

# HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY



OPERATING & CAPITAL BUDGET  
2020





## **OPERATING & CAPITAL BUDGET FOR 2020**



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



# **HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY BOARD OF DIRECTORS**



**S. David Deanda  
Chairman**



**Forrest Runnels  
Vice-Chairman**



**Ricardo Perez  
Secretary/Treasurer**



**Alonzo Cantu  
Director**



**Paul S. Moxley  
Director**



**Francisco "Frank" Pardo  
Director**



**Ezequiel Reyna, Jr.  
Director**



Hidalgo County Regional Mobility Authority  
Operating Budget  
2020

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## **INTRODUCTORY SECTION**





#### **Board of Directors**

**S. David Deanda, Jr., Chairman**  
**Forrest Runnels, Vice Chairman**  
**Ricardo Perez, Secretary/Treasurer**  
**Alonzo Cantu, Director**  
**Paul S. Moxley, Director**  
**Francisco "Frank" Pardo, Director**  
**Ezequiel Reyna, Jr., Director**

December 18, 2019

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, 2020, which was adopted on December 17, 2019. Copies are available for inspection at the Executive Director's Office and the Authority's website, [www.hcrma.net](http://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 \$8.0M. Total resources are expected to add to that almost \$8.0M. Of that amount: \$6.9M is expected to be received through vehicle registration fees and \$1.0M in permit fees. Total appropriations amount to \$7.4M--\$2.6M of which is dedicated to operations, \$3.9M to debt service, and \$850K transfer to capital projects to continue the advance project development. At this level of activity, we anticipate that ending working capital and debt service funds will approximate \$8.6M. Presently, the budget doesn't include appropriations for capital projects. Once funding sources and uses for the 365 Tollway Project are determined an 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 decrease about \$200K as compared to last year's budget.

**Operating Budget**

The total operating budget was approved at \$2.5M. This represents a slight decrease of \$44K as compared to last year.

**Capital Outlay and Non-Capital Outlay**

Amount budgeted this year is \$140K, which consists of: \$23K administration; \$76K construction management; and \$41K for project management. This represents a slight decrease of \$17K as compared to last year.

**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.

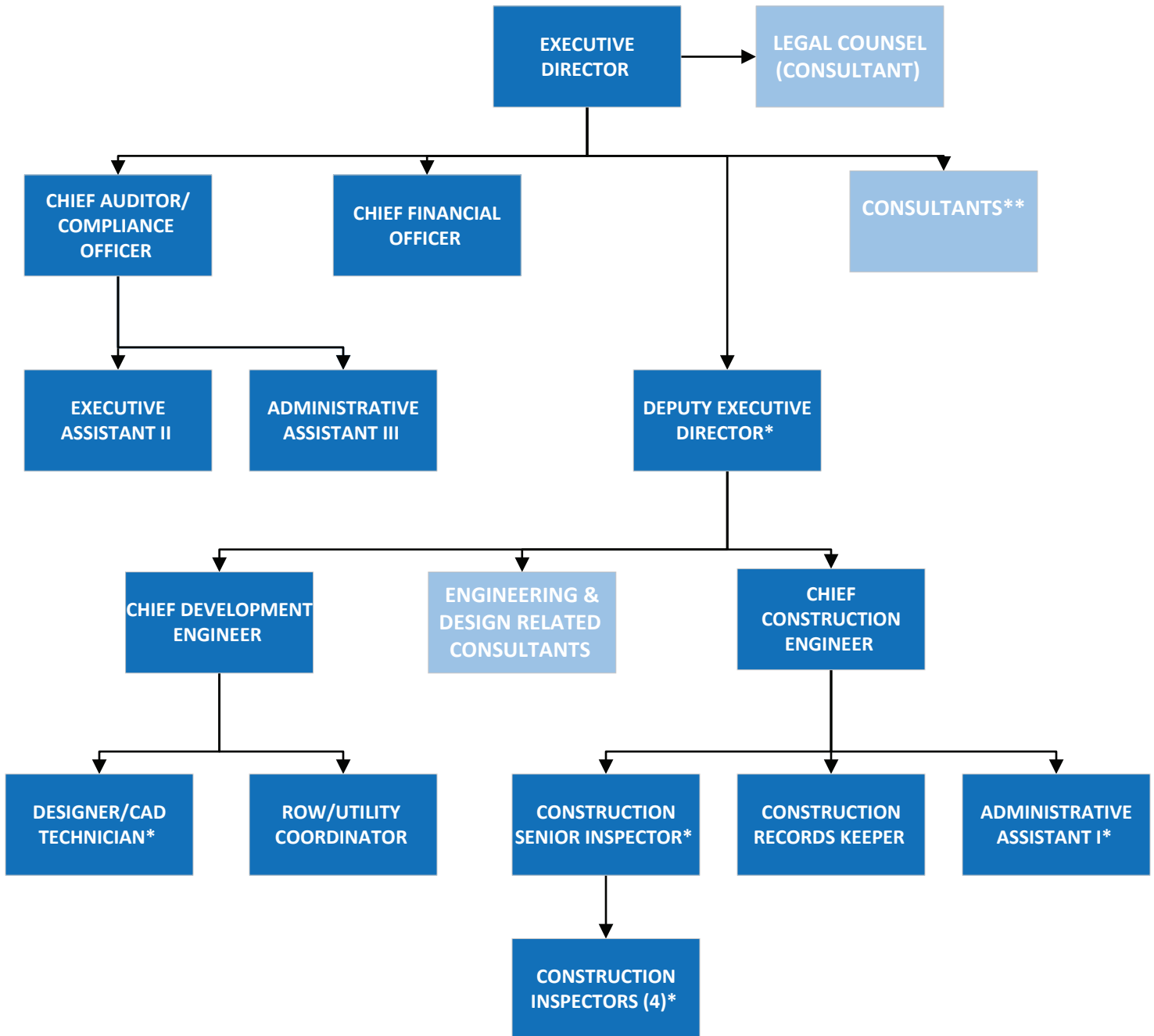
In closing, I want to thank: Celia Gaona, Chief Auditor/Compliance Officer Manager, Eric Davila, Chief Development Engineer, and Jose H. Castillo, Chief Financial Officer for each's contribution and efforts during the budget process and preparation of this document. Additionally, I would like to thank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

Respectfully Submitted,  
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

A handwritten signature in blue ink, appearing to read 'PRD', is positioned above the printed name of the signatory.

Pilar Rodriguez, PE  
Executive Director

# HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY ORGANIZATIONAL CHART



\*Budgeted positions but currently vacant

\*\*Includes Financial Advisors, Insurance Broker, etc.



## **COMBINED FINANCIAL SECTION**

<p align="center"><b>Hidalgo County Regional Mobility Authority</b>  <b>2020 Combined Budget Summary</b>  <b>All Funds</b></p>
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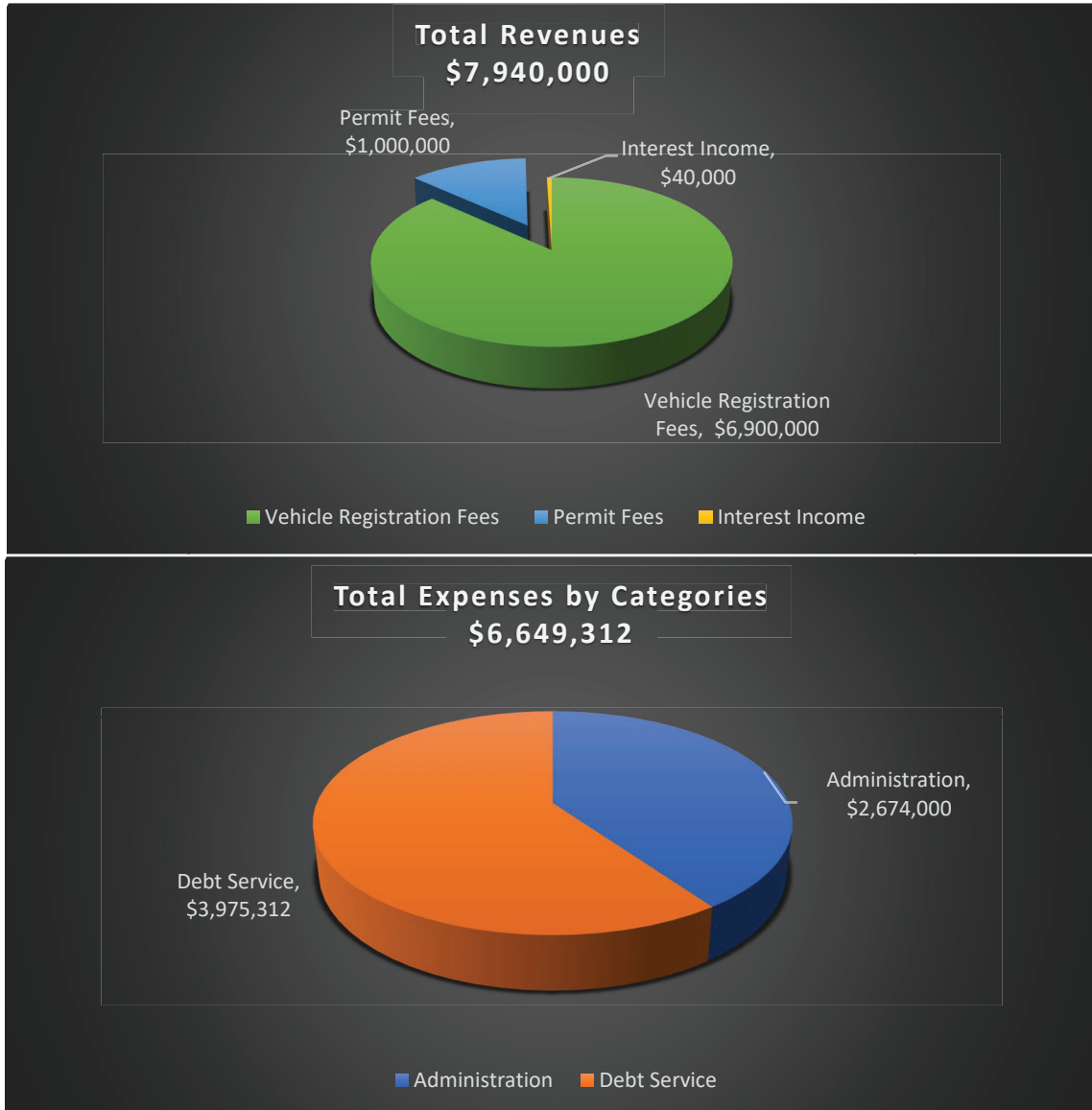
	Beginning Net Position	Projected Revenues	Transfers In	Transfers Out
<b>General Fund</b>				
General Fund	\$ 3,317,607	\$ 7,940,000	\$ -	\$ (5,929,393)
<b>Total General Fund</b>	<b>\$ 3,317,607</b>	<b>\$ 7,940,000</b>	<b>\$ -</b>	<b>\$ (5,929,393)</b>
<b>Debt Service Funds</b>				
Senior Lein Vehicle Registration Fee Series 2013 Revenue and Refunding Bonds	\$ 386,221	\$ 20,000	\$ 3,975,312	\$ -
Junior Lein Revenue Bond, Taxable Series 2016	4,379,254	100,000	1,104,081	-
<b>Total Debt Service Fund</b>	<b>\$ 4,765,475</b>	<b>\$ 120,000</b>	<b>\$ 5,079,393</b>	<b>\$ -</b>
<b>Capital Projects-Advance Project Development</b>	\$ -	-	\$ 850,000	\$ -
<b>TOTALS</b>	<b>\$ 8,083,082</b>	<b>\$ 8,060,000</b>	<b>\$ 5,929,393</b>	<b>\$ (5,929,393)</b>



Operations	Capital Assets	Debt Service	Total Appropriations	Revenue Over/Under Expenses	Estimated Ending Net Position
\$ 2,587,500	\$ 86,500	\$ -	\$ 2,674,000	\$ (663,393)	\$ 2,654,214
<b>\$ 2,587,500</b>	<b>\$ 86,500</b>	<b>\$ -</b>	<b>\$ 2,674,000</b>	<b>\$ (663,393)</b>	<b>\$ 2,654,214</b>
\$ -	\$ -	\$ 3,975,312	\$ 3,975,312	\$ 20,000	\$ 406,221
-	-	-	-	1,204,081	5,583,335
<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,975,312</b>	<b>\$ 3,975,312</b>	<b>\$ 1,224,081</b>	<b>\$ 5,989,556</b>
\$ -	\$ 850,000	\$ -	\$ 850,000	\$ -	\$ -
<b>\$ 2,587,500</b>	<b>\$ 936,500</b>	<b>\$ 3,975,312</b>	<b>\$ 7,499,312</b>	<b>\$ 560,688</b>	<b>\$ 8,643,770</b>



**Graphs – Revenues by Sources**  
**and**  
**Expenses by Categories**





## **BUDGET FOR CALENDAR YEAR 2020**



# 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.



Hidalgo County Regional Mobility Authority  
General Fund Budget Summary  
For Year Ending December 31, 2020



	Actual 2018	Budget 2019	Estimated 2019	Budget 2020
Beginning Working Capital	\$ 2,384,185	\$ 3,136,268	\$ 2,863,061	\$ 3,317,607
<b><u>Revenues</u></b>				
Vehicle Registration Fees	6,226,550	6,700,000	6,800,000	6,900,000
Permit fees oversize	933,086	1,200,000	1,050,000	1,000,000
Interest Income	33,937	25,000	41,000	40,000
Other income	10,000	-	63,512	-
Total Revenues	7,203,573	7,925,000	7,954,512	7,940,000
<b><u>Expenditures</u></b>				
<b><u>Summary</u></b>				
Personnel Services	1,020,253	1,978,417	981,776	1,989,850
Supplies	7,738	27,000	14,600	27,500
Other Services and Charges	480,591	497,050	406,946	476,050
Maintenance	173,237	76,000	75,900	41,000
Non-capital Outlay	9,191	53,200	18,200	53,100
Capital Outlay	-	104,000	18,200	86,500
Total Expenditures	1,691,010	2,735,667	1,515,622	2,674,000
Net Increase Before Other Financing Sources (Uses)	5,512,563	5,189,333	6,438,890	5,266,000
<b>Other Financing Sources (Uses):</b>				
Transfers-Out				
Debt Service Fund - VRF 2013 Bonds	(3,972,079)	(3,974,912)	(3,976,912)	(3,975,312)
Debt Service Fund - SIB Loan	(1,061,608)	(1,082,432)	(1,082,432)	(1,104,081)
Capital Projects-Advance Project Development	-	-	(925,000)	(850,000)
Total Other Financing Uses	(5,033,687)	(5,057,344)	(5,984,344)	(5,929,393)
Net Increase (Decrease) After Other Financing Sources (Uses)	478,876	131,989	454,546	(663,393)
Ending Working Capital	\$ 2,863,061	\$ 3,268,257	\$ 3,317,607	\$ 2,654,214
Operating Expenditures per Day	\$ 4,633	\$ 7,495	\$ 4,152	\$ 7,326
No. of Days of Operating Expenditures in Working Capital	618	436	799	362
Bond Coverage Ratio: VRF Series 2013 Bonds	1.57	1.69	1.71	1.74





**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**

	Actual	Budget	Estimated	Budget
<b>Expenditure Detail:</b>	2018	2019	2019	2020
Personnel Services				
Salaries and Wages	\$ 809,698	\$ 1,614,867	\$ 778,196	\$ 1,630,400
Employee Benefits	193,605	330,400	188,055	326,300
Administrative Cost	16,950	33,150	15,525	33,150
Supplies	7,738	27,000	14,600	27,500
Other Services and Charges	480,591	497,050	406,946	476,050
Maintenance	173,237	76,000	75,900	41,000
Operations Subtotal	1,681,819	2,578,467	1,479,222	2,534,400
Capital and Non-capital Outlay	9,191	157,200	36,400	139,600
<b>Total Expenditures</b>	<b>\$ 1,691,010</b>	<b>\$ 2,735,667</b>	<b>\$ 1,515,622</b>	<b>\$ 2,674,000</b>
<b>PERSONNEL</b>				
Exempt	6	8	4	8
Non-Exempt	2	9	3	9
Part-Time	1	-	1	-
<b>Total Positions Authorized</b>	<b>9</b>	<b>17</b>	<b>8</b>	<b>17</b>

**Contact Us:**

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

**MAJOR FY 2020 GOALS**

- 1.) Begin construction of the 365 Toll Project**
- 2.) Complete enviornmental clearance document for the International Bridge Trade Corridor Project.**
- 3.) Begin enviornmental clearance document for FM 1925.**

### 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 2018	Budget 2019	Estimated 2019	Budget 2020
<b><u>COMPENSATION</u></b>				
<b>Exempt</b>				
Executive Director	155,278	\$ 200,000	\$ 200,000	\$ 200,000
Chief Auditor/Compliance/Officer	102,509	101,816	108,900	105,000
Chief Financial Officer	36,548	130,000	36,150	130,000
ROW/Utility Coordinator	70,143	78,797	-	78,000
Acting ED pay	9,000	-	-	-
<b>Total Exempt</b>	<b>373,478</b>	<b>510,613</b>	<b>345,050</b>	<b>513,000</b>
<b>Non-Exempt</b>				
Administrative Assistant III	41,517	40,487	44,200	43,000
Administrative Assistant II	-	-	9,200	37,000
Contingency	-	17,600	-	42,000
<b>Total Non-Exempt</b>	<b>41,517</b>	<b>58,087</b>	<b>53,400</b>	<b>122,000</b>
<b>Other</b>				
Overtime	255	500	100	500
Vehicle Allowance	20,063	30,000	15,600	30,000
Phone Allowance	4,619	6,300	3,900	7,500
<b>Total Other</b>	<b>24,937</b>	<b>36,800</b>	<b>19,600</b>	<b>38,000</b>
<b>Sub-Total</b>	<b>439,932</b>	<b>605,500</b>	<b>418,050</b>	<b>673,000</b>
<b>Benefits/Other:</b>				
Social Security	30,455	49,300	31,300	51,500
Health Insurance	27,972	32,000	31,500	29,300
Retirement	32,877	51,600	30,700	53,900
Administrative Fee	9,150	9,750	8,400	11,700
<b>Total Compensation and Adm. Fees</b>	<b>540,386</b>	<b>748,150</b>	<b>519,950</b>	<b>819,400</b>
<b><u>SUPPLIES</u></b>				
Office Supplies	4,575	10,000	10,000	15,000
<b>Total Supplies</b>	<b>4,575</b>	<b>10,000</b>	<b>10,000</b>	<b>15,000</b>
<b><u>OTHER SERVICES &amp; CHARGES</u></b>				
Janitorial	1,158	1,000	-	500
Utilities	2,182	2,400	2,700	2,700
Contractual Adm/IT Services	50,965	13,000	9,000	8,500
Dues & Subscriptions	14,470	30,000	17,000	20,000
Subscriptions-software	6,380	3,500	2,500	3,500
Postage/FedEx/Courier Services	2,053	3,000	1,900	2,500
General Liability	4,254	5,000	3,240	5,000
Insurance - E&O	1,486	1,500	1,400	1,500
Insurance - Surety	693	800	800	800

Insurance - LOC	529	550	550	550
Insurance - Other	2,401	2,500	3,900	4,500
Business Meals	1,135	1,000	200	1,000
Advertising	4,467	4,000	2,500	4,000
Training	4,850	8,000	6,600	8,000
Travel	1,852	15,000	7,500	10,000
Printing	9,444	10,000	6,500	10,000
Bank service charges	3,750	-	-	100
Accounting & Auditing	28,960	25,000	29,750	30,000
Legal services	47,463	50,000	40,000	50,000
Legal services-gov. affairs	120,000	120,000	120,204	120,000
Financial consulting fees	10,420	2,000	1,200	2,000
Insurance consultant	-	7,000	7,000	7,000
Rental - Office	48,739	54,000	54,000	54,000
Rental - Office Equipment	8,356	8,500	8,500	8,500
Rental- Other	-	1,000	-	500
Contractual Website Services	2,400	2,400	2,400	3,600
Penalties & Interest	15	500	22	100
Miscellaneous	-	500	250	500
<b>Total Other Services &amp; Charges</b>	<b>378,422</b>	<b>372,150</b>	<b>329,616</b>	<b>359,350</b>
<b><u>MAINTENANCE</u></b>				
Building Remodel	170,590	65,000	65,000	30,000
Maintenance and Repairs	2,647	5,000	5,000	5,000
<b>Total Maintenance</b>	<b>173,237</b>	<b>70,000</b>	<b>70,000</b>	<b>35,000</b>
<b><u>CAPITAL OUTLAY</u></b>				
Software	-	5,000	18,200	7,500
Non-capital	3,540	6,400	13,200	15,000
<b>Total Capital Outlay</b>	<b>3,540</b>	<b>11,400</b>	<b>31,400</b>	<b>22,500</b>
<b>Total Expenditures</b>	<b>\$ 1,100,160</b>	<b>\$ 1,211,700</b>	<b>\$ 960,966</b>	<b>\$ 1,251,250</b>



## Construction Management

[www.hcrma.net](http://www.hcrma.net)

### 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 2018	Budget 2019	Estimated 2019	Budget 2020
<b>COMPENSATION</b>				
<b>Exempt</b>				
Construction Engineer	\$ 126,545	\$ 126,000	\$ 129,626	\$ 130,000
<b>Total Exempt</b>	126,545	126,000	129,626	130,000
<b>Non-Exempt</b>				
Construction Inspector Sr	-	65,000	-	65,000
Construction Inspectors (4)	-	220,000	-	220,000
Construction Records Specialist	43,390	42,538	43,764	44,000
Administrative Assistant III	53,625	52,729	38,346	-
Administrative Assistant I	-	-	-	31,000
Contingency	-	16,700	-	27,200
<b>Total Non-Exempt and Contingency</b>	97,015	396,967	82,110	387,200
<b>Other</b>				
Overtime	-	25,000	-	500
Vehicle Allowance	7,200	43,200	7,200	43,200
Phone Allowance	3,600	9,600	3,184	9,600
<b>Total Other</b>	10,800	77,800	10,384	53,300
<b>Sub-Total</b>	234,360	600,767	222,120	570,500
<b>Benefits/Other:</b>				
Social Security	16,657	42,800	16,500	43,600
Health Insurance	27,088	27,000	22,040	24,900
Retirement	19,077	44,900	17,800	45,700
Administrative Fee	5,850	15,600	5,175	15,600
<b>Total Compensation and Adm. Fees</b>	303,032	731,067	283,635	700,300
<b>SUPPLIES</b>				
Office Supplies	2,324	5,000	-	1,500
Small Tools	184	10,000	600	10,000
<b>Total Supplies</b>	2,508	15,000	600	11,500
<b>OTHER SERVICES &amp; CHARGES</b>				
Janitorial	2,860	600	850	-
Utilities	3,149	600	650	-
Uniforms	-	6,000	-	6,000
Dues & Subscriptions	730	2,000	1,630	2,000
Subscriptions-software	23,099	27,000	6,000	7,000
Advertising	-	2,500	-	2,500
Training	3,899	5,000	2,500	5,000
Travel	1,929	8,000	3,500	8,000
Rental-Office	15,400	2,800	3,600	-
Rental-Office Equipment	3,168	3,200	2,500	2,400
Rental-Other	-	1,500	-	750
<b>Total Other Services &amp; Charges</b>	54,234	59,200	21,230	33,650
<b>MAINTENANCE</b>				
Maintenance and Repairs	-	-	300	-
<b>Total Maintenance</b>	-	-	300	-
<b>CAPITAL OUTLAY</b>				
Capital Outlay	-	54,000	-	54,000
Non-Capitalized	-	27,200	-	22,000
	-	81,200	-	76,000
<b>Total Expenditures</b>	\$ 359,774	\$ 886,467	\$ 305,765	\$ 821,450

## 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

<b>Expenditure Detail:</b>	<b>Actual 2018</b>	<b>Budget 2019</b>	<b>Estimated 2019</b>	<b>Budget 2020</b>
<b><u>COMPENSATION</u></b>				
<b>Exempt</b>				
Deputy ED/Program	\$ -	\$ 150,000	\$ -	\$ 150,000
Chief Development Engineer	127,006	126,000	129,626	130,000
Designer	-	70,000	-	70,000
<b>Total Exempt</b>	<b>127,006</b>	<b>346,000</b>	<b>129,626</b>	<b>350,000</b>
<b>Non-Exempt</b>				
Administrative Assistant I	-	31,000	-	-
Contingency	-	11,900	-	18,400
<b>Total Non-Exempt and Contingency</b>	<b>-</b>	<b>42,900</b>	<b>-</b>	<b>18,400</b>
<b>Other</b>				
Overtime	-	500	-	500
Vehicle Allowance	7,200	14,400	7,200	14,400
Phone Allowance	1,200	4,800	1,200	3,600
<b>Total Other</b>	<b>8,400</b>	<b>19,700</b>	<b>8,400</b>	<b>18,500</b>
<b>Sub-Total</b>	<b>135,406</b>	<b>408,600</b>	<b>138,026</b>	<b>386,900</b>
<b>Benefits/Other:</b>				
Social Security	9,838	30,300	10,100	29,600
Health Insurance	18,619	20,500	17,015	16,800
Retirement	11,022	32,000	11,100	31,000
Administrative Fee	1,950	7,800	1,950	5,850
<b>Total Compensation and Adm. Fees</b>	<b>176,835</b>	<b>499,200</b>	<b>178,191</b>	<b>470,150</b>
<b><u>SUPPLIES</u></b>				
Office Supplies	655	2,000	4,000	1,000
<b>Total Supplies</b>	<b>655</b>	<b>2,000</b>	<b>4,000</b>	<b>1,000</b>
<b><u>OTHER SERVICES &amp; CHARGES</u></b>				
Dues & Subscriptions	1,120	2,500	1,500	2,500
Subscriptions-Software	44,297	54,000	45,000	71,350
Advertising	1,672	-	800	-
Training	20	3,000	3,000	3,000
Travel	826	5,000	5,000	5,000
<b>Total Other Services &amp; Charges</b>	<b>47,935</b>	<b>64,500</b>	<b>55,300</b>	<b>81,850</b>
<b><u>CAPITAL OUTLAY</u></b>				
Capital	-	45,000	-	25,000
Non-capitalized	5,651	19,600	5,000	16,100
<b>Total Capital Outlay</b>	<b>5,651</b>	<b>64,600</b>	<b>5,000</b>	<b>41,100</b>
<b>Total Expenditures</b>	<b>\$ 231,076</b>	<b>\$ 630,300</b>	<b>\$ 242,491</b>	<b>\$ 594,100</b>

**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**

	Actual	Budget	Estimated	Budget
<b>Expenditure Detail:</b>	2018	2019	2019	2020
<b><u>MAINTENANCE</u></b>				
Maintenance and Repairs-BSIF	-	6,000	5,600	6,000
<b>Total Maintenance</b>	-	6,000	5,600	6,000
<b><u>OTHER SERVICES &amp; CHARGES</u></b>				
Utilities-BSIF	-	1,200	800	1,200
<b>Total Other Services &amp; Charges</b>	-	1,200	800	1,200
<b>Total Expenditures</b>	\$ -	\$ 7,200	\$ 6,400	\$ 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, 2020

[www.hcrma.net](http://www.hcrma.net)



	Actual 2018	Budget 2019	Estimated 2019	Budget 2020
<b>Beginning Fund Balance</b>	\$ 336,350	\$ 353,550	\$ 350,221	\$ 386,221
<b>Revenues:</b>				
<b>Interest</b>	20,704	10,000	36,000	20,000
Total Revenues	<u>20,704</u>	<u>10,000</u>	<u>36,000</u>	<u>20,000</u>
<b>Expenditures:</b>				
Principal	1,175,000	1,220,000	1,220,000	1,255,000
Interest and Fee Expenses	<u>2,803,912</u>	<u>2,754,912</u>	<u>2,756,912</u>	<u>2,720,312</u>
Total Debt Service Expenditures	<u>3,978,912</u>	<u>3,974,912</u>	<u>3,976,912</u>	<u>3,975,312</u>
Total Expenditures	<u>3,978,912</u>	<u>3,976,912</u>	<u>3,976,912</u>	<u>3,975,312</u>
<b>Other Financing Sources:</b>				
Transfer-in General Fund	<u>3,972,079</u>	<u>3,974,912</u>	<u>3,976,912</u>	<u>3,975,312</u>
Total Other Financing Sources	<u>3,972,079</u>	<u>3,974,912</u>	<u>3,976,912</u>	<u>3,975,312</u>
<b>Ending Fund Balance</b>	<u><u>\$ 350,221</u></u>	<u><u>\$ 361,550</u></u>	<u><u>\$ 386,221</u></u>	<u><u>\$ 406,221</u></u>

Hidalgo County Regional Mobility Authority  
DEBT SERVICE FUND  
Junior Lein Revenue Bond, Taxable Series 2016A  
Fund Balance Summary  
For Year Ending December 31, 2020

[www.hcrma.net](http://www.hcrma.net)



	Actual 2018	Budget 2019	Estimated 2019	Budget 2020
<b>Beginning Fund Balance</b>	\$ 2,080,853	\$ 3,192,461	\$ 3,206,822	\$ 4,379,254
<b>Revenues:</b>				
Interest	64,361	55,000	90,000	100,000
Total Revenues	64,361	55,000	90,000	100,000
<b>Expenditures:</b>				
Principal	-	-	-	-
Interest Expense	-	-	-	-
Total Debt Service Expenditures	-	-	-	-
<b>Other Financing Sources:</b>				
Transfer-in General Fund	1,061,608	1,082,432	1,082,432	1,104,081
Total Other Financing Sources	1,061,608	1,082,432	1,082,432	1,104,081
<b>Ending Fund Balance</b>	<u>\$ 3,206,822</u>	<u>\$ 4,329,893</u>	<u>\$ 4,379,254</u>	<u>\$ 5,583,335</u>



## **SUPPLEMENTAL INFORMATION**



# **BUDGET, FINANCIAL, & DEBIT MANAGEMENT POLICIES**



## **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 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 1<sup>st</sup> 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 1<sup>st</sup>.

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

The budget is implemented on January 1<sup>st</sup>. 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 2020**  
**OPERATING & CAPITAL BUDGET**  
**EXHIBIT**

Exhibit-Resolution 2019-40 Adoption of Calendar Year 2020 Operating & Capital Budget

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY  
BOARD RESOLUTION NO. 2019-40

ADOPTION OF HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY  
FISCAL YEAR 2020 OPERATING AND CAPITAL BUDGET

THIS RESOLUTION is adopted this 17<sup>th</sup> day of December, 2019 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, 2020 and ends on December 31, 2020; and

WHEREAS, the Authority has reviewed the proposed Fiscal Year 2020 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 2020 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 2020 Operating and Capital Budget.

\*\*\*\*\*

Passed and Approved as to be effective immediately this 17<sup>th</sup> day of December 2019, 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



# **2019 PROJECT REPORT**





## 2019 ANNUAL PROJECT REPORT



**HCRMA**  
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

**November 19, 2019**

**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 2019 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, Rio Grande Valley 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.

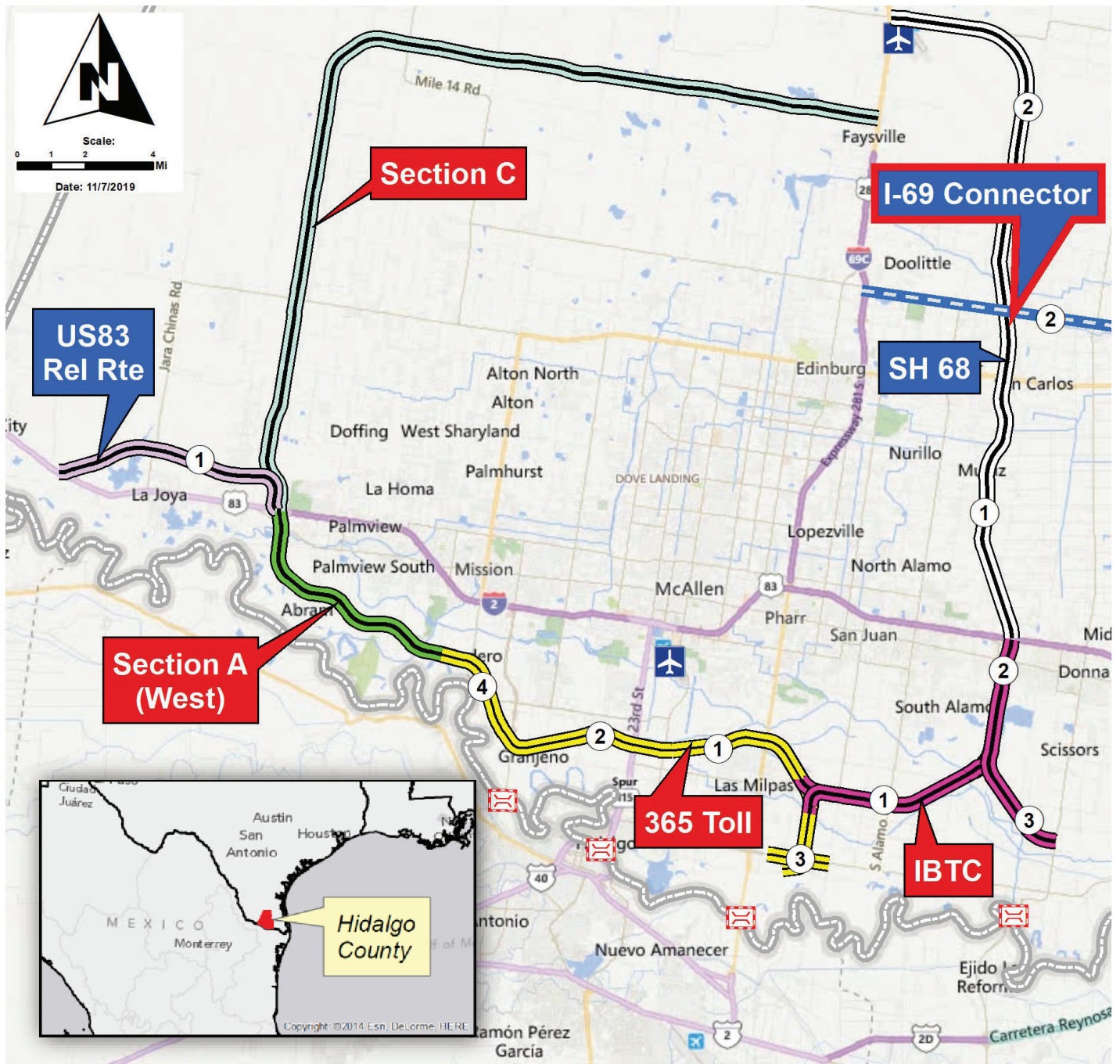
The HCRMA and TxDOT Pharr District continue to execute a County-specific Short-Term Strategic Plan that includes 365 Tollway (formerly State Highway 365), International Bridge Trade Corridor (IBTC), US 83 Relief Route, and State Highway 68 (SH 68). TxDOT Pharr District leads development efforts on the 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 I-69 CONNECTOR (from I-69C 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 77<sup>th</sup> 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 78<sup>th</sup> 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
- Francisco “Frank” Pardo, Director
- Paul S. Moxley, Director
- Ezequiel Reyna Jr., Director



### 2.4 Administration

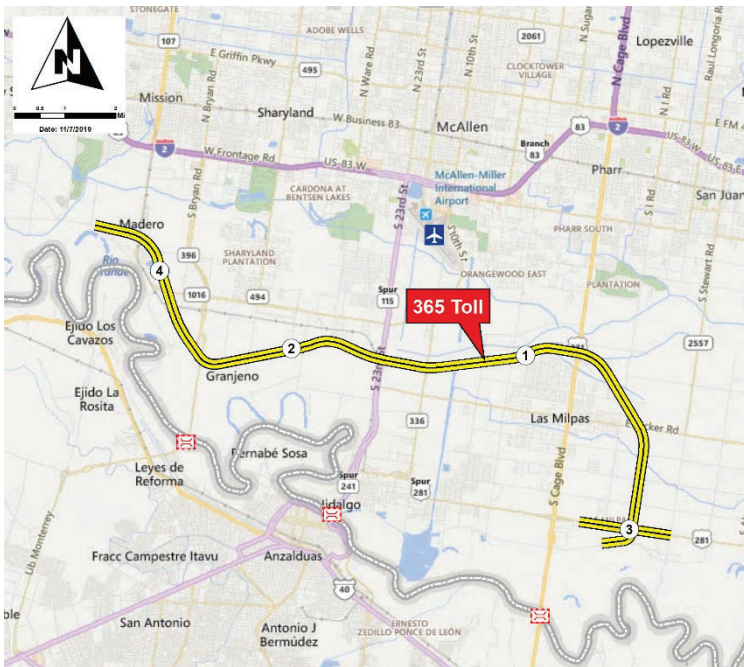
The Authority’s day to day operation is overseen by the Executive Director Pilar Rodriguez, P.E. He has worked as an engineer and administrator for the City of McAllen since 1992 and has served the City in several capacities, including the areas of: Traffic Operations, Engineering, Public Works and, 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 administrative staff include:

- Eric Davila, PE, PMP, CCM – Chief Development Engineer
- Ramon Navarro IV, PE, CFM – Chief Construction Engineer
- Celia Gaona, CIA – Chief Auditor/Compliance Officer
- Jose Castillo – Chief Financial Officer

## 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 2019 Activities**

- Phase 2 – 365 Toll (Segment 1 & 2) has 96% ROW acquired out on 163 parcels with the remainder slated to be acquired by March 2020;
- 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. After instituting and evaluating Value Engineering Change Proposals (VECP) those negotiations were insufficient to bring the project within budget;
- As a result, the HCRMA terminated the contract and examined other alternatives to deliver the project which include re-scoping the plans in addition to other alternatives afforded by current low interest rates; and
- Expended \$494,408 through October 2019 with the following breakout: advanced planning (\$3,763), design (\$0), ROW/acquisition (\$242,808), construction (\$0), and general / administrative / management / staffing (\$247,837).

### **3.2 365 Toll: Schedule / Upcoming Milestones**

- ROW for Phase 2 – 365 Toll Segments 1 & 2 to be acquired by 03/2020;
- Utilities for Phase 2 – 365 Toll Segments 1 & 2 to be relocated by 12/2020;
- Construction for Phase 2 – 365 Toll Segments 1 & 2 estimated to commence 01/2021; and
- Toll Operations for Phase 2 – 365 Toll Segments 1 & 2 projected to begin 01/2024.

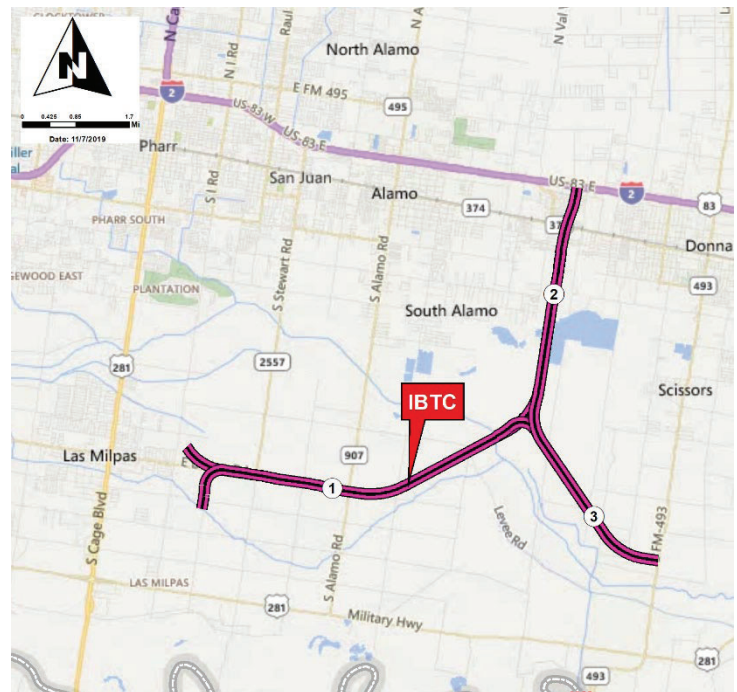
## 4.0 International Bridge Trade Corridor (HCRMA)

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. A future Phase 2 construction will consist of 3+3 main lanes, grade separations, and direct connectors to I-2.

### 4.1 IBTC: Review of 2019 Activities

- Environmental Documents (90% 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 \$270,964 through October 2019 with the following breakout: advanced planning (\$237,802), design (\$0), ROW/acquisition (\$33,162), and construction (\$0).



### 4.2 IBTC: Schedule / Upcoming Milestones

- Environmental clearance estimated by 06/2020
- Phase 1 estimated construction to commence 01/2022; and
- Operations for Phase 1 projected to begin 06/2025.

## 5.0 I-69 CONNECTOR (TxDOT PHR / CCRMA / HCRMA)

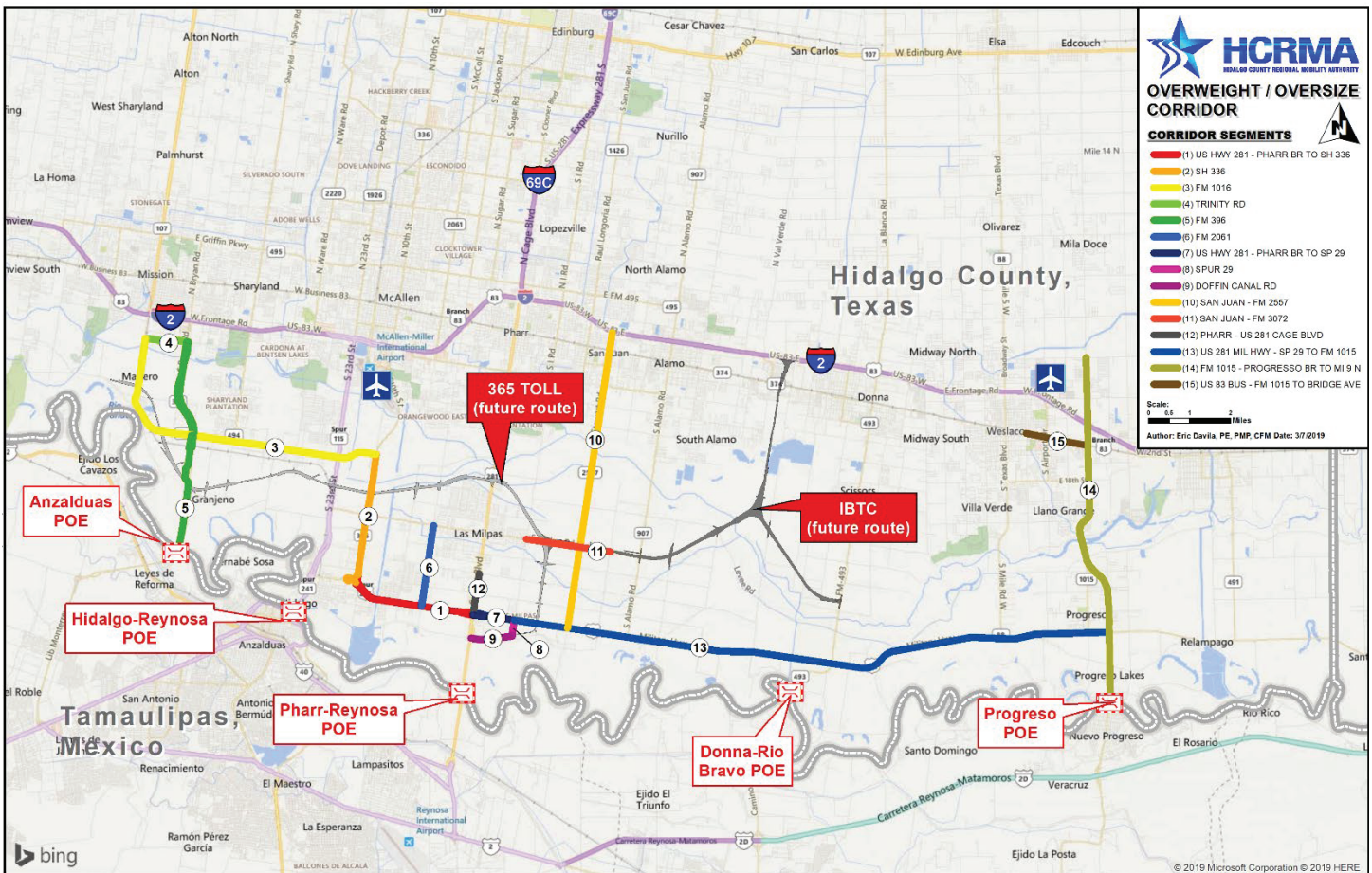
The proposed I-69 CONNECTOR between I-69C (US 281) and I-69E (US 77) is a vital parallel connection to I-2 and it is the first project to bring HCRMA into collaboration with CCRMA, with both agencies already fully engaged with TxDOT PHR on various projects within their respective counties. Phase 1 construction 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 I-69 CONNECTOR 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.



## 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 Progreso International Bridge;
- Farm-to-Market 1015 – Progreso International Bridge to Mile 9 North; and
- US 83 Business – Farm-to-Market 1015 to Bridge Ave.

## **6.1 Review of 2019 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),
- 35,502 permits for 2018 (660+ permits issued per week), and
- 29,511 permits for 2019 with a sustained 680+ permits issued per week (through 10/31/2019).

The total amount collected from 1/1/2019 to 10/31/2019 was \$6,042,612 with \$140,412 going to convenience fees (for credit card use) and the remainder comprising of \$5,902,200 in permit fees with: \$88,533 going to ProMiles (permit system backend), \$796,797 going to HCRMA (OW/OS administrator), and \$5,016,870 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. From 2014 to present, TxDOT has received \$16,751,970 from overweight fees to maintain local roads.

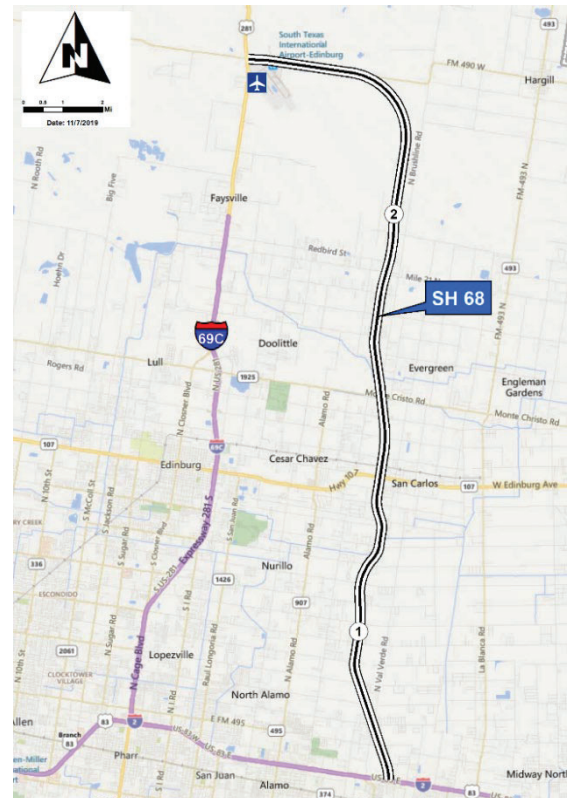
## 7.0 US 83 Relief Route (TxDOT PHR)



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 I-69 CONNECTOR (Monte Cristo Rd). Phase 2 will construct frontage roads from I-69 CONNECTOR (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 Mill 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	\$ 255,000,000.00	Cat 12, SIB Loan Proceeds, VRF bond proceeds, Toll Rev Bonds	Construction	Open to Traffic on: 01/2024
IBTC (Phase 1)	Interchange w/ 365 Toll to I-2 and to FM 493	Non-toll frontage road facility	\$ 90,000,000.00	UTP Matching Funds, Excess VRF Cash, TBD	Env. - TxDOT Concurred should proceed at an EA	Env. Clearance: 06/2020
			\$ -			
RMA SubTotal	-	-	\$ 345,000,000.00	-	-	-
Hidalgo County RMA						
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
I-69 Connector	I-69C to I-69E	New location highway	\$ -	TBD	Study	TBD
			\$ -			
			\$ -			
			\$ -			
			\$ -			
			\$ -			
			\$ -			
RMA SubTotal	-	-	\$ -	-	-	-





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