



HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

BOARD OF DIRECTORS MEETING FOR JULY 2023

HCRMA Board of Directors

S. David Deanda, Jr., Chairman

Forrest Runnels, Vice-Chairman

Ezequiel Reyna, Jr., Secretary/Treasurer

Francisco "Frank" Pardo, Director

Juan Carlos Del Angel, Director

Francisco Gabriel Kamel, Director

Sergio Saenz, Director

HCRMA Administrative Staff

Pilar Rodriguez, PE, Executive Director

Ramon Navarro IV, PE, CFM, Chief Constr. Eng.

Celia Gaona, CIA, Chief Auditor/Compliance Ofcr.

Ascencion Alonzo, Chief Financial Ofcr.

General Engineering Consultant

HDR ENGINEERING, INC.

www.hcrma.net

Report on HCRMA Program Management Activities
Chief Construction Engineer – Ramon Navarro IV, PE, CFM



▶ OVERVIEW

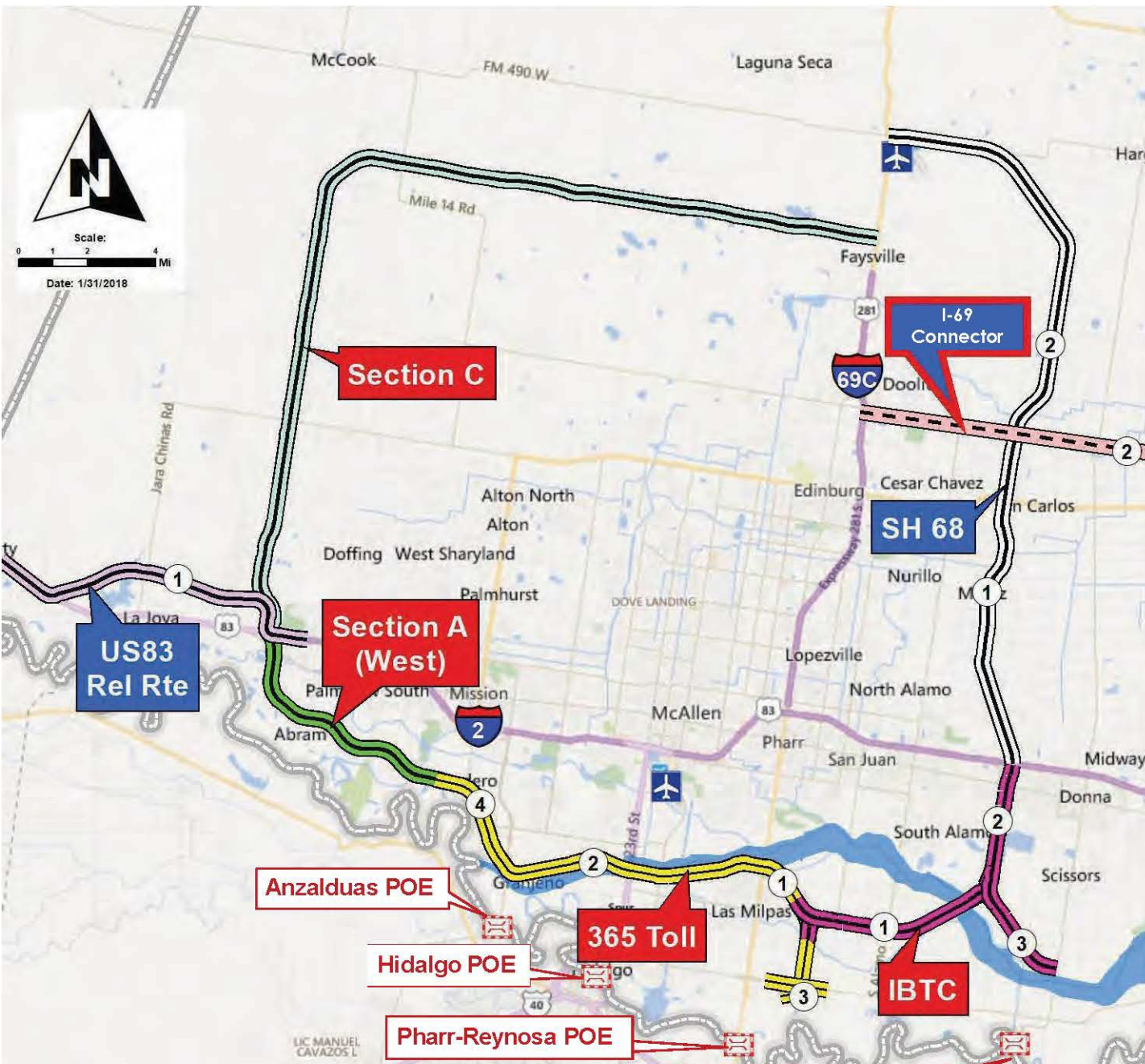
- 365 TOLL Project Overview
- IBTC Project Overview
- Overweight Permit Summary
- Construction Economics Update

MISSION STATEMENT:

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

HCRMA STRATEGIC PLAN

DEVELOP THE
INFRASTRUCTURE TO
SERVE A POPULATION
OF APPROXIMATELY
800,000 RESIDENTS
AND
5 INTERNATIONAL
PORTS OF ENTRY





HCRMA/TxDOT Strategic Interests in Hidalgo County

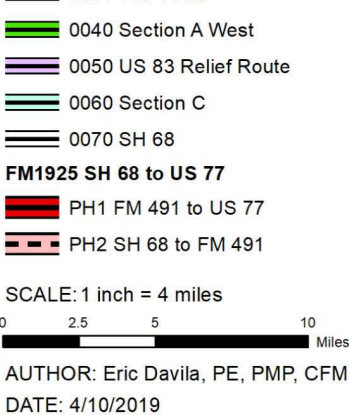
- Project**
- 0010 IBTC
 - 0030 365 TOLL
 - 0040 Section A West
 - 0050 US 83 Relief Route
 - 0060 Section C
 - 0070 SH 68
- FM1925 SH 68 to US 77**
- PH1 FM 491 to US 77
 - PH2 SH 68 to FM 491

SCALE: 1 inch = 4 miles

0 2.5 5 10 Miles

AUTHOR: Eric Davila, PE, PMP, CFM
DATE: 4/10/2019

2019-2023 Strategic Priorities



Section C
Total Constr. Cost (2023): \$721M
Total Dev. Cost (2023): \$1.11B

FM 1925 (Seg. 1 & 2 from I-69C to I-69E)
Constr. Cost: \$190M
Tot. Dev. Cost: \$255M
* Joint project between HCRMA, CCRMA, and TxDOT.

Section A (West)
Total Constr. Cost (2023): \$199M
Total Dev. Cost (2023): \$308M

SH 68 (Seg. 1 Frontage Rds)
Constