,

Charles Cabler
City Manager

The Answer to the Land Ownership Question Resided in Resolving the Dispute Between the two Competing Claimants- *City vs Port*. The City deemed the Resolution of the Dispute Important to the Revitalization Project, as illustrated by the letter it sent to LandGrant Development and the efforts to which LandGrant went to resolve it.



John Wood- a Man for All Seasons - Resolved the 10 Yr. Land Dispute
 The long running dispute between the City & Port regarding the rightful
 Successor-in-Interest to the Railway after Union Pacific vacated was
 resolved in June by John Wood, then Chairman, Board of Port
 Commissioners, using his well-measured moral compass to guide the
 disputing parties in the right direction toward community riches.



**Port Waived Its Ownership Rights in the Railway to Facilitate the Revitalization Project.
 Port Issued a Full-throated Endorsement of the Riverfront Revitalization Project.**

Mr. Jim Hild
 Union Pacific Railroad

Re: Amigoland Yard, 1982 Memorandum of Understanding

Dear Jim:

After substantial discussion among our Board, staff, and consultants, we have concluded that the Port has no interest in taking title to the Amigoland yard. The City of Brownsville has indicated that it would like to put the Amigoland yard to a use that benefits the citizens of the City of Brownsville, such as a downtown revitalization project, hike and bike trails, and public spaces. The Port certainly has no objection to the City's plans for the Amigoland Yard and would encourage Union Pacific to convey the Amigoland yard to the City so that their plans for the property can be realized.

The Port encourages Union Pacific to meet with the City to discuss the City's interest in the property and the City's plans. I am providing a copy of this letter to the City Manager, so that he knows the status of our communication.

Very truly yours,
 Eduardo A. Campirano
 Port Director & CEO

Dear Commissioner Benavides:

I was very pleased to learn of Cameron County's initiative to remodel and expand the Gateway International Bridge into The Iconic Grand Gateway on the Rio Grande with its numerous commercial and cultural elements.

The idea to re-engineer the levee adjacent to the Bridge and convert it into a fully functional flood protection system that creates the cornerstone for the Rio Grande Riverfront Project, will foster downtown revitalization. This project will have long-lasting positive impacts stimulating private sector investment and job creation.

This project will have tremendous positive impact that will transform downtown Brownsville and the surrounding area into a commercial and cultural center of economic activity. My fellow Port Commissioners applaud your efforts.

We will all benefit from the economic prosperity that will be borne by your efforts.

Sincerely,

Sergio Tito Lopez
 Chairman, Board of Port Commissioners

Attachment 3
Texas Tax Code 311.007 Authorizes Adjacent Property Owners
To Enlargement a Tax Increment Reinvestment Zone by Petition

1 Sec. 311.007. CHANGING BOUNDARIES OR TERM OF EXISTING ZONE. (a) Subject to the limitations provided by Section 311.006, if applicable, the boundaries of an existing reinvestment zone may be reduced or enlarged by ordinance or resolution of the governing body of the municipality or by order or resolution of the governing body of the county that created the zone.

2 (b) The governing body of the municipality or county may enlarge an existing reinvestment zone to include an area described in a petition requesting that the area be included in the zone if the petition is submitted to the governing body of the municipality or county by the owners of property constituting at least 50 percent of the appraised value of the property in the area according to the most recent certified appraisal roll for the county in which the area is located. The composition of the board of directors of the zone continues to be governed by Section 311.009 (a) or (b), whichever applied to the zone immediately before the enlargement of the zone, except that the membership of the board must conform to the requirements of the applicable subsection of Section 311.009 as applied to the zone after its enlargement. The provision of Section 311.006 (b) relating to the amount of property used for residential purposes that may be included in the zone does not apply to the enlargement of a zone under this subsection.

3 (c) The governing body of the municipality or county that designated a reinvestment zone by ordinance or resolution or by order or resolution, respectively, may extend the term of all or a portion of the zone after notice and hearing in the manner provided for the designation of the zone. A taxing unit other than the municipality or county that designated the zone is not required to participate in the zone or portion of the zone for the extended term unless the taxing unit enters into a written agreement to do so.

Texas Water Code
Chapter 57
Levee Improvement Districts
Excerpts & Summary

Sec. 57.011 Creation.

A levee improvement district may be created in the manner prescribed by this chapter under Article XVI, Section 59, of the Texas Constitution;

Sec. 57.012 Petition.

A petition must be presented to the commissioners court signed by the owners of a majority of the acreage of the proposed district, describing the proposed boundaries of the district, describing the general nature of the proposed improvements and their necessity and feasibility; designating a name for the district which shall include the name of the county in which the district is located.

Sec. 57.014 Hearing on Petition

The commissioners court to which the petition is presented shall fix a time and place for the hearing on the petition before the commissioners court. The hearing must be held during the period beginning with the 15th day and ending with the 30th day after the date of the order.

Sec. 57.017 Hearing Procedure

The commissioners court has exclusive jurisdiction to determine all issues with respect to the creation of the district and all issues involved in proceedings with respect to the district after it has been created.

Sec. 57.019 Findings and Judgment

Before the commissioners court determines that the district should be created, it must find:

1. that the petition is signed by the owners of a majority of the acreage in the proposed district;
2. that notice of the hearing was given;
3. that the proposed improvements are desirable, feasible, and practicable; and
4. that the proposed improvements would be a public utility and a public benefit and would be conducive to public health.

If the commissioners court determines that the district should be created, it shall render a judgment which recites its findings and establishes the district.

The commissioners court shall include its findings and judgment in an order which shall be recorded in the minutes of the commissioners court. The order shall define the boundaries of the district, but it does not have to include all of the land described in the petition if at the hearing a modification or change in the district is found to be necessary.

Sec. 57.051 Appointment of Board of Directors

The commissioners court which creates a levee improvement district under this chapter, by majority vote, shall appoint three directors for the district.

Sec. 57.091 Purposes of District A district may be created for the following purposes:

1. to construct and maintain levees and other improvements on, along, and contiguous to rivers, creeks, and streams;
2. to reclaim lands from overflow from these streams;
3. to control and distribute the waters of rivers and streams by straightening and otherwise improving them; and
4. to provide for the proper drainage and other improvement of the reclaimed land.

Sec. 57.092 General Powers of District

The district may enter into all necessary and proper contracts and employ all persons and means necessary to purchase, acquire, build, construct, complete, carry out, maintain, protect, and, in case of necessity, add to and rebuild all works and improvements necessary or proper to fully accomplish the purposes of the district, including the reclamation of land within the district. The powers granted in this section are subject to the supervision and direction of the commission or other authority created by law.

Sec. 57.093 Adopting Rules and Regulations

A district may adopt and enforce reasonable rules and regulations to:

1. preserve the sanitary condition of all water controlled by the district;
2. prevent waste or the unauthorized use of water controlled by the district;
3. regulate privileges on any land or any easement owned or controlled by the district;
4. regulate the design and construction of improvements and facilities that outfall, connect, or tie into district improvements and facilities; or
5. require the district's review and approval of drainage plans for property within the district.

Sec. 57.100 Construction of Levees

The district may construct the necessary levees, bridges, and other improvements across or under

1. railroad embankments, tracks, or rights-of-way;
2. public or private roads or the rights-of-way for the roads; or
3. levees, other public improvements, and rights-of-way of other districts.
4. A district may join its improvements to other improvements not in the district.

Sec. 57.104 Construction of Improvements

The district may construct all improvements necessary or convenient to accomplish the purposes of the district. Contracts may be awarded or entered in sections for the purpose of the purchase, acquisition, construction, and improvement of pumping equipment, reservoirs, culverts, bridges, and drainage improvements as these may become necessary.

Sec. 57.154 Survey and Report

The engineer shall make a survey of the land inside the boundaries of the district, and land surrounding the district, that will be improved or reclaimed by the system of levees and drainage to be adopted and shall prepare for the board a written report, with maps and profiles, of the results of his survey.

Sec. 57.155 Contents of Report

The engineer's report shall contain a complete plan for draining land, constructing levees on land, and reclaiming land of the district from overflow or damage by waters from streams inside or adjacent to the district which may affect land in the district. The report shall also include a description of the physical characteristics of the land within the district and the location of any public roads, railroads, rights-of-way and roadways, and other improvements on the land of the district. The plan may include, and where necessary must include, the costs of straightening streams which may injure the land of the district.

Sec. 57.177 Financing the District Without Bonds

If the district wants to carry out its purposes without issuing bonds, the board may arrange for contributions from landowners or other sources to provide the funds required to complete the improvements. The electors of the district may vote to create an indebtedness which is not evidenced by bonds. If the district creates an indebtedness under this section, the indebtedness may not be more than:

1. the cost of construction of the improvements included in the engineer's report;
2. the cost of maintaining the improvements for two years; and
3. an additional amount equal to 10 percent to meet emergencies, modifications, and changes lawfully made, plus damages awarded against the district.
4. the board shall set the terms and conditions of the obligation and make it payable not more than 30 years from the date of the obligation.

**COUNTY OF CAMERON
STATE OF TEXAS**

**NO. 2020R09073
RESOLUTION**

BE IT RESOLVED THAT ON SEPTEMBER 29, 2020, THE CAMERON COUNTY COMMISSIONERS COURT CONVENED IN REGULAR SESSION AND AT THE REQUEST OF THE CAMERON COUNTY COMMISSIONERS, THE FOLLOWING ITEMS WERE PLACED ON THE AGENDA FOR CONSIDERATION, DISCUSSION, AND ACTION BY THE COURT AT ITS MEETING DULY NOTICED AND CALLED TO ORDER PURSUANT TO V.T.C.A. GOVERNMENT CODE § 551.041 ET SEC.

WHEREAS, THE COURT HEREBY REVIEWS & AFFIRMS THE COURT'S RESOLUTION AND ORDER DATED JULY 7TH, 2020, WHEREBY THE COURT DECLARED ITS INTENT AND AUTHORIZATION:

- **TO IMPROVE THE HEALTH, SAFETY AND DIGNITY OF THE PEDESTRIANS & BICYCLISTS CROSSING OVER AND THROUGH THE COUNTY OWNED & OPERATED GATEWAY INTERNATIONAL TOLL BRIDGE; AND**
- **TO UTILIZE THE FULL BENEFITS OF THE US FEDERAL GOVERNMENT PROGRAM WHEN IT DESIGNATED THE RIO GRANDE AN AMERICAN HERITAGE RIVER, WHERE IT FLOWS BETWEEN THE TWO DOWNTOWN BRIDGES, WHEREBY THE TERMS AND PURPOSES OF THE AMERICAN HERITAGE RIVER PROGRAM, ENCOURAGES LOCALLY DRIVEN INITIATIVES TO ECONOMICALLY REVITALIZE THE UNPRODUCTIVE RIVERFRONT PROPERTIES BETWEEN THE GATEWAY INTERNATIONAL TOLL BRIDGE AND THE B&M INTERNATIONAL TOLL BRIDGE AND TO SPECIFICALLY INCLUDE FEATURES WHICH PRESERVE AND PROMOTE THE CULTURAL HERITAGE OF THE LOCATION. IN RESPONSE THERETO, THE SPONSORS OF THE LOCALLY DRIVEN INITIATIVE RECEIVE, BY EXECUTIVE ORDER OF THE US PRESIDENT, THE FULL AND COMPLETE ASSISTANCE AND COOPERATION OF EVERY FEDERAL AGENCY TO IMPLEMENT AND REALIZE THE ELEMENTS, FEATURES, AND BENEFITS OF THE LOCALLY DRIVEN INITIATIVE.**

NOW THEREFORE, BE IT RESOLVED BY THE CAMERON COUNTY COMMISSIONERS COURT THAT:

1. **THE COUNTY IS AUTHORIZED AND STAFF IS DIRECTED TO DO ALL THINGS NECESSARY AND REASONABLE TO IMPLEMENT THE TERMS OF THE FEDERAL COURT ORDER IN THE CIVIL ACTION NO. B-08-27 EXECUTED BY US DISTRICT JUDGE ANDREW HANEN, THE U.S. DEPARTMENT OF HOMELAND SECURITY, THE U.S. CUSTOMS & BORDER PROTECTION, AMONG OTHERS, ORDERING THE REMOVAL OF THE EXISTING BORDER BARRIER AND THE MAKING OF THE BOUNDARY ADJUSTMENTS TO THE SUBJECT PROPERTY PARCELS TO FACILITATE THE FINANCING AND CONSTRUCTION OF THE INFRASTRUCTURE NECESSARY TO SUPPORT THE LOCALLY DRIVEN INITIATIVE TO ECONOMICALLY REVITALIZE THE UNPRODUCTIVE RIVERFRONT PROPERTIES;**

2. THE COUNTY IS AUTHORIZED AND STAFF IS DIRECTED TO DO ALL THINGS NECESSARY AND REASONABLE TO IMPLEMENT THE TERMS OF THE U.S.-MEXICO DIPLOMATIC AGREEMENT-MINUTE NOS. 238 AND 285, EXECUTED BY THE U.S. SECRETARY OF STATE, MEXICO'S MINISTER OF EXTERNAL RELATIONS, THE COMMISSIONER OF INTERNATIONAL BOUNDARY & WATER COMMISSION U.S. SECTION, THE COMMISSIONER OF COMISIÓN INTERNACIONAL DE LÍMITES Y AQUA MEXICO SECTION, AMONG OTHERS, AUTHORIZING THE RE-ENGINEERING OF THE FLOOD PROTECTION LEVEES RUNNING BETWEEN THE TWO BRIDGES, REMOVAL OF THE EXISTING DUAL EARTHEN LEVEES AND TO MAKE THE BOUNDARY ADJUSTMENTS TO THE SUBJECT PROPERTY PARCELS TO FACILITATE THE FINANCING AND CONSTRUCTION OF THE INFRASTRUCTURE NECESSARY TO SUPPORT THE LOCALLY DRIVEN INITIATIVE TO ECONOMICALLY REVITALIZE THE UNPRODUCTIVE RIVERFRONT PROPERTIES. IN PARTICULAR, TO DEVELOP, FINANCE AND CONSTRUCT THE FORTIFIED CONCRETE LEVEE TO PROVIDE FLOOD PROTECTION, BORDER PROTECTION AND THE RETAINING WALL TO SUPPORT THE PROJECT, A LOCALLY DRIVEN INITIATIVE.

WHEREAS, THE COURT HEREBY REVIEWS & AFFIRMS THE COURT'S FINDINGS THAT THE COURT HAS REASON TO EXPECT THE NUMBER OF CITIZENS AND VISITORS MAKING USE OF THE GATEWAY INTERNATIONAL TOLL BRIDGE COMPLEX TO SUBSTANTIALLY INCREASE IN THE NEAR TERM FOR SEVERAL REASONS, ONE OF WHICH IS THE RECENT OPENING OF THE U.S. STATE DEPARTMENT'S \$200 MILLION CONSULATE GENERAL & JUNIOR EMBASSY ABOUT A HALF MILE FROM THE INTERNATIONAL PORTS OF ENTRIES. THE COURT REVIEWS AND AFFIRMS ITS RESOLUTION AND ORDER DATED JULY 7TH, 2020, WHEREBY THE COURT ADDITIONALLY DECLARED ITS INTENT & AUTHORIZATION:

- TO IMPROVE THE SAFETY OF PEDESTRIANS CROSSING THE GATEWAY INTERNATIONAL BRIDGE COMPLEX OWNED AND OPERATED BY CAMERON COUNTY; ELIMINATE TRANSPORTATION CONGESTION; PROVIDE PARKING STRUCTURES; PROVIDE TRAFFIC & CROWD CONTROL IMPROVEMENTS; SUPPORT THE EXPANSION AND REMODEL OF THE INFRASTRUCTURE TO SPAN THE INTERNATIONAL BORDER IN A MANNER NOT INCONSISTENT WITH EXISTING AND ONGOING EXPANSION PLANS TO IMPROVE THE SAFETY AND SECURITY OF PEDESTRIANS CROSSING OVER AND THROUGH THE COUNTY COMPLEX; PROVIDE ADJACENT TRAFFIC AND PARKING STRUCTURES;
- TO ELIMINATE PHYSICAL AND ECONOMIC BLIGHT IN THE AREA; PROMOTE THE ECONOMIC REVITALIZATION THROUGH DEVELOPMENT, CONSTRUCTION, AND OPERATION ALONG THE RIVERFRONT BETWEEN THE TWO BRIDGES BY PROVIDING FOR ADMINISTRATIVE OFFICE STRUCTURES AND CULTURAL HERITAGE FACILITIES;

- TO PROVIDE FUNDING FOR THE IMPROVEMENTS AND TO UTILIZE ALL OTHER ECONOMIC OPPORTUNITIES TO FUND THE NECESSARY IMPROVEMENTS INCLUDING PURSUING ECONOMIC REDEVELOPMENT PROGRAMS AND INCENTIVES BY SEEKING THE CREATION OF TAX INCREMENT ZONES TO PROVIDE FUNDING FOR THE SURROUNDING INFRASTRUCTURE, INCLUDING FLOOD PREVENTION LEVEES, STRUCTURES THAT SPAN THE INTERNATIONAL BORDER;
- TO COMMUNICATE AND COORDINATE ALL APPROPRIATE AND NECESSARY ACTIVITIES WITH FEDERAL, STATE, LOCAL AGENCIES AND DISTRICTS IN CONJUNCTION WITH THE ECONOMIC REVITALIZATION, CULTURAL HERITAGE FACILITIES, AND INFRASTRUCTURE IMPROVEMENTS INCLUDING PURSUING THE STATE OFFICES OF ECONOMIC DEVELOPMENT AND LEGISLATIVE AFFAIRS FOR THE 2020-2021 SEASON.

NOW THEREFORE, BE IT RESOLVED BY THE CAMERON COUNTY COMMISSIONERS' COURT THAT:

1. CAMERON COUNTY TRZ NUMBER SIX ("TRZ#6"): THE COUNTY IS AUTHORIZED TO UNDERTAKE THE WORK AND COMMUNICATIONS NECESSARY AND REASONABLE TO MAKE THE PROJECT A DESIGNATED PROJECT OF CAMERON COUNTY TRZ NUMBER SIX FOR THE PURPOSE ALLOCATING RESOURCES TO THE DEVELOPMENT AND CONSTRUCTION OF THE PROJECT, INCLUDING TAX INCREMENT GENERATED FROM THE PROJECT AND THE TRANSPORTATION REINVESTMENT ZONE #6 BY WHICH TO PROVIDE PARTIAL REIMBURSEMENT FINANCING PAYMENTS TO THOSE THAT PROVIDE THE CAPITAL FUNDING FOR THE PROJECT; AND
2. CAMERON COUNTY REGIONAL MOBILITY AUTHORITY & TRZ NUMBER 6 ("CCRMA"): THE COUNTY REQUESTS THE CAMERON COUNTY REGIONAL MOBILITY AUTHORITY TO MAKE THE PROJECT A DESIGNATED PROJECT OF THE CCRMA WITH HIGH PRIORITY AND TO IMMEDIATELY ALLOCATE AND ASSIGN RESOURCES OF TIME AND PERSONNEL TO IMPLEMENT THE PROJECT BY IMMEDIATELY DOING ALL THINGS NECESSARY AND REASONABLE TO MEET THE PROJECT SCHEDULED OBJECTIVES IN THIS CALENDAR YEAR AND AS AUTHORIZED HEREIN AND HEREBY AND AS OTHERWISE CONTEMPLATED BY THE COURT'S ORDERS, RESOLUTIONS AND MANAGEMENT DIRECTIVES; AND
3. LEVEE IMPROVEMENT DISTRICT ZONE: THE COUNTY IS AUTHORIZED AND STAFF IS DIRECTED TO UNDERTAKE THE WORK AND COMMUNICATIONS NECESSARY AND REASONABLE TO COORDINATE AND COLLABORATE WITH THE OWNER OF 36 SAM PERL BLVD., AND THE TWO CONTIGUOUS PROPERTY OWNERS ON THE UPRIVER AND THE DOWNRIVER SIDE OF SAID ADDRESS AND THE MAJORITY OF THE PROPERTY OWNERS OF THE ANTICIPATED LEVEE IMPROVEMENT DISTRICT FOR THE PURPOSE OF FORMING THE CAMERON COUNTY LEVEE IMPROVEMENT DISTRICT #1 UPON THEIR FILING OF A PROPER PETITION WITH THE COMMISSIONERS COURT AND TO DEVELOP AND

CONSTRUCT THE FORTIFIED RIVER LEVEE AS CONTEMPLATED AND AUTHORIZED BY THE THREE PROGRAMS OF THE US GOVERNMENT- THE AMERICAN HERITAGE RIVER PROGRAM; THE DHS BORDER BARRIER REMOVAL PROGRAM; THE U.S.-MEXICO BORDER & RIVER MANAGEMENT PROGRAM FOR THE SPECIFIC PURPOSE OF DEVELOPING AND CONSTRUCTING AN UPGRADED AND USEFUL LEVEE SYSTEM THAT PROMOTES ECONOMIC DEVELOPMENT OF THE RIO GRANDE RIVERFRONT, PROVIDES TUCK UNDER PUBLIC PARKING, PROVIDES JITNEY QUEUING AREA FOR TOURIST AND VISITORS, ELIMINATES TRAFFIC CONGESTION AND UNSAFE CONDITIONS FOR PEDESTRIANS, PROVIDES THE SUPPORT STRUCTURE FOR ADMINISTRATIVE OFFICES, CULTURAL HERITAGE FACILITIES, AND ETC.; AND

4. RIO GRANDE GATEWAY HOTEL, TOURIST & CULTURAL DISTRICT FINANCING ZONE: THE COUNTY IS AUTHORIZED AND STAFF IS DIRECTED TO UNDERTAKE THE WORK AND COMMUNICATIONS NECESSARY AND REASONABLE TO FORM WITH THE STATE OF TEXAS, A TAX SHARING AGREEMENT PURSUANT TO AND CONSISTENT WITH THE COMMON PRACTICE OF OTHER LOCAL JURISDICTIONS BY SHARING THE HOTEL OCCUPANCY TAX (AMONG OTHER TAXES) REALIZED BY THE COUNTY PURSUANT TO TAX CODE 334 AND BY THE STATE PURSUANT TO TAX CODE 156 AND TO FORM THE CONCOMITANT HOTEL & TOURISM DEVELOPMENT & FINANCING ZONE, WHICH INCLUDES AT LEAST THE MINIMUM QUALIFIED ELEMENTS; I.E. 1. A DESCRIPTION & LOCATION RESERVED FOR A BUSINESS MEETINGS HOTEL, 2. A DESCRIPTION & LOCATION OF A SERIES OF VISITOR & TOURISM CULTURAL ATTRACTIONS, E.G. (I) CHISHOLM TRAILHEAD TRIBUTE CENTER, (II) THE KRIS KRISTOFFERSON CULTURAL DISTRICT PER TX GOVT CODE CHP 444, AND (III) A RESPLENDENT RIO GRANDE GATEWAY, THE SIGNATURE PIECE OF THE MULTIPLE INTERNATIONAL TOURIST ATTRACTIONS.

WHEREAS, THE COURT HEREBY REVIEWS & AFFIRMS THE COURT'S FINDINGS, DETERMINATION, RECITATION AND DECLARATION CONTAINED IN ITS RESOLUTION AND ORDER DATED JULY 7TH, 2020 THAT THE PROJECT PROMOTES THE PUBLIC PURPOSES OF THE COUNTY.

NOW THEREFORE, BE IT RESOLVED BY THE CAMERON COUNTY COMMISSIONERS COURT THAT:

1. ADOPT THE CAMERON COUNTY GOOD NEIGHBOR POLICY AND COMMUNICATIONS OUTREACH: THE COUNTY IS AUTHORIZED AND STAFF IS DIRECTED TO COMMUNICATE CONSISTENT HERewith AND AS SET FORTH BELOW, TO THE FEDERAL OFFICES & AGENCIES, STATE OFFICES & AGENCIES, LOCAL OFFICES & AGENCIES & DISTRICTS, THE PRIVATE SECTOR OFFICES & COMPANIES AND THE GENERAL PUBLIC AND TO ASSURE ALL THAT THE COUNTY WELCOMES ALL PERSONS AND GROUPS INTERESTED IN PARTICIPATING WITH THE COUNTY TO MAKE THE RIO GRANDE GATEWAY & RIVERFRONT BOARDWALK AND HOTEL TOURISM ZONE A REALITY SOONER RATHER THAN LATER.

COUNTY AUTHORIZED COMMUNITY & BUSINESS OUTREACH

"THE COUNTY COMMISSIONERS AND ITS PROFESSIONAL STAFF ARE COMMITTED TO IMPROVING OUR QUALITY OF LIFE BY TAKING INTELLIGENT, FORWARD THINKING ACTIONS, AND SUPPLEMENTING OUR EXPERIENCE WITH KNOWLEDGEABLE & EXPERIENCED PEOPLE AND COMPANIES."

"DURING THE NEXT SEVERAL MONTHS, THE COUNTY EXPECTS TO LAY THE FOUNDATION TO ACHIEVE SIGNIFICANT PUBLIC BENEFITS DURING THE NEXT FEW YEARS."

"THE COUNTY EXPECTS TO EXPAND & MODERNIZE THE GATEWAY INTERNATIONAL BRIDGE COMPLEX INTO A RESPLENDENT STATE-OF-THE-ART TRANSPORTATION RIVER CROSSING, WITH SPECIAL FEATURES AND ATTRIBUTES DEDICATED TO OUR MILLIONS OF LOCAL AND VISITOR PEDESTRIAN AND BICYCLISTS, THAT IS SAFE & HEALTHY, DIGNIFIED & EASY TO NAVIGATE."

"THE COUNTY EXPECTS TO RE-ENGINEER THE EARTHEN FLOOD PROTECTION LEVEE SYSTEM PURSUANT TO AND CONSISTENT WITH THE THREE FEDERAL PROGRAMS- THE AMERICAN HERITAGE RIVER PROGRAM; THE DHS BORDER BARRIER REMOVAL PROGRAM, THE U.S.-MEXICO BORDER & RIVER MANAGEMENT PROGRAM INTO AN UPGRADED AND USEFUL LEVEE SYSTEM THAT PROMOTES ECONOMIC DEVELOPMENT OF THE RIO GRANDE RIVERFRONT."

"THE COUNTY EXPECTS THE RIO GRANDE RIVERFRONT, WHEN COMPLETED, TO SUPPORT MULTIPLE CULTURAL HERITAGE FEATURES THAT RECONNECTS OUR PEOPLE WITH OUR RIO GRANDE RIVERFRONT HERITAGE WITH SEVERAL EXCITING & ENTERTAINING VENUES."

"THE COUNTY EXPECTS TO RIO GRANDE RIVERFRONT, TO SUPPORT THE HOTEL RIO GRANDE AND THE VILLAS RIO GRANDE, WITH SHOPS, RESTAURANTS, OFFICES, LUXURY CONDOMINIUMS, WORKFORCE & STUDENT HOUSING AND AFFORDABLE APARTMENTS."

"THE COUNTY EXPECTS TO FOLLOW THE SAME FINANCING MECHANISM USED AT OTHER FEDERAL PORTS OF ENTRY- PRIVATE SECTOR PROVIDES 100% OF THE CAPITAL FUNDING UPFRONT AND IT CONSTRUCTS THE COUNTY'S FACILITIES, THEN, AS & WHEN THE NEWLY GENERATED TAXES (TAX INCREMENT) ARE COLLECTED THE COUNTY REIMBURSES THE ACTUAL KNOWN COSTS OF THE COUNTY FACILITIES."

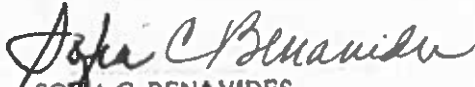
THIS RESOLUTION SHALL BE IN FULL FORCE AND EFFECT FROM AND UPON ITS PASSAGE.

APPROVED THIS 29TH DAY OF SEPTEMBER 2020.

COMMISSIONERS' COURT OF CAMERON COUNTY, TEXAS



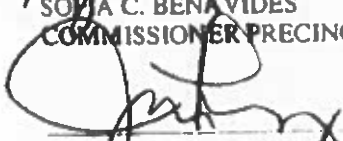
EDDIE TREVIÑO, JR.
COUNTY JUDGE



SOFIA C. BENAVIDES
COMMISSIONER PRECINCT 1



DAVID A. GARZA
COMMISSIONER PRECINCT 3

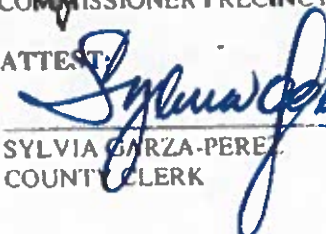


JOEY LOPEZ
COMMISSIONER PRECINCT 2



GUS RUIZ
COMMISSIONER PRECINCT 4

ATTEST



SYLVIA GARZA-PEREZ
COUNTY CLERK



THE STATE OF TEXAS §
 §
COUNTY OF CAMERON §

**FIRST AMENDMENT TO THE CAMERON COUNTY, TEXAS AND
CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
INTERLOCAL AGREEMENT TO PARTICIPATE IN
TRANSPORTATION REINVESTMENT ZONE NO. SIX, COUNTY OF CAMERON**

WHEREAS, the Cameron County Regional Mobility Authority (the "CCRMA") and the County of Cameron, Texas (the "County") entered into that certain Interlocal Agreement identified as Contract No. 2015C12355 (the "Agreement") effective as of December 29, 2015; and,

WHEREAS, subsequent to entering into the Agreement, the CCRMA and the County entered into project-specific interlocal agreements for additional projects (the "Additional Projects") located within the Transportation Reinvestment Zone Number Six, County of Cameron (the "Zone"); and,

WHEREAS, the Commissioners Court of the County finds that the Additional Projects further the purposes described by TEX. TRANSP. CODE § 222.105, and finds that promotion of the Additional Projects will cultivate the further improvement, development, or redevelopment of the Zone; and,

WHEREAS, in accordance with Article IX of the Agreement, the CCRMA and the County wish to amend the Agreement to specifically include the Additional Projects as well as provide for the automatic inclusion of subsequent transportation projects within the Zone provided that such projects are first the subject of an interlocal agreement, or other applicable written agreement, between the CCRMA and the County;

NOW, THEREFORE, the CCRMA and the County agree that the Agreement shall be amended, as follows:

1. All findings made in the First Amendment are hereby incorporated by reference as if fully set forth herein. In addition, all defined terms in the Agreement shall have the same meaning in this First Amendment.
2. Article IV of the Agreement shall be amended in its entirety, as follows:

"IV. ADMINISTRATION OF AGREEMENT

In keeping with the CCRMA's statutory purpose and the expertise that it brings to the planning, development, and implementation of transportation infrastructure projects, the CCRMA shall be in charge of and agrees to diligently administer the day to day affairs of, exercise the day to day control over, and otherwise attend to the administrative needs of


the Projects. Any material changes to this Agreement shall be presented to the Commissioners Court and the CCRMA Board of Directors, respectively, for approval. Notwithstanding any other provision of this Agreement, Attachment "B" to the Adoption Order shall automatically include any transportation projects within the Zone provided that such projects are first the subject of an interlocal agreement, or other applicable written agreement, between the CCRMA and the County. The future instances of automatic inclusion of subsequent transportation projects do not constitute a "material change" to this Agreement."

3. The Cameron County Projects List, which is attached as Attachment "B" to the Adoption Order attached as Exhibit "A" to the Agreement, shall be substituted with and replaced in its entirety by the Attachment "B" attached hereto and incorporated by reference.
4. Subject to the provisions of this First Amendment, all other terms and conditions of the Agreement shall continue in full force and effect.

EXECUTED and effective as of the 27th day of October 2020, by the County and the CCRMA.

CAMERON COUNTY, TEXAS

By: _____


Eddie Trevino, Jr.
Cameron County Judge

ATTEST:

By: _____


Sylvia Garza-Perez
County Clerk



CAMERON COUNTY REGIONAL
MOBILITY AUTHORITY

By: _____

Frank Parker, Jr.
Chairman of the Board

ATTEST:

By: _____

Arturo A. Nelson
Secretary

ATTACHMENT "B"

Cameron County Projects List

PROJECT AREA	PROJECT
BROWNSVILLE	Flor de Mayo International Bridge
BROWNSVILLE	US 281 Connector --169 E to US 281
BROWNSVILLE	SH32/East Loop
BROWNSVILLE	SH 550 DC to Brownsville
BROWNSVILLE	West Blvd./West Rail Trail — I69E to B&M Bridge
BROWNSVILLE	SH 550 — I69E to SH 48, Including Gap 1 and Gap 2
BROWNSVILLE	Gateway Intl. Pedestrian Bridge & Support Structures
BROWNSVILLE	Realignment of International Blvd., Improvements on 6 th , 7 th , 10 th , 11 th and 12 th Streets
BROWNSVILLE	FM 511 - SH 4 to SH 48
BROWNSVILLE	Old Port Isabel Road — SH 550 to SH 100
BROWNSVILLE	FM 1732 — I69E to US 281
BROWNSVILLE	Dockberry Road
BROWNSVILLE	B&M Bridge & Access Roads
BROWNSVILLE	FM 1421 — I69E to US 281
BROWNSVILLE	Overpass at I69E and Veteran Bridge
BROWNSVILLE	New Boulevard from Sam Perl Blvd. to Palm Blvd.
BROWNSVILLE	South Port Connector — SH 4 to Ostos Road
BROWNSVILLE	Gateway Bridge to B&M Bridge- Roads, Hike & Bike Trails and Parking Garages
BROWNSVILLE	Dana Road - FM 802 to FM 3248
BROWNSVILLE	Interstate 69E & Highway 100 Area
HARLINGEN	FM 509 —US 281 to FM 106
HARLINGEN	FM 507 — Loop 499 to FM 508
HARLINGEN	Grimes Road — Loop 499 to SH 345
HARLINGEN	FM 1479 — I69E to US 281
HARLINGEN	Overpass at 281 and FM 509
HARLINGEN	FM 1925 — I69E to FM 491 (I 69 Connector)
HARLINGEN	Outer Parkway
HARLINGEN	FM 509 Extension — FM 508 to FM 1599
HARLINGEN	Rail/ Realignment on Commerce Street
LAGUNA VISTA	Buena Vista Road - Highway 100 to FM 510 or Centerline Road
LA FERIA	FM 506 — Interstate 2 to SH 107
LA FERIA	FM 506 — Interstate 2 to US 281
LOS FRESNOS	Cameron County Airport Improvements, Including Access Roads
LOS FRESNOS	Old Alice Road — SH 100 to Sports Park Blvd.
LOS FRESNOS	FM 1847 — FM 510 to Arroyo City
LOS FRESNOS	Whipple Road - FM 1575 to FM 1847
OLMITO	UPRR Rail Line between Olmito Switchyard and Harlingen
PORT ISABEL	Port Isabel/SBND Road
PORT ISABEL	HWY 48 I69E - SH100
SAN BENITO	US 281 — FM 1577 to County Line
SAN BENITO	FM 1577 — I69E to US 281
SAN BENITO	FM 510 — FM 509 to Buena Vista Road
SAN BENITO	SH 345 — I69E to US 281
SAN BENITO	US 77 South Parallel Corridor (All Phases)
SAN BENITO	SH 345 — I69E to US 281
SAN BENITO	San Jose Ranch Road — SH 345 to FM 509
SANTA ROSA	SH 107 — County Line to I69E
SOUTH PADRE	SPI 2 nd Access
SOUTH PADRE	SH 100 Improvements at SPI
SOUTH PADRE	SPI Queen Isabella Memorial Causeway Bike Lane

THE STATE OF TEXAS §
§
COUNTY OF CAMERON §

**FIRST AMENDMENT TO THE CAMERON COUNTY, TEXAS AND
CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
INTERLOCAL AGREEMENT TO PARTICIPATE IN
TRANSPORTATION REINVESTMENT ZONE NO. SIX, COUNTY OF CAMERON**

WHEREAS, the Cameron County Regional Mobility Authority (the “CCRMA”) and the County of Cameron, Texas (the “County”) entered into that certain Interlocal Agreement identified as Contract No. 2015C12355 (the “Agreement”) effective as of December 29, 2015; and,

WHEREAS, subsequent to entering into the Agreement, the CCRMA and the County entered into project-specific interlocal agreements for additional projects (the “Additional Projects”) located within the Transportation Reinvestment Zone Number Six, County of Cameron (the “Zone”); and,

WHEREAS, the Commissioners Court of the County finds that the Additional Projects further the purposes described by TEX. TRANSP. CODE § 222.105, and finds that promotion of the Additional Projects will cultivate the further improvement, development, or redevelopment of the Zone; and,

WHEREAS, in accordance with Article IX of the Agreement, the CCRMA and the County wish to amend the Agreement to specifically include the Additional Projects as well as provide for the automatic inclusion of subsequent transportation projects within the Zone provided that such projects are first the subject of an interlocal agreement, or other applicable written agreement, between the CCRMA and the County;

NOW, THEREFORE, the CCRMA and the County agree that the Agreement shall be amended, as follows:

1. All findings made in the First Amendment are hereby incorporated by reference as if fully set forth herein. In addition, all defined terms in the Agreement shall have the same meaning in this First Amendment.
2. Article IV of the Agreement shall be amended in its entirety, as follows:

“IV. ADMINISTRATION OF AGREEMENT

In keeping with the CCRMA’s statutory purpose and the expertise that it brings to the planning, development, and implementation of transportation infrastructure projects, the CCRMA shall be in charge of and agrees to diligently administer the day to day affairs of, exercise the day to day control over, and otherwise attend to the administrative needs of

the Projects. Any material changes to this Agreement shall be presented to the Commissioners Court and the CCRMA Board of Directors, respectively, for approval. Notwithstanding any other provision of this Agreement, Attachment "B" to the Adoption Order shall automatically include any transportation projects within the Zone provided that such projects are first the subject of an interlocal agreement, or other applicable written agreement, between the CCRMA and the County. The future instances of automatic inclusion of subsequent transportation projects do not constitute a "material change" to this Agreement."

3. The Cameron County Projects List, which is attached as Attachment "B" to the Adoption Order attached as Exhibit "A" to the Agreement, shall be substituted with and replaced in its entirety by the Attachment "B" attached hereto and incorporated by reference.
4. Subject to the provisions of this First Amendment, all other terms and conditions of the Agreement shall continue in full force and effect.

EXECUTED and effective as of the 27th day of October 2020, by the County and the CCRMA.

CAMERON COUNTY, TEXAS

By: _____

Eddie Trevino, Jr.
Cameron County Judge

ATTEST:

By: _____

Sylvia Garza-Perez
County Clerk



CAMERON COUNTY REGIONAL
MOBILITY AUTHORITY

By: _____

Frank Parker, Jr.
Chairman of the Board

ATTEST:

By: _____

Arturo A. Nelson
Secretary

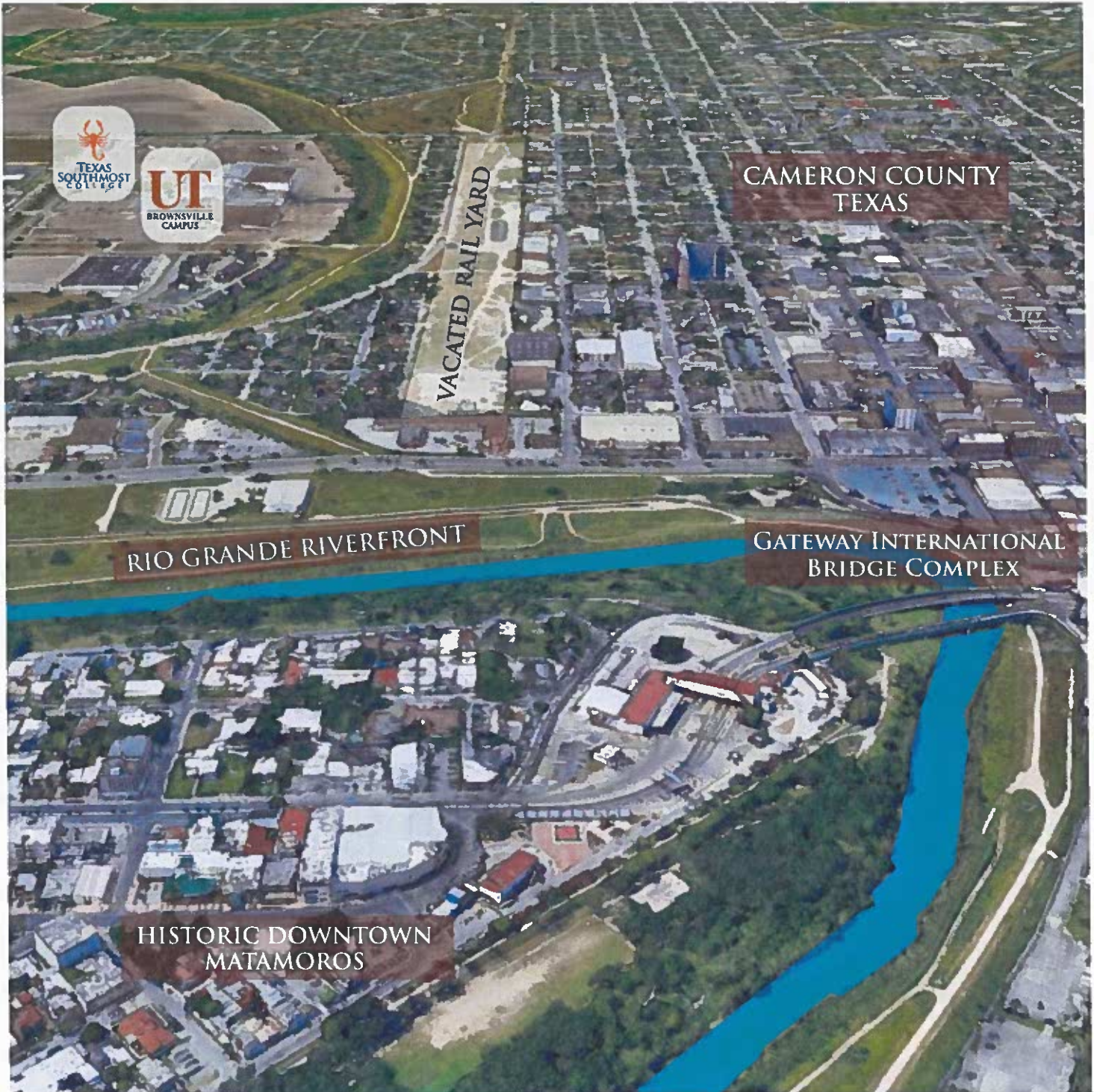
ATTACHMENT "B"

Cameron County Projects List

PROJECT AREA	PROJECT
BROWNSVILLE	Flor de Mayo International Bridge
BROWNSVILLE	US 281 Connector --169 E to US 281
BROWNSVILLE	SH32/East Loop
BROWNSVILLE	SH 550 DC to Brownsville
BROWNSVILLE	West Blvd./West Rail Trail — I69E to B&M Bridge
BROWNSVILLE	SH 550 — I69E to SH 48, Including Gap 1 and Gap 2
BROWNSVILLE	Gateway Intl. Pedestrian Bridge & Support Structures
BROWNSVILLE	Realignment of International Blvd., Improvements on 6 th , 7 th , 10 th , 11 th and 12 th Streets
BROWNSVILLE	FM 511 - SH 4 to SH 48
BROWNSVILLE	Old Port Isabel Road — SH 550 to SH 100
BROWNSVILLE	FM 1732 — 169E to US 281
BROWNSVILLE	Dockberry Road
BROWNSVILLE	B&M Bridge & Access Roads
BROWNSVILLE	FM 1421 — I69E to US 281
BROWNSVILLE	Overpass at I69E and Veteran Bridge
BROWNSVILLE	New Boulevard from Sam Perl Blvd. to Palm Blvd.
BROWNSVILLE	South Port Connector — SH 4 to Ostos Road
BROWNSVILLE	Gateway Bridge to B&M Bridge- Roads, Hike & Bike Trails and Parking Garages
BROWNSVILLE	Dana Road - FM 802 to FM 3248
BROWNSVILLE	Interstate 69E & Highway 100 Area
HARLINGEN	FM 509 —US 281 to FM 106
HARLINGEN	FM 507 — Loop 499 to FM 508
HARLINGEN	Grimes Road — Loop 499 to SH 345
HARLINGEN	FM 1479 — I69E to US 281
HARLINGEN	Overpass at 281 and FM 509
HARLINGEN	FM 1925 — I69E to FM 491 (I 69 Connector)
HARLINGEN	Outer Parkway
HARLINGEN	FM 509 Extension — FM 508 to FM 1599
HARLINGEN	Rail/ Realignment on Commerce Street
LAGUNA VISTA	Buena Vista Road - Highway 100 to FM 510 or Centerline Road
LA FERIA	FM 506 —Interstate 2 to SH 107
LA FERIA	FM 506 —Interstate 2 to US 281
LOS FRESNOS	Cameron County Airport Improvements, Including Access Roads
LOS FRESNOS	Old Alice Road — SH 100 to Sports Park Blvd.
LOS FRESNOS	FM 1847 — FM 510 to Arroyo City
LOS FRESNOS	Whipple Road - FM 1575 to FM 1847
LOS FRESNOS	Sidewalks along FM 1847 - SH 550 to Henderson Road
OLMITO	UPRR Rail Line between Olmito Switchyard and Harlingen
PORT ISABEL	Port Isabel/SBND Road
PORT ISABEL	HWY 48 I69E - SH100
SAN BENITO	US 281 — FM 1577 to County Line
SAN BENITO	FM 1577 — I69E to US 281
SAN BENITO	FM 510 — FM 509 to Buena Vista Road
SAN BENITO	SH 345 — I69E to US 281
SAN BENITO	US 77 South Parallel Corridor (All Phases)
SAN BENITO	SH 345 — I69E to US 281
SAN BENITO	San Jose Ranch Road — SH 345 to FM 509
SANTA ROSA	SH 107 — County Line to I69E
SOUTH PADRE	SPI 2 nd Access
SOUTH PADRE	SH 100 Improvements at SPI
SOUTH PADRE	SPI Queen Isabella Memorial Causeway Bike Lane

BUSINESS SNAPSHOT

Make Unproductive Property, Productive!
Make the Property an Economic & Cultural Energizer!



BUSINESS SNAPSHOT - #2

Make Unproductive Property, Productive! Make the Property an Economic & Cultural Energizer!

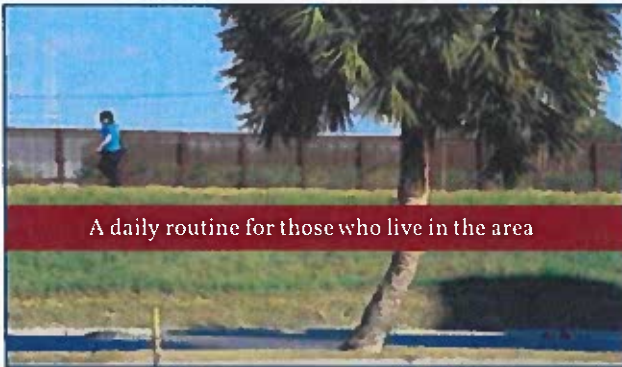


Photo at Left: From the vantage point of street level, photo shows a local consumer walking on top of the Federal Earthen Levee and next to the Federal Border Barrier toward the historic core of downtown:

- The Federal Earthen Levee retards growth and disconnects the people from their heritage, the Rio Grande;
- The Border Barrier retards growth and is menacing to the peoples psychology;
- The photo is of the location of the 7-Districts of the Riverfront Redevelopment- *Grand Gateway- Hotel Rio Grande & Riverview Park*;

Photo at Right: From the vantage point of on top of the Federal Earthen Levee, photo shows local consumers walking and cars driving at street level, the base of the of Levee, toward the core of downtown;

- The photo is of the location of the 7-Districts of the Riverfront Redevelopment- *Grand Gateway- Hotel Rio Grande & Riverview Park*;

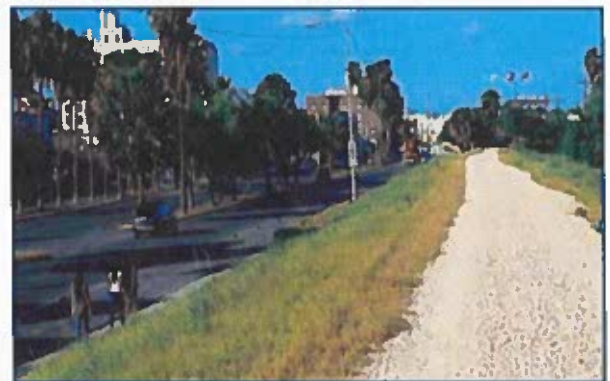


Photo at Left: From the vantage point of street level and looking away from the core of downtown and toward the walking consumers, the photo shows the historic marker of the location of the Chisholm Trail Head at the corner of St Charles St and Sam Perl Blvd;

- The photo shows the location of the Embarcadero & Landing of the Grand Gateway and the location of Hotel Rio Grande;
- The background of the photo, adjacent to the street, shows the location of the balance of the 7-Districts of the Riverfront Redevelopment.



BUSINESS SNAPSHOT - #3

Make Unproductive Property, Productive!
Make the Property an Economic & Cultural Energizer!



The latent, untapped value of the Rio Grande Riverfront demands it be made productive. The Riverfront demands restoration and revitalization to the economic & cultural engine it once was. The County's unimaginative infrastructure Bridge demands glorification as an iconic national monument.

- It Landmarks a natural wonder.
- It Landmarks the wholesome connection of commerce and culture among our people.
- It Landmarks an American Heritage River, so designated by the United States of America.



The Grand Gateway-Hotel Rio Grande & Riverview Park reprograms and redevelops the Riverfront into seven districts, making it productive and an economic & cultural engine for the region.

PHYSICAL STRUCTURE #2

Real Estate Parcel Line Adjustments and Exchange of Easements & Titles

The real estate issues encumbering land title & land use along this Riverfront are many. The constraints must be cleaned-up to make the properties productive by enabling Marketable Title, Construction Loans, Long-term Mortgages, Enforceable Commercial Leases, Flood Protection, Insurances, etc



Identification of Issues & Parcels that the Federal Agreements Have Addressed:

- Some land parcels are subject to a "Restrictive Use Zone," a matter of river management per the US-Mexico Treaty;
- Some land parcels are bisected by the DHS Border Barrier, resulting in a portion of the parcels being inaccessible & usable;
- Some land parcels are shadowed by the socially & economically regressive Border Barrier decreasing land usefulness & land value;
- Some land parcels are access restricted due to grade separations between street surface elevation and elevation at top of Federal Earthen Levee.

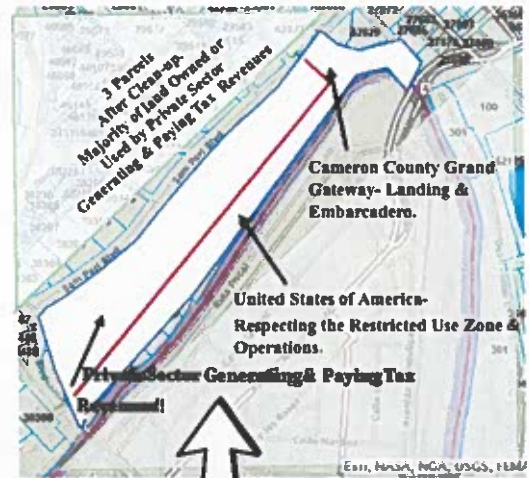


Illustration of the Agreement to Make the Land Productive

- The U.S. DHS, the U.S. Federal Court Order, the U.S. IBWC, in working with LandGrant and others, in signed writings agreed to exchange ownership and easements in certain properties to effect the economic and cultural redevelopment of the riverfront in compliance with the Executive Order of the U.S. President.
- Agreement is to Remove the Border Barrier & Earthen Levees. Replace with a state-of-the-art Riverfront Boardwalk that meets the mandates of DHS & IBWC and Foments Economic & Cultural Activates in Cameron County!

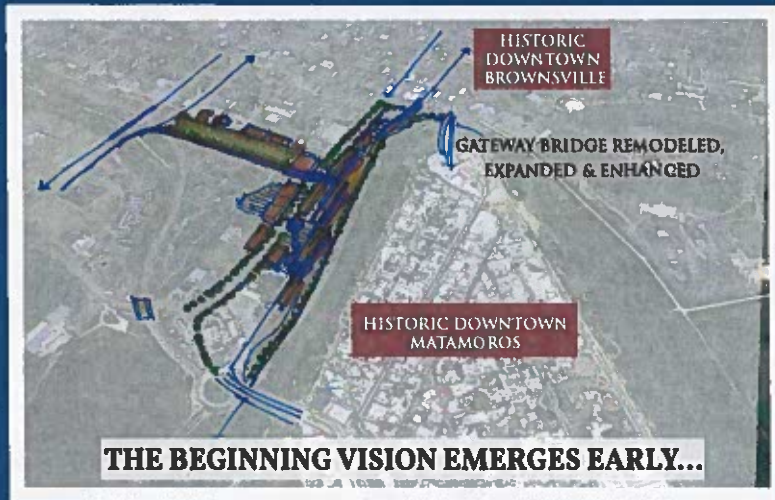
BUSINESS CASE... CONVERTING CURRENT CHALLENGES INTO OPPORTUNITIES



CURRENT CHALLENGES

- Transportation Congestion
- Unhealthy Environmental Conditions
- Insulting Social Conditions
- Disrespectful Cultural Connections
- Distressed Real Estate
- Distressed Operating Businesses
- Job & Income Constrained
- Zip Code Designated a Poverty Pocket by County, Federal, State & City
- Convert the Unproductive & Underdeveloped Prime Location into an Economic & Cultural Engine!

THE BUSINESS PLAN... THE GRAND GATEWAY BRIDGE + THE HOTEL RIO GRANDE + RIVERVIEW PARK

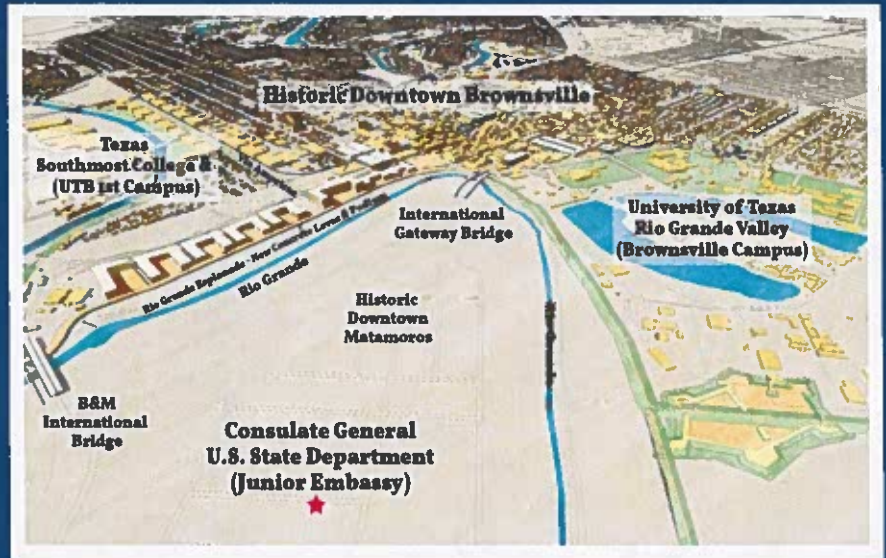


CURRENT OPPORTUNITIES

- Remodel Gateway Bridge into an Iconic Monument to the Rio Grande, an American Heritage River!
- Remodel Gateway Bridge into an Iconic Monument to Americas Front Door... the Historical Connection of Commerce and Culture!
- Implement the Executive Order of the United States President to Redevelop the Riverfront of the American Heritage River for the Economic and Cultural Benefit of the Local Community!
- Implement the Authorization of the U.S. State Dept to Remove the Unproductive Earthen Levee to Replace it with a Modern Flood Protection Levee System that Supports the Riverfront Boardwalk and the Iconic Grand Gateway Bridge!
- Implement the Authorization of the U.S. Dept of Homeland Security to Remove the Socially & Economically Regressive Border Barrier to Replace it with a Modern Flood Protection Levee System that Supports the Riverfront Boardwalk and Iconic Grand Gateway Bridge!
- Upon the Riverfront Boardwalk, Construct the Hotel Rio Grande & Riverview Park to Invigorate Economic Development, Social & Cultural Goodwill and the Pursuit of Happiness!

ILLUSTRATIVE IMAGE

The County is Modernizing the Riverfront



- Stimulating private sector driven economic activity in the historically and culturally important binational front door!
- Replacing the unproductive dual Earthen Flood Protection Levees & Border Barrier!
- Making the Riverfront a People Place- a Grand Gateway!
- Hotel Rio Grande- a 4-Star Meetings Hotel and international conference center with business services!
- Riverview Park- an Urban Park with Amusements, Attractions, Art & Cultural Venues to Excite, Thrill & entertain our millions of locals & visitors, business & family tourists; Riverview Boardwalk- shaded patios & esplanades curated with retail shops, restaurants and night clubs!
- Iconic Architecture, to put the exclamation point on the historic location! To butter our eyes and improve our vision of the past, present... and the future!
- Public Facilities, to sweeten the experience of travel & transportation for our people & millions of visitors!
- River Rewilding & Planting with Indigenous Flora & Fauna, to attend & attract our birds, butterflies & critters!

Located at the connection of commerce & culture and contemporary entertainment!



“ Let’s build the stage upon which our people perform life. ”

- SAMUEL MARASCO

Samuel Marasco and his highly experienced redevelopment team, specialize in urban renewal. They convert unproductive land and buildings into thriving villages where people want to live, work, shop and play. They combine vision with insightful & careful risk analysis by using detailed market analytics and verified financial modeling tools before proceeding. They recognize the art of the business is in the vision of foreseeing a place where businesses want to operate. The science of the business is in identifying, securing, and curating the synergistic mix of land uses.

LandGrant Mission

Curate Venues where People Want to Gather with Friends... Make New Friends...
Enjoy Life & Living ...a place where time feels like a Luxury!

LandGrant Motto

The good thought well thought.
The good word well spoken.
The good deed well done.

LandGrant Operating Principles

- ▀ Satisfy and Delight
- ▀ Relentless pursuit of getting it right- it’s all important!
- ▀ Listen actively to discern the win-win equation
- ▀ Make it happen, today!

LandGrant History

LandGrant Development has created a collection of “people places” that reflected and contributed to the many communities in which it delivered its services and completed projects.

The LandGrant Team is committed to building stages upon which people can enjoy the many roles they play throughout their day and life... to enjoy family and friends, to enjoy young fun and thrills, to enjoy routine and frivolous shopping, to engage in personal and business discussions, walking & talking, eating & drinking, living, laughing & loving!

LandGrant’s role is to connect commerce and culture, merchants and shoppers, residents and workers, artists & audiences, hoteliers & guests...and to make it possible for them to preform their roles upon the community stages!

*...All the world’s a stage, and all the men and women merely players; they have their exits and their entrances;
and one man in his time plays many parts...*

- William Shakespeare



Mr. Sam Manatt III

Concerned Citizen and
Riverfront Property Owner

Cameron County
Darcy Building
1100 East Monroe St
Brownsville TX, 78520

October 2021
via Email

In Care of

Judge Eddie Treviño
Commissioner Sophia Benavidas-Precinct 1
Commissioner Joey Lopez- Precinct 2

Commissioner David Garza- Precinct 3
Commissioner Gus Ruiz- Precinct 4
Pete Sepulveda- County Administrator,
Executive Director CCRMA

Re: Matter: Riverfront Property Owners' Petition to Cameron County & CCRMA
Item: Introductory Letter

Judge & Commissioners,

The private property owners and taxpayers along the Rio Grande, between the riverway and Sam Perl Blvd. (hereinafter, *Riverfront Property Owners*), respectfully submit this Petition to Cameron County and the Cameron County Regional Mobility Authority.

Our Petition is Presented in Two Parts:

1. The Illustrative Presentation:

The images with the comments are designed to provide a visualization of the subject area. It is our intention to graphically illustrate the well-coordinated efforts with the Federal Government, Port District & Union Pacific Railroad heretofore realized.

Additionally, it is our intention to graphically illustrate the municipal government's sudden inconsistent behavior with the referenced previous efforts. Noting that the inconsistent and inexplicable behavior resulted in further depressing the land value of the subject properties to the detriment of Cameron County, the CCRMA, the *Riverfront Property Owners*, our immediate neighbors, and the community at large.

2. The Technical Presentation:

The letter is designed to provide a thoughtful and comprehensive basis for the County to Grant our requests and to simultaneously take the actions for which we Petition. The presentation identifies several important matters, including the relevant Texas Statutes, Items of Record, County Initiatives, Actions by public agencies and private interests, all of which support the Granting of our Petitions.

Sincerely,

Sam Manatt

Sam Manatt III
Concerned Citizen &
Riverfront Property Owner

Petition
The Illustrative Presentation



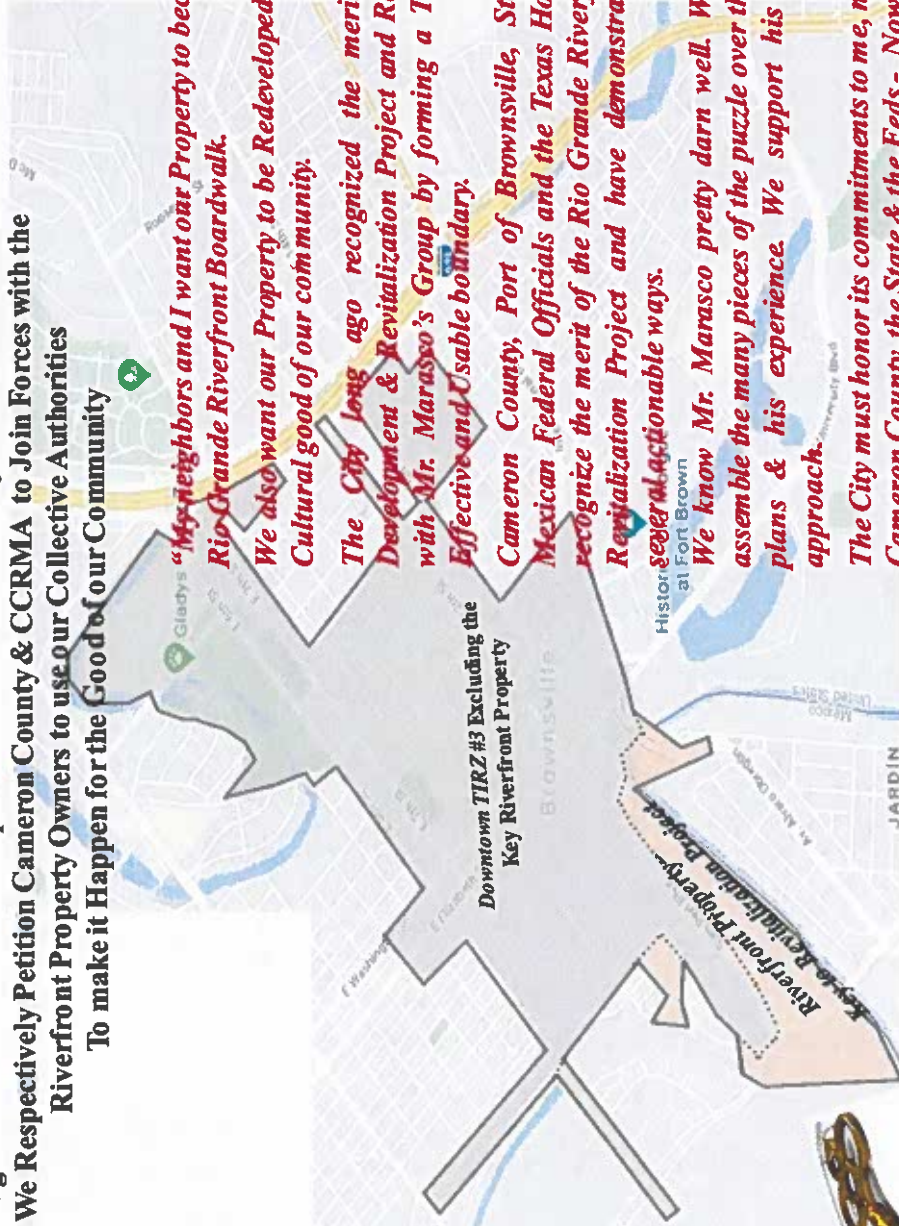
Civic Minded Citizen
Spokesperson for
Riverfront Property
Owners
Mr. Sam Manatt

The modern Concrete Levee and the Real Property Exchange Agreement Instigated by Mr. Marasco's Development Group is the **Keystone** to the Riverfront Development & Revitalization Project.

The Riverfront Property is the **Key** to the **Keystone!**



The Current City Electeds & its Administrators are Intentionally Preventing the Magnificent Riverfront Development & Revitalization Project from Proceeding!
We Respectively Petition Cameron County & CCRMA to Join Forces with the Riverfront Property Owners to use our Collective Authorities
To make it Happen for the Good of our Community



"My neighbors and I want our Property to become the Iconic Rio Grande Riverfront Boardwalk."

We also want our Property to be Redeveloped for the Economic & Cultural good of our community.

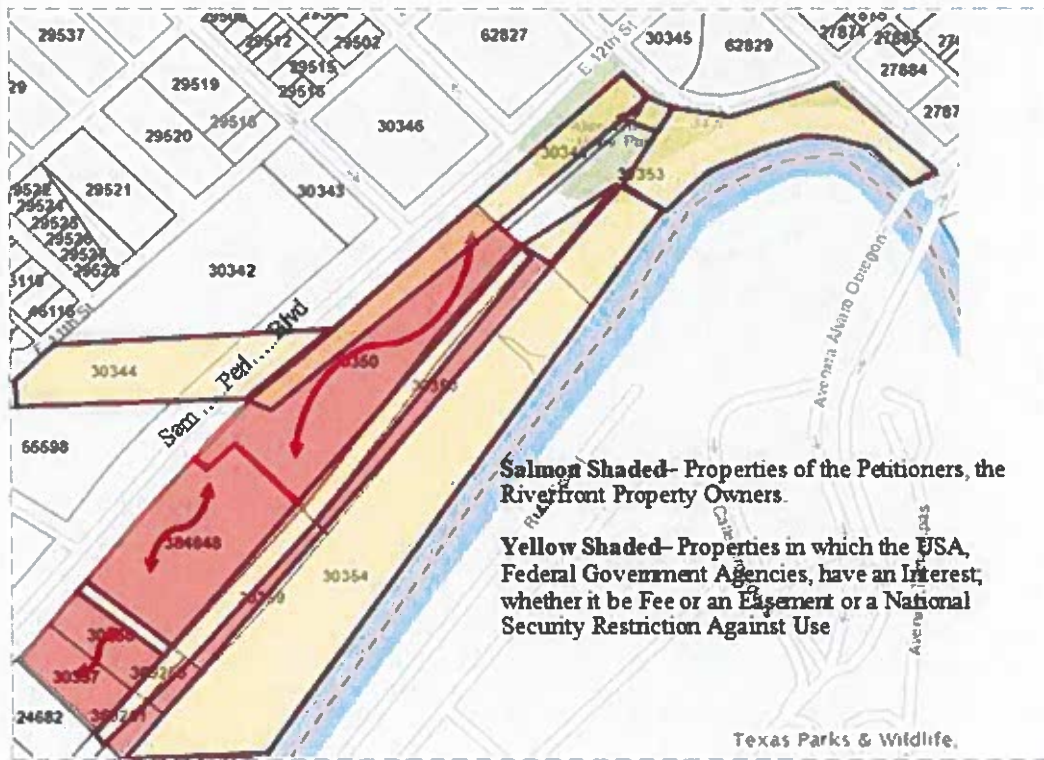
The City long ago recognized the merit of the Riverfront Development & Revitalization Project and Resolved to facilitate it with Mr. Marasco's Group by forming a TIRZ & TIF with an Effective and Usable boundary.

Cameron County, Port of Brownsville, State Officials, US & Mexican Federal Officials and the Texas Hotel & Lodging Assoc recognize the merit of the Rio Grande Riverfront Development & Revitalization Project and have demonstrated their support in several actionable ways.

We know Mr. Marasco pretty darn well. We have watched him assemble the many pieces of the puzzle over the years. We know his plans & his experience. We support his plans & pragmatic approach.

The City must honor its commitments to me, my neighbors, Cameron County, the State & the Feds - Now, not later! By Including our Riverfront Property in Downtown TIRZ #3!"

Illustration 2
Chart & Diagram Illustrating the
Reasons Why the Real Estate Exchange Agreement is Required-
The Real Estate Must be Reconfigured with Government Agencies
and It Illustrates Why the Petitioners Qualify
to Make the Petition Pursuant to Texas Tax Code 311.007



The Shaded Diagram Illustrates the Major Challenge to the Undertaking- Reliable Government Agencies that will do what's Required of them to do Something Magnificent for our Citizens...on both sides of the River! The Private Riverfront Property Owners are willing to do their part!

Petitioners Represent More Than 50% of the Assessed Value Paying Taxes					
Property Owners & Representatives	Property Identification Numbers	County Assessed Market Value	Percentage of Assessed Value	Acres	Percentage of Acres
Manatt & Affiliates	303050 / 30359	\$72,471	18%	4.88	63%
Church & Raul	384648	\$279,205	70%	1.34	17%
BP Newman Inv Co & Affiliates	30358 / 30357	\$44,789	11%	1.57	20%
		\$396,465	100%	7.79	100%

Riverfront Properties & More— City’s Selected Developer Instigated a Property Exchange Agreement with Participating Government Agencies to Reconfigure the Land Parcels and Exchange Interests in them to Facilitate the Development - Financing - Construction & Operation of the Riverfront Development & Revitalization Project-- Make Note- the Agreements are Items of Record.

These Images Illustrate the Series of Ideas that Instigated & Successfully Coordinated the Real Estate Reconfiguration and Exchange of Interests therein to Remove the Border Barrier and the Double Earthen Levees, which set the stage (literally) to Convert the Unproductive Properties into a Powerhouse of Economic Revitalization for the Greatest Good of Our Community

Image at Right

- 1st Step Illustrate- Determine & Record the Land Use Sensitivities of the USA & Mexico Regarding the Riverfront- i.e. Know the No Go Zone.
- Its formally known as the *USA & MX Restricted Use Zone (RUZ)*.
- This Mutually Agreed Upon, Formally Authorized, and Legally Defined *RUZ* is an *Item of Record* between US State Dept & IBWC with their Counterparts in Mexico.
- This Matter Set the Usable Boundary of the Riverfront Properties as Written, Signed, and Sealed by the United States of America & Mexico.



Image at Left

- 2nd Step Illustrated— Determine under what terms the USA would Reconfigure its Land Parcels & Exchange Interests therein to Facilitate the Financing- Development - Construction & Operation of a New Land Use of the Riverfront Properties— then called at the time, the Riverfront Boardwalk.
- The Proposal Necessarily included the Removal of the Double Earthen Levees and the Border Barrier. Which also necessarily included a Replacement for each.
- The Yellow-Orange Dashed Line Illustrates what was Agreed and the Location to Construct it— a modern Federal Fortified Concrete Flood Levee and Support Structure for the City’s/County’s Elevated Riverfront Boardwalk to support the Hotel & Bridge and other Programmed Lands Uses.
- The “Federal Fortified Concrete Levee” and its mutually agreed upon placement, size, scope, and financing mechanisms is the KEYSTONE to Developing, Leasing, Financing and Constructing what then became known as the *Riverfront Development & Revitalization Project*





Image at Left

- The Image Illustrates the Juxtaposition of the USA-MX Restricted Use Zone to the Riverfront Development & Revitalization Project Redevelopment Area (Red Zone)
- Yellow-Red Dashed Line Illustrates the Agreed Upon Location to Construct the modern Federal Fortified Concrete Flood Levee & Support Structure for the City's/County's Elevated Riverfront Boardwalk to Support the Hotel & Bridge and other Programmed Land Uses.
- The "Fortified Concrete Levee" and its mutually agreed upon placement, size, scope and financing mechanism is the KEYSTONE to *Developing, Leasing, Financing and Constructing the Riverfront Development & Revitalization Project*
- The Size, Location and Programmed Land Use of the Redevelopment Area Red Zone is Calculated to Generate the Requisite Amount of Commercial Business Rents and Tax Increment to meet the Terms of Use of the Federal Government and pay the Mortgage on the Public and Private Improvements. Its an Item of Record.
- It's all about and in the Numbers!

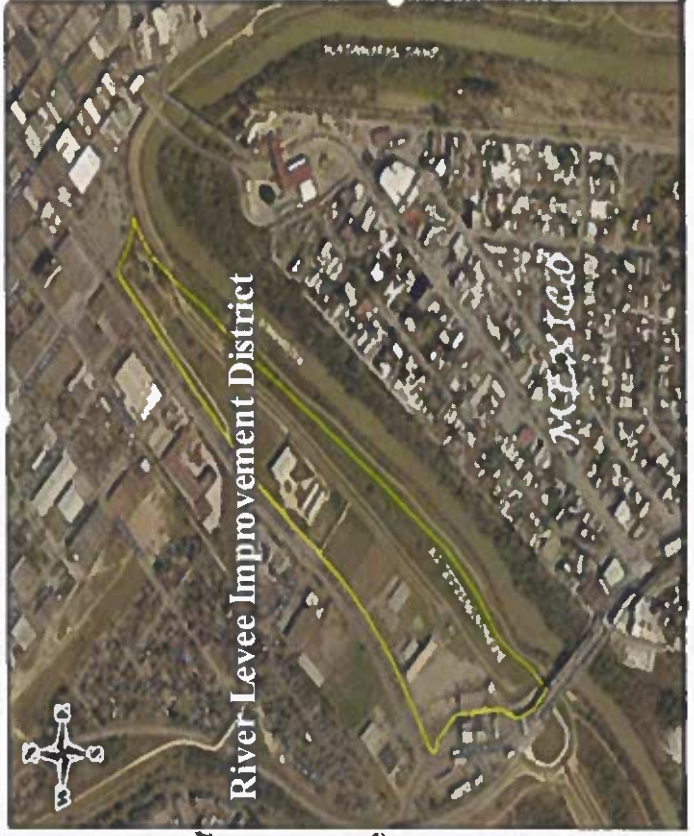


Image at Right

- The Image Illustrates the Petition of the Riverfront Property Owners— the Cameron County Rio Grande Levee Improvement District
- A Levee District Requested by the Property Owners, Approved by the County, Implemented by the CCRMA provides the Authority to the Participating Parties to immediately commence interfacing with the Federal Agencies to Activate and Effectuate the Items of Record without the City present, at least until it wakes from its malaise.
- Commencing the process to Reconfigure the land parcels and clean-up the Property Titles to assure we can secure insurable Good & Marketable Title for Financing, Long-Term Leasing and otherwise get prepare matters for Construction is an important step at this time.

Petition
The Technical Presentation

Mr. Sam Manatt III

Concerned Citizen and
Riverfront Property Owner

Cameron County
Darcy Building
1100 East Monroe St
Brownsville TX, 78520

October 2021
via Email

In Care of

Judge Eddie Treviño
Commissioner Sophia Benavidas-Precinct 1
Commissioner Joey Lopez- Precinct 2

Commissioner David Garza- Precinct 3
Commissioner Gus Ruiz- Precinct 4
Pete Sepulveda- County Administrator
Executive Director CCRMA

Re: Matter: Riverfront Property Owners' Petition to Cameron County & CCRMA
Item: Petition Written Package
Per Tax Code Chp. 311- Formation & Boundary Adjustment of Downtown TIRZ #3
Per Water Code Chp. 57- County & CCRMA River Levee Improvement District

Judge & Commissioners,

We trust the *Illustration Package* provided a good and picture of the grand opportunity we have and why we, the concerned citizens, can and must take action to remedy a bad situation. Therefore, the private property owners and taxpayers along the Rio Grande, between the riverway and Sam Perl Blvd. ("*Riverfront Property Owners*"), submit this Petition to Cameron County and the Cameron County Regional Mobility Authority.

Our Petition is based on specific information and belief we have with respect to items of record regarding certain US Presidential Orders, Federal Court Orders, authorizations, designations, resolutions, ordinances, real estate, development and construction agreements of the Federal Governments of the US & MX, the City of Brownsville, the Port of Brownsville and others, including the private sector company the City specially selected as the Exclusive Developer-Investor to instigate and pursue the enterprise (hereafter, "*Items of Record*"). We are advised the County and the CCRMA are aware of the *Items of Record* to which we refer. These items with the many calls to action they contain are lying dormant due to inaction by local government agencies.

The inaction has caused substantial economic hardship to our former neighbor, Mision Divina Church. The inaction is causing economic damage to our neighbors across Sam Perl Blvd. The inaction is causing economic damage to the *Riverfront Property Owners*. Thus, we are compelled to speak out on behalf of all damaged parties, including ourselves. Not the least of which are our many good neighbors and family members living, working, and traveling throughout the County who are being denied the potential benefits that could result if the *Items of Record* were activated and effectuated.

We trust you realize the inaction is also damaging the County's & the CCRMA's responsibilities. The inaction is depriving Cameron County & the CCRMA of a readily available stream of Property Tax Increment which could contribute to TRZ Number 6 from the Riverfront Properties and from a number of undeveloped or underdeveloped properties located nearby.

For the *Riverfront Property Owners* to continue to tolerate the inaction violates all common sense. For the County and the CCRMA to tolerate the inaction is equally nonsensical. Therefore, we submit our Petition to compel Cameron County and CCRMA to Join Forces with the *Riverfront Property Owners* to reject the malaise afflicting local government and to activate and effectuate the *Items of Record* and its collection of analyses and workpapers produced to date.

Although our Petition is rooted in Texas Statutes, e.g. Tax Code Chp. 311.007 and Water Code Chp. 57, it is also rooted in the *Items of Record* to which we refer and which we partially illustrated to help everyone visualize the circumstances.

Our Petition to Join Forces compliments the County's actions of "carrying the water" of the City when the County worked effectively with Senator Lucio to petition the State to financially participate in the *Riverfront Development & Revitalization Project* (as the concept is called by the City in its various *Items of Record*). The County's demonstrably successful efforts with the many State Offices have opened the door to a flood of opportunity, even with the strange "rain delay" occasioned by the infamous "walkout." We must springboard from that success to yet an even more advanced stage of development to stop the damages from accruing and simultaneously expand the economic base of our community.

Our Petition to Join Forces is also rooted in the formal actions taken by the County and the CCRMA on September 29, 2020, October 27 and October 29, 2020. Those formal actions coupled with the many ancillary and complementary actions you have taken related thereto, including, but not limited to, communications with various State Offices, Port District Offices, Federal Offices, and City Offices, provide additional fortification and foundation for our Petition (hereinafter, collectively "*County Initiatives*").

Pointedly, the *Riverfront Property Owners* want our Properties to become the *Riverfront Development & Revitalization Project*. Simultaneously, we want our Properties to be developed to their highest and best use to expand the economic & cultural good for our immediate neighbors and our greater community. Additionally, we want to achieve these ends sooner rather than later.

Therefore, we need to activate and effectuate the *Items of Record*, the *County Initiatives* and seize the opportunities provided by those who have instigated and navigated the process to date as we have partially illustrated.

Now therefore, the *Riverfront Property Owners* Petition Cameron County and the CCRMA as follows:

1. To facilitate the activation and effectuation of the *Items of Record*, the *Riverfront Property Owners* Petition Cameron County to form a River Levee Improvement District pursuant to Texas Water Code Chp. 57 between the Gateway International Bridge and the B&M Bridge and between the riverway and San Perl Blvd. entitled, *Rio Grande Levee Improvement District of Cameron County*.

a) We Petition the County to take notice that the *Items of Record* call for the removal of the Border Barrier and the Double Earthen Levees existing on or adjacent to the *Riverfront Properties* and to replace said items with a Federal Fortified Concrete Levee and a supported City/County Elevated Boardwalk Podium. To accomplish this, the *Riverfront Properties* and other nearby properties must be reconfigured and otherwise prepared for construction and long-term leasing and financing (hereinafter, "Public Infrastructure Group 1").

b) The authorities granted by the formation of the *Rio Grande River Levee Improvement District of Cameron County* and the additional authorities vested in the CCRMA, the County, and the *Riverfront Property Owners* will give a good "giddy up" kick to the inactive matters as follows:

i. Cameron County and the CCRMA will possess the inherent authority to work directly with and in cooperation with the appropriate US Federal Agencies consistent with the *Items of Record* and *County Initiatives* to effectuate the pre-construction preparatory work for the Public Infrastructure Group 1, without the City necessarily present, at least until it wakes from its malaise.

ii. Cameron County and the CCRMA will possess the inherent authority pursuant to the *County Initiatives* (and other statutory authorities) to perform the pre-construction preparatory work necessary to activate and effectuate the public improvements identified in the *Items of Record*, “TIRZ Improvements Schedule” and “Railroad Re-Use Plan (RRUP).” Said Improvements are also specifically identified in the *County Initiatives*, as “Additional Projects”, and/or are alluded to by general text and authorities (hereinafter, collectively called “*Public Infrastructure Group 2*”).

iii. The *Riverfront Property Owners* hereby grant exclusive authorization to the CCRMA to enter upon the properties of the *Riverfront Property Owners* to commence the preparatory pre-construction process to reengineer, reconfigure, and to assure that said Properties and all additional necessary properties have good and marketable title with available requisite title endorsements sufficient to support private construction financing, private long-term mortgage financing, private long-term capital leasing and otherwise prepared for construction, with limited assistance from the City, if any at all.

iv. The Levee Improvement District provides another good “giddy up” kick in that the inherent authorities of the CCRMA and *Riverfront Property Owners* can assure that a competent and experienced Development Team is assembled to assist in the preparatory pre-construction work and activities with little interference from the inexperience or unmindfulness of the new-hires at the City. Therefore, pursuant to the exclusive authorization granted above, the *Riverfront Property Owners* authorize and instruct Cameron County & the CCRMA to use the same unique skills & experience that instigated the *Riverfront Development & Revitalization Project*, specifically the same Developer-Investor authorized and specially selected by the City of Brownsville. By doing so, Cameron County & the CCRMA can more aptly and expeditiously pursue the requisite preparatory pre-construction matters and assure that the vision and integrity of the Items instigated, shaped & formulated by said Developer-Investor reflected in the *Items of Record* are maintained and that all material elements thereof remain respected by the Federal Agencies and other entities which were involved heretofore.

2. To facilitate and adequately assure the designated Developer-Investor that the Capital Funding that it expects to invest upfront for the ultimate construction of and operation of the Public Improvement Groups 1&2 can be legally reimbursed pursuant to a Tax Code §311 Tax Increment Financing Agreement, among other statutes and the *Items of Record*, the *Riverfront Property Owners* Petition Cameron County to undertake the following actions, which are consistent with the *County Initiatives*.

i. Cameron County to take notice of and accept the invitation it received from the City on or about December 17, 2019 to economically and managerially participate in Downtown TIRZ #3, which was formed on or about December 10, 2019;

ii. Cameron County to take notice of and accept the City’s recent public reaffirmations and promises to support the *Riverfront Development & Revitalization Project* made on or about April 28 & 29, 2021 and the City’s subsequent and follow-on public statements, wherein it directed Cameron County to “take the lead” in pursuing the *Riverfront Development &*

Revitalization Project, which necessarily requires the activation and effectuation of the *Items of Record*, of which a Downtown TIRZ including the *Riverfront Properties* is a foundational and integral component;

iii. The *Riverfront Property Owners* request Cameron County, serving as the active lead manager of Downtown TIRZ #3, coupled with the authorities of the CCRMA, to grant our Petition to Join Forces and adjust the boundaries of Downtown TIRZ #3 pursuant to Tax Code §311.007 by expanding the current boundary to include the *Riverfront Properties*, as illustrated in the *Key to the Keystone* of the *Riverfront Development & Revitalization Project*.

iv. Cameron County to take notice of the extensive and impressive inventory of analyses, designations, authorizations, resolutions, agreements, Binational Agreements, an Order of the US President, and a Federal Court Order, and recognize that the collection of the referenced items gives support and credence to the correctness of granting the Petitions of the *Riverfront Property Owners*;

Sincerely,

Sam Manatt

Sam Manatt III
Concerned Citizen &
Riverfront Property Owner

Exhibit	Schedule of Exhibits & Attachments	Page
1.	Port & City- Effectuate <i>Items of Records</i> With Regard to Ownership of the Railyard and the Approved Railroad Re-Reuse Plan Long After Items were Put of Record	5
2.	Excerpts & Summary of Statute Authorizing Petition by Property Owners to Expand TIRZ Boundary- Texas Tax Code 311.007	8
3.	Excerpts & Summary of Statute Authorizing Property Owners to Petition County to Create River Levee Improvement District and the Recitations of its Authorizations that Allow for the Activation & Effectuation of the Items of Record- Texas Water Code Chp 57.	9
4.	Copies of Cameron County Resolutions and Authorizations to Activate and Effectuate the <i>Items of Record</i> .	11
5.	Copies of Agreement between Cameron County & Cameron County Regional Mobility Authority that Authorizes the Entities to Activate & Effectuate the "Public Improvement Groups 1&2" and as such may be otherwise Named/Identified in the <i>Items of Record</i> .	17
6.	Explanatory Text and Imagery of Riverfront- Current & Future- which Support the Petitions for the River Levee Improvement District and the Expansion of the TIRZ #3 Boundary to Include the Riverfront Properties.	23

**A Running 10 yr Dispute was Finally Resolved
For the Benefit Of & To Facilitate the
Riverfront Development & Revitalization Project**

**The Dispute-
City vs Port of Brownville-
Who was the Successor-in-Interest to the
Union Pacific Railyard Once Vacated?**



**The City Formally Requested Mr Marasco
to Help Resolve The Dispute to Specifically
Facilitate the Project**



Critical
Land Dispute
Identified

Re: Project: Downtown Brownsville Revitalization Project
Item: Union Pacific Railroad Property

Dear Mr. Marasco,

The new railroad tracks and river crossing bridge ("West Rail Relocation Project") are now complete. This is an exciting development in the Downtown Brownsville Revitalization Project. You and the City have entered several prior written agreements regarding the Brownsville Revitalization Project. It is our understanding that you are committed to fulfilling your existing obligations, as is the City.

Pursuant to the Land Swap Agreement, certain properties are to be conveyed to the City at about the time the West Rail Relocation Project is complete and UPR vacates said properties. The City, LandGrant and the Revitalization Project have relied on the timely and cost-effective implementation of the Land Swap Agreement. The mechanics of implementing the Land Swap Agreement are in need of your assistance.

Therefore, the City requests that LandGrant Development assist the City in securing Facilitation Commitments with the named public agencies and facilitate the conveyance of the subject property to the City of Brownsville so that said property may become available for the benefit of the Revitalization Project pursuant to the MOU in general, and in particular, pursuant to the Disposition Development Agreement pending between us.

The City authorizes LandGrant Development to communicate directly with UPR, the Port of Brownsville and Cameron County/Regional Mobility Authority regarding the common interests of LandGrant Development, the City of Brownsville and the Revitalization Project, and to facilitate the conveyance of that portion of the rail yard and rail line essential to the Project's economic, legal, and physical feasibility.

I appreciate your efforts and cooperation and look forward to continuing to work with you on this fantastic Project



Union Pacific Railyard +
Train & Tracks & Storage

Zoom



The Answer to the Land Ownership Question Resided in Resolving the Dispute Between the two Competing Claimants- *City vs Port*. The City deemed the Resolution of the Dispute Important to the Revitalization Project, as illustrated by the letter it sent to LandGrant Development and the efforts to which LandGrant went to resolve it.

Sincerely,

Charles Cabler
City Manager



Mr. Jim Hild
Union Pacific Railroad

Re: Amigoland Yard; 1982 Memorandum of Understanding

Dear Jim:

After substantial discussion among our Board, staff, and consultants, we have concluded that the Port has no interest in taking title to the Amigoland yard. The City of Brownsville has indicated that it would like to put the Amigoland yard to a use that benefits the citizens of the City of Brownsville, such as a downtown revitalization project, hike and bike trails, and public spaces. The Port certainly has no objection to the City's plans for the Amigoland Yard and would encourage Union Pacific to convey the Amigoland yard to the City so that their plans for the property can be realized.

The Port encourages Union Pacific to meet with the City to discuss the City's interest in the property and the City's plans. I am providing a copy of this letter to the City Manager, so that he knows the status of our communication.

Very truly yours,
Eduardo A. Campirano
Port Director & CEO

John Wood- a Man for All Seasons - Resolved the 10 Yr. Land Dispute
The long running dispute between the City & Port regarding the rightful Successor-in-Interest to the Railyard after Union Pacific vacated was resolved in June by John Wood, then Chairman, Board of Port Commissioners, using his well-measured moral compass to guide the disputing parties in the right direction toward community riches.

Port Waived Its Ownership Rights in the Railyard to Facilitate the Revitalization Project.
Port Issued a Full-throated Endorsement of the Riverfront Revitalization Project.



Dear Commissioner Benavides:

I was very pleased to learn of Cameron County's initiative to remodel and expand the Gateway International Bridge into The Iconic Grand Gateway on the Rio Grande with its numerous commercial and cultural elements.

The idea to re-engineer the levee adjacent to the Bridge and convert it into a fully functional flood protection system that creates the cornerstone for the Rio Grande Riverfront Project, will foster downtown revitalization. This project will have long-lasting positive impacts stimulating private sector investment and job creation.

This project will have tremendous positive impact that will transform downtown Brownsville and the surrounding area into a commercial and cultural center of economic activity. My fellow Port Commissioners applaud your efforts.

We will all benefit from the economic prosperity that will be borne by your efforts.

Sincerely,
Sergio Tito Lopez
Chairman, Board of Port Commissioners

Attachment 3
Texas Tax Code 311.007 Authorizes Adjacent Property Owners
To Enlargement a Tax Increment Reinvestment Zone by Petition

1 Sec. 311.007. CHANGING BOUNDARIES OR TERM OF EXISTING ZONE. (a) Subject to the limitations provided by Section 311.006, if applicable, the boundaries of an existing reinvestment zone may be reduced or enlarged by ordinance or resolution of the governing body of the municipality or by order or resolution of the governing body of the county that created the zone.

2 (b) The governing body of the municipality or county may enlarge an existing reinvestment zone to include an area described in a petition requesting that the area be included in the zone if the petition is submitted to the governing body of the municipality or county by the owners of property constituting at least 50 percent of the appraised value of the property in the area according to the most recent certified appraisal roll for the county in which the area is located. The composition of the board of directors of the zone continues to be governed by Section 311.009 (a) or (b), whichever applied to the zone immediately before the enlargement of the zone, except that the membership of the board must conform to the requirements of the applicable subsection of Section 311.009 as applied to the zone after its enlargement. The provision of Section 311.006 (b) relating to the amount of property used for residential purposes that may be included in the zone does not apply to the enlargement of a zone under this subsection.

3 (c) The governing body of the municipality or county that designated a reinvestment zone by ordinance or resolution or by order or resolution, respectively, may extend the term of all or a portion of the zone after notice and hearing in the manner provided for the designation of the zone. A taxing unit other than the municipality or county that designated the zone is not required to participate in the zone or portion of the zone for the extended term unless the taxing unit enters into a written agreement to do so.

Texas Water Code
Chapter 57
Levee Improvement Districts
Excerpts & Summary

Sec. 57.011 Creation.

A levee improvement district may be created in the manner prescribed by this chapter under Article XVI, Section 59, of the Texas Constitution;

Sec. 57.012 Petition.

A petition must be presented to the commissioners court signed by the owners of a majority of the acreage of the proposed district, describing the proposed boundaries of the district, describing the general nature of the proposed improvements and their necessity and feasibility; designating a name for the district which shall include the name of the county in which the district is located.

Sec. 57.014 Hearing on Petition

The commissioners court to which the petition is presented shall fix a time and place for the hearing on the petition before the commissioners court. The hearing must be held during the period beginning with the 15th day and ending with the 30th day after the date of the order.

Sec. 57.017 Hearing Procedure

The commissioners court has exclusive jurisdiction to determine all issues with respect to the creation of the district and all issues involved in proceedings with respect to the district after it has been created.

Sec. 57.019 Findings and Judgment

Before the commissioners court determines that the district should be created, it must find:

1. that the petition is signed by the owners of a majority of the acreage in the proposed district;
2. that notice of the hearing was given;
3. that the proposed improvements are desirable, feasible, and practicable; and
4. that the proposed improvements would be a public utility and a public benefit and would be conducive to public health.

If the commissioners court determines that the district should be created, it shall render a judgment which recites its findings and establishes the district.

The commissioners court shall include its findings and judgment in an order which shall be recorded in the minutes of the commissioners court. The order shall define the boundaries of the district, but it does not have to include all of the land described in the petition if at the hearing a modification or change in the district is found to be necessary.

Sec. 57.051 Appointment of Board of Directors

The commissioners court which creates a levee improvement district under this chapter, by majority vote, shall appoint three directors for the district.

Sec. 57.091 Purposes of District A district may be created for the following purposes:

1. to construct and maintain levees and other improvements on, along, and contiguous to rivers, creeks, and streams;
2. to reclaim lands from overflow from these streams;
3. to control and distribute the waters of rivers and streams by straightening and otherwise improving them; and
4. to provide for the proper drainage and other improvement of the reclaimed land.

Sec. 57.092 General Powers of District

The district may enter into all necessary and proper contracts and employ all persons and means necessary to purchase, acquire, build, construct, complete, carry out, maintain, protect, and, in case of necessity, add to and rebuild all works and improvements necessary or proper to fully accomplish the purposes of the district, including the reclamation of land within the district. The powers granted in this section are subject to the supervision and direction of the commission or other authority created by law.

Sec. 57.093 Adopting Rules and Regulations

A district may adopt and enforce reasonable rules and regulations to:

1. preserve the sanitary condition of all water controlled by the district;
2. prevent waste or the unauthorized use of water controlled by the district;
3. regulate privileges on any land or any easement owned or controlled by the district;
4. regulate the design and construction of improvements and facilities that outfall, connect, or tie into district improvements and facilities; or
5. require the district's review and approval of drainage plans for property within the district.

Sec. 57.100 Construction of Levees

The district may construct the necessary levees, bridges, and other improvements across or under

1. railroad embankments, tracks, or rights-of-way;
2. public or private roads or the rights-of-way for the roads; or
3. levees, other public improvements, and rights-of-way of other districts.
4. A district may join its improvements to other improvements not in the district.

Sec. 57.104 Construction of Improvements

The district may construct all improvements necessary or convenient to accomplish the purposes of the district. Contracts may be awarded or entered in sections for the purpose of the purchase, acquisition, construction, and improvement of pumping equipment, reservoirs, culverts, bridges, and drainage improvements as these may become necessary.

Sec. 57.154 Survey and Report

The engineer shall make a survey of the land inside the boundaries of the district, and land surrounding the district, that will be improved or reclaimed by the system of levees and drainage to be adopted and shall prepare for the board a written report, with maps and profiles, of the results of his survey.

Sec. 57.155 Contents of Report

The engineer's report shall contain a complete plan for draining land, constructing levees on land, and reclaiming land of the district from overflow or damage by waters from streams inside or adjacent to the district which may affect land in the district. The report shall also include a description of the physical characteristics of the land within the district and the location of any public roads, railroads, rights-of-way and roadways, and other improvements on the land of the district. The plan may include, and where necessary must include, the costs of straightening streams which may injure the land of the district.

Sec. 57.177 Financing the District Without Bonds

If the district wants to carry out its purposes without issuing bonds, the board may arrange for contributions from landowners or other sources to provide the funds required to complete the improvements. The electors of the district may vote to create an indebtedness which is not evidenced by bonds. If the district creates an indebtedness under this section, the indebtedness may not be more than:

1. the cost of construction of the improvements included in the engineer's report;
2. the cost of maintaining the improvements for two years; and
3. an additional amount equal to 10 percent to meet emergencies, modifications, and changes lawfully made, plus damages awarded against the district.
4. the board shall set the terms and conditions of the obligation and make it payable not more than 30 years from the date of the obligation.

**COUNTY OF CAMERON
STATE OF TEXAS**

**NO. 2020R09073
RESOLUTION**

BE IT RESOLVED THAT ON SEPTEMBER 29, 2020, THE CAMERON COUNTY COMMISSIONERS COURT CONVENED IN REGULAR SESSION AND AT THE REQUEST OF THE CAMERON COUNTY COMMISSIONERS, THE FOLLOWING ITEMS WERE PLACED ON THE AGENDA FOR CONSIDERATION, DISCUSSION, AND ACTION BY THE COURT AT ITS MEETING DULY NOTICED AND CALLED TO ORDER PURSUANT TO V.T.C.A. GOVERNMENT CODE § 551.041 ET SEC.

WHEREAS, THE COURT HEREBY REVIEWS & AFFIRMS THE COURT'S RESOLUTION AND ORDER DATED JULY 7TH, 2020, WHEREBY THE COURT DECLARED ITS INTENT AND AUTHORIZATION:

- **TO IMPROVE THE HEALTH, SAFETY AND DIGNITY OF THE PEDESTRIANS & BICYCLISTS CROSSING OVER AND THROUGH THE COUNTY OWNED & OPERATED GATEWAY INTERNATIONAL TOLL BRIDGE; AND**
- **TO UTILIZE THE FULL BENEFITS OF THE US FEDERAL GOVERNMENT PROGRAM WHEN IT DESIGNATED THE RIO GRANDE AN AMERICAN HERITAGE RIVER, WHERE IT FLOWS BETWEEN THE TWO DOWNTOWN BRIDGES, WHEREBY THE TERMS AND PURPOSES OF THE AMERICAN HERITAGE RIVER PROGRAM, ENCOURAGES LOCALLY DRIVEN INITIATIVES TO ECONOMICALLY REVITALIZE THE UNPRODUCTIVE RIVERFRONT PROPERTIES BETWEEN THE GATEWAY INTERNATIONAL TOLL BRIDGE AND THE B&M INTERNATIONAL TOLL BRIDGE AND TO SPECIFICALLY INCLUDE FEATURES WHICH PRESERVE AND PROMOTE THE CULTURAL HERITAGE OF THE LOCATION. IN RESPONSE THERETO, THE SPONSORS OF THE LOCALLY DRIVEN INITIATIVE RECEIVE, BY EXECUTIVE ORDER OF THE US PRESIDENT, THE FULL AND COMPLETE ASSISTANCE AND COOPERATION OF EVERY FEDERAL AGENCY TO IMPLEMENT AND REALIZE THE ELEMENTS, FEATURES, AND BENEFITS OF THE LOCALLY DRIVEN INITIATIVE.**

NOW THEREFORE, BE IT RESOLVED BY THE CAMERON COUNTY COMMISSIONERS COURT THAT:

1. **THE COUNTY IS AUTHORIZED AND STAFF IS DIRECTED TO DO ALL THINGS NECESSARY AND REASONABLE TO IMPLEMENT THE TERMS OF THE FEDERAL COURT ORDER IN THE CIVIL ACTION NO. B-08-27 EXECUTED BY US DISTRICT JUDGE ANDREW HANEN, THE U.S. DEPARTMENT OF HOMELAND SECURITY, THE U.S. CUSTOMS & BORDER PROTECTION, AMONG OTHERS, ORDERING THE REMOVAL OF THE EXISTING BORDER BARRIER AND THE MAKING OF THE BOUNDARY ADJUSTMENTS TO THE SUBJECT PROPERTY PARCELS TO FACILITATE THE FINANCING AND CONSTRUCTION OF THE INFRASTRUCTURE NECESSARY TO SUPPORT THE LOCALLY DRIVEN INITIATIVE TO ECONOMICALLY REVITALIZE THE UNPRODUCTIVE RIVERFRONT PROPERTIES;**

2. THE COUNTY IS AUTHORIZED AND STAFF IS DIRECTED TO DO ALL THINGS NECESSARY AND REASONABLE TO IMPLEMENT THE TERMS OF THE U.S.-MEXICO DIPLOMATIC AGREEMENT-MINUTE NOS. 238 AND 285, EXECUTED BY THE U.S. SECRETARY OF STATE, MEXICO'S MINISTER OF EXTERNAL RELATIONS, THE COMMISSIONER OF INTERNATIONAL BOUNDARY & WATER COMMISSION U.S. SECTION, THE COMMISSIONER OF COMISIÓN INTERNACIONAL DE LÍMITES Y AQUA MEXICO SECTION, AMONG OTHERS, AUTHORIZING THE RE-ENGINEERING OF THE FLOOD PROTECTION LEVEES RUNNING BETWEEN THE TWO BRIDGES, REMOVAL OF THE EXISTING DUAL EARTHEN LEVEES AND TO MAKE THE BOUNDARY ADJUSTMENTS TO THE SUBJECT PROPERTY PARCELS TO FACILITATE THE FINANCING AND CONSTRUCTION OF THE INFRASTRUCTURE NECESSARY TO SUPPORT THE LOCALLY DRIVEN INITIATIVE TO ECONOMICALLY REVITALIZE THE UNPRODUCTIVE RIVERFRONT PROPERTIES. IN PARTICULAR, TO DEVELOP, FINANCE AND CONSTRUCT THE FORTIFIED CONCRETE LEVEE TO PROVIDE FLOOD PROTECTION, BORDER PROTECTION AND THE RETAINING WALL TO SUPPORT THE PROJECT, A LOCALLY DRIVEN INITIATIVE.

WHEREAS, THE COURT HEREBY REVIEWS & AFFIRMS THE COURT'S FINDINGS THAT THE COURT HAS REASON TO EXPECT THE NUMBER OF CITIZENS AND VISITORS MAKING USE OF THE GATEWAY INTERNATIONAL TOLL BRIDGE COMPLEX TO SUBSTANTIALLY INCREASE IN THE NEAR TERM FOR SEVERAL REASONS, ONE OF WHICH IS THE RECENT OPENING OF THE U.S. STATE DEPARTMENT'S \$200 MILLION CONSULATE GENERAL & JUNIOR EMBASSY ABOUT A HALF MILE FROM THE INTERNATIONAL PORTS OF ENTRIES. THE COURT REVIEWS AND AFFIRMS ITS RESOLUTION AND ORDER DATED JULY 7TH, 2020, WHEREBY THE COURT ADDITIONALLY DECLARED ITS INTENT & AUTHORIZATION:

- TO IMPROVE THE SAFETY OF PEDESTRIANS CROSSING THE GATEWAY INTERNATIONAL BRIDGE COMPLEX OWNED AND OPERATED BY CAMERON COUNTY; ELIMINATE TRANSPORTATION CONGESTION; PROVIDE PARKING STRUCTURES; PROVIDE TRAFFIC & CROWD CONTROL IMPROVEMENTS; SUPPORT THE EXPANSION AND REMODEL OF THE INFRASTRUCTURE TO SPAN THE INTERNATIONAL BORDER IN A MANNER NOT INCONSISTENT WITH EXISTING AND ONGOING EXPANSION PLANS TO IMPROVE THE SAFETY AND SECURITY OF PEDESTRIANS CROSSING OVER AND THROUGH THE COUNTY COMPLEX; PROVIDE ADJACENT TRAFFIC AND PARKING STRUCTURES;
- TO ELIMINATE PHYSICAL AND ECONOMIC BLIGHT IN THE AREA; PROMOTE THE ECONOMIC REVITALIZATION THROUGH DEVELOPMENT, CONSTRUCTION, AND OPERATION ALONG THE RIVERFRONT BETWEEN THE TWO BRIDGES BY PROVIDING FOR ADMINISTRATIVE OFFICE STRUCTURES AND CULTURAL HERITAGE FACILITIES;

- TO PROVIDE FUNDING FOR THE IMPROVEMENTS AND TO UTILIZE ALL OTHER ECONOMIC OPPORTUNITIES TO FUND THE NECESSARY IMPROVEMENTS INCLUDING PURSUING ECONOMIC REDEVELOPMENT PROGRAMS AND INCENTIVES BY SEEKING THE CREATION OF TAX INCREMENT ZONES TO PROVIDE FUNDING FOR THE SURROUNDING INFRASTRUCTURE, INCLUDING FLOOD PREVENTION LEVEES, STRUCTURES THAT SPAN THE INTERNATIONAL BORDER;
- TO COMMUNICATE AND COORDINATE ALL APPROPRIATE AND NECESSARY ACTIVITIES WITH FEDERAL, STATE, LOCAL AGENCIES AND DISTRICTS IN CONJUNCTION WITH THE ECONOMIC REVITALIZATION, CULTURAL HERITAGE FACILITIES, AND INFRASTRUCTURE IMPROVEMENTS INCLUDING PURSUING THE STATE OFFICES OF ECONOMIC DEVELOPMENT AND LEGISLATIVE AFFAIRS FOR THE 2020-2021 SEASON.

NOW THEREFORE, BE IT RESOLVED BY THE CAMERON COUNTY COMMISSIONERS' COURT THAT:

1. CAMERON COUNTY TRZ NUMBER SIX("TRZ#6"): THE COUNTY IS AUTHORIZED TO UNDERTAKE THE WORK AND COMMUNICATIONS NECESSARY AND REASONABLE TO MAKE THE PROJECT A DESIGNATED PROJECT OF CAMERON COUNTY TRZ NUMBER SIX FOR THE PURPOSE ALLOCATING RESOURCES TO THE DEVELOPMENT AND CONSTRUCTION OF THE PROJECT, INCLUDING TAX INCREMENT GENERATED FROM THE PROJECT AND THE TRANSPORTATION REINVESTMENT ZONE #6 BY WHICH TO PROVIDE PARTIAL REIMBURSEMENT FINANCING PAYMENTS TO THOSE THAT PROVIDE THE CAPITAL FUNDING FOR THE PROJECT; AND
2. CAMERON COUNTY REGIONAL MOBILITY AUTHORITY & TRZ NUMBER 6 ("CCRMA"): THE COUNTY REQUESTS THE CAMERON COUNTY REGIONAL MOBILITY AUTHORITY TO MAKE THE PROJECT A DESIGNATED PROJECT OF THE CCRMA WITH HIGH PRIORITY AND TO IMMEDIATELY ALLOCATE AND ASSIGN RESOURCES OF TIME AND PERSONNEL TO IMPLEMENT THE PROJECT BY IMMEDIATELY DOING ALL THINGS NECESSARY AND REASONABLE TO MEET THE PROJECT SCHEDULED OBJECTIVES IN THIS CALENDAR YEAR AND AS AUTHORIZED HEREIN AND HEREBY AND AS OTHERWISE CONTEMPLATED BY THE COURT'S ORDERS, RESOLUTIONS AND MANAGEMENT DIRECTIVES; AND
3. LEVEE IMPROVEMENT DISTRICT ZONE: THE COUNTY IS AUTHORIZED AND STAFF IS DIRECTED TO UNDERTAKE THE WORK AND COMMUNICATIONS NECESSARY AND REASONABLE TO COORDINATE AND COLLABORATE WITH THE OWNER OF 36 SAM PERL BLVD., AND THE TWO CONTIGUOUS PROPERTY OWNERS ON THE UPRIVER AND THE DOWNRIVER SIDE OF SAID ADDRESS AND THE MAJORITY OF THE PROPERTY OWNERS OF THE ANTICIPATED LEVEE IMPROVEMENT DISTRICT FOR THE PURPOSE OF FORMING THE CAMERON COUNTY LEVEE IMPROVEMENT DISTRICT #1 UPON THEIR FILING OF A PROPER PETITION WITH THE COMMISSIONERS COURT AND TO DEVELOP AND

CONSTRUCT THE FORTIFIED RIVER LEVEE AS CONTEMPLATED AND AUTHORIZED BY THE THREE PROGRAMS OF THE US GOVERNMENT- THE AMERICAN HERITAGE RIVER PROGRAM; THE DHS BORDER BARRIER REMOVAL PROGRAM; THE U.S.-MEXICO BORDER & RIVER MANAGEMENT PROGRAM FOR THE SPECIFIC PURPOSE OF DEVELOPING AND CONSTRUCTING AN UPGRADED AND USEFUL LEVEE SYSTEM THAT PROMOTES ECONOMIC DEVELOPMENT OF THE RIO GRANDE RIVERFRONT, PROVIDES TUCK UNDER PUBLIC PARKING, PROVIDES JITNEY QUEUING AREA FOR TOURIST AND VISITORS, ELIMINATES TRAFFIC CONGESTION AND UNSAFE CONDITIONS FOR PEDESTRIANS, PROVIDES THE SUPPORT STRUCTURE FOR ADMINISTRATIVE OFFICES, CULTURAL HERITAGE FACILITIES, AND ETC.; AND

4. RIO GRANDE GATEWAY HOTEL, TOURIST & CULTURAL DISTRICT FINANCING ZONE: THE COUNTY IS AUTHORIZED AND STAFF IS DIRECTED TO UNDERTAKE THE WORK AND COMMUNICATIONS NECESSARY AND REASONABLE TO FORM WITH THE STATE OF TEXAS, A TAX SHARING AGREEMENT PURSUANT TO AND CONSISTENT WITH THE COMMON PRACTICE OF OTHER LOCAL JURISDICTIONS BY SHARING THE HOTEL OCCUPANCY TAX (AMONG OTHER TAXES) REALIZED BY THE COUNTY PURSUANT TO TAX CODE 334 AND BY THE STATE PURSUANT TO TAX CODE 156 AND TO FORM THE CONCOMITANT HOTEL & TOURISM DEVELOPMENT & FINANCING ZONE, WHICH INCLUDES AT LEAST THE MINIMUM QUALIFIED ELEMENTS; I.E. 1. A DESCRIPTION & LOCATION RESERVED FOR A BUSINESS MEETINGS HOTEL, 2. A DESCRIPTION & LOCATION OF A SERIES OF VISITOR & TOURISM CULTURAL ATTRACTIONS, E.G. (I) CHISHOLM TRAILHEAD TRIBUTE CENTER, (II) THE KRIS KRISTOFFERSON CULTURAL DISTRICT PER TX GOVT CODE CHP 444, AND (III) A RESPLENDENT RIO GRANDE GATEWAY, THE SIGNATURE PIECE OF THE MULTIPLE INTERNATIONAL TOURIST ATTRACTIONS.

WHEREAS, THE COURT HEREBY REVIEWS & AFFIRMS THE COURT'S FINDINGS, DETERMINATION, RECITATION AND DECLARATION CONTAINED IN ITS RESOLUTION AND ORDER DATED JULY 7TH, 2020 THAT THE PROJECT PROMOTES THE PUBLIC PURPOSES OF THE COUNTY.

NOW THEREFORE, BE IT RESOLVED BY THE CAMERON COUNTY COMMISSIONERS COURT THAT:

1. ADOPT THE CAMERON COUNTY GOOD NEIGHBOR POLICY AND COMMUNICATIONS OUTREACH: THE COUNTY IS AUTHORIZED AND STAFF IS DIRECTED TO COMMUNICATE CONSISTENT HERewith AND AS SET FORTH BELOW, TO THE FEDERAL OFFICES & AGENCIES, STATE OFFICES & AGENCIES, LOCAL OFFICES & AGENCIES & DISTRICTS, THE PRIVATE SECTOR OFFICES & COMPANIES AND THE GENERAL PUBLIC AND TO ASSURE ALL THAT THE COUNTY WELCOMES ALL PERSONS AND GROUPS INTERESTED IN PARTICIPATING WITH THE COUNTY TO MAKE THE RIO GRANDE GATEWAY & RIVERFRONT BOARDWALK AND HOTEL TOURISM ZONE A REALITY SOONER RATHER THAN LATER.

COUNTY AUTHORIZED COMMUNITY & BUSINESS OUTREACH

"THE COUNTY COMMISSIONERS AND ITS PROFESSIONAL STAFF ARE COMMITTED TO IMPROVING OUR QUALITY OF LIFE BY TAKING INTELLIGENT, FORWARD THINKING ACTIONS, AND SUPPLEMENTING OUR EXPERIENCE WITH KNOWLEDGEABLE & EXPERIENCED PEOPLE AND COMPANIES."

"DURING THE NEXT SEVERAL MONTHS, THE COUNTY EXPECTS TO LAY THE FOUNDATION TO ACHIEVE SIGNIFICANT PUBLIC BENEFITS DURING THE NEXT FEW YEARS."

"THE COUNTY EXPECTS TO EXPAND & MODERNIZE THE GATEWAY INTERNATIONAL BRIDGE COMPLEX INTO A RESPLENDENT STATE-OF-THE-ART TRANSPORTATION RIVER CROSSING, WITH SPECIAL FEATURES AND ATTRIBUTES DEDICATED TO OUR MILLIONS OF LOCAL AND VISITOR PEDESTRIAN AND BICYCLISTS, THAT IS SAFE & HEALTHY, DIGNIFIED & EASY TO NAVIGATE."

"THE COUNTY EXPECTS TO RE-ENGINEER THE EARTHEN FLOOD PROTECTION LEVEE SYSTEM PURSUANT TO AND CONSISTENT WITH THE THREE FEDERAL PROGRAMS- THE AMERICAN HERITAGE RIVER PROGRAM; THE DHS BORDER BARRIER REMOVAL PROGRAM, THE U.S.-MEXICO BORDER & RIVER MANAGEMENT PROGRAM- INTO AN UPGRADED AND USEFUL LEVEE SYSTEM THAT PROMOTES ECONOMIC DEVELOPMENT OF THE RIO GRANDE RIVERFRONT."

"THE COUNTY EXPECTS THE RIO GRANDE RIVERFRONT, WHEN COMPLETED, TO SUPPORT MULTIPLE CULTURAL HERITAGE FEATURES THAT RECONNECTS OUR PEOPLE WITH OUR RIO GRANDE RIVERFRONT HERITAGE WITH SEVERAL EXCITING & ENTERTAINING VENUES."

"THE COUNTY EXPECTS TO RIO GRANDE RIVERFRONT, TO SUPPORT THE HOTEL RIO GRANDE AND THE VILLAS RIO GRANDE, WITH SHOPS, RESTAURANTS, OFFICES, LUXURY CONDOMINIUMS, WORKFORCE & STUDENT HOUSING AND AFFORDABLE APARTMENTS."

"THE COUNTY EXPECTS TO FOLLOW THE SAME FINANCING MECHANISM USED AT OTHER FEDERAL PORTS OF ENTRY- PRIVATE SECTOR PROVIDES 100% OF THE CAPITAL FUNDING UPFRONT AND IT CONSTRUCTS THE COUNTY'S FACILITIES, THEN, AS & WHEN THE NEWLY GENERATED TAXES (TAX INCREMENT) ARE COLLECTED THE COUNTY REIMBURSES THE ACTUAL KNOWN COSTS OF THE COUNTY FACILITIES."

THIS RESOLUTION SHALL BE IN FULL FORCE AND EFFECT FROM AND UPON ITS PASSAGE.

APPROVED THIS 29TH DAY OF SEPTEMBER 2020.

COMMISSIONERS' COURT OF CAMERON COUNTY, TEXAS

Eddie Treviño, Jr.

EDDIE TREVIÑO, JR.
COUNTY JUDGE

Sofia C. Benavides
SOFIA C. BENAVIDES
COMMISSIONER PRECINCT 1

David A. Garza
DAVID A. GARZA
COMMISSIONER PRECINCT 3

Joey Lopez
JOEY LOPEZ
COMMISSIONER PRECINCT 2

Gus Ruiz
GUS RUIZ
COMMISSIONER PRECINCT 4

ATTEST

Sylvia Garza-Pere
SYLVIA GARZA-PERE
COUNTY CLERK



THE STATE OF TEXAS §
 §
COUNTY OF CAMERON §

**FIRST AMENDMENT TO THE CAMERON COUNTY, TEXAS AND
CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
INTERLOCAL AGREEMENT TO PARTICIPATE IN
TRANSPORTATION REINVESTMENT ZONE NO. SIX, COUNTY OF CAMERON**

WHEREAS, the Cameron County Regional Mobility Authority (the “CCRMA”) and the County of Cameron, Texas (the “County”) entered into that certain Interlocal Agreement identified as Contract No. 2015C12355 (the “Agreement”) effective as of December 29, 2015; and,

WHEREAS, subsequent to entering into the Agreement, the CCRMA and the County entered into project-specific interlocal agreements for additional projects (the “Additional Projects”) located within the Transportation Reinvestment Zone Number Six, County of Cameron (the “Zone”); and,

WHEREAS, the Commissioners Court of the County finds that the Additional Projects further the purposes described by TEX. TRANSP. CODE § 222.105, and finds that promotion of the Additional Projects will cultivate the further improvement, development, or redevelopment of the Zone; and,

WHEREAS, in accordance with Article IX of the Agreement, the CCRMA and the County wish to amend the Agreement to specifically include the Additional Projects as well as provide for the automatic inclusion of subsequent transportation projects within the Zone provided that such projects are first the subject of an interlocal agreement, or other applicable written agreement, between the CCRMA and the County;

NOW, THEREFORE, the CCRMA and the County agree that the Agreement shall be amended, as follows:

- 1. All findings made in the First Amendment are hereby incorporated by reference as if fully set forth herein. In addition, all defined terms in the Agreement shall have the same meaning in this First Amendment.
- 2. Article IV of the Agreement shall be amended in its entirety, as follows:

“IV. ADMINISTRATION OF AGREEMENT

In keeping with the CCRMA’s statutory purpose and the expertise that it brings to the planning, development, and implementation of transportation infrastructure projects, the CCRMA shall be in charge of and agrees to diligently administer the day to day affairs of, exercise the day to day control over, and otherwise attend to the administrative needs of

the Projects. Any material changes to this Agreement shall be presented to the Commissioners Court and the CCRMA Board of Directors, respectively, for approval. Notwithstanding any other provision of this Agreement, Attachment "B" to the Adoption Order shall automatically include any transportation projects within the Zone provided that such projects are first the subject of an interlocal agreement, or other applicable written agreement, between the CCRMA and the County. The future instances of automatic inclusion of subsequent transportation projects do not constitute a "material change" to this Agreement."

3. The Cameron County Projects List, which is attached as Attachment "B" to the Adoption Order attached as Exhibit "A" to the Agreement, shall be substituted with and replaced in its entirety by the Attachment "B" attached hereto and incorporated by reference.
4. Subject to the provisions of this First Amendment, all other terms and conditions of the Agreement shall continue in full force and effect.

EXECUTED and effective as of the 27th day of October 2020, by the County and the CCRMA.

CAMERON COUNTY, TEXAS

By: _____

Eddie Trevino, Jr.
Cameron County Judge

ATTEST:

By: _____

Sylvia Garza-Perez
County Clerk



CAMERON COUNTY REGIONAL
MOBILITY AUTHORITY

By: _____

Frank Parker, Jr.
Chairman of the Board

ATTEST:

By: _____

Arturo A. Nelson
Secretary

ATTACHMENT "B"

Cameron County Projects List

PROJECT AREA	PROJECT
BROWNSVILLE	Flor de Mayo International Bridge
BROWNSVILLE	US 281 Connector --169 E to US 281
BROWNSVILLE	SH32/East Loop
BROWNSVILLE	SH 550 DC to Brownsville
BROWNSVILLE	West Blvd./West Rail Trail — I69E to B&M Bridge
BROWNSVILLE	SH 550 — I69E to SH 48, Including Gap 1 and Gap 2
BROWNSVILLE	Gateway Intl. Pedestrian Bridge & Support Structures
BROWNSVILLE	Realignment of International Blvd., Improvements on 6 th , 7 th , 10 th , 11 th and 12 th Streets
BROWNSVILLE	FM 511 - SH 4 to SH 48
BROWNSVILLE	Old Port Isabel Road — SH 550 to SH 100
BROWNSVILLE	FM 1732 — I69E to US 281
BROWNSVILLE	Dockberry Road
BROWNSVILLE	B&M Bridge & Access Roads
BROWNSVILLE	FM 1421 — I69E to US 281
BROWNSVILLE	Overpass at I69E and Veteran Bridge
BROWNSVILLE	New Boulevard from Sam Perl Blvd. to Palm Blvd.
BROWNSVILLE	South Port Connector — SH 4 to Ostos Road
BROWNSVILLE	Gateway Bridge to B&M Bridge- Roads, Hike & Bike Trails and Parking Garages
BROWNSVILLE	Dana Road - FM 802 to FM 3248
BROWNSVILLE	Interstate 69E & Highway 100 Area
HARLINGEN	FM 509 —US 281 to FM 106
HARLINGEN	FM 507 — Loop 499 to FM 508
HARLINGEN	Grimes Road — Loop 499 to SH 345
HARLINGEN	FM 1479 — I69E to US 281
HARLINGEN	Overpass at 281 and FM 509
HARLINGEN	FM 1925 — I69E to FM 491 (I 69 Connector)
HARLINGEN	Outer Parkway
HARLINGEN	FM 509 Extension — FM 508 to FM 1599
HARLINGEN	Rail/ Realignment on Commerce Street
LAGUNA VISTA	Buena Vista Road - Highway 100 to FM 510 or Centerline Road
LA FERIA	FM 506 —Interstate 2 to SH 107
LA FERIA	FM 506 —Interstate 2 to US 281
LOS FRESNOS	Cameron County Airport Improvements, Including Access Roads
LOS FRESNOS	Old Alice Road — SH 100 to Sports Park Blvd.
LOS FRESNOS	FM 1847 — FM 510 to Arroyo City
LOS FRESNOS	Whipple Road - FM 1575 to FM 1847
OLMITO	UPRR Rail Line between Olmito Switchyard and Harlingen
PORT ISABEL	Port Isabel/SBND Road
PORT ISABEL	HWY 48 I69E - SH100
SAN BENITO	US 281 — FM 1577 to County Line
SAN BENITO	FM 1577 — I69E to US 281
SAN BENITO	FM 510 — FM 509 to Buena Vista Road
SAN BENITO	SH 345 — I69E to US 281
SAN BENITO	US 77 South Parallel Corridor (All Phases)
SAN BENITO	SH 345 — I69E to US 281
SAN BENITO	San Jose Ranch Road — SH 345 to FM 509
SANTA ROSA	SH 107 — County Line to I69E
SOUTH PADRE	SPI 2 nd Access
SOUTH PADRE	SH 100 Improvements at SPI
SOUTH PADRE	SPI Queen Isabella Memorial Causeway Bike Lane

THE STATE OF TEXAS §
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CAMERON COUNTY, TEXAS

By: _____

Eddie Trevino, Jr.
Cameron County Judge

ATTEST:

By: _____

Sylvia Garza-Perez
County Clerk



CAMERON COUNTY REGIONAL
MOBILITY AUTHORITY

By: _____

Frank Parker, Jr.
Chairman of the Board

ATTEST:

By: _____

Arturo A. Nelson
Secretary

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SOUTH PADRE	SPI Queen Isabella Memorial Causeway Bike Lane

BUSINESS SNAPSHOT

Make Unproductive Property, Productive!

Make the Property an Economic & Cultural Energizer!



BUSINESS SNAPSHOT - #2

Make Unproductive Property, Productive!

Make the Property an Economic & Cultural Energizer!



A daily routine for those who live in the area

Photo at Left: From the vantage point of street level, photo shows a local consumer walking on top of the Federal Earthen Levee and next to the Federal Border Barrier toward the historic core of downtown:

- The Federal Earthen Levee retards growth and disconnects the people from their heritage, the Rio Grande;
- The Border Barrier retards growth and is menacing to the peoples psychology;
- The photo is of the location of the 7-Districts of the Riverfront Redevelopment- *Grand Gateway- Hotel Rio Grande & Riverview Park*;

Photo at Right: From the vantage point of on top of the Federal Earthen Levee, photo shows local consumers walking and cars driving at street level, the base of the of Levee, toward the core of downtown;

- The photo is of the location of the 7-Districts of the Riverfront Redevelopment- *Grand Gateway- Hotel Rio Grande & Riverview Park*;

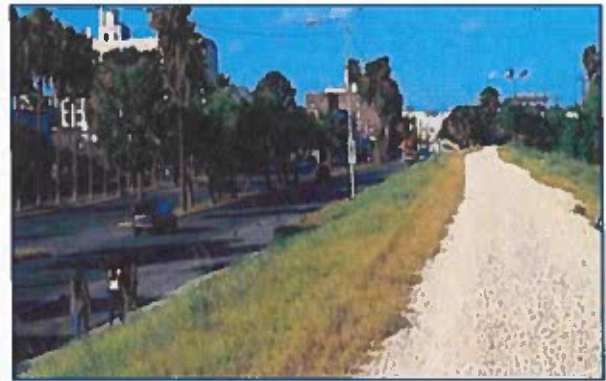


Photo at Left: From the vantage point of street level and looking away from the core of downtown and toward the walking consumers, the photo shows the historic marker of the location of the Chisholm Trail Head at the corner of St Charles St and Sam Perl Blvd;

- The photo shows the location of the Embarcadero & Landing of the Grand Gateway and the location of Hotel Rio Grande;
- The background of the photo, adjacent to the street, shows the location of the balance of the 7-Districts of the Riverfront Redevelopment.

BUSINESS SNAPSHOT - #3

Make Unproductive Property, Productive!
Make the Property an Economic & Cultural Energizer!



The latent, untapped value of the Rio Grande Riverfront demands it be made productive. The Riverfront demands restoration and revitalization to the economic & cultural engine it once was. The County's unimaginative infrastructure Bridge demands glorification as an iconic national monument.

- It Landmarks a natural wonder.
- It Landmarks the wholesome connection of commerce and culture among our people.
- It Landmarks an American Heritage River, so designated by the United States of America.



The Grand Gateway-Hotel Rio Grande & Riverview Park reprograms and redevelops the Riverfront into seven districts, making it productive and an economic & cultural engine for the region.

PHYSICAL STRUCTURE #2

Real Estate Parcel Line Adjustments and Exchange of Easements & Titles

The real estate issues encumbering land title & land use along this Riverfront are many. The constraints must be cleaned-up to make the properties productive by enabling Marketable Title, Construction Loans, Long-term Mortgages, Enforceable Commercial Leases, Flood Protection, Insurances, etc



Identification of Issues & Parcels that the Federal Agreements Have Addressed:

- Some land parcels are subject to a "Restrictive Use Zone," a matter of river management per the US-Mexico Treaty;
- Some land parcels are bisected by the DHS Border Barrier, resulting in a portion of the parcels being inaccessible & usable;
- Some land parcels are shadowed by the socially & economically regressive Border Barrier decreasing land usefulness & land value;
- Some land parcels are access restricted due to grade separations between street surface elevation and elevation at top of Federal Earthen Levee.

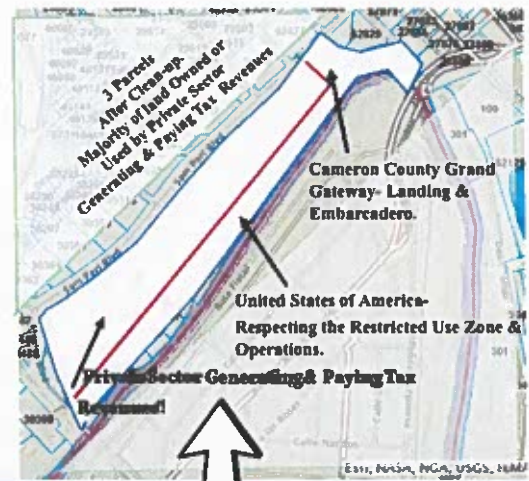


Illustration of the Agreement to Make the Land Productive

- The U.S. DHS, the U.S. Federal Court Order, the U.S. IBWC, in working with LandGrant and others, in signed writings agreed to exchange ownership and easements in certain properties to effect the economic and cultural redevelopment of the riverfront in compliance with the Executive Order of the U.S. President.
- Agreement is to Remove the Border Barrier & Earthen Levees. Replace with a state-of-the-art Riverfront Boardwalk that meets the mandates of DHS & IBWC and Foments Economic & Cultural Activates in Cameron County!

BUSINESS CASE... CONVERTING CURRENT CHALLENGES INTO OPPORTUNITIES



CURRENT CHALLENGES

- Transportation Congestion
- Unhealthy Environmental Conditions
- Insulting Social Conditions
- Disrespectful Cultural Connections
- Distressed Real Estate
- Distressed Operating Businesses
- Job & Income Constrained
- Zip Code Designated a Poverty Pocket by County, Federal, State & City
- Convert the Unproductive & Underdeveloped Prime Location into an Economic & Cultural Engine!

THE BUSINESS PLAN... THE GRAND GATEWAY BRIDGE + THE HOTEL RIO GRANDE + RIVERVIEW PARK

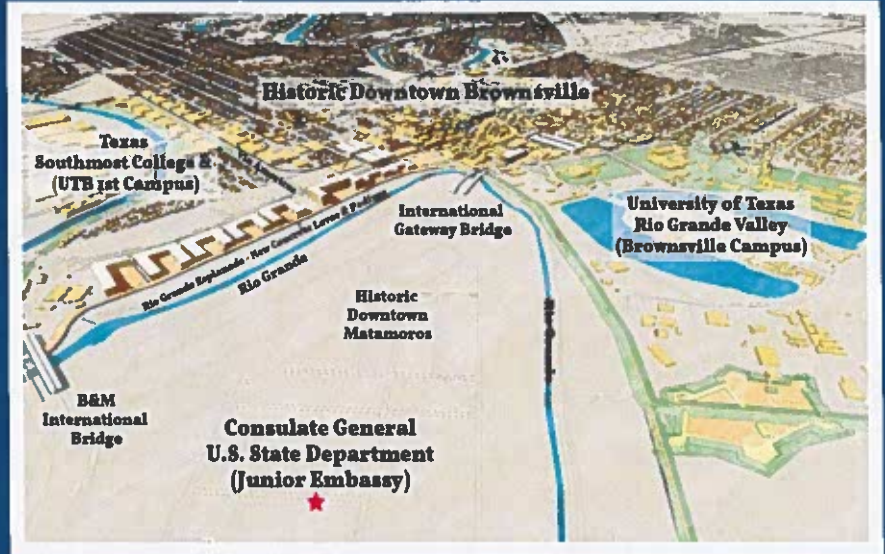


CURRENT OPPORTUNITIES

- Remodel Gateway Bridge into an Iconic Monument to the Rio Grande, an American Heritage River!
- Remodel Gateway Bridge into an Iconic Monument to Americas Front Door... the Historical Connection of Commerce and Culture!
- Implement the Executive Order of the United States President to Redevelop the Riverfront of the American Heritage River for the Economic and Cultural Benefit of the Local Community!
- Implement the Authorization of the U.S. State Dept to Remove the Unproductive Earthen Levee to Replace it with a Modern Flood Protection Levee System that Supports the Riverfront Boardwalk and the Iconic Grand Gateway Bridge!
- Implement the Authorization of the U.S. Dept of Homeland Security to Remove the Socially & Economically Regressive Border Barrier to Replace it with a Modern Flood Protection Levee System that Supports the Riverfront Boardwalk and Iconic Grand Gateway Bridge!
- Upon the Riverfront Boardwalk, Construct the Hotel Rio Grande & Riverview Park to Invigorate Economic Development, Social & Cultural Goodwill and the Pursuit of Happiness!

ILLUSTRATIVE IMAGE

The County is Modernizing the Riverfront



- Stimulating private sector driven economic activity in the historically and culturally important binational front door!
- Replacing the unproductive dual Earthen Flood Protection Levees & Border Barrier!
- Making the Riverfront a People Place- a Grand Gateway!
- Hotel Rio Grande- a 4-Star Meetings Hotel and international conference center with business services!
- Riverview Park- an Urban Park with Amusements, Attractions, Art & Cultural Venues to Excite, Thrill & entertain our millions of locals & visitors, business & family tourists; Riverview Boardwalk- shaded patios & esplanades curated with retail shops, restaurants and night clubs!
- Iconic Architecture, to put the exclamation point on the historic location! To butter our eyes and improve our vision of the past, present... and the future!
- Public Facilities, to sweeten the experience of travel & transportation for our people & millions of visitors!
- River Rewilding & Planting with Indigenous Flora & Fauna, to attend & attract our birds, butterflies & critters!

Located at the connection of commerce & culture and contemporary entertainment!



“ Let's build the stage upon which our people perform life. ”

- SAMUEL MARASCO

Samuel Marasco and his highly experienced redevelopment team, specialize in urban renewal. They convert unproductive land and buildings into thriving villages where people want to live, work, shop and play. They combine vision with insightful & careful risk analysis by using detailed market analytics and verified financial modeling tools before proceeding. They recognize the art of the business is in the vision of foreseeing a place where businesses want to operate. The science of the business is in identifying, securing, and curating the synergistic mix of land uses.

LandGrant Mission

Curate Venues where People Want to Gather with Friends... Make New Friends...
Enjoy Life & Living ...a place where time feels like a Luxury!

LandGrant Motto

The good thought well thought.
The good word well spoken.
The good deed well done.

LandGrant Operating Principles

- ▀ Satisfy and Delight
- ▀ Relentless pursuit of getting it right- it's all important!
- ▀ Listen actively to discern the win-win equation
- ▀ Make it happen, today!

LandGrant History

LandGrant Development has created a collection of “people places” that reflected and contributed to the many communities in which it delivered its services and completed projects.

The LandGrant Team is committed to building stages upon which people can enjoy the many roles they play throughout their day and life... to enjoy family and friends, to enjoy young fun and thrills, to enjoy routine and frivolous shopping, to engage in personal and business discussions, walking & talking, eating & drinking, living, laughing & loving!

LandGrant's role is to connect commerce and culture, merchants and shoppers, residents and workers, artists & audiences, hoteliers & guests...and to make it possible for them to preform their roles upon the community stages!

*...All the world's a stage, and all the men and women merely players; they have their exits and their entrances;
and one man in his time plays many parts...*

- William Shakespeare



MORGAN C JONES

Concerned Citizen and
Riverfront Property Owner

Cameron County
Darcy Building
1100 East Monroe St
Brownsville TX, 78520

October 2021
via Email

In Care of

Judge Eddie Treviño
Commissioner Sophia Benavidas-Precinct 1
Commissioner Joey Lopez- Precinct 2

Commissioner David Garza- Precinct 3
Commissioner Gus Ruiz- Precinct 4
Pete Sepulveda- County Administrator,
Executive Director CCRMA

Re: Matter: Riverfront Property Owners' Petition to Cameron County & CCRMA
Item: Introductory Letter

Judge & Commissioners,

The private property owners and taxpayers along the Rio Grande, between the riverway and Sam Perl Blvd. (hereinafter, *Riverfront Property Owners*), respectfully submit this Petition to Cameron County and the Cameron County Regional Mobility Authority.

Our Petition is Presented in Two Parts:

1. The Illustrative Presentation:

The images with the comments are designed to provide a visualization of the subject area. It is our intention to graphically illustrate the well-coordinated efforts with the Federal Government, Port District & Union Pacific Railroad heretofore realized.

Additionally, it is our intention to graphically illustrate the municipal government's sudden inconsistent behavior with the referenced previous efforts. Noting that the inconsistent and inexplicable behavior resulted in further depressing the land value of the subject properties to the detriment of Cameron County, the CCRMA, the *Riverfront Property Owners*, our immediate neighbors, and the community at large.

2. The Technical Presentation:

The letter is designed to provide a thoughtful and comprehensive basis for the County to Grant our requests and to simultaneously take the actions for which we Petition. The presentation identifies several important matters, including the relevant Texas Statutes, Items of Record, County Initiatives, Actions by public agencies and private interests, all of which support the Granting of our Petitions.

Sincerely,

Morgan Jones

Morgan C Jones
Concerned Citizen &
Riverfront Property Owner
Attorney at Law & Representative for
AMERICAN PAWN & JEWELRY INC
JONES & JONES PROPERTIES INC
of Garland, Texas

Petition
The Illustrative Presentation



Civic Minded Citizen
Spokesperson for
Riverfront Property
Owners
Mr. Sam Mannatt

The modern Concrete Levee
and the Real Property
Exchange Agreement
Instigated by Mr. Marasco's
Development Group is the
Keystone to the Riverfront
Development & Revitalization
Project.

The Riverfront Property is the
Key to the **Keystone!**



The Current City Electeds & its Administrators are Intentionally Preventing the
Magnificent Riverfront Development & Revitalization Project from Proceeding!
We Respectively Petition Cameron County & CCRMA to Join Forces with the
Riverfront Property Owners to use our Collective Authorities
To make it Happen for the Good of our Community

*Gladys "My neighbors and I want our Property to become the Iconic
Rio Grande Riverfront Boardwalk."*

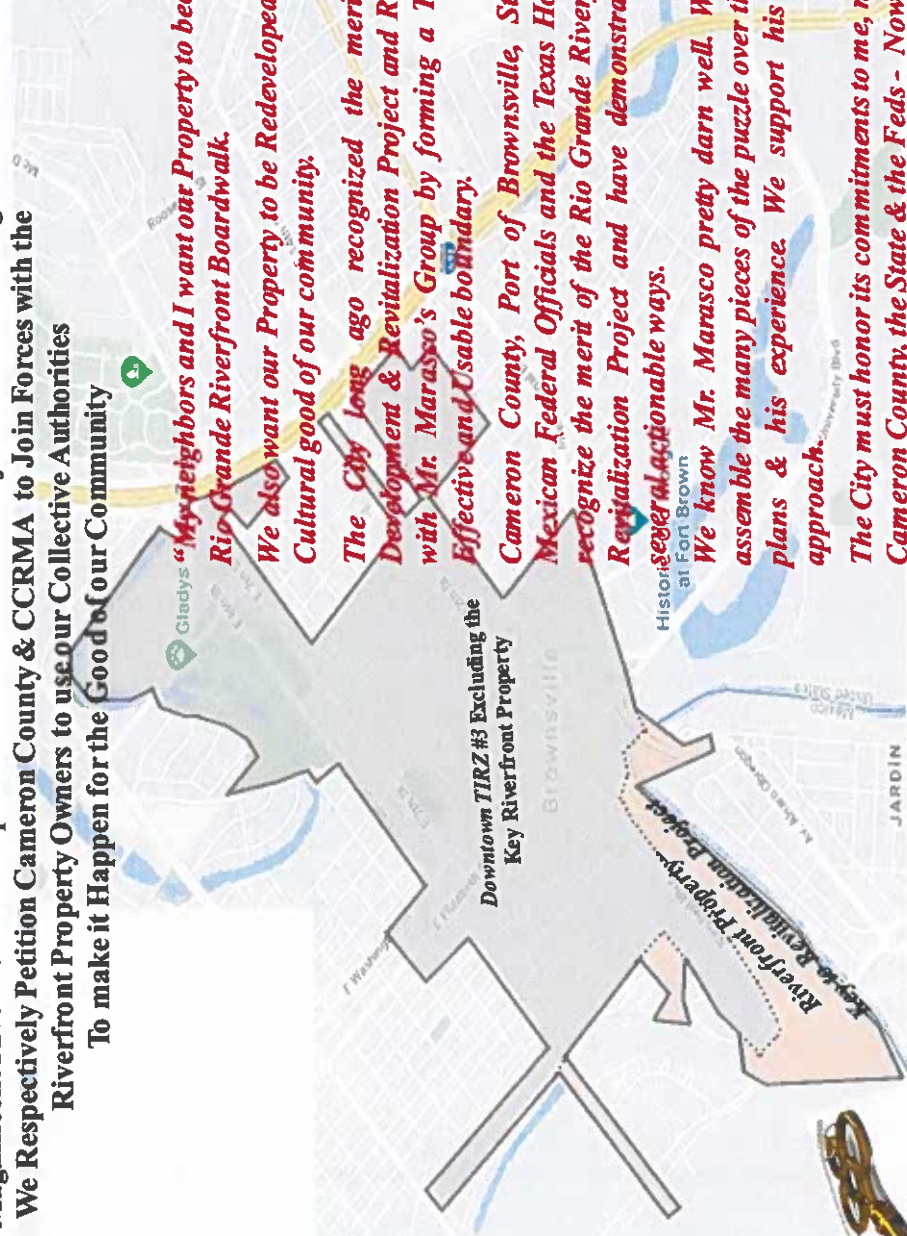
*We also want our Property to be Redeveloped for the Economic &
Cultural good of our community.*

*The City long ago recognized the merit of the Riverfront
Development & Revitalization Project and Resolved to facilitate it
with Mr. Marasco's Group by forming a TIRZ & TIF with an
Effective and Usable boundary.*

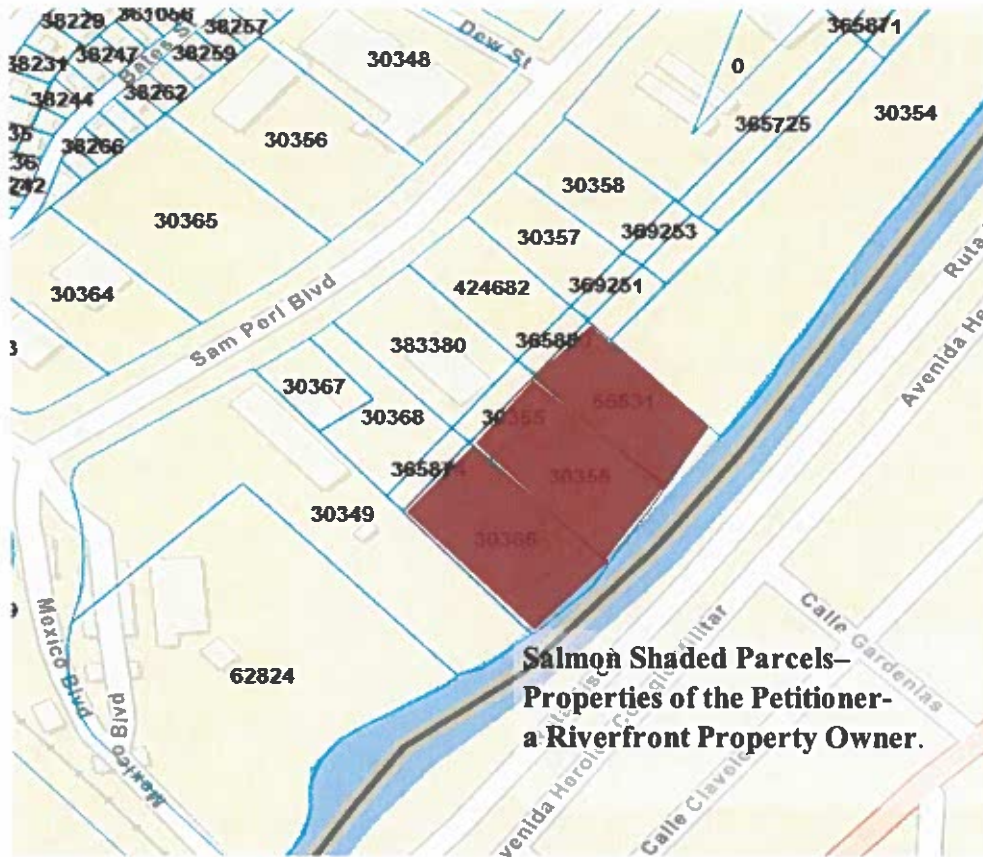
*Cameron County, Port of Brownsville, State Officials, US &
Mexican Federal Officials and the Texas Hotel & Lodging Assoc
recognize the merit of the Rio Grande Riverfront Development &
Revitalization Project and have demonstrated their support in
several actionable ways.*

*We know Mr. Marasco pretty darn well. We have watched him
assemble the many pieces of the puzzle over the years. We know his
plans & his experience. We support his plans & pragmatic
approach.*

*The City must honor its commitments to me, my neighbors,
Cameron County, the State & the Feds - Now, not later! By
Including our Riverfront Property in Downtown TIRZ #3!"*



**Illustration 2
 Chart & Diagram Illustrating the
 Reasons Why the Real Estate Exchange Agreement is Required-
 The Real Estate Must be Reconfigured with Government Agencies
 and It Illustrates Why the Petitioners Qualify
 to Make the Petition Pursuant to Texas Tax Code 311.007**



The Shaded Diagram Illustrates the Major Challenge to the Undertaking-
 Reliable Government Agencies that will do what's Required of them to do
 Something Magnificent for our Citizens...on both sides of the River!
 The Private Riverfront Property Owners are willing to do their part!

Petitioners Represent More Than 50% of the Assessed Value Paying Taxes					
Property Owners & Representatives	Property Identification Numbers	County Assessed Market Value	Percentage of Assessed Value	Acres	Percentage of Acres
Manatt & Affiliates	303050/30359	\$72,471	18%	4.88	43%
Church & Raul	384648	\$279,205	69%	1.34	12%
BP Newman Inv Co & Affiliates	30358 / 30357	\$44,789	11%	1.57	14%
Morgan C Jones Affiliates & Clients	30366/30355/ 55531	\$7,479	2%	3.43	31%
		\$403,944	100%	11.22	100%

Riverfront Properties & More-- City's Selected Developer Instigated a Property Exchange Agreement with Participating Government Agencies to Reconfigure the Land Parcels and Exchange Interests in them to Facilitate the Development - Financing - Construction & Operation of the Riverfront Development & Revitalization Project-- Make Note- the Agreements are Items of Record.

These Images Illustrate the Series of Ideas that Instigated & Successfully Coordinated the Real Estate Reconfiguration and Exchange of Interests therein to Remove the Border Barrier and the Double Earthen Levees, which set the stage (literally) to Convert the Unproductive Properties into a Powerhouse of Economic Revitalization for the Greatest Good of Our Community

Image at Right

- 1st Step Illustrated- Determine & Record the Land Use Sensitivities of the USA & Mexico Regarding the Riverfront-- i.e. Know the No Go Zone.
- Its formally known as the *USA & MX Restricted Use Zone (RUZ)*.
- This Mutually Agreed Upon, Formally Authorized, and Legally Defined *RUZ* is an *Item of Record* between US State Dept & IBWC with their Counterparts in Mexico.
- This Matter Set the Usable Boundary of the Riverfront Properties as Written, Signed, and Sealed by the United States of America & Mexico.



Image at Left

- 2nd Step Illustrated-- Determine under what terms the USA would Reconfigure its Land Parcels & Exchange Interests therein to Facilitate the Financing- Development - Construction & Operation of a New Land Use of the Riverfront Properties -- then called at the time, the Riverfront Boardwalk.
- The Proposal Necessarily included the Removal of the Double Earthen Levees and the Border Barrier. Which also necessarily included a Replacement for each.
- The Yellow-Orange Dashed Line Illustrates what was Agreed and the Location to Construct it-- a modern Federal Fortified Concrete Flood Levee and Support Structure for the City's/County's Elevated Riverfront Boardwalk to support the Hotel & Bridge and other Programmed Lands Uses.
- The "Federal Fortified Concrete Levee" and its mutually agreed upon placement, size, scope, and financing mechanisms is the **KEYSTONE** to Developing, Leasing, Financing and Constructing what then became known as the *Riverfront Development & Revitalization Project*





Image at Left

- The Image Illustrates the Juxtaposition of the USA-MX Restricted Use Zone to the Riverfront Development & Revitalization Project Redevelopment Area (Red Zone)
- Yellow-Red Dashed Line Illustrates the Agreed Upon Location to Construct the modern Federal Fortified Concrete Flood Levee & Support Structure for the City's/County's Elevated Riverfront Boardwalk to Support the Hotel & Bridge and other Programmed Land Uses.
- The "Fortified Concrete Levee" and its mutually agreed upon placement, size, scope and financing mechanism is the KEYSTONE to Developing, Leasing, Financing and Constructing the Riverfront Development & Revitalization Project
- The Size, Location and Programmed Land Use of the Redevelopment Area Red Zone is Calculated to Generate the Requisite Amount of Commercial Business Rents and Tax Increment to meet the Terms of Use of the Federal Government and pay the Mortgage on the Public and Private Improvements. Its an Item of Record.
- It's all about and in the Numbers!



Image at Right

- The Image Illustrates the Petition of the Riverfront Property Owners—the Cameron County Rio Grande Levee Improvement District
- A Levee District Requested by the Property Owners, Approved by the County, Implemented by the CCRMA provides the Authority to the Participating Parties to immediately commence interfacing with the Federal Agencies to Activate and Effectuate the Items of Record without the City present, at least until it wakes from its malaise.
- Commencing the process to Reconfigure the land parcels and clean-up the Property Titles to assure we can secure insurable Good & Marketable Title for Financing, Long-Term Leasing and otherwise get prepare matters for Construction is an important step at this time.

Petition
The Technical Presentation

MORGAN C JONES

Concerned Citizen and
Riverfront Property Owner

Cameron County
Darcy Building
1100 East Monroe St
Brownsville TX, 78520

October 2021
via Email

In Care of

Judge Eddie Treviño
Commissioner Sophia Benavidas-Precinct 1
Commissioner Joey Lopez- Precinct 2

Commissioner David Garza- Precinct 3
Commissioner Gus Ruiz- Precinct 4
Pete Sepulveda- County Administrator
Executive Director CCRMA

Re: Matter: Riverfront Property Owners' Petition to Cameron County & CCRMA
Item: Petition Written Package
Per Tax Code Chp. 311- Formation & Boundary Adjustment of Downtown TIRZ #3
Per Water Code Chp. 57- County & CCRMA River Levee Improvement District

Judge & Commissioners,

We trust the *Illustration Package* provided a good and picture of the grand opportunity we have and why we, the concerned citizens, can and must take action to remedy a bad situation. Therefore, the private property owners and taxpayers along the Rio Grande, between the riverway and Sam Perl Blvd. ("*Riverfront Property Owners*"), submit this Petition to Cameron County and the Cameron County Regional Mobility Authority.

Our Petition is based on specific information and belief we have with respect to items of record regarding certain US Presidential Orders, Federal Court Orders, authorizations, designations, resolutions, ordinances, real estate, development and construction agreements of the Federal Governments of the US & MX, the City of Brownsville, the Port of Brownsville and others, including the private sector company the City specially selected as the Exclusive Developer-Investor to instigate and pursue the enterprise (hereafter, "*Items of Record*"). We are advised the County and the CCRMA are aware of the *Items of Record* to which we refer. These items with the many calls to action they contain are lying dormant due to inaction by local government agencies.

The inaction has caused substantial economic hardship to our former neighbor, Mision Divina Church. The inaction is causing economic damage to our neighbors across Sam Perl Blvd. The inaction is causing economic damage to the *Riverfront Property Owners*. Thus, we are compelled to speak out on behalf of all damaged parties, including ourselves. Not the least of which are our many good neighbors and family members living, working, and traveling throughout the County who are being denied the potential benefits that could result if the *Items of Record* were activated and effectuated.

We trust you realize the inaction is also damaging the County's & the CCRMA's responsibilities. The inaction is depriving Cameron County & the CCRMA of a readily available stream of Property Tax Increment which could contribute to TRZ Number 6 from the Riverfront Properties and from a number of undeveloped or underdeveloped properties located nearby.

For the *Riverfront Property Owners* to continue to tolerate the inaction violates all common sense. For the County and the CCRMA to tolerate the inaction is equally nonsensical. Therefore, we submit our Petition to compel Cameron County and CCRMA to Join Forces with the *Riverfront Property Owners* to reject the malaise afflicting local government and to activate and effectuate the *Items of Record* and its collection of analyses and workpapers produced to date.

Although our Petition is rooted in Texas Statutes, e.g. Tax Code Chp. 311.007 and Water Code Chp. 57, it is also rooted in the *Items of Record* to which we refer and which we partially illustrated to help everyone visualize the circumstances.

Our Petition to Join Forces compliments the County's actions of "carrying the water" of the City when the County worked effectively with Senator Lucio to petition the State to financially participate in the *Riverfront Development & Revitalization Project* (as the concept is called by the City in its various *Items of Record*). The County's demonstrably successful efforts with the many State Offices have opened the door to a flood of opportunity, even with the strange "rain delay" occasioned by the infamous "walkout." We must springboard from that success to yet an even more advanced stage of development to stop the damages from accruing and simultaneously expand the economic base of our community.

Our Petition to Join Forces is also rooted in the formal actions taken by the County and the CCRMA on September 29, 2020, October 27 and October 29, 2020. Those formal actions coupled with the many ancillary and complementary actions you have taken related thereto, including, but not limited to, communications with various State Offices, Port District Offices, Federal Offices, and City Offices, provide additional fortification and foundation for our Petition (hereinafter, collectively "*County Initiatives*").

Pointedly, the *Riverfront Property Owners* want our Properties to become the *Riverfront Development & Revitalization Project*. Simultaneously, we want our Properties to be developed to their highest and best use to expand the economic & cultural good for our immediate neighbors and our greater community. Additionally, we want to achieve these ends sooner rather than later.

Therefore, we need to activate and effectuate the *Items of Record*, the *County Initiatives* and seize the opportunities provided by those who have instigated and navigated the process to date as we have partially illustrated.

Now therefore, the *Riverfront Property Owners* Petition Cameron County and the CCRMA as follows:

1. To facilitate the activation and effectuation of the *Items of Record*, the *Riverfront Property Owners* Petition Cameron County to form a River Levee Improvement District pursuant to Texas Water Code Chp. 57 between the Gateway International Bridge and the B&M Bridge and between the riverway and San Perl Blvd. entitled, *Rio Grande Levee Improvement District of Cameron County*.

- a) We Petition the County to take notice that the *Items of Record* call for the removal of the Border Barrier and the Double Earthen Levees existing on or adjacent to the *Riverfront Properties* and to replace said items with a Federal Fortified Concrete Levee and a supported City/County Elevated Boardwalk Podium. To accomplish this, the *Riverfront Properties* and other nearby properties must be reconfigured and otherwise prepared for construction and long-term leasing and financing (hereinafter, "Public Infrastructure Group 1").

- b) The authorities granted by the formation of the *Rio Grande River Levee Improvement District of Cameron County* and the additional authorities vested in the CCRMA, the County, and the *Riverfront Property Owners* will give a good "giddy up" kick to the inactive matters as follows:

i. Cameron County and the CCRMA will possess the inherent authority to work directly with and in cooperation with the appropriate US Federal Agencies consistent with the *Items of Record* and *County Initiatives* to effectuate the pre-construction preparatory work for the Public Infrastructure Group 1, without the City necessarily present, at least until it wakes from its malaise.

ii. Cameron County and the CCRMA will possess the inherent authority pursuant to the *County Initiatives* (and other statutory authorities) to perform the pre-construction preparatory work necessary to activate and effectuate the public improvements identified in the *Items of Record*, "TIRZ Improvements Schedule" and "Railroad Re-Use Plan (RRUP)." Said Improvements are also specifically identified in the *County Initiatives*, as "Additional Projects", and/or are alluded to by general text and authorities (hereinafter, collectively called "*Public Infrastructure Group 2*").

iii. The *Riverfront Property Owners* hereby grant exclusive authorization to the CCRMA to enter upon the properties of the *Riverfront Property Owners* to commence the preparatory pre-construction process to reengineer, reconfigure, and to assure that said Properties and all additional necessary properties have good and marketable title with available requisite title endorsements sufficient to support private construction financing, private long-term mortgage financing, private long-term capital leasing and otherwise prepared for construction, with limited assistance from the City, if any at all.

iv. The Levee Improvement District provides another good "giddy up" kick in that the inherent authorities of the CCRMA and *Riverfront Property Owners* can assure that a competent and experienced Development Team is assembled to assist in the preparatory pre-construction work and activities with little interference from the inexperience or unmindfulness of the new-hires at the City. Therefore, pursuant to the exclusive authorization granted above, the *Riverfront Property Owners* authorize and instruct Cameron County & the CCRMA to use the same unique skills & experience that instigated the *Riverfront Development & Revitalization Project*, specifically the same Developer-Investor authorized and specially selected by the City of Brownsville. By doing so, Cameron County & the CCRMA can more aptly and expeditiously pursue the requisite preparatory pre-construction matters and assure that the vision and integrity of the *Items* instigated, shaped & formulated by said Developer-Investor reflected in the *Items of Record* are maintained and that all material elements thereof remain respected by the Federal Agencies and other entities which were involved heretofore.

2. To facilitate and adequately assure the designated Developer-Investor that the Capital Funding that it expects to invest upfront for the ultimate construction of and operation of the Public Improvement Groups 1&2 can be legally reimbursed pursuant to a Tax Code §311 Tax Increment Financing Agreement, among other statutes and the *Items of Record*, the *Riverfront Property Owners* Petition Cameron County to undertake the following actions, which are consistent with the *County Initiatives*.

i. Cameron County to take notice of and accept the invitation it received from the City on or about December 17, 2019 to economically and managerially participate in Downtown TIRZ #3, which was formed on or about December 10, 2019;

ii. Cameron County to take notice of and accept the City's recent public reaffirmations and promises to support the *Riverfront Development & Revitalization Project* made on or about April 28 & 29, 2021 and the City's subsequent and follow-on public statements, wherein it directed Cameron County to "take the lead" in pursuing the *Riverfront Development &*

Revitalization Project, which necessarily requires the activation and effectuation of the *Items of Record*, of which a Downtown TIRZ including the *Riverfront Properties* is a foundational and integral component;

iii. The *Riverfront Property Owners* request Cameron County, serving as the active lead manager of Downtown TIRZ #3, coupled with the authorities of the CCRMA, to grant our Petition to Join Forces and adjust the boundaries of Downtown TIRZ #3 pursuant to Tax Code §311.007 by expanding the current boundary to include the *Riverfront Properties*, as illustrated in the *Key to the Keystone* of the *Riverfront Development & Revitalization Project*.

iv. Cameron County to take notice of the extensive and impressive inventory of analyses, designations, authorizations, resolutions, agreements, Binational Agreements, an Order of the US President, and a Federal Court Order, and recognize that the collection of the referenced items gives support and credence to the correctness of granting the Petitions of the *Riverfront Property Owners*.

Sincerely,

Morgan Jones

Morgan C Jones
 Concerned Citizen &
 Riverfront Property Owner
 Attorney at Law & Representative for
 AMERICAN PAWN & JEWELRY INC
 JONES & JONES PROPERTIES INC
 of Garland, Texas

Exhibit	Schedule of Exhibits & Attachments	Page
1.	Port & City- Effectuate <i>Items of Records</i> With Regard to Ownership of the Railyard and the Approved Railroad Re-Reuse Plan Long After Items were Put of Record	5
2.	Excerpts & Summary of Statute Authorizing Petition by Property Owners to Expand TIRZ Boundary- Texas Tax Code 311.007	8
3.	Excerpts & Summary of Statute Authorizing Property Owners to Petition County to Create River Levee Improvement District and the Recitations of its Authorizations that Allow for the Activation & Effectuation of the Items of Record- Texas Water Code Chp 57.	9
4.	Copies of Cameron County Resolutions and Authorizations to Activate and Effectuate the <i>Items of Record</i> .	11
5.	Copies of Agreement between Cameron County & Cameron County Regional Mobility Authority that Authorizes the Entities to Activate & Effectuate the "Public Improvement Groups 1&2" and as such may be otherwise Named/Identified in the <i>Items of Record</i> .	17
6.	Explanatory Text and Imagery of Riverfront- Current & Future- which Support the Petitions for the River Levee Improvement District and the Expansion of the TIRZ #3 Boundary to Include the Riverfront Properties.	23

**A Running 10 yr Dispute was Finally Resolved
For the Benefit Of & To Facilitate the
Riverfront Development & Revitalization Project**

**The Dispute-
City vs Port of Brownville-
Who was the Successor-in-Interest to the
Union Pacific Railyard Once Vacated?**



**The City Formally Requested Mr Marasco
to Help Resolve The Dispute to Specifically
Facilitate the Project**



Critical
Land Dispute
Identified

Re: Project: Downtown Brownsville Revitalization Project
Item: Union Pacific Railroad Property

Dear Mr. Marasco,

The new railroad tracks and river crossing bridge ("West Rail Relocation Project") are now complete. This is an exciting development in the Downtown Brownsville Revitalization Project. You and the City have entered several prior written agreements regarding the Brownsville Revitalization Project. It is our understanding that you are committed to fulfilling your existing obligations, as is the City.

Pursuant to the Land Swap Agreement, certain properties are to be conveyed to the City at about the time the West Rail Relocation Project is complete and UPR vacates said properties. The City, LandGrant and the Revitalization Project have relied on the timely and cost-effective implementation of the Land Swap Agreement. The mechanics of implementing the Land Swap Agreement are in need of your assistance.

Therefore, the City requests that LandGrant Development assist the City in securing Facilitation Commitments with the named public agencies and facilitate the conveyance of the subject property to the City of Brownsville so that said property may become available for the benefit of the Revitalization Project pursuant to the MOU in general, and in particular, pursuant to the Disposition Development Agreement pending between us.

The City authorizes LandGrant Development to communicate directly with UPR, the Port of Brownsville and Cameron County/Regional Mobility Authority regarding the common interests of LandGrant Development, the City of Brownsville and the Revitalization Project, and to facilitate the conveyance of that portion of the rail yard and rail line essential to the Project's economic, legal, and physical feasibility.

I appreciate your efforts and cooperation and look forward to continuing to work with you on this fantastic Project.



Union Pacific Railyard +
Train & Tracks & Storage

Zoom

The Answer to the Land Ownership Question Resided in Resolving the Dispute Between the two Competing Claimants- City vs Port. The City deemed the Resolution of the Dispute Important to the Revitalization Project, as illustrated by the letter it sent to LandGrant Development and the efforts to which LandGrant went to resolve it.

Sincerely,

Charles Cabler
City Manager



John Wood- a Man for All Seasons – Resolved the 10 Yr. Land Dispute
 The long running dispute between the City & Port regarding the rightful Successor-in-Interest to the Railyard after Union Pacific vacated was resolved in June by John Wood, then Chairman, Board of Port Commissioners, using his well-measured moral compass to guide the disputing parties in the right direction toward community riches.



Port Waived Its Ownership Rights in the Railyard to Facilitate the Revitalization Project.
Port Issued a Full-throated Endorsement of the Riverfront Revitalization Project.

Mr. Jim Hild
 Union Pacific Railroad

Re: Amigoland Yard; 1982 Memorandum of Understanding

Dear Jim:

After substantial discussion among our Board, staff, and consultants, we have concluded that the Port has no interest in taking title to the Amigoland yard. The City of Brownsville has indicated that it would like to put the Amigoland yard to a use that benefits the citizens of the City of Brownsville, such as a downtown revitalization project, hike and bike trails, and public spaces. The Port certainly has no objection to the City's plans for the Amigoland Yard and would encourage Union Pacific to convey the Amigoland yard to the City so that their plans for the property can be realized.

The Port encourages Union Pacific to meet with the City to discuss the City's interest in the property and the City's plans. I am providing a copy of this letter to the City Manager, so that he knows the status of our communication.

Very truly yours,

Eduardo A. Campirano

Port Director & CEO

Dear Commissioner Benavides:

I was very pleased to learn of Cameron County's initiative to remodel and expand the Gateway International Bridge into The Iconic Grand Gateway on the Rio Grande with its numerous commercial and cultural elements.

The idea to re-engineer the levee adjacent to the Bridge and convert it into a fully functional flood protection system that creates the cornerstone for the Rio Grande Riverfront Project, will foster downtown revitalization. This project will have long-lasting positive impacts stimulating private sector investment and job creation.

This project will have tremendous positive impact that will transform downtown Brownsville and the surrounding area into a commercial and cultural center of economic activity. My fellow Port Commissioners applaud your efforts.

We will all benefit from the economic prosperity that will be borne by your efforts.

Sergio Tito Lopez

Chairman, Board of Port Commissioners

Attachment 3
Texas Tax Code 311.007 Authorizes Adjacent Property Owners
To Enlargement a Tax Increment Reinvestment Zone by Petition

1 Sec. 311.007. CHANGING BOUNDARIES OR TERM OF EXISTING ZONE. (a) Subject to the limitations provided by Section 311.006, if applicable, the boundaries of an existing reinvestment zone may be reduced or enlarged by ordinance or resolution of the governing body of the municipality or by order or resolution of the governing body of the county that created the zone.

2 (b) The governing body of the municipality or county may enlarge an existing reinvestment zone to include an area described in a petition requesting that the area be included in the zone if the petition is submitted to the governing body of the municipality or county by the owners of property constituting at least 50 percent of the appraised value of the property in the area according to the most recent certified appraisal roll for the county in which the area is located. The composition of the board of directors of the zone continues to be governed by Section 311.009 (a) or (b), whichever applied to the zone immediately before the enlargement of the zone, except that the membership of the board must conform to the requirements of the applicable subsection of Section 311.009 as applied to the zone after its enlargement. The provision of Section 311.006 (b) relating to the amount of property used for residential purposes that may be included in the zone does not apply to the enlargement of a zone under this subsection.

3 (c) The governing body of the municipality or county that designated a reinvestment zone by ordinance or resolution or by order or resolution, respectively, may extend the term of all or a portion of the zone after notice and hearing in the manner provided for the designation of the zone. A taxing unit other than the municipality or county that designated the zone is not required to participate in the zone or portion of the zone for the extended term unless the taxing unit enters into a written agreement to do so.

Texas Water Code
Chapter 57
Levee Improvement Districts
Excerpts & Summary

Sec. 57.011 Creation.

A levee improvement district may be created in the manner prescribed by this chapter under Article XVI, Section 59, of the Texas Constitution;

Sec. 57.012 Petition.

A petition must be presented to the commissioners court signed by the owners of a majority of the acreage of the proposed district, describing the proposed boundaries of the district, describing the general nature of the proposed improvements and their necessity and feasibility; designating a name for the district which shall include the name of the county in which the district is located.

Sec. 57.014 Hearing on Petition

The commissioners court to which the petition is presented shall fix a time and place for the hearing on the petition before the commissioners court. The hearing must be held during the period beginning with the 15th day and ending with the 30th day after the date of the order.

Sec. 57.017 Hearing Procedure

The commissioners court has exclusive jurisdiction to determine all issues with respect to the creation of the district and all issues involved in proceedings with respect to the district after it has been created.

Sec. 57.019 Findings and Judgment

Before the commissioners court determines that the district should be created, it must find:

1. that the petition is signed by the owners of a majority of the acreage in the proposed district;
2. that notice of the hearing was given;
3. that the proposed improvements are desirable, feasible, and practicable; and
4. that the proposed improvements would be a public utility and a public benefit and would be conducive to public health.

If the commissioners court determines that the district should be created, it shall render a judgment which recites its findings and establishes the district.

The commissioners court shall include its findings and judgment in an order which shall be recorded in the minutes of the commissioners court. The order shall define the boundaries of the district, but it does not have to include all of the land described in the petition if at the hearing a modification or change in the district is found to be necessary.

Sec. 57.051 Appointment of Board of Directors

The commissioners court which creates a levee improvement district under this chapter, by majority vote, shall appoint three directors for the district.

Sec. 57.091 Purposes of District A district may be created for the following purposes:

1. to construct and maintain levees and other improvements on, along, and contiguous to rivers, creeks, and streams;
2. to reclaim lands from overflow from these streams;
3. to control and distribute the waters of rivers and streams by straightening and otherwise improving them; and
4. to provide for the proper drainage and other improvement of the reclaimed land.

Sec. 57.092 General Powers of District

The district may enter into all necessary and proper contracts and employ all persons and means necessary to purchase, acquire, build, construct, complete, carry out, maintain, protect, and, in case of necessity, add to and rebuild all works and improvements necessary or proper to fully accomplish the purposes of the district, including the reclamation of land within the district. The powers granted in this section are subject to the supervision and direction of the commission or other authority created by law.

Sec. 57.093 Adopting Rules and Regulations

A district may adopt and enforce reasonable rules and regulations to:

1. preserve the sanitary condition of all water controlled by the district;
2. prevent waste or the unauthorized use of water controlled by the district;
3. regulate privileges on any land or any easement owned or controlled by the district;
4. regulate the design and construction of improvements and facilities that outfall, connect, or tie into district improvements and facilities; or
5. require the district's review and approval of drainage plans for property within the district.

Sec. 57.100 Construction of Levees

The district may construct the necessary levees, bridges, and other improvements across or under

1. railroad embankments, tracks, or rights-of-way;
2. public or private roads or the rights-of-way for the roads; or
3. levees, other public improvements, and rights-of-way of other districts.
4. A district may join its improvements to other improvements not in the district.

Sec. 57.104 Construction of Improvements

The district may construct all improvements necessary or convenient to accomplish the purposes of the district. Contracts may be awarded or entered in sections for the purpose of the purchase, acquisition, construction, and improvement of pumping equipment, reservoirs, culverts, bridges, and drainage improvements as these may become necessary.

Sec. 57.154 Survey and Report

The engineer shall make a survey of the land inside the boundaries of the district, and land surrounding the district, that will be improved or reclaimed by the system of levees and drainage to be adopted and shall prepare for the board a written report, with maps and profiles, of the results of his survey.

Sec. 57.155 Contents of Report

The engineer's report shall contain a complete plan for draining land, constructing levees on land, and reclaiming land of the district from overflow or damage by waters from streams inside or adjacent to the district which may affect land in the district. The report shall also include a description of the physical characteristics of the land within the district and the location of any public roads, railroads, rights-of-way and roadways, and other improvements on the land of the district. The plan may include, and where necessary must include, the costs of straightening streams which may injure the land of the district.

Sec. 57.177 Financing the District Without Bonds

If the district wants to carry out its purposes without issuing bonds, the board may arrange for contributions from landowners or other sources to provide the funds required to complete the improvements. The electors of the district may vote to create an indebtedness which is not evidenced by bonds. If the district creates an indebtedness under this section, the indebtedness may not be more than:

1. the cost of construction of the improvements included in the engineer's report;
2. the cost of maintaining the improvements for two years; and
3. an additional amount equal to 10 percent to meet emergencies, modifications, and changes lawfully made, plus damages awarded against the district.
4. the board shall set the terms and conditions of the obligation and make it payable not more than 30 years from the date of the obligation.

**COUNTY OF CAMERON
STATE OF TEXAS**

**NO. 2020R09073
RESOLUTION**

BE IT RESOLVED THAT ON SEPTEMBER 29, 2020, THE CAMERON COUNTY COMMISSIONERS COURT CONVENED IN REGULAR SESSION AND AT THE REQUEST OF THE CAMERON COUNTY COMMISSIONERS, THE FOLLOWING ITEMS WERE PLACED ON THE AGENDA FOR CONSIDERATION, DISCUSSION, AND ACTION BY THE COURT AT ITS MEETING DULY NOTICED AND CALLED TO ORDER PURSUANT TO V.T.C.A. GOVERNMENT CODE § 551.041 ET SEC.

WHEREAS, THE COURT HEREBY REVIEWS & AFFIRMS THE COURT'S RESOLUTION AND ORDER DATED JULY 7TH, 2020, WHEREBY THE COURT DECLARED ITS INTENT AND AUTHORIZATION:

- **TO IMPROVE THE HEALTH, SAFETY AND DIGNITY OF THE PEDESTRIANS & BICYCLISTS CROSSING OVER AND THROUGH THE COUNTY OWNED & OPERATED GATEWAY INTERNATIONAL TOLL BRIDGE; AND**
- **TO UTILIZE THE FULL BENEFITS OF THE US FEDERAL GOVERNMENT PROGRAM WHEN IT DESIGNATED THE RIO GRANDE AN AMERICAN HERITAGE RIVER, WHERE IT FLOWS BETWEEN THE TWO DOWNTOWN BRIDGES, WHEREBY THE TERMS AND PURPOSES OF THE AMERICAN HERITAGE RIVER PROGRAM, ENCOURAGES LOCALLY DRIVEN INITIATIVES TO ECONOMICALLY REVITALIZE THE UNPRODUCTIVE RIVERFRONT PROPERTIES BETWEEN THE GATEWAY INTERNATIONAL TOLL BRIDGE AND THE B&M INTERNATIONAL TOLL BRIDGE AND TO SPECIFICALLY INCLUDE FEATURES WHICH PRESERVE AND PROMOTE THE CULTURAL HERITAGE OF THE LOCATION. IN RESPONSE THERETO, THE SPONSORS OF THE LOCALLY DRIVEN INITIATIVE RECEIVE, BY EXECUTIVE ORDER OF THE US PRESIDENT, THE FULL AND COMPLETE ASSISTANCE AND COOPERATION OF EVERY FEDERAL AGENCY TO IMPLEMENT AND REALIZE THE ELEMENTS, FEATURES, AND BENEFITS OF THE LOCALLY DRIVEN INITIATIVE.**

NOW THEREFORE, BE IT RESOLVED BY THE CAMERON COUNTY COMMISSIONERS COURT THAT:

1. **THE COUNTY IS AUTHORIZED AND STAFF IS DIRECTED TO DO ALL THINGS NECESSARY AND REASONABLE TO IMPLEMENT THE TERMS OF THE FEDERAL COURT ORDER IN THE CIVIL ACTION NO. B-08-27 EXECUTED BY US DISTRICT JUDGE ANDREW HANEN, THE U.S. DEPARTMENT OF HOMELAND SECURITY, THE U.S. CUSTOMS & BORDER PROTECTION, AMONG OTHERS, ORDERING THE REMOVAL OF THE EXISTING BORDER BARRIER AND THE MAKING OF THE BOUNDARY ADJUSTMENTS TO THE SUBJECT PROPERTY PARCELS TO FACILITATE THE FINANCING AND CONSTRUCTION OF THE INFRASTRUCTURE NECESSARY TO SUPPORT THE LOCALLY DRIVEN INITIATIVE TO ECONOMICALLY REVITALIZE THE UNPRODUCTIVE RIVERFRONT PROPERTIES;**

2. THE COUNTY IS AUTHORIZED AND STAFF IS DIRECTED TO DO ALL THINGS NECESSARY AND REASONABLE TO IMPLEMENT THE TERMS OF THE U.S.-MEXICO DIPLOMATIC AGREEMENT-MINUTE NOS. 238 AND 285, EXECUTED BY THE U.S. SECRETARY OF STATE, MEXICO'S MINISTER OF EXTERNAL RELATIONS, THE COMMISSIONER OF INTERNATIONAL BOUNDARY & WATER COMMISSION U.S. SECTION, THE COMMISSIONER OF COMISIÓN INTERNACIONAL DE LÍMITES Y AQUA MEXICO SECTION, AMONG OTHERS, AUTHORIZING THE RE-ENGINEERING OF THE FLOOD PROTECTION LEVEES RUNNING BETWEEN THE TWO BRIDGES, REMOVAL OF THE EXISTING DUAL EARTHEN LEVEES AND TO MAKE THE BOUNDARY ADJUSTMENTS TO THE SUBJECT PROPERTY PARCELS TO FACILITATE THE FINANCING AND CONSTRUCTION OF THE INFRASTRUCTURE NECESSARY TO SUPPORT THE LOCALLY DRIVEN INITIATIVE TO ECONOMICALLY REVITALIZE THE UNPRODUCTIVE RIVERFRONT PROPERTIES. IN PARTICULAR, TO DEVELOP, FINANCE AND CONSTRUCT THE FORTIFIED CONCRETE LEVEE TO PROVIDE FLOOD PROTECTION, BORDER PROTECTION AND THE RETAINING WALL TO SUPPORT THE PROJECT, A LOCALLY DRIVEN INITIATIVE.

WHEREAS, THE COURT HEREBY REVIEWS & AFFIRMS THE COURT'S FINDINGS THAT THE COURT HAS REASON TO EXPECT THE NUMBER OF CITIZENS AND VISITORS MAKING USE OF THE GATEWAY INTERNATIONAL TOLL BRIDGE COMPLEX TO SUBSTANTIALLY INCREASE IN THE NEAR TERM FOR SEVERAL REASONS, ONE OF WHICH IS THE RECENT OPENING OF THE U.S. STATE DEPARTMENT'S \$200 MILLION CONSULATE GENERAL & JUNIOR EMBASSY ABOUT A HALF MILE FROM THE INTERNATIONAL PORTS OF ENTRIES. THE COURT REVIEWS AND AFFIRMS ITS RESOLUTION AND ORDER DATED JULY 7TH, 2020, WHEREBY THE COURT ADDITIONALLY DECLARED ITS INTENT & AUTHORIZATION:

- TO IMPROVE THE SAFETY OF PEDESTRIANS CROSSING THE GATEWAY INTERNATIONAL BRIDGE COMPLEX OWNED AND OPERATED BY CAMERON COUNTY; ELIMINATE TRANSPORTATION CONGESTION; PROVIDE PARKING STRUCTURES; PROVIDE TRAFFIC & CROWD CONTROL IMPROVEMENTS; SUPPORT THE EXPANSION AND REMODEL OF THE INFRASTRUCTURE TO SPAN THE INTERNATIONAL BORDER IN A MANNER NOT INCONSISTENT WITH EXISTING AND ONGOING EXPANSION PLANS TO IMPROVE THE SAFETY AND SECURITY OF PEDESTRIANS CROSSING OVER AND THROUGH THE COUNTY COMPLEX; PROVIDE ADJACENT TRAFFIC AND PARKING STRUCTURES;
- TO ELIMINATE PHYSICAL AND ECONOMIC BLIGHT IN THE AREA; PROMOTE THE ECONOMIC REVITALIZATION THROUGH DEVELOPMENT, CONSTRUCTION, AND OPERATION ALONG THE RIVERFRONT BETWEEN THE TWO BRIDGES BY PROVIDING FOR ADMINISTRATIVE OFFICE STRUCTURES AND CULTURAL HERITAGE FACILITIES;

- TO PROVIDE FUNDING FOR THE IMPROVEMENTS AND TO UTILIZE ALL OTHER ECONOMIC OPPORTUNITIES TO FUND THE NECESSARY IMPROVEMENTS INCLUDING PURSUING ECONOMIC REDEVELOPMENT PROGRAMS AND INCENTIVES BY SEEKING THE CREATION OF TAX INCREMENT ZONES TO PROVIDE FUNDING FOR THE SURROUNDING INFRASTRUCTURE, INCLUDING FLOOD PREVENTION LEVEES, STRUCTURES THAT SPAN THE INTERNATIONAL BORDER;
- TO COMMUNICATE AND COORDINATE ALL APPROPRIATE AND NECESSARY ACTIVITIES WITH FEDERAL, STATE, LOCAL AGENCIES AND DISTRICTS IN CONJUNCTION WITH THE ECONOMIC REVITALIZATION, CULTURAL HERITAGE FACILITIES, AND INFRASTRUCTURE IMPROVEMENTS INCLUDING PURSUING THE STATE OFFICES OF ECONOMIC DEVELOPMENT AND LEGISLATIVE AFFAIRS FOR THE 2020-2021 SEASON.

NOW THEREFORE, BE IT RESOLVED BY THE CAMERON COUNTY COMMISSIONERS' COURT THAT:

1. CAMERON COUNTY TRZ NUMBER SIX("TRZ#6"): THE COUNTY IS AUTHORIZED TO UNDERTAKE THE WORK AND COMMUNICATIONS NECESSARY AND REASONABLE TO MAKE THE PROJECT A DESIGNATED PROJECT OF CAMERON COUNTY TRZ NUMBER SIX FOR THE PURPOSE ALLOCATING RESOURCES TO THE DEVELOPMENT AND CONSTRUCTION OF THE PROJECT, INCLUDING TAX INCREMENT GENERATED FROM THE PROJECT AND THE TRANSPORTATION REINVESTMENT ZONE #6 BY WHICH TO PROVIDE PARTIAL REIMBURSEMENT FINANCING PAYMENTS TO THOSE THAT PROVIDE THE CAPITAL FUNDING FOR THE PROJECT; AND
2. CAMERON COUNTY REGIONAL MOBILITY AUTHORITY & TRZ NUMBER 6 ("CCRMA"): THE COUNTY REQUESTS THE CAMERON COUNTY REGIONAL MOBILITY AUTHORITY TO MAKE THE PROJECT A DESIGNATED PROJECT OF THE CCRMA WITH HIGH PRIORITY AND TO IMMEDIATELY ALLOCATE AND ASSIGN RESOURCES OF TIME AND PERSONNEL TO IMPLEMENT THE PROJECT BY IMMEDIATELY DOING ALL THINGS NECESSARY AND REASONABLE TO MEET THE PROJECT SCHEDULED OBJECTIVES IN THIS CALENDAR YEAR AND AS AUTHORIZED HEREIN AND HEREBY AND AS OTHERWISE CONTEMPLATED BY THE COURT'S ORDERS, RESOLUTIONS AND MANAGEMENT DIRECTIVES; AND
3. LEVEE IMPROVEMENT DISTRICT ZONE: THE COUNTY IS AUTHORIZED AND STAFF IS DIRECTED TO UNDERTAKE THE WORK AND COMMUNICATIONS NECESSARY AND REASONABLE TO COORDINATE AND COLLABORATE WITH THE OWNER OF 36 SAM PERL BLVD., AND THE TWO CONTIGUOUS PROPERTY OWNERS ON THE UPRIVER AND THE DOWNRIVER SIDE OF SAID ADDRESS AND THE MAJORITY OF THE PROPERTY OWNERS OF THE ANTICIPATED LEVEE IMPROVEMENT DISTRICT FOR THE PURPOSE OF FORMING THE CAMERON COUNTY LEVEE IMPROVEMENT DISTRICT #1 UPON THEIR FILING OF A PROPER PETITION WITH THE COMMISSIONERS COURT AND TO DEVELOP AND

CONSTRUCT THE FORTIFIED RIVER LEVEE AS CONTEMPLATED AND AUTHORIZED BY THE THREE PROGRAMS OF THE US GOVERNMENT- THE AMERICAN HERITAGE RIVER PROGRAM; THE DHS BORDER BARRIER REMOVAL PROGRAM; THE U.S.-MEXICO BORDER & RIVER MANAGEMENT PROGRAM FOR THE SPECIFIC PURPOSE OF DEVELOPING AND CONSTRUCTING AN UPGRADED AND USEFUL LEVEE SYSTEM THAT PROMOTES ECONOMIC DEVELOPMENT OF THE RIO GRANDE RIVERFRONT, PROVIDES TUCK UNDER PUBLIC PARKING, PROVIDES JITNEY QUEUING AREA FOR TOURIST AND VISITORS, ELIMINATES TRAFFIC CONGESTION AND UNSAFE CONDITIONS FOR PEDESTRIANS, PROVIDES THE SUPPORT STRUCTURE FOR ADMINISTRATIVE OFFICES, CULTURAL HERITAGE FACILITIES, AND ETC.; AND

4. RIO GRANDE GATEWAY HOTEL, TOURIST & CULTURAL DISTRICT FINANCING ZONE: THE COUNTY IS AUTHORIZED AND STAFF IS DIRECTED TO UNDERTAKE THE WORK AND COMMUNICATIONS NECESSARY AND REASONABLE TO FORM WITH THE STATE OF TEXAS, A TAX SHARING AGREEMENT PURSUANT TO AND CONSISTENT WITH THE COMMON PRACTICE OF OTHER LOCAL JURISDICTIONS BY SHARING THE HOTEL OCCUPANCY TAX (AMONG OTHER TAXES) REALIZED BY THE COUNTY PURSUANT TO TAX CODE 334 AND BY THE STATE PURSUANT TO TAX CODE 156 AND TO FORM THE CONCOMITANT HOTEL & TOURISM DEVELOPMENT & FINANCING ZONE, WHICH INCLUDES AT LEAST THE MINIMUM QUALIFIED ELEMENTS; I.E. 1. A DESCRIPTION & LOCATION RESERVED FOR A BUSINESS MEETINGS HOTEL, 2. A DESCRIPTION & LOCATION OF A SERIES OF VISITOR & TOURISM CULTURAL ATTRACTIONS, E.G. (I) CHISHOLM TRAILHEAD TRIBUTE CENTER, (II) THE KRIS KRISTOFFERSON CULTURAL DISTRICT PER TX GOVT CODE CHP 444, AND (III) A RESPLENDENT RIO GRANDE GATEWAY, THE SIGNATURE PIECE OF THE MULTIPLE INTERNATIONAL TOURIST ATTRACTIONS.

WHEREAS, THE COURT HEREBY REVIEWS & AFFIRMS THE COURT'S FINDINGS, DETERMINATION, RECITATION AND DECLARATION CONTAINED IN ITS RESOLUTION AND ORDER DATED JULY 7TH, 2020 THAT THE PROJECT PROMOTES THE PUBLIC PURPOSES OF THE COUNTY.

NOW THEREFORE, BE IT RESOLVED BY THE CAMERON COUNTY COMMISSIONERS COURT THAT:

1. ADOPT THE CAMERON COUNTY GOOD NEIGHBOR POLICY AND COMMUNICATIONS OUTREACH: THE COUNTY IS AUTHORIZED AND STAFF IS DIRECTED TO COMMUNICATE CONSISTENT HERewith AND AS SET FORTH BELOW, TO THE FEDERAL OFFICES & AGENCIES, STATE OFFICES & AGENCIES, LOCAL OFFICES & AGENCIES & DISTRICTS, THE PRIVATE SECTOR OFFICES & COMPANIES AND THE GENERAL PUBLIC AND TO ASSURE ALL THAT THE COUNTY WELCOMES ALL PERSONS AND GROUPS INTERESTED IN PARTICIPATING WITH THE COUNTY TO MAKE THE RIO GRANDE GATEWAY & RIVERFRONT BOARDWALK AND HOTEL TOURISM ZONE A REALITY SOONER RATHER THAN LATER.

COUNTY AUTHORIZED COMMUNITY & BUSINESS OUTREACH

"THE COUNTY COMMISSIONERS AND ITS PROFESSIONAL STAFF ARE COMMITTED TO IMPROVING OUR QUALITY OF LIFE BY TAKING INTELLIGENT, FORWARD THINKING ACTIONS, AND SUPPLEMENTING OUR EXPERIENCE WITH KNOWLEDGEABLE & EXPERIENCED PEOPLE AND COMPANIES."

"DURING THE NEXT SEVERAL MONTHS, THE COUNTY EXPECTS TO LAY THE FOUNDATION TO ACHIEVE SIGNIFICANT PUBLIC BENEFITS DURING THE NEXT FEW YEARS."

"THE COUNTY EXPECTS TO EXPAND & MODERNIZE THE GATEWAY INTERNATIONAL BRIDGE COMPLEX INTO A RESPLENDENT STATE-OF-THE-ART TRANSPORTATION RIVER CROSSING, WITH SPECIAL FEATURES AND ATTRIBUTES DEDICATED TO OUR MILLIONS OF LOCAL AND VISITOR PEDESTRIAN AND BICYCLISTS, THAT IS SAFE & HEALTHY, DIGNIFIED & EASY TO NAVIGATE."

"THE COUNTY EXPECTS TO RE-ENGINEER THE EARTHEN FLOOD PROTECTION LEVEE SYSTEM PURSUANT TO AND CONSISTENT WITH THE THREE FEDERAL PROGRAMS- THE AMERICAN HERITAGE RIVER PROGRAM; THE DHS BORDER BARRIER REMOVAL PROGRAM, THE U.S.-MEXICO BORDER & RIVER MANAGEMENT PROGRAM INTO AN UPGRADED AND USEFUL LEVEE SYSTEM THAT PROMOTES ECONOMIC DEVELOPMENT OF THE RIO GRANDE RIVERFRONT."

"THE COUNTY EXPECTS THE RIO GRANDE RIVERFRONT, WHEN COMPLETED, TO SUPPORT MULTIPLE CULTURAL HERITAGE FEATURES THAT RECONNECTS OUR PEOPLE WITH OUR RIO GRANDE RIVERFRONT HERITAGE WITH SEVERAL EXCITING & ENTERTAINING VENUES."

"THE COUNTY EXPECTS TO RIO GRANDE RIVERFRONT, TO SUPPORT THE HOTEL RIO GRANDE AND THE VILLAS RIO GRANDE, WITH SHOPS, RESTAURANTS, OFFICES, LUXURY CONDOMINIUMS, WORKFORCE & STUDENT HOUSING AND AFFORDABLE APARTMENTS."

"THE COUNTY EXPECTS TO FOLLOW THE SAME FINANCING MECHANISM USED AT OTHER FEDERAL PORTS OF ENTRY- PRIVATE SECTOR PROVIDES 100% OF THE CAPITAL FUNDING UPFRONT AND IT CONSTRUCTS THE COUNTY'S FACILITIES, THEN, AS & WHEN THE NEWLY GENERATED TAXES (TAX INCREMENT) ARE COLLECTED THE COUNTY REIMBURSES THE ACTUAL KNOWN COSTS OF THE COUNTY FACILITIES."

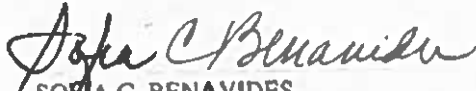
THIS RESOLUTION SHALL BE IN FULL FORCE AND EFFECT FROM AND UPON ITS PASSAGE.

APPROVED THIS 29TH DAY OF SEPTEMBER 2020.

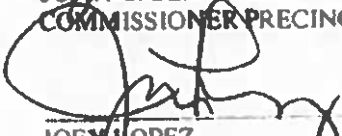
COMMISSIONERS' COURT OF CAMERON COUNTY, TEXAS



EDDIE TREVIÑO, JR.
COUNTY JUDGE



SOFIA C. BENAVIDES
COMMISSIONER PRECINCT 1



JOEY LOPEZ
COMMISSIONER PRECINCT 2

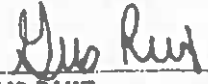
ATTEST:



SYLVIA GARZA-PEREZ
COUNTY CLERK



DAVID A. GARZA
COMMISSIONER PRECINCT 3



GUS RUIZ
COMMISSIONER PRECINCT 4

THE STATE OF TEXAS §
 §
COUNTY OF CAMERON §

**FIRST AMENDMENT TO THE CAMERON COUNTY, TEXAS AND
CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
INTERLOCAL AGREEMENT TO PARTICIPATE IN
TRANSPORTATION REINVESTMENT ZONE NO. SIX, COUNTY OF CAMERON**

WHEREAS, the Cameron County Regional Mobility Authority (the "CCRMA") and the County of Cameron, Texas (the "County") entered into that certain Interlocal Agreement identified as Contract No. 2015C12355 (the "Agreement") effective as of December 29, 2015; and,

WHEREAS, subsequent to entering into the Agreement, the CCRMA and the County entered into project-specific interlocal agreements for additional projects (the "Additional Projects") located within the Transportation Reinvestment Zone Number Six, County of Cameron (the "Zone"); and,

WHEREAS, the Commissioners Court of the County finds that the Additional Projects further the purposes described by TEX. TRANSP. CODE § 222.105, and finds that promotion of the Additional Projects will cultivate the further improvement, development, or redevelopment of the Zone; and,

WHEREAS, in accordance with Article IX of the Agreement, the CCRMA and the County wish to amend the Agreement to specifically include the Additional Projects as well as provide for the automatic inclusion of subsequent transportation projects within the Zone provided that such projects are first the subject of an interlocal agreement, or other applicable written agreement, between the CCRMA and the County;

NOW, THEREFORE, the CCRMA and the County agree that the Agreement shall be amended, as follows:

1. All findings made in the First Amendment are hereby incorporated by reference as if fully set forth herein. In addition, all defined terms in the Agreement shall have the same meaning in this First Amendment.
2. Article IV of the Agreement shall be amended in its entirety, as follows:

"IV. ADMINISTRATION OF AGREEMENT

In keeping with the CCRMA's statutory purpose and the expertise that it brings to the planning, development, and implementation of transportation infrastructure projects, the CCRMA shall be in charge of and agrees to diligently administer the day to day affairs of, exercise the day to day control over, and otherwise attend to the administrative needs of

the Projects. Any material changes to this Agreement shall be presented to the Commissioners Court and the CCRMA Board of Directors, respectively, for approval. Notwithstanding any other provision of this Agreement, Attachment "B" to the Adoption Order shall automatically include any transportation projects within the Zone provided that such projects are first the subject of an interlocal agreement, or other applicable written agreement, between the CCRMA and the County. The future instances of automatic inclusion of subsequent transportation projects do not constitute a "material change" to this Agreement."

3. The Cameron County Projects List, which is attached as Attachment "B" to the Adoption Order attached as Exhibit "A" to the Agreement, shall be substituted with and replaced in its entirety by the Attachment "B" attached hereto and incorporated by reference.
4. Subject to the provisions of this First Amendment, all other terms and conditions of the Agreement shall continue in full force and effect.

EXECUTED and effective as of the 27th day of October 2020, by the County and the CCRMA.

CAMERON COUNTY, TEXAS

By: _____

Eddie Trevino, Jr.
Cameron County Judge

ATTEST:

By: _____

Sylvia Garza-Perez
County Clerk



CAMERON COUNTY REGIONAL
MOBILITY AUTHORITY

By: _____

Frank Parker, Jr.
Chairman of the Board

ATTEST:

By: _____

Arturo A. Nelson
Secretary

ATTACHMENT "B"

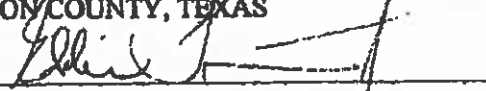
Cameron County Projects List

PROJECT AREA	PROJECT
BROWNSVILLE	Flor de Mayo International Bridge
BROWNSVILLE	US 281 Connector -- 169 E to US 281
BROWNSVILLE	SH32/East Loop
BROWNSVILLE	SH 550 DC to Brownsville
BROWNSVILLE	West Blvd./West Rail Trail — 169E to B&M Bridge
BROWNSVILLE	SH 550 — 169E to SH 48, Including Gap 1 and Gap 2
BROWNSVILLE	Gateway Intl. Pedestrian Bridge & Support Structures
BROWNSVILLE	Realignment of International Blvd., Improvements on 6 th , 7 th , 10 th , 11 th and 12 th Streets
BROWNSVILLE	FM 511 - SH 4 to SH 48
BROWNSVILLE	Old Port Isabel Road — SH 550 to SH 100
BROWNSVILLE	FM 1732 — 169E to US 281
BROWNSVILLE	Dockberry Road
BROWNSVILLE	B&M Bridge & Access Roads
BROWNSVILLE	FM 1421 — 169E to US 281
BROWNSVILLE	Overpass at 169E and Veteran Bridge
BROWNSVILLE	New Boulevard from Sam Perl Blvd. to Palm Blvd.
BROWNSVILLE	South Port Connector — SH 4 to Ostos Road
BROWNSVILLE	Gateway Bridge to B&M Bridge- Roads, Hike & Bike Trails and Parking Garages
BROWNSVILLE	Dana Road – FM 802 to FM 3248
BROWNSVILLE	Interstate 69E & Highway 100 Area
HARLINGEN	FM 509 —US 281 to FM 106
HARLINGEN	FM 507 — Loop 499 to FM 508
HARLINGEN	Grimes Road — Loop 499 to SH 345
HARLINGEN	FM 1479 — 169E to US 281
HARLINGEN	Overpass at 281 and FM 509
HARLINGEN	FM 1925 — 169E to FM 491 (I 69 Connector)
HARLINGEN	Outer Parkway
HARLINGEN	FM 509 Extension — FM 508 to FM 1599
HARLINGEN	Rail/ Realignment on Commerce Street
LAGUNA VISTA	Buena Vista Road – Highway 100 to FM 510 or Centerline Road
LA FERIA	FM 506 — Interstate 2 to SH 107
LA FERIA	FM 506 — Interstate 2 to US 281
LOS FRESNOS	Cameron County Airport Improvements, Including Access Roads
LOS FRESNOS	Old Alice Road — SH 100 to Sports Park Blvd.
LOS FRESNOS	FM 1847 — FM 510 to Arroyo City
LOS FRESNOS	Whipple Road - FM 1575 to FM 1847
OLMITO	UPRR Rail Line between Olmito Switchyard and Harlingen
PORT ISABEL	Port Isabel/SBND Road
PORT ISABEL	HWY 48 169E - SH100
SAN BENITO	US 281 — FM 1577 to County Line
SAN BENITO	FM 1577 — 169E to US 281
SAN BENITO	FM 510 — FM 509 to Buena Vista Road
SAN BENITO	SH 345 — 169E to US 281
SAN BENITO	US 77 South Parallel Corridor (All Phases)
SAN BENITO	SH 345 — 169E to US 281
SAN BENITO	San Jose Ranch Road — SH 345 to FM 509
SANTA ROSA	SH 107 — County Line to 169E
SOUTH PADRE	SPI 2 nd Access
SOUTH PADRE	SH 100 Improvements at SPI
SOUTH PADRE	SPI Queen Isabella Memorial Causeway Bike Lane

the Projects. Any material changes to this Agreement shall be presented to the Commissioners Court and the CCRMA Board of Directors, respectively, for approval. Notwithstanding any other provision of this Agreement, Attachment "B" to the Adoption Order shall automatically include any transportation projects within the Zone provided that such projects are first the subject of an interlocal agreement, or other applicable written agreement, between the CCRMA and the County. The future instances of automatic inclusion of subsequent transportation projects do not constitute a "material change" to this Agreement."

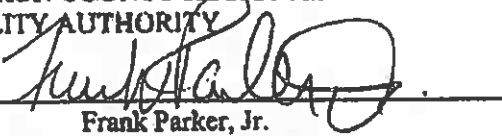
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EXECUTED and effective as of the 27th day of October 2020, by the County and the CCRMA.

CAMERON COUNTY, TEXAS
By: 
Eddie Trevino, Jr.
Cameron County Judge

ATTEST:
By: 
Sylvia Garza-Perez
County Clerk



CAMERON COUNTY REGIONAL
MOBILITY AUTHORITY
By: 
Frank Parker, Jr.
Chairman of the Board

ATTEST:
By: 
Arturo A. Nelson
Secretary

ATTACHMENT "B"

Cameron County Projects List

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LOS FRESNOS	Sidewalks along FM 1847 - SH 550 to Henderson Road
OLMITO	UPRR Rail Line between Olmito Switchyard and Harlingen
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SOUTH PADRE	SPI Queen Isabella Memorial Causeway Bike Lane

BUSINESS SNAPSHOT

Make Unproductive Property, Productive!

Make the Property an Economic & Cultural Energizer!



Americas Front Door – Reimagined & Redeveloped



BUSINESS SNAPSHOT - #2

Make Unproductive Property, Productive! Make the Property an Economic & Cultural Energizer!

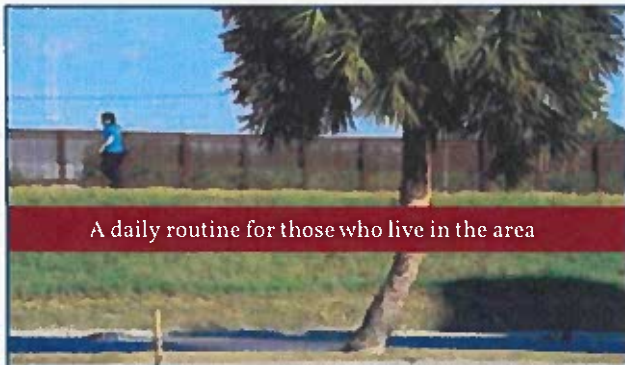


Photo at Left: From the vantage point of street level, photo shows a local consumer walking on top of the Federal Earthen Levee and next to the Federal Border Barrier toward the historic core of downtown:

- The Federal Earthen Levee retards growth and disconnects the people from their heritage, the Rio Grande;
- The Border Barrier retards growth and is menacing to the peoples psychology;
- The photo is of the location of the 7-Districts of the Riverfront Redevelopment- *Grand Gateway- Hotel Rio Grande & Riverview Park*;

Photo at Right: From the vantage point of on top of the Federal Earthen Levee, photo shows local consumers walking and cars driving at street level, the base of the of Levee, toward the core of downtown;

- The photo is of the location of the 7-Districts of the Riverfront Redevelopment- *Grand Gateway- Hotel Rio Grande & Riverview Park*;

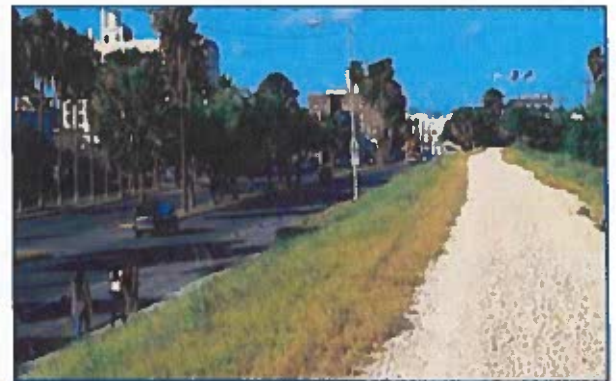


Photo at Left: From the vantage point of street level and looking away from the core of downtown and toward the walking consumers, the photo shows the historic marker of the location of the Chisholm Trail Head at the corner of St Charles St and Sam Perl Blvd;

- The photo shows the location of the Embarcadero & Landing of the Grand Gateway and the location of Hotel Rio Grande;
- The background of the photo, adjacent to the street, shows the location of the balance of the 7-Districts of the Riverfront Redevelopment.

BUSINESS SNAPSHOT - #3

Make Unproductive Property, Productive!
Make the Property an Economic & Cultural Energizer!



The latent, untapped value of the Rio Grande Riverfront demands it be made productive. The Riverfront demands restoration and revitalization to the economic & cultural engine it once was. The County's unimaginative infrastructure Bridge demands glorification as an iconic national monument.

- It Landmarks a natural wonder.
- It Landmarks the wholesome connection of commerce and culture among our people.
- It Landmarks an American Heritage River, so designated by the United States of America.



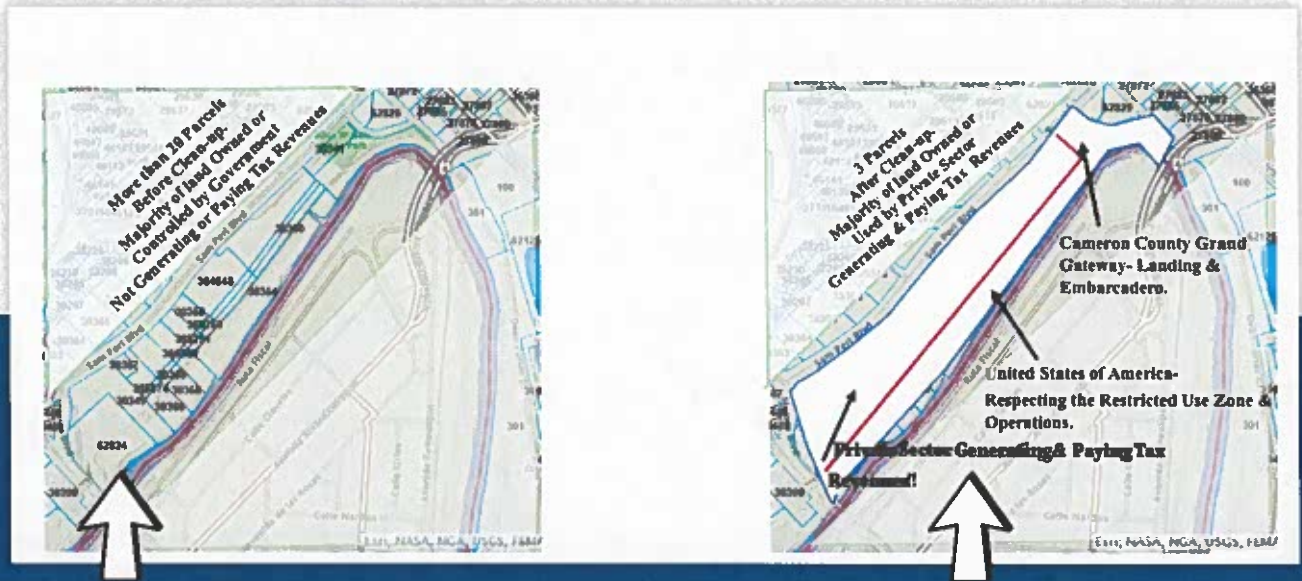
The Grand Gateway-Hotel Rio Grande & Riverview Park reprograms and redevelops the Riverfront into seven districts, making it productive and an economic & cultural engine for the region.



PHYSICAL STRUCTURE #2

Real Estate Parcel Line Adjustments and Exchange of Easements & Titles

The real estate issues encumbering land title & land use along this Riverfront are many. The constraints must be cleaned-up to make the properties productive by enabling Marketable Title, Construction Loans, Long-term Mortgages, Enforceable Commercial Leases, Flood Protection, Insurances, etc



Identification of Issues & Parcels that the Federal Agreements Have Addressed:

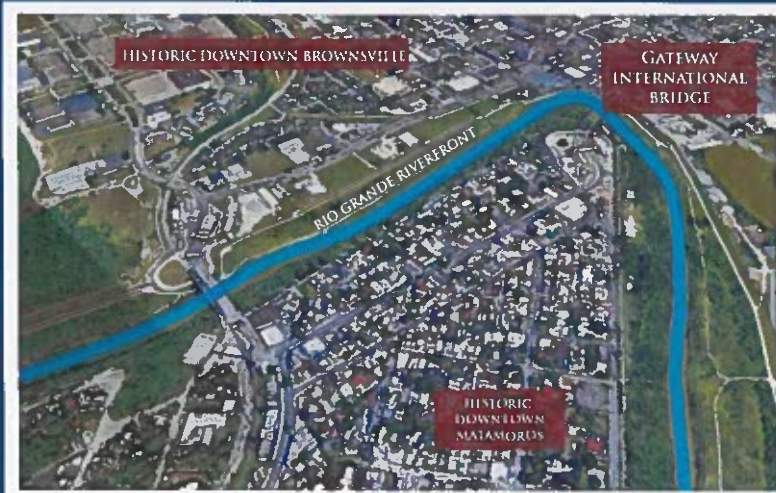
- Some land parcels are subject to a "Restrictive Use Zone," a matter of river management per the US-Mexico Treaty;
- Some land parcels are bisected by the DHS Border Barrier, resulting in a portion of the parcels being inaccessible & usable;
- Some land parcels are shadowed by the socially & economically regressive Border Barrier decreasing land usefulness & land value;
- Some land parcels are access restricted due to grade separations between street surface elevation and elevation at top of Federal Earthen Levee.

Illustration of the Agreement to Make the Land Productive

- The U.S. DHS, the U.S. Federal Court Order, the U.S. IBWC, in working with LandGrant and others, in signed writings agreed to exchange ownership and easements in certain properties to effect the economic and cultural redevelopment of the riverfront in compliance with the Executive Order of the U.S. President.
- Agreement is to Remove the Border Barrier & Earthen Levees. Replace with a state-of-the-art Riverfront Boardwalk that meets the mandates of DHS & IBWC and Foments Economic & Cultural Activates in Cameron County!

BUSINESS CASE...

CONVERTING CURRENT CHALLENGES INTO OPPORTUNITIES



CURRENT CHALLENGES

- Transportation Congestion
- Unhealthy Environmental Conditions
- Insulting Social Conditions
- Disrespectful Cultural Connections
- Distressed Real Estate
- Distressed Operating Businesses
- Job & Income Constrained
- Zip Code Designated a Poverty Pocket by County, Federal, State & City
- Convert the Unproductive & Underdeveloped Prime Location into an Economic & Cultural Engine!

THE BUSINESS PLAN... THE GRAND GATEWAY BRIDGE + THE HOTEL RIO GRANDE + RIVERVIEW PARK

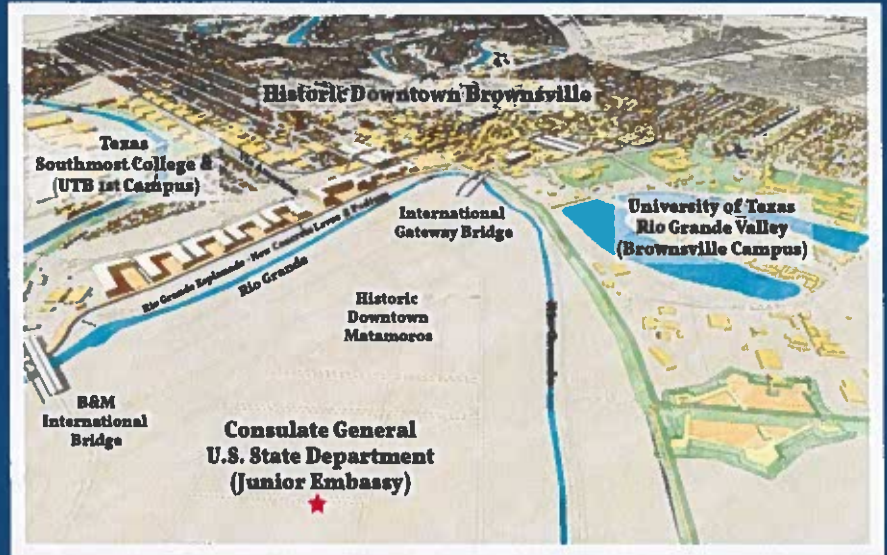


CURRENT OPPORTUNITIES

- Remodel Gateway Bridge into an Iconic Monument to the Rio Grande, an American Heritage River!
- Remodel Gateway Bridge into an Iconic Monument to Americas Front Door... the Historical Connection of Commerce and Culture!
- Implement the Executive Order of the United States President to Redevelop the Riverfront of the American Heritage River for the Economic and Cultural Benefit of the Local Community!
- Implement the Authorization of the U.S. State Dept to Remove the Unproductive Earthen Levee to Replace it with a Modern Flood Protection Levee System that Supports the Riverfront Boardwalk and the Iconic Grand Gateway Bridge!
- Implement the Authorization of the U.S. Dept of Homeland Security to Remove the Socially & Economically Regressive Border Barrier to Replace it with a Modern Flood Protection Levee System that Supports the Riverfront Boardwalk and Iconic Grand Gateway Bridge!
- Upon the Riverfront Boardwalk, Construct the Hotel Rio Grande & Riverview Park to Invigorate Economic Development, Social & Cultural Goodwill and the Pursuit of Happiness!

ILLUSTRATIVE IMAGE

The County is Modernizing the Riverfront



- Stimulating private sector driven economic activity in the historically and culturally important binational front door!
- Replacing the unproductive dual Earthen Flood Protection Levees & Border Barrier!
- Making the Riverfront a People Place- a Grand Gateway!
- Hotel Rio Grande- a 4-Star Meetings Hotel and international conference center with business services!
- Riverview Park- an Urban Park with Amusements, Attractions, Art & Cultural Venues to Excite, Thrill & entertain our millions of locals & visitors, business & family tourists; Riverview Boardwalk- shaded patios & esplanades curated with retail shops, restaurants and night clubs!
- Iconic Architecture, to put the exclamation point on the historic location! To butter our eyes and improve our vision of the past, present... and the future!
- Public Facilities, to sweeten the experience of travel & transportation for our people & millions of visitors!
- River Rewilding & Planting with Indigenous Flora & Fauna, to attend & attract our birds, butterflies & critters!

Located at the connection of commerce & culture and contemporary entertainment!



Americas Front Door – Reimagined & Redeveloped





“ Let’s build the stage upon which our people perform life. ”

- SAMUEL MARASCO

Samuel Marasco and his highly experienced redevelopment team, specialize in urban renewal. They convert unproductive land and buildings into thriving villages where people want to live, work, shop and play. They combine vision with insightful & careful risk analysis by using detailed market analytics and verified financial modeling tools before proceeding. They recognize the art of the business is in the vision of foreseeing a place where businesses want to operate. The science of the business is in identifying, securing, and curating the synergistic mix of land uses.

LandGrant Mission

Curate Venues where People Want to Gather with Friends... Make New Friends...
Enjoy Life & Living ...a place where time feels like a Luxury!

LandGrant Motto

The good thought well thought.
The good word well spoken.
The good deed well done.

LandGrant Operating Principles

- ▀ Satisfy and Delight
- ▀ Relentless pursuit of getting it right- it’s all important!
- ▀ Listen actively to discern the win-win equation
- ▀ Make it happen, today!

LandGrant History

LandGrant Development has created a collection of “people places” that reflected and contributed to the many communities in which it delivered its services and completed projects.

The LandGrant Team is committed to building stages upon which people can enjoy the many roles they play throughout their day and life... to enjoy family and friends, to enjoy young fun and thrills, to enjoy routine and frivolous shopping, to engage in personal and business discussions, walking & talking, eating & drinking, living, laughing & loving!

LandGrant’s role is to connect commerce and culture, merchants and shoppers, residents and workers, artists & audiences, hoteliers & guests...and to make it possible for them to preform their roles upon the community stages!

*...All the world's a stage, and all the men and women merely players; they have their exits and their entrances;
and one man in his time plays many parts...
- William Shakespeare*



Americas Front Door – Reimagined & Redeveloped

