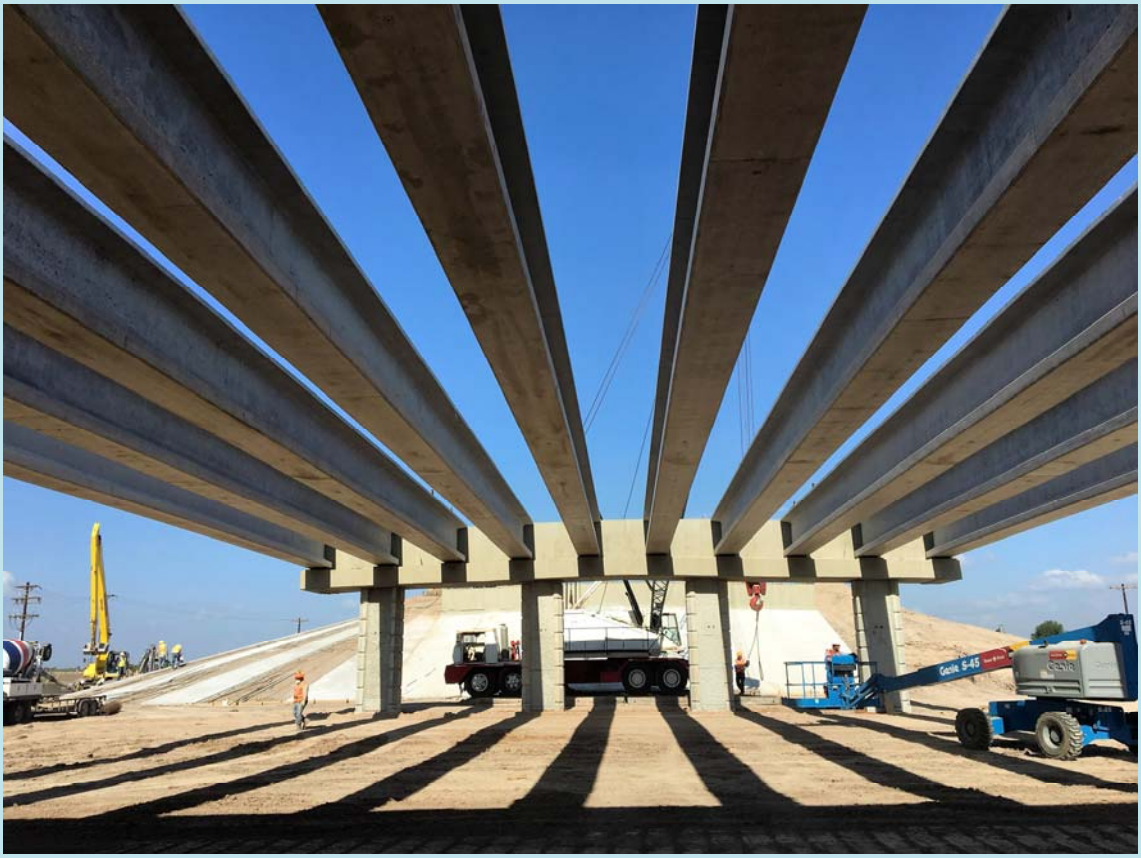
HIDALGO COUNTY
REGIONAL MOBILITY AUTHORITY



OPERATING & CAPITAL BUDGET

2019

OPERATING & CAPITAL BUDGET
FOR 2019

AS ADOPTED BY THE
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY
BOARD OF DIRECTORS

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HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY
BOARD OF DIRECTORS

S. David Deanda
Chairman

Forrest Runnels
Vice-Chairman

Ricardo Perez
Secretary/Treasurer

Alonzo Cantu
Director

R. David Guerra
Director

Paul S. Moxley
Director

Ezequiel Reyna, Jr.
Director

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HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Hidalgo County Regional Mobility Authority
Operating Budget
2019

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HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

INTRODUCTORY SECTION

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HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Board of Directors
S. David Deanda, Jr., Chairman
Forrest Runnels, Vice Chairman
Ricardo Perez, Secretary/Treasurer
Alonzo Cantu, Director
R. David Guerra, Director
Paul S. Moxley, Director
Ezequiel Reyna, Jr., Director

December 12, 2018

Chairman Deanda
Members of the Board of Directors
Hidalgo County Regional Mobility Authority
Citizens of Hidalgo County
Pharr, Texas 78577

We are pleased to present the Official Budget for the Hidalgo County Regional Mobility Authority (Authority) for the year ending December 31, 2019, which was adopted on December 11, 2018. Copies are available for inspection at the Executive Director's Office and the Authority's website, www.hcrma.net.

GUIDELINES FOR DEVELOPING THIS YEAR'S BUDGET

The Budget has been developed consistent with the Authority's mission statement, *"To provide our customers with a rapid and reliable alternative for the safe and efficient movement of people, goods and services"*, complementing the Strategic Plan, a summary of which is included in this document, and will be implemented by staff according to the Authority's Vision—*Enhance the quality of life and economic vitality of the region.* We believe that it is realistic, attainable and cost-effectively meets the level of effort, envisioned in the mission statement, which you have directed the Authority's staff to provide within the constraints of the Authority's budgetary and financial policies.

OVERVIEW OF THIS YEAR'S BUDGET

The year begins with working capital and debt service funds balances at $6.6M. Total resources are expected to add to that almost $7.9M. Of that amount: $6.7M is expected to be received through vehicle registration fees and close to $1.2M in permit fees. Total appropriations amount to $6.7M--$2.8M of which is dedicated to operations, $3.9M to debt service. At this level of activity, we anticipate that ending working capital and debt service funds will approximate $7.9M. Presently, the budget doesn't include appropriations for capital projects. Once funding sources and uses for the SH 365 Toll Project are determined and amended budget for the project will be submitted.

CURRENT YEAR ISSUES

Revenues

This year we are anticipating that Vehicle Registration Revenues will increase by 2.9% or $200K over last year's budget estimate. Permit fees are projected to add about $255K in additional revenues over last year's budget.

Operating Budget

The total operating budget was approved at $2.7M. This represents a slight decrease of $65K as compared to last year.

Capital Outlay and Non-Capital Outlay

Amount budgeted this year is $157K, which consists of: $11K administration; $81K construction management; and $65K for project management.

SUMMARY

We believe that this budget is realistic, attainable and cost-effectively meets not only the existing advance project development pace, which you have directed Authority staff to follow. It also addresses the issues that arose during the budget process. It will be closely monitored as to the performance of revenues and compliance with appropriations limits, with periodic reports provided to the Board of Directors.

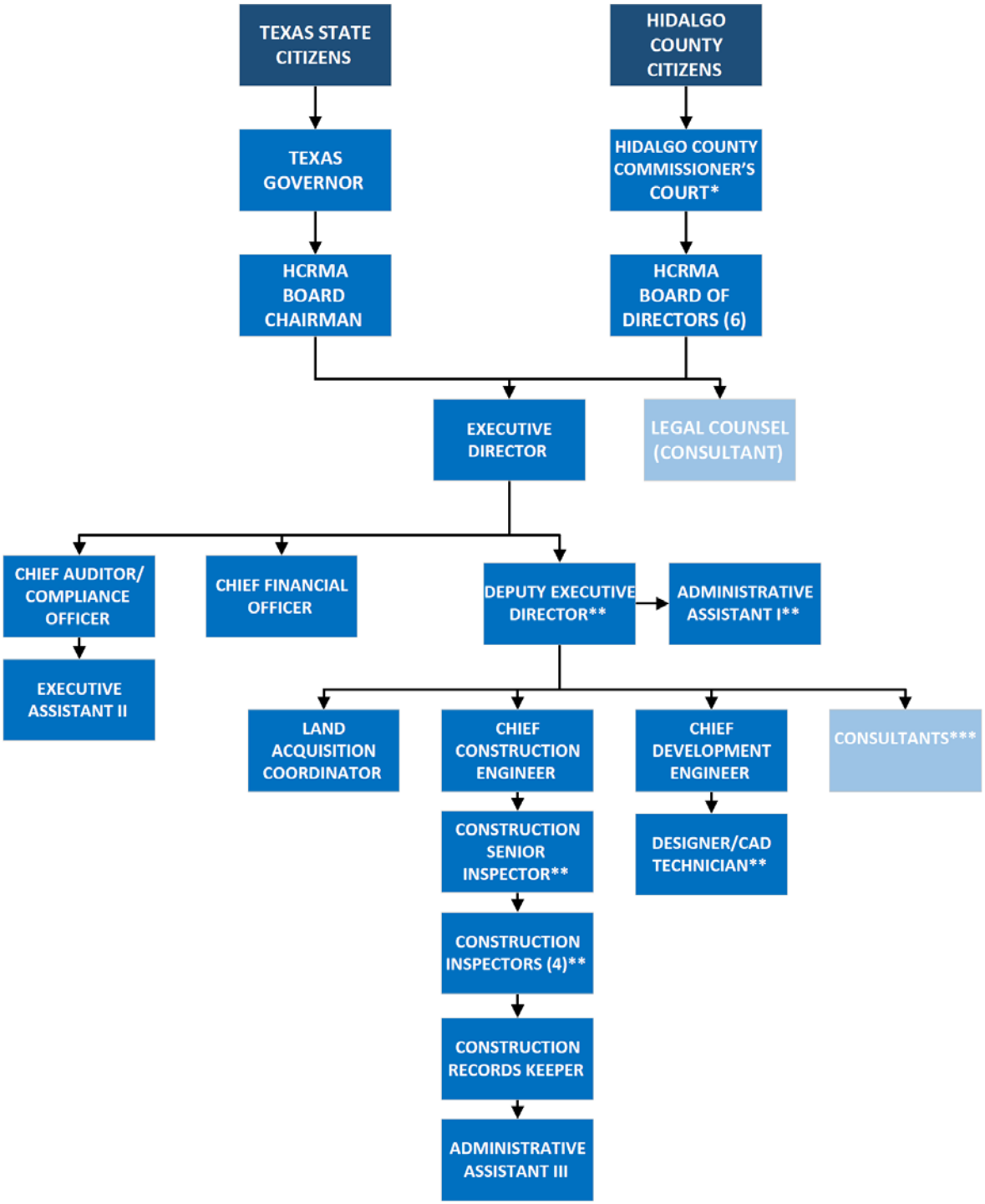
In closing, I want to thank: Celia Gaona, Chief Auditor/Compliance Officer Manager, Eric Davila, Chief Development Engineer, and Jose H. Castillo, Chief Financial Officer for each's contribution and efforts during the budget process and preparation of this document. Additionally, I would like to thank the Chairman and the Board of Directors for their direction and continued support of management and staff.

Respectfully Submitted,
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Pilar Rodriguez, PE
Executive Director

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

ORGANIZATIONAL CHART



* County Judge, County Commissioner's Pct 1,2,3,4, and City of McAllen each makes a recommendation of their appointment to the Commissioner's Court for approval.

**Budgeted position but currently vacant

***Includes Financial Advisors, General Engineering Consultant, etc.

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HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

COMBINED FINANCIAL SECTION

Hidalgo County Regional Mobility Authority
2019 Combined Budget Summary
All Funds

	Beginning Net Position	Projected Revenues	Transfers In	Transfers Out
General Fund				
General Fund	$ 3,136,268	$ 7,925,000	$ -	$ (5,057,344)
Total General Fund	**$ 3,136,268**	**$ 7,925,000**	**$ -**	**$ (5,057,344)**
Debt Service Funds				
Senior Lein Vehicle Registration Fee Series 2013				
Revenue and Refunding Bonds	$ 353,550	$ 10,000	$ 3,974,912	$ -
Junior Lein Revenue Bond, Taxable Series 2016	3,192,461	55,000	1,082,432	-
Tota Debt Service Fund	**$ 3,546,011**	**$ 65,000**	**$ 5,057,344**	**$ -**
TOTALS	**$ 6,682,279**	**$ 7,990,000**	**$ 5,057,344**	**$ (5,057,344)**

Operations	Capital Assets	Debt Service	Total Appropriations	Revenue Over/Under Expenses	Estimated Ending Net Position
$ 2,631,667	$ 104,000	$ -	$ 2,735,667	$ 131,989	$ 3,268,257
$ 2,631,667	**$ 104,000**	**$ -**	**$ 2,735,667**	**$ 131,989**	**$ 3,268,257**
$ -	$ -	$ 3,974,912	$ 3,974,912	$ 10,000	$ 363,550
-	-	-	-	1,137,432	4,329,893
$ -	**$ -**	**$ 3,974,912**	**$ 3,974,912**	**$ 1,147,432**	**$ 4,693,443**
$ 2,631,667	**$ 104,000**	**$ 3,974,912**	**$ 6,710,579**	**$ 1,279,421**	**$ 7,961,700**

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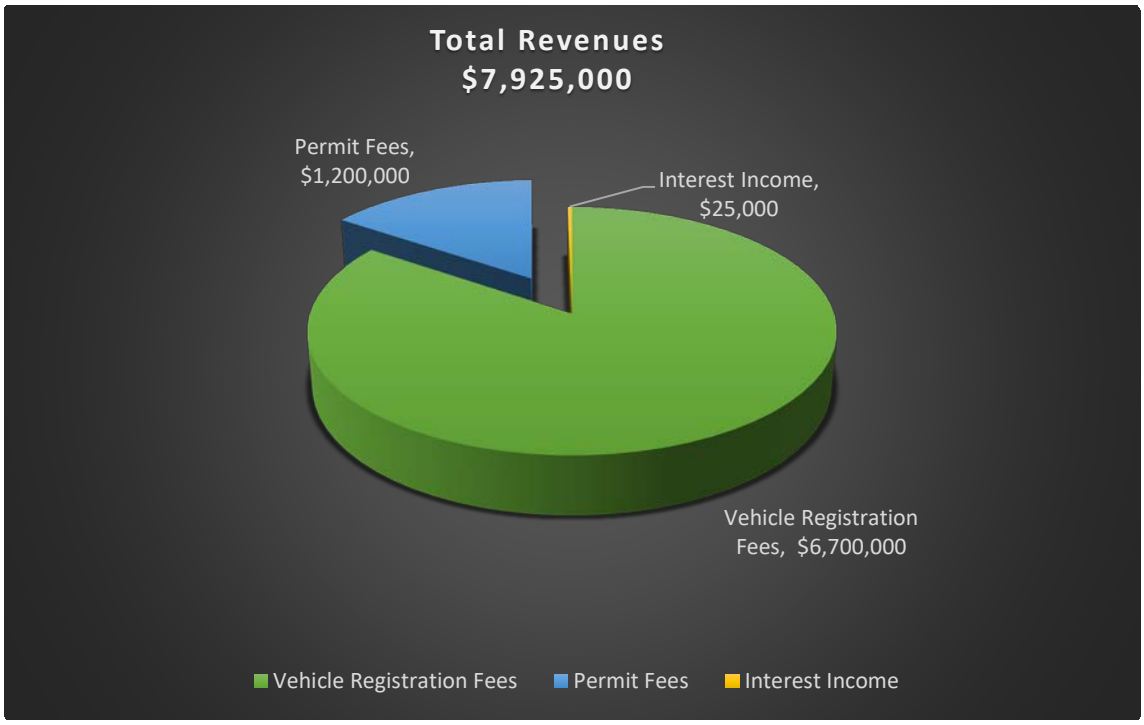
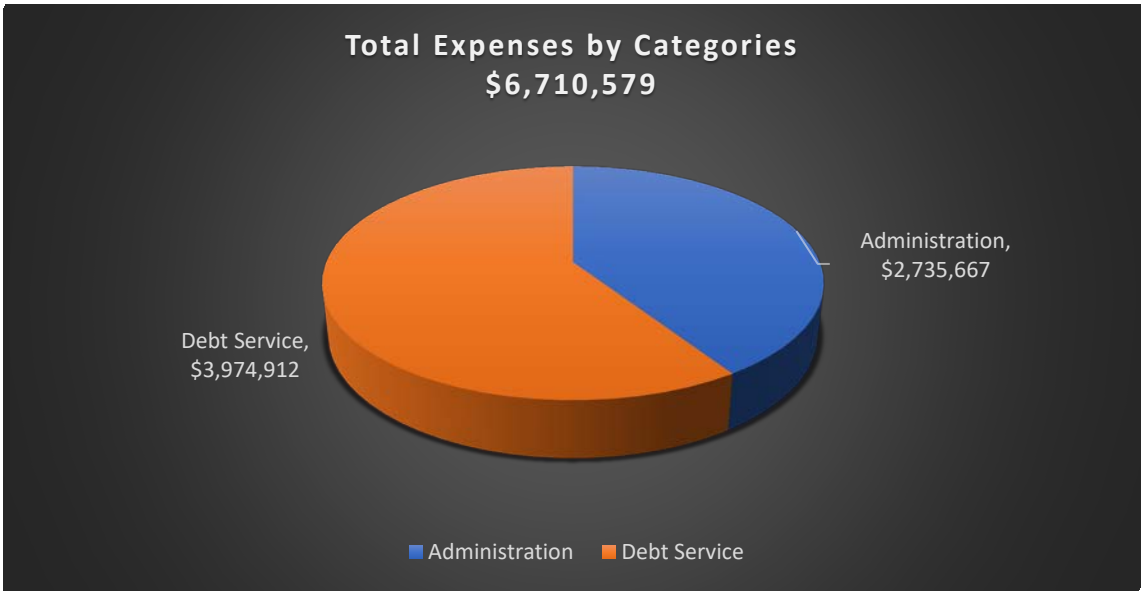
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Graphs – Revenues by Sources

and

Expenses by Categories





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BUDGET FOR CALENDAR YEAR 2019

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HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

GENERAL FUND

The **General Fund** is a major fund used to account for resources associated with Authority which are not required to be accounted for in another fund.

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HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Hidalgo County Regional Mobility Authority
General Fund Budget Summary
For Year Ending December 31, 2019

	Actual 2017	Budget 2018	Estimated 2018	Budget 2019
Beginning Working Capital	$ 7,223,599	$ 2,126,984	$ 2,371,807	$ 3,136,268
Revenues				
Vehicle Registration Fees	5,926,870	6,500,000	6,500,000	6,700,000
Permit fees oversize	393,309	945,000	1,000,000	1,200,000
Interest Income	37,737	30,000	25,000	25,000
Other income	59,264	-	60,500	-
Total Revenues	6,417,180	7,475,000	7,585,500	7,925,000
Expenditures				
Summary				
Personnel Services	995,571	1,956,345	1,067,918	1,978,417
Supplies	8,108	30,000	8,250	27,000
Other Services and Charges	348,833	555,900	478,750	497,050
Maintenance	120	108,000	219,000	76,000
Non-capital Outlay	97,980	76,000	8,600	53,200
Capital Outlay	8,606	75,000	-	104,000
Total Expenditures	1,459,218	2,801,245	1,782,518	2,735,667
Net Increase Before Other Financing Sources (Uses)	4,957,962	4,673,755	5,802,982	5,189,333
Other Financing Sources (Uses):				
Transfers-In (Out)				
Capitalized const.-CIP	(1,493,232)	-	-	-
Transfer-out VRF 13 Bonds	(3,300,000)	-	-	-
Debt Service Fund - VRF 2013 Bonds	(3,976,522)	(3,976,913)	(3,976,913)	(3,974,912)
Debt Service Fund - SIB Loan	(1,040,000)	(1,061,208)	(1,061,608)	(1,082,432)
Total Other Financing Uses	(9,809,754)	(5,038,121)	(5,038,521)	(5,057,344)
Net Increase (Decrease) After Other Financing Sources (Uses)	(4,851,792)	(364,366)	764,461	131,989
Ending Working Capital	$ 2,371,807	$ 1,762,618	$ 3,136,268	$ 3,268,257
Operating Expenditures per Day	$ 3,998	$ 7,675	$ 4,884	$ 7,495
No. of Days of Operating Expenditures in Working Capital	593	230	642	436
Bond Coverage Ratio: VRF Series 2013 Bonds	1.49	1.63	1.63	1.69

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HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Mission Statement:

"To provide our customers with a rapid and reliable alternative for the safe and efficient movement of people, goods and services."

Departments Summary

Expenditure Detail:	Actual 2017	Budget 2018	Estimated 2018	Budget 2019
Personnel Services				
Salaries and Wages	$ 811,204	$ 1,592,469	$ 828,125	$ 1,614,867
Employee Benefits	167,567	330,726	222,693	330,400
Adminstrative Cost	16,800	33,150	17,100	33,150
Supplies	8,108	30,000	8,250	27,000
Other Services and Charges	348,833	555,900	478,750	497,050
Maintenance	120	108,000	219,000	76,000
Operations Subtotal	1,352,632	2,650,245	1,773,918	2,578,467
Capital Outlay	106,586	151,000	8,600	157,200
Total Expenditures	**$ 1,459,218**	**$ 2,801,245**	**$ 1,782,518**	**$ 2,735,667**
PERSONNEL				
Exempt	6	7	6	8
Non-Exempt	2	10	2	9
Part-Time	1	-	1	-
Total Positions Authorized	**9**	**17**	**9**	**17**

Contact Us:

Maria E. Alaniz
Administrative Assistant
P.O. Box 1766
Pharr, TX 78577 (956) 402-4762

MAJOR FY 2019 GOALS

1.) Begin construction of the 365 Toll Project

2.) Enviornmental clearance commplete document for the International Bridge Trade Corridor Project.

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HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Mission Statement:

"To provide our customers with a rapid and reliable alternative for the safe and efficient movement of people, goods and services."

Department Summary

Expenditure Detail:	Actual 2017	Budget 2018	Estimated 2018	Budget 2019
COMPENSATION				
Exempt				
Executive Director	199,975	$ 200,000	$ 163,600	$ 200,000
Chief Auditor/Compliance/Officer	99,819	99,809	102,000	101,816
Chief Financial Officer	33,311	130,000	36,300	130,000
ROW Acquisition Coordinator	77,714	78,797	77,500	78,797
Supplemental pay	22,543	-	-	-
Total Exempt	433,362	508,606	379,400	510,613
Non-Exempt				
Administrative Assistant II	39,781	39,500	41,200	40,487
Contingency		11,878	-	17,600
Total Non-Exempt	39,781	51,378	41,200	58,087
Other				
Overtime	107	-	200	500
Vehicle Allowance	22,800	30,000	20,700	30,000
Phone Allowance	5,100	6,300	4,725	6,300
Total Other	28,007	36,300	25,625	36,800
Sub-Total	501,150	596,284	446,225	605,500
Benefits/Other:				
Social Security	30,622	45,616	33,093	49,300
Health Insurance	20,304	31,901	26,600	32,000
Retirement	38,195	48,538	33,400	51,600
Administrative Fee	9,750	9,750	9,300	9,750
Total Compensation and Adm. Fees	600,021	732,089	548,618	748,150
SUPPLIES				
Office Supplies	3,129	10,000	5,000	10,000
Total Supplies	3,129	10,000	5,000	10,000
OTHER SERVICES & CHARGES				
Janitorial	-	-	1,000	1,000
Utilities	1,852	2,400	2,000	2,400
Contractual Adm/IT Services	-	10,000	54,000	13,000
Dues & Subscriptions	29,528	30,000	13,000	30,000
Subscriptions-software	-	5,000	6,400	3,500
Postage/FedEx/Courier Services	2,175	3,000	2,300	3,000
General Liability	3,250	5,000	5,000	5,000
Insurance - E&O	-	1,500	1,500	1,500
Insurance - Surety	693	800	800	800
Insurance - LOC	1,236	500	550	550
Insurance - Other	-	1,500	2,500	2,500
Business Meals	-	-	1,200	1,000
Advertising	9,653	10,000	4,500	4,000

Training	1,685	8,000	6,000	8,000
Travel	5,774	15,000	4,000	15,000
Printing	9,270	12,000	8,500	10,000
Accounting & Auditing	28,298	33,000	29,000	25,000
Legal services	52,816	50,000	42,000	50,000
Legal services-gov. affairs	130,000	120,000	120,000	120,000
Financial consulting fees	9,600	32,000	1,900	2,000
Insurance consultant	-	-	9,000	7,000
Rental - Office	23,635	60,000	49,000	54,000
Rental - Office Equipment	9,888	10,000	8,300	8,500
Rental- Other	550	5,000	-	1,000
Contractual Website Services	2,400	2,400	2,400	2,400
Penalties & Interest	-	500	100	500
Miscellaneous	1,673	500	-	500
Total Other Services & Charges	323,976	418,100	374,950	372,150
MAINTENANCE				
Building Remodel	-	100,000	215,000	65,000
Maintenance and Repairs	120	8,000	4,000	5,000
Total Maintenance	120	108,000	219,000	70,000
CAPITAL OUTLAY				
Software	-	5,000	-	5,000
Non-capital	-	5,000	3,600	6,400
Total Capital Outlay	-	10,000	3,600	11,400
Total Expenditures	$ 927,246	$ 1,278,189	$ 1,151,168	$ 1,211,700

Mission Statement:

"To provide our customers with a rapid and reliable alternative for the safe and efficient movement of people, goods and services."

Department Summary

Expenditure Detail:	Actual 2017	Budget 2018	Estimated 2018	Budget 2019
COMPENSATION				
Exempt				
Construction Engineer	$ 121,736	$ 123,000	$ 126,000	$ 126,000
Supplemental pay	7,236	-	-	-
Total Exempt	128,972	123,000	126,000	126,000
Non-Exempt				
Construction Inspector Sr	-	65,000	-	65,000
Construction Inspectors (4)	-	220,000	-	220,000
Construction Records Specialist	41,534	41,500	42,900	42,538
Administrative Assistant III	51,995	52,729	53,200	52,729
Contingency	-	12,481	-	16,700
Total Non-Exempt and Contingency	93,529	391,710	96,100	396,967
Other				
Overtime	-	25,000	-	25,000
Vehicle Allowance	7,200	43,200	20,700	43,200
Phone Allowance	3,600	10,800	4,700	9,600
Total Other	10,800	79,000	25,400	77,800
Sub-Total	233,301	593,710	247,500	600,767
Benefits/Other:				
Social Security	17,031	45,419	33,100	42,800
Health Insurance	18,998	26,869	25,600	27,000
Retirement	18,990	48,328	33,400	44,900
Administrative Fee	5,850	15,600	5,850	15,600
Total Compensation and Adm. Fees	294,170	729,926	345,450	731,067
SUPPLIES				
Office Supplies	1,273	5,000	2,500	5,000
Small Tools	3,706	10,000	500	10,000
Total Supplies	4,979	15,000	3,000	15,000
OTHER SERVICES & CHARGES				
Janitorial	3,120	3,200	2,900	600
Utilities	572	3,400	3,400	600
Uniforms	-	4,700	-	6,000
Dues & Subscriptions	448	2,000	1,000	2,000
Subscriptions-software	-	22,000	22,800	27,000
Advertising	-	8,000	-	2,500
Training	1,870	2,000	3,000	5,000
Travel	3,128	7,500	2,000	8,000
Rental-Office	4,200	16,800	16,800	2,800
Rental-Office Equipment	4,795	2,700	3,200	3,200
Rental-Other	-	1,500	-	1,500
Total Other Services & Charges	18,133	73,800	55,100	59,200
CAPITAL OUTLAY				
Capital Outlay	-	51,000	-	54,000
Non-Capitalized	-	26,000	-	27,200
	-	77,000	-	81,200
Total Expenditures	$ 317,282	$ 895,726	$ 403,550	$ 886,467

Mission Statement:

"To provide our customers with a rapid and reliable alternative for the safe and efficient movement of people, goods and services."

Department Summary

Expenditure Detail:	Actual 2017	Budget 2018	Estimated 2018	Budget 2019
COMPENSATION				
Exempt				
Deputy Executive Dir./Program Mgr.	$ -	$ 150,000	$ -	$ 150,000
Chief Development Engineer	71,907	123,000	126,000	126,000
Designer	-	70,000	-	70,000
Total Exempt	71,907	343,000	126,000	346,000
Non-Exempt				
Administrative Assistant I	-	31,000	-	31,000
Contingency	-	9,275	-	11,900
Total Non-Exempt and Contingency	-	40,275	-	42,900
Other				
Overtime	-	-	-	500
Vehicle Allowance	4,154	14,400	7,200	14,400
Phone Allowance	692	4,800	1,200	4,800
Total Other	4,846	19,200	8,400	19,700
Sub-Total	76,753	402,475	134,400	408,600
Benefits/Other:				
Social Security	5,626	30,789	9,800	30,300
Health Insurance	11,794	20,505	17,500	20,500
Retirement	6,007	32,761	10,200	32,000
Administrative Fee	1,200	7,800	1,950	7,800
Total Compensation and Adm. Fees	101,380	494,331	173,850	499,200
SUPPLIES				
Office Supplies	-	5,000	250	2,000
Total Supplies	-	5,000	250	2,000
OTHER SERVICES & CHARGES				
Dues & Subscriptions	2,098	2,500	1,000	2,500
Subscriptions-Software	-	52,000	45,500	54,000
Training	350	2,500	1,200	3,000
Travel	4,276	7,000	1,000	5,000
Total Other Services & Charges	6,724	64,000	48,700	64,500
CAPITAL OUTLAY				
Capital	8,606	19,000	-	45,000
Non-capitalized	97,980	45,000	5,000	19,600
Total Capital Outlay	106,586	64,000	5,000	64,600
Total Expenditures	$ 214,690	$ 627,331	$ 227,800	$ 630,300

Mission Statement:

"To provide our customers with a rapid and reliable alternative for the safe and efficient movement of people, goods and services."

Department Summary

Expenditure Detail:	Actual 2017	Budget 2018	Estimated 2018	Budget 2019
MAINTENANCE				
	-	-	-	-
Maintenance and Repairs-BSIF	-	-	-	6,000
Total Maintenance	-	-	-	6,000
OTHER SERVICES & CHARGES				
Utilities-BSIF	-	-	-	1,200
Total Other Services & Charges	-	-	-	1,200
Total Expenditures	$ -	$ -	$ -	$ 7,200

DEBT SERVICE FUNDS

The **DEBT SERVICE FUNDS** are established by Resolution, authorizing the issuance of revenue bonds. The fund provides for payment of bond principal, interest, paying agent fees, and a debt service reserve as a sinking fund each year. The only issue currently outstanding, pledges the Authority's portion of the County's Vehicle Registration Fee, which is sufficient to produce the money required to pay principal and interest as it comes due and provide the interest and sinking fund reserve. A Fund Balance Summary is presented for:

Senior Lein Vehicle Registration Fee Series 2013 Revenue and Refunding Bonds

Junior Lein Revenue Bond, Taxable Series 2016A

Hidalgo County Regional Mobility Authority
DEBT SERVICE FUND
Senior Lein Vehicle Registration Fee Series 2013 Revenue and Refunding Bonds
Fund Balance Summary
For Year Ending December 31, 2019

www.hcrma.net

	Actual 2017	Budget 2018	Estimated 2018	Budget 2019
Beginning Fund Balance	$ 326,136	$ 329,860	$ 336,350	$ 353,550
Revenues:				
Interest	7,955	-	18,000	10,000
Total Revenues	7,955	-	18,000	10,000
Expenditures:				
Principal	1,140,000	1,175,000	1,175,000	1,220,000
Interest and Fee Expenses	2,835,262	2,801,913	2,801,913	2,754,912
Total Debt Service Expenditures	3,975,262	3,976,913	3,976,913	3,974,912
Total Expenditures	3,975,262	3,976,913	3,976,913	3,974,912
Other Financing Sources:				
Transfer-in General Fund	3,977,521	3,976,913	3,976,113	3,974,912
Total Other Financing Sources	3,977,521	3,976,913	3,976,113	3,974,912
Ending Fund Balance	$ 336,350	$ 329,860	$ 353,550	$ 363,550

Hidalgo County Regional Mobility Authority
DEBT SERVICE FUND
Junior Lein Revenue Bond, Taxable Series 2016A
Fund Balance Summary
For Year Ending December 31, 2019

www.hcrma.net

	Actual 2017	Budget 2018	Estimated 2018	Budget 2019
Beginning Fund Balance	$ 1,020,874	$ 2,077,400	$ 2,080,853	$ 3,192,461
Revenues:				
Interest	19,979	25,000	50,000	55,000
Total Revenues	19,979	25,000	50,000	55,000
Expenditures:				
Principal	-	-	-	-
Interest Expense	-	-	-	-
Total Debt Service Expenditures	-	-	-	-
Total Expenditures	-	-	-	-
Other Financing Sources:				
Transfer-in General Fund	1,040,000	1,061,208	1,061,608	1,082,432
Total Other Financing Sources	1,040,000	1,061,208	1,061,608	1,082,432
Ending Fund Balance	$ 2,080,853	$ 3,163,608	$ 3,192,461	$ 4,329,893

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HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

SUPPLEMENTAL INFORMATION

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HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

BUDGET, FINANCIAL, & DEBT MANAGEMENT POLICES

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HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Hidalgo County Regional Mobility Authority
Budget-Related, Financial and Debt Management Practices

The Authority's budget-related, financial and debt management practices have been developed to provide a sound financial management foundation upon which decisions shall be made that result in the effective management of its resources and provide reasonable assurance as to its long-term financial stability.

Budget-Related Practices

Annual Budget
An annual budget is prepared in accordance with State law and prudent business practice.

Designated Budget Officer
The Executive Director is primarily responsible for the development of the annual budget to be submitted to the Board of Directors for approval and adoption. The Chief Financial Officer assists in its preparation.

Funds Included in the Annual Budget
The budget includes all of the Authority's funds, including its General Fund, Debt Service Fund(s) and Capital Project(s) Funds.

Balanced Budget Required
The Executive Director submits a balanced budget. A balanced budget is one in which total financial resources available, including prior year's ending financial resources plus projected resources, are equal to or greater than the budgeted expenditures/expenses. The Authority avoids budgetary practices that raise the level of current expenses to the point that future years' operations are placed in jeopardy.

Basis of Accounting
The basis of budgeting (e.g., modified accrual, cash, accrual) for the funds represented. The term "basis of accounting" is used to describe the timing of recognition, that is, when the effects of the transactions or events are to be recognized. The basis of accounting used for purposes of financial reporting in accordance with generally accepted accounting principles (GAAP) is not necessarily the same as the basis used in preparing the budget document. For example, governmental funds are required to use the modified accrual basis of accounting in GAAP financial statements whereas the cash basis of accounting or the "cash plus encumbrances" basis of accounting may be used in those same funds for budgetary purpose.

Estimating Revenues and Factors Affecting Budgeted Expenditures/Expenses
The budget is developed on a conservative basis. Budgeted revenues are estimated, using a reasonable and objective basis, deferring to conservatism. In the development of budgeted expenditures/expenses, estimating the factors that determine their outcome will be estimated with conservative overtones.

The Budget Process – Original Budget
The budget process for developing, adopting, and implementing the budget includes the following:

During November and December of each year, under the direction of the Executive Director, the Chief Financial Officer prepares fund budgets. Following the budget discussions, the Executive Director makes any changes to the preliminary budget, which he deems appropriate. The result is the Executive Director's recommended budget. During the month of December, the Executive Director presents his recommended budget to the Authority's Board of Directors in a budget workshop. As a result of the Board of Directors' comments during this workshop, any changes are made to the Executive Director's recommended budget. The budget reflecting these changes, if any, is the proposed budget.

Prior to January 1st of each year, or as soon thereafter as possible the Executive Director submits to the Board of Directors a recommended budget for the calendar year beginning on the following January 1st.

Prior to January 1st, the budget is legally enacted by the Board of Directors through passage of a resolution.

The budget is implemented on January 1st. The Resolution, approving and adopting the budget, appropriates spending limits at the fund level.

Availability of Proposed Budget to the Public
The Executive Director files his recommended, adjusted, and final proposed budgets with the Program Administrator on the same dates that each is targeted or required to be submitted to the Board of Directors. The proposed budget shall be available for public inspection.

The Budget Process – Amended Budget
Any change to the original budget, which will exceed the appropriated amount at the fund level, requires Board approval and a supplemental appropriation resolution, which amends the original budget. Supplemental appropriations are called budget adjustments.

The Executive Director is authorized to approve budget adjustments between line items in a department within the same fund.

Monitoring Compliance with Budget
Reports comparing actual revenues and expenditures/expenses to budgeted amounts will be prepared and carefully monitored monthly in order to determine whether estimated revenues are performing at or above levels budgeted and to ascertain that expenditures/expenses are in compliance with the legally-adopted budget appropriation.

Financial Practices

Use of Unpredictable Revenues
Revenues, which are considered to be unpredictable, shall not be used to finance current operations or for budget balancing purposes, but rather for non-recurring expenditures, such as capital projects except in circumstances in which revenues for a given year under perform budgeted estimates and/or the working capital balance is insufficient to meet the Minimum Fund Balance policy. In such a case, this policy can be suspended for only one year at a time by a majority vote of the Board of Directors. This sunset provision for the exception will expire at the end of each fiscal year affected.

Minimum Fund Balance
The General Fund should maintain at least a minimum balance of $750K, at this level of spending.

Priority in Applying Restricted vs Unrestricted Resources
When an expense is incurred for purposes for which both restricted and unrestricted net assets are available, the Authority typically first applies restricted resources, as appropriate opportunities arise, but reserves the right to selectively defer the use thereof to a future project or replacement equipment acquisition.

Debt Management Practices

Financing Capital Projects
The Authority limits long-term debt to only those capital projects that cannot be financed from current revenues.

Debt Term Limitation
The Authority does not issue long-term debt for a period longer than the estimated useful life of the capital project.

Use of Long-Term Debt for Maintenance & Operating Costs Prohibited
The Authority does not use long-term debt to finance recurring maintenance and operating cost.

Compliance with Bond Indentures
The Authority strictly complies with all bond resolution requirements, including the following:

Revenue Bond Reserve Fund
The Authority strictly complies with the requirements of any bond resolution that calls for a reserve fund.

Revenue Bond Sinking Fund
The Authority strictly complies with the requirements of bond resolutions that call for the establishment and maintenance of a bond sinking fund. Monthly payments shall be made to this account, in the manner prescribed, in order to have sufficient balances in such fund to meet semi-annual principal and/or interest payments.

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

CALENDAR YEAR 2019

OPERATING & CAPITAL BUDGET

EXHIBIT

Exhibit-Resolution 2018-71 Adoption of Calendar Year 2019 Operating & Capital Budget

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY
BOARD RESOLUTION NO. 2018-71

ADOPTION OF HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY
FISCAL YEAR 2019 OPERATING AND CAPITAL BUDGET

THIS RESOLUTION is adopted this 11th day of December, 2018 by the Board of Director of the Hidalgo County Regional Mobility Authority.

WHEREAS, the Hidalgo County Regional Mobility Authority (the "Authority"), acting through its Board of Directors (the "Board"); is a regional mobility authority created pursuant to Chapter 370, Texas Transportation Code, as amended (the "Act"); and

WHEREAS, the Authority was created by Order of Hidalgo County (the "County") dated October 26, 2004; Petition of the County dated April 21, 2005; and a Minute Order of the Texas Transportation Commission (the "Commission") dated November 17, 2005, pursuant to provisions under the Act the Authority; and

WHEREAS, the Authority is required to report to the Texas Department of Transportation the annual operating and capital budget adopted pursuant to the Texas Administrative Code, Title 43, Part 1, Chapter 26, Subchapter G (Regional Mobility Authority Reports and Audits), as amended; and

WHEREAS, the Authority's fiscal year commences on January 1, 2019 and ends on December 31, 2019; and

WHEREAS, the Authority has reviewed the proposed Fiscal Year 2019 Budget for the necessary operating and capital expenses;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTOR OF THE HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY THAT:

Section 1. The recital clauses are incorporated in the text of this Resolution as if fully restated.

Section 2. The Board adopts the Fiscal Year 2019 Operating and Capital Budget, hereto attached as Exhibit A.

Section 3. The Board of Directors authorize the Executive Director to manage and administer the Fiscal Year 2019 Operating and Capital Budget.

*****

Passed and Approved as to be effective immediately this 11th day of December 2018, at a regular meeting of the Board of Directors of the Hidalgo County Regional Mobility Authority at which a quorum was present and which was held in accordance with the provisions of Chapter 551, Texas Government Code.

S. David Deanda, Jr., Chairman

Attest:

Ricardo Perez, Secretary/Treasurer

HCRMA

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

2018 PROJECT REPORT

HCRMA

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

2018 ANNUAL PROJECT REPORT

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

November 27, 2018

Project Location: Hidalgo County, TX
Local Government: Hidalgo County RMA

1.0 Introduction

The Hidalgo County Regional Mobility Authority (HCRMA) is pleased to present to the Texas Transportation Commission with its 2018 Annual Project Report as required by the Texas Administrative Code §26.65. This collective effort is brought to you by a dedicated team who has worked with regional stakeholders such as: Elected Representatives, Texas Department of Transportation (TxDOT) Pharr District, Hidalgo County Commissioners Court, Hidalgo County Metropolitan Planning Organization, Local Municipalities, and the Public to develop and deliver much-needed transportation improvements.

Residents of Hidalgo County can already sense the congestion building up in critical areas of travel along I-2/I-69 and around the international ports of entry. With continued economic growth comes additional traffic congestion that needs to be mitigated for the region to maximize its economic potential. Hidalgo County is the front door to the United States due to its numerous ports of entry and the development of the Durango-Mazatlán Highway which has shifted trade patterns in its favor—particularly on imports of fresh produce and industrial goods from the Mexican interior. The nationalization of oil resources in Mexico (despite recent decline in the price per barrel) will also induce a similar positive increase in exports of heavy equipment and supplies that American companies will require for the extraction of those natural resources given the large shale play in the interior and off the coast of Matamoros, Tamaulipas.

Understanding the region's potential for growth and these external opportunities allows the HCRMA to use the best available tools to forecast economic activity and traffic patterns and maximize toll utilization to help fund the new roadway infrastructure. The routes being developed by the HCRMA will provide end-users with the additional capacity they seek as well as present them with development opportunities along those corridors.

To this end, the HCRMA is working with local communities to plan and develop a southern corridor of the loop to create efficient routes so that commerce, local traffic, and safety are improved as our communities grow. For

this reason, the HCRMA is looking to develop the most efficient tollroad system possible that will accommodate overweight truck traffic so that permit holders can eventually use the tollroad system to deliver, unload, and distribute goods beyond the Border in the most expedient fashion without additional wear and tear to the local roads.

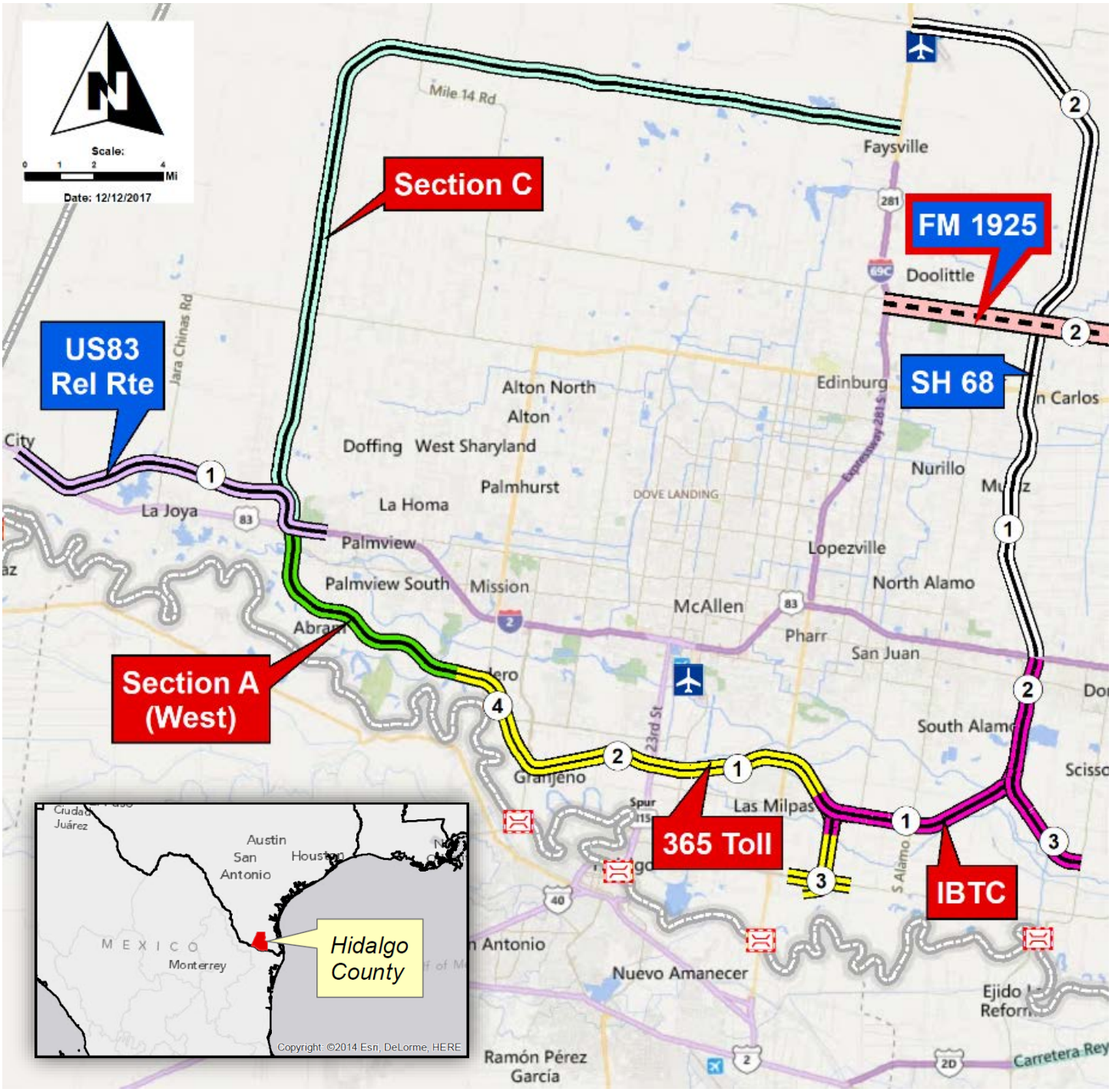
The HCRMA and TxDOT Pharr District continue to execute a County-specific Short-Term Strategic Plan that includes 365 Tollway (formerly State Highway 365), International Bridge Trade Corridor (IBTC), US 83 Relief Route, and State Highway 68 (SH 68). TxDOT Pharr District leads development efforts on the US 83 Relief Route and State Highway 68 that will culminate in the acquisition of ROW and construction of Phase I frontage road facilities; and also collaborates with HCRMA and CCRMA on FM 1925 (from I69C to I-69E).

By the time the strategic plan is fully realized, the HCRMA and TxDOT Pharr District would have developed and constructed over 48.9 miles of roadway improvements (some tolled and others non-tolled) with a direct injection of over $775M in project development funds and $460M going directly into construction jobs and materials within Hidalgo County. The HCRMA looks forward to the continued cooperation between agencies and the public to provide conventional and innovative solutions to transportation needs for the citizens of Hidalgo County. What ensues is a summary of pertinent project activity along with the requested RMA Project Summary Table.

Figure 1 on the following page shows a HCRMA Project Location Map with the following short/long-term strategic priorities:

- 365 Tollway (Segments 1 - 4) [by HCRMA)
- International Bridge Trade Corridor (Segments 1 - 3) [by HCRMA]
- US 83 Relief Route (Segment 1) [by TxDOT]
- State Highway 68 (Segments 1 and 2) [by TxDOT]
- Farm-to-Market 1925 (Segments 1 and 2) [by TxDOT / CCRMA / HCRMA]
- Section A (West) and Section C (long-term priorities) [by HCRMA]

Figure 1. HCRMA Project Location Map



2.0 Background

2.1 Regional Mobility Authorities

In 2001, the 77th Texas Legislature authorized the creation of regional mobility authorities (RMAs) through Senate Bill 342 for constructing, operating and maintaining transportation projects in the State of Texas. In 2003, the 78th Legislature enacted House Bill 3588, which made major revisions to State laws governing the funding and development of transportation projects. A major section of that legislation created Chapter 370 of the Texas Transportation Code (Chapter 370) governing the formation and operation of RMAs. The Texas Legislature significantly expanded the powers of RMAs to develop and finance a variety of multi-modal transportation projects. RMAs are political subdivisions of the State of Texas created by one or more counties or by certain cities in the State of Texas to finance, acquire, design, construct, operate, maintain, expand, or extend toll or non-toll transportation projects. Permitted projects include roadways, passenger or freight rail, ferries, airports, pedestrian and bicycle facilities, intermodal hubs, border crossing inspection stations, air quality improvement initiatives, parking structures and related facilities, automated conveyor belts for the movement of freight, projects listed in the State Implementation Plan, the Unified Transportation Program, or applicable metropolitan planning organization long-range plan, and improvements in certain transportation reinvestment zones.

2.2 Creation of the Hidalgo County Regional Mobility Authority

On April 21, 2005, the Hidalgo County Commissioners Court authorized the County Judge to file a petition to the Texas Transportation Commission to create an RMA for the Hidalgo County (County) area. The petition was approved by the Texas Transportation Commission on November 17, 2005. The Commissioners Court formally approved the conditions set forth by the Texas Transportation Commission for the Authority and subsequently appointed the Directors of the Authority. The purpose of the Authority is to provide the area with an opportunity to significantly accelerate needed transportation projects and have a local entity in place that will make mobility decisions that will benefit the community, while enhancing the economic vitality and quality of life for the residents in the County and surrounding area.

2.3 Board of Directors

The Authority is governed by a seven-member Board of Directors (the Board), with six members appointed by the County, and the presiding officer appointed by the Governor. The Board has the ultimate decision-making authority and responsibility for directing and controlling the affairs of the Authority. The Board is also responsible for the establishment of policies that direct operational management of the Authority. The Board represents a spectrum of business and civic leaders in the County. The Board meets regularly to review, discuss, and determine policies affecting the operation and maintenance of the Authority and is comprised of the following directors:

- S. David Deanda, Chairman
- Forrest Runnels, Vice Chairman
- Ricardo Perez, Secretary/Treasurer
- Alonzo Cantu, Director
- Paul S. Moxley, Director
- R. David Guerra, Director
- Ezequiel Reyna Jr., Director

2.4 Administration

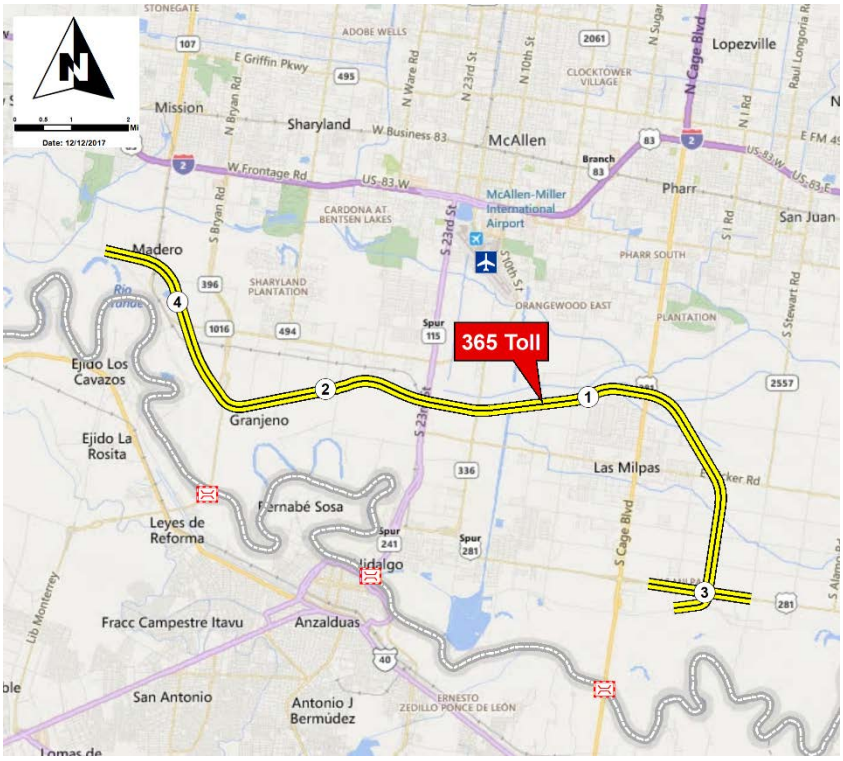
The Authority's day to day operation is overseen by the Executive Director Pilar Rodriguez, P.E. He has worked as an engineer and administrator for the City of McAllen since 1992 and has served the City in several capacities, including the areas of: Traffic Operations, Engineering, Public Works and, most recently, as Assistant City Manager and Deputy Emergency Management Coordinator. Mr. Rodriguez is a graduate of Texas A&I University (now Texas A&M) in Kingsville, Texas, and is a licensed Professional Engineer and an advanced certified Volunteer Firefighter. Other key staff include:

- Eric Davila, PE, PMP, CFM – Chief Development Engineer
- Ramon Navarro IV, PE, CFM – Chief Construction Engineer
- Celia Gaona, CIA – Chief Auditor/Compliance Officer
- Jose Castillo – Chief Financial Officer
- Carlos "CJ" Moreno, Jr. – Acquisition Coordinator
- Maria Alaniz – Administrative Assistant
- Flor E. Koll – Administrative Assistant
- Sergio Mandujano, Construction Records Keeper

2.5 Capital Improvement Plan (CIP)

The Authority assists the citizens of the County and surrounding area by providing congestion relief, traffic safety, enhanced mobility and viable alternative routes. The initial projects that were submitted with the Authority application to the Texas Transportation Commission include the approximately 130-mile loop concept outlined in capital improvement plan / strategic plan map. In 2013 the HCRMA has bonded against its vehicle registration fee (VRF) to advance project development activities such as environmental clearance, schematic, utility investigations/SUE, ROW mapping, PS&E, and limited ROW acquisition for the 365 Toll and IBTC. The ensuing sections cover project highlights since the issuance of the 2018 Annual Project Report.

3.0 365 Tollway (formerly State Highway 365) (HCRMA)



The 365 Project consists of three phases of construction of toll and non-toll improvements of independent utility from FM 1016 / Conway Ave to US 281 / Military Highway for project length of 17.4 miles between two crucial port of entry within Hidalgo County (Anzalduas Bridge and Pharr-Reynosa International Bridge).

Phase 1 consists of non-toll improvements from 0.45 Mile East of Spur 600 / Cage Blvd to FM 2557 / Stewart Rd and from Spur 29 / S Veterans Drive to US 281 / Military Highway below the San Juan Rd overpass which constitute 365 Segment 3 US 281 and BSIF Connector, and if funded with a combination of Prop 1/CBI funding, VRF bond proceeds, and SIB Bond proceeds.

Phase 2 construction consists of tollroad improvements from FM 396 / Anzalduas Highway to US 281 / Military Highway which constitute 365 Toll Segments 1 & 2 of the project in a 2+2 configuration (2 lanes each way). Phase 2 funding consists of a Toll Equity Grant comprised primarily of TxDOT reimbursement payments, VRF

bond proceeds, SIB Loan proceeds, and future toll revenue bond proceeds. Phase 3 construction consists of additional tollroad improvements from FM 1016 / Conway Ave to FM 396 / Anzalduas Highway for 365 Toll Segment 4 of the project which as of this Annual Project Report is assumed to be built as toll viability increases within that segment as destinations come online to warrant developing this section of tollroad. Phase 4 construction (to be later undertaken by the HCRMA) would consist of the ultimate 3+3 configuration in addition to elements deferred in the value engineering such as select frontage roads areas and certain grade separations.

3.1 365 Toll: Review of 2018 Activities

- Phase 1 – 365 Segment 3 (US 281 / BSIF Connector Project) construction commenced 02/2016 and it is currently awaiting final acceptance letter form TxDOT which is anticipated 12/2018;
- Phase 2 – 365 Toll (Segment 1 & 2) has 96% ROW acquired out on 163 parcels with the remainder slated to be acquired by January 2019;
- Phase 2 – 365 Toll (Segment 1 & 2) PS&E (100% complete) and SLOA was obtained 10/02/2017 which initiated the letting process on 10/04/2017 culminating in the 11/10/2017 bid opening where the Apparent Low Bid was announced as Johnson Bros Corp., a Southland Company with a low bid of $202,548,591.57. As of 11/2018, the project is undergoing Value Engineering Change Proposal (VECP) negotiations to bring the project within budget and take the project to the toll revenue bond market; and
- Expended $1,595,473 through October 2018 with the following breakout: advanced planning ($17,682), design ($38,847), ROW/acquisition ($688,274), construction ($464,721), and general / administrative / management / staffing ($385,949).

3.2 365 Toll: Schedule / Upcoming Milestones

- Construction for Phase 1 – 365 Segment 3 (US 281 / BSIF Connector Project) anticipated final acceptance letter from TxDOT December 2018;
- ROW for Phase 2 – 365 Toll Segments 1 & 2 to be acquired by 01/2019;
- Utilities for Phase 2 – 365 Toll Segments 1 & 2 to be relocated by 03/2019;
- Construction for Phase 2 – 365 Toll Segments 1 & 2 estimated to commence 04/2018; and
- Toll Operations for Phase 2 – 365 Toll Segments 1 & 2 projected to begin 01/2023.

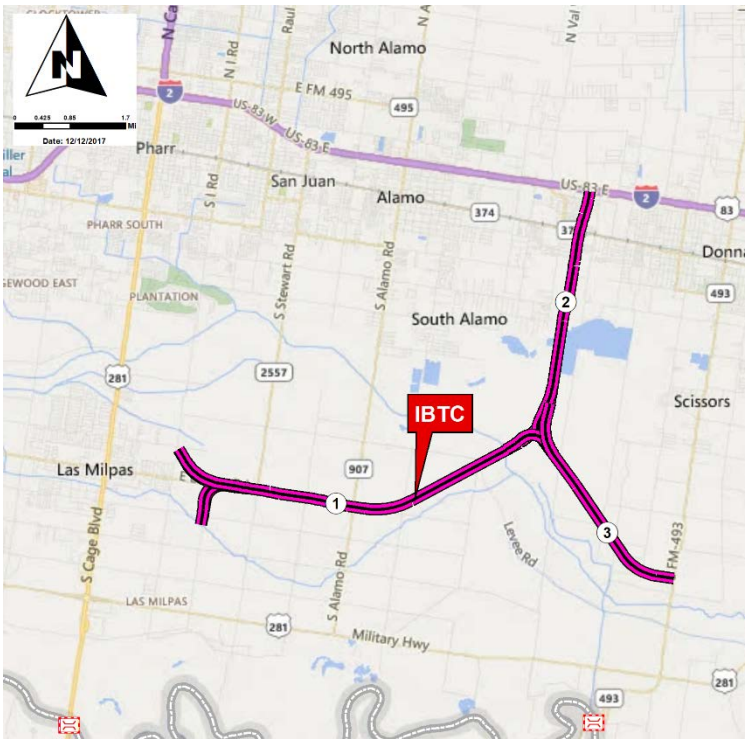
4.0 International Bridge Trade Corridor (HCRMA)

IBTC Segments 1 - 3 consists of two phases of construction of non-toll improvements of independent utility from the Interchange with 365 Toll near FM 3072 / Dicker Road to I-2 and from the Valley View Interchange to FM 493 for project length of 13.2 miles.

Phase 1 construction will consist of Segment 1 and 2 being initially built as a frontage road non-toll facility, while constructing Segment 3 as a 1+1 lane connector road (1 lane each way) for connection between the Valley View Interchange and FM 493. Phase 2 construction (to be later undertaken by the HCRMA) will consist of 2+2 or 3+3 tollroad main lanes.

4.1 IBTC: Review of 2018 Activities

- Environmental Documents (85% complete)—obtained EA Classification late 2017, and proceeding with an EA document and have completed all fieldwork and in the process of finalizing technical reports;
- ROW Documents (75% complete) with 25% of all project ROW parcels (representing most of the area north of Donna Reservoirs) acquired;
- PS&E (50% complete) and currently on hold pending environmental clearance; and
- Expended $465,589.02 in through October 2018 with the following breakout: advanced planning ($455,831), design ($9,758), ROW/acquisition ($0), and construction ($0).



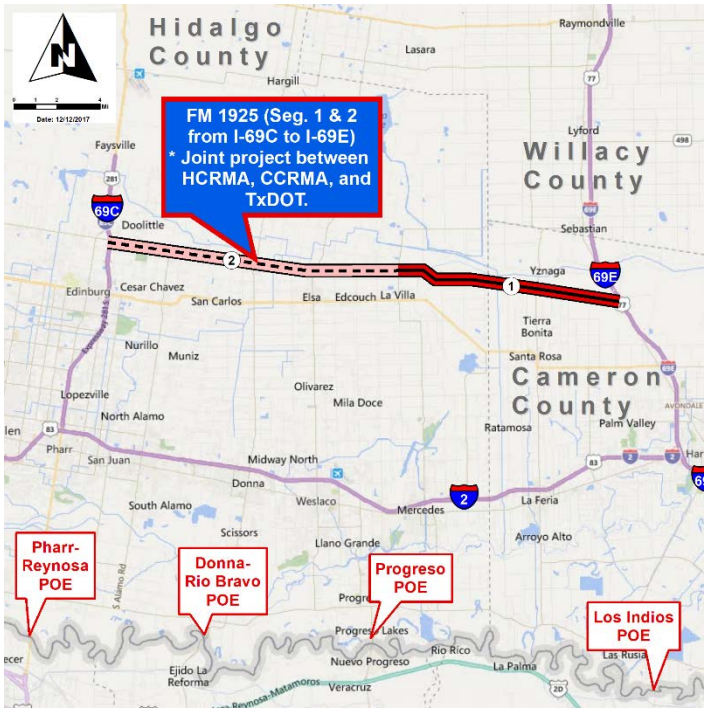
4.2 IBTC: Schedule / Upcoming Milestones

- Environmental clearance estimated by 03/2020
- Phase 1 estimated construction to commence 01/2021; and
- Operations for Phase 1 projected to begin 06/2024.

5.0 Farm-to-Market 1925 (TxDOT PHR / CCRMA / HCRMA)

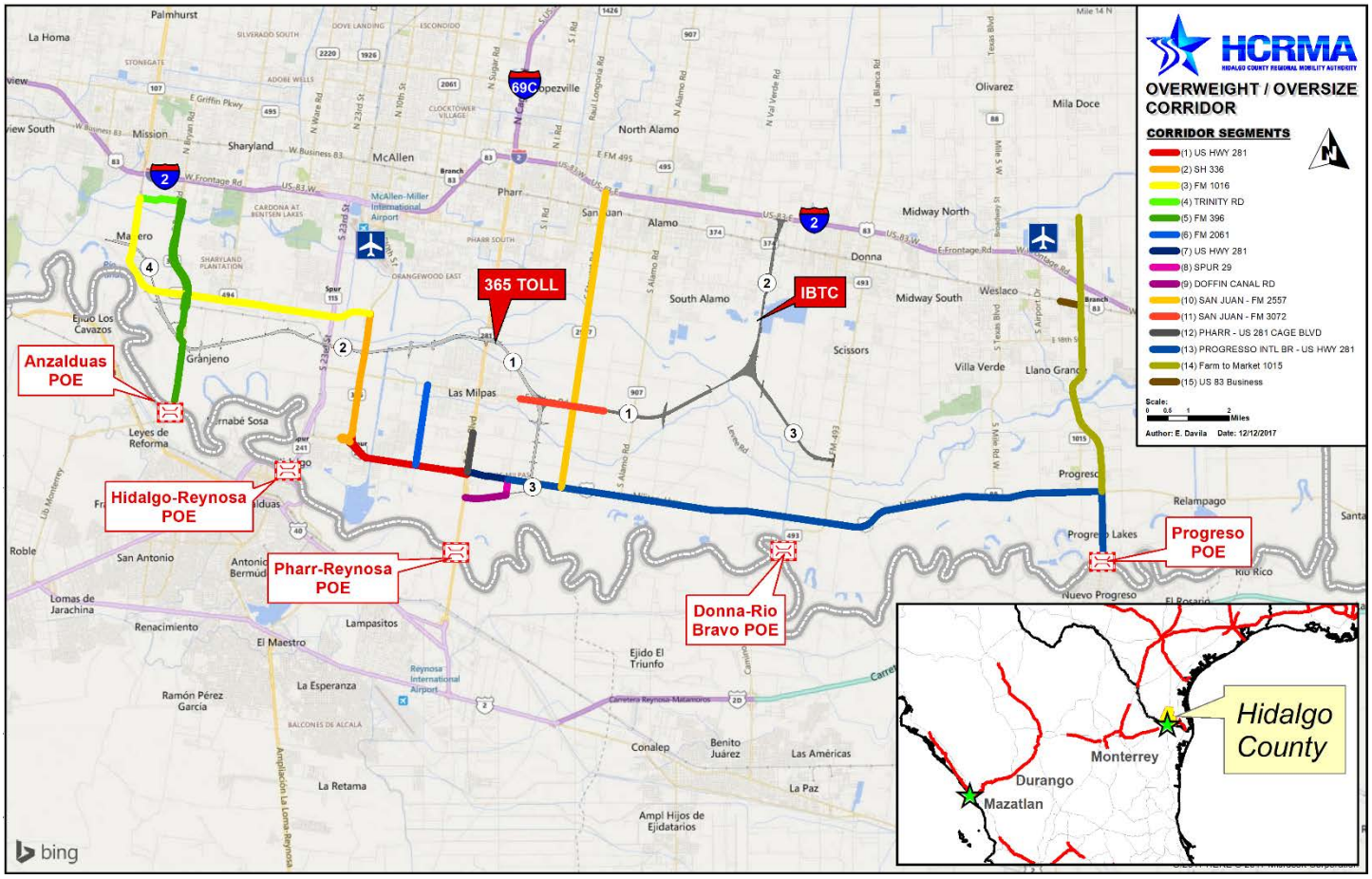
FM 1925 between I-69C (US 281) and I-69E (US 77) is a vital parallel connection to I-2 and it is the first project to bring HCRMA into collaboration with CCRMA, with both agencies already fully engaged with TxDOT PHR on various projects within their respective counties. Phase 1 construction would potentially consist of Segment 1 built as a 1+1 lane connector road (1 lane each way) for connection between FM 491 and I-69E. Future Phases of construction could consist of expressway 2+2 (2 lanes each way) with frontage roads from I-69C to I-69E.

TxDOT has currently committed Supplemental Development Authority Funds for the Entire 27 Mile Corridor as an expressway facility, and has committed to funding the schematic design. Cameron County has committed to funding the segment of FM 1925 from the eastern Hidalgo County Line to US 77 and ultimately to the South Padre Island 2nd access. An interlocal agreement between HCRMA and CCRMA is being finalized to initiate the environmental documents. Recently, $40M in Proposition 1 & 7 funds for the Right-of-Way and Construction of the segment of the project from FM 88 East to the Cameron County line have been allocated at the HCMPO.



6.0 Overweight Corridor (HCRMA and TxDOT)

Texas H.B. No. 474 allowed for the creation of an overweight/oversize (OW/OS) corridor to be administered by the HCRMA who keeps 15% of the permit fees collected with TxDOT receiving the other 85% for the maintenance of the OW/OS system. The HCRMA allows shippers to securely order specialized overweight permits online. The permits cover travel over the Hidalgo County roads listed below for vehicles weighing no more than the Mexican Legal Weight Limit or 125,000 lbs for which proof of certified weight measurement is required before a permit may be requested and utilized.



The following existing roadways are approved local stakeholders, then the HCRMA Board, and ultimately the Texas Transportation Commission. The HCRMA administers the Hidalgo County OW/OS corridor and facilitates the Hidalgo County Specialized Overweight Permits that allow for the movement of overweight vehicles carrying cargo on the following roads:

- U.S. Highway 281 between its intersection with Pharr-Reynosa International Bridge and its intersection with State Highway 336;
- State Highway 336 between its intersection with U.S. Highway 281 and its intersection with Farm-to-Market Road 1016;
- Farm-to-Market Road 1016 between its intersection with State Highway 336 and its intersection with Trinity Road;
- Trinity Road between its intersection with Farm-to-Market Road 1016 and its intersection with Farm-to-Market Road 396;
- Farm-to-Market Road 396 between its intersection with Trinity Road and its intersection with the Anzalduas International Bridge;

- Farm-to-Market Road 2061 between its intersection with Farm-to-Market Road 3072 and its intersection with U.S. Highway 281;
- U.S. Highway 281 between its intersection with the Pharr-Reynosa International Bridge and its intersection with Spur 29;
- Spur 29 between its intersection with U.S. Highway 281 and its intersection with Doffin Canal Road;
- Doffin Canal Road between its intersection with the Pharr-Reynosa International Bridge and its intersection with Spur 29;
- Farm-to-Market 2557 (Stewart Road) from US 281/Military Highway to Interstate 2 (US 83) and Farm-to-Market 3072 (Dicker Road) from Veterans Boulevard ('I' Road) to Cesar Chavez Road;
- US 281 (Cage Boulevard) from US 281/Military Highway to Anaya Road;
- US 281/Military Highway from Spur 29 to FM 1015;
- FM 1015 from US 281/Military Highway to Progresso International Bridge;
- Farm-to-Market 1015 – Progresso International Bridge to Mile 9 North.
- US 83 Business – Farm-to-Market 1015 to Pleasantview Drive

6.1 Review of 2018 Activities

The online permit system went operational April 2014 and as of September 2014 there is a privately owned certified scale on the approach to the Pharr International Port of Entry. After the initial ramp-up activity from mid-2014, the HCRMA saw the following permit demand:

- 14,427 permits for 2015 (275+ permits issued per week),
- 28,357 permits for 2016 (545+ permits issued per week),
- 37,048 permits for 2017 (710+ permits issued per week),
- 30,698 permits for 2018 with a sustained 680+ permits issued per week (45 weeks through 11/09/2018).

The total amount collected from 1/1/2018 to 11/09/2018 was $6,281,908 with $142,308 going to convenience fees (for credit card use) and the remainder comprising of $6,139,600 in permit fees with: $92,094 going to ProMiles (online system operator), $828,846 going to HCRMA (OW/OS administrator), and $5,218,660 going to TxDOT (for O&M projects along the OW/OS network). The OW/OS Corridor has amassed steady use by industry, and as of November 2017 the HCRMA started to collect a permit fee of $200/trip with potential yearly rate increases based on a documented Consumer Price Index for All Urban Consumers (CPI-U), U.S. City Average, published monthly by the United States Bureau of Labor Statistics or its successor in function. The demand for an overweight destination through Hidalgo County POE's is currently being met by the OW/OS corridor—which sets a positive trend toward commercial traffic utilizing HCRMA's emerging infrastructure to gain a logistics edge in their shipping operations. The 365 Toll and IBTC projects incorporate overweight traffic (and maintenance)

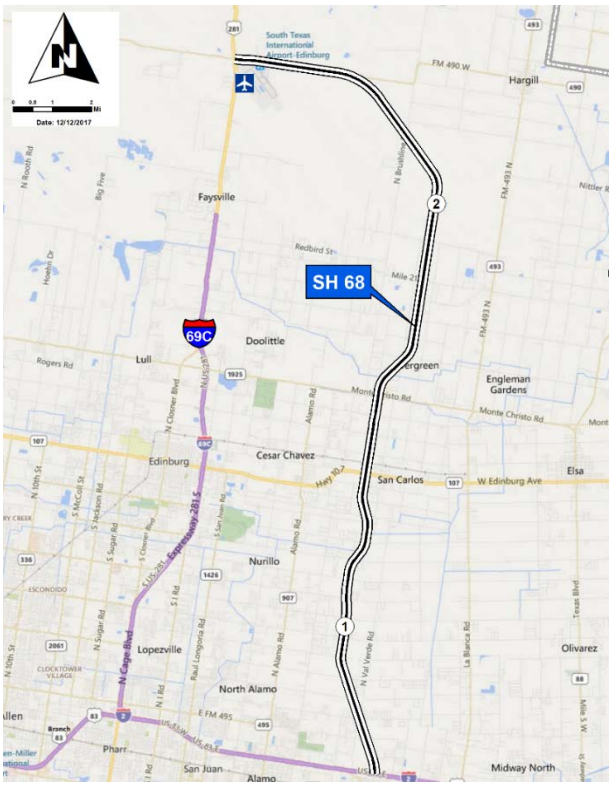
into their pavement designs and are intended to be the long-term overweight corridor system with some of the existing branches staying in place for circulation to destinations.

7.0 US 83 Relief Route (TxDOT PHR)

The US 83 Relief Route consists of two phases of construction within a usual 350-foot-wide to a maximum 450-foot-wide right-of-way (ROW). The project begins approximately 1.0 mile east of FM 886 (El Faro Road) and runs east to approximately 0.50 mile west of Showers Road. The total project length is approximately 8.9 miles and Phase 1 will consist of frontage roads while an optional Phase 2 could be undertaken by the HCRMA later to construct tollroad mainlanes. Phase 1 is fully funded by TxDOT and was let 07/2015.

8.0 State Highway 68 (TxDOT PHR)

SH 68 is a proposed 22-mile new road that will connect I-2 to I-69C between Alamo and Donna and run north to I-69C/US 281 north of Edinburg. Phase 1 will construct frontage roads in each direction from I-2 to FM 1925 (Monte Cristo Rd). Phase 2 will construct frontage roads from FM 1925 (Monte Cristo Rd) to I-69C with an optional Phase 3 that could be undertaken by the HCRMA later to construct tollroad mainlanes. Phase 1 is fully funded by TxDOT and is currently finalizing a Record of Decision (ROD).



9.0 HCRMA Project Summary Table

Hidalgo County RMA						
Completed Projects						
Project	**Limits**	**Description**	**Estimated Cost**	**Funding Sources & Amounts (i.e., bonds, TIFIA, grants, loans, TRZ)**		**Date Open to Traffic**
365 Segs. 3 (365 Phase 1)	0.5 E of Spur 600 to FM 2557 & BSIF Connector	Widening of Mil Hwy w/ an OP at San Juan Rd	$ 19,342,713.68	Cat 10, UTP Matching, Prop 1, VRF bond proceeds,	$ 19,342,713.68	Opened to Traffic 10/2017
RMA SubTotal	-	-	$ 19,342,713.68	-	$ 19,342,713.68	-

Hidalgo County RMA							
Projects Under Construction or in the Environmental Review Process							
Project	**Limits**	**Description**	**Estimated Cost**	**Funding Sources & Amounts (i.e., bonds, TIFIA, grants, loans, TRZ, -if currently unknown list "TBD")**		**Project Phase (Study, Env., ROW, Design, Construction, Etc.)**	**Completion Date / Projected Completion Date of Phase**
365 Toll Segs. 1 & 2 (365 Phase 2)	FM 396 to US 281	4-lane controlled access tollroad	$ 249,552,718.00	Cat 12, SIB Loan Proceeds, VRF bond proceeds, Toll Rev Bonds	$ 249,552,718.00	Construction	Open to Traffic on: 01/2023
IBTC (Phase 1)	Interchange w/ 365 Toll to I-2 and to FM 493	Non-toll frontage road facility	$ 127,146,900.00	UTP Mathcing Funds, Excess VRF Cash, TBD	$ 127,146,900.00	Env. - TxDOT Concurred should proceed at an EA	Env. Clearance: 03/2020
			$ -		$ -		
RMA SubTotal	-	-	$ 376,699,618.00	-	$ 376,699,618.00	-	-

RMA Name							
Planned Projects							
Project	**Limits**	**Description**	**Estimated Cost**	**Funding Sources & Amounts (i.e., bonds, TIFIA, grants, loans, TRZ, -if currently unknown list "TBD")**		**Project Phase (Study, Env., ROW, Design, Construction, Etc.)**	**Completion Date / Projected Completion Date of Phase**
FM 1925			$ -		$ -		
			$ -		$ -		
			$ -		$ -		
			$ -		$ -		
			$ -		$ -		
			$ -		$ -		
RMA SubTotal	-	-	$ -	-	$ -	-	-

HCRMA

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

203 W. Newcombe Ave., Pharr, Texas 78577 P: (956) 402-4762

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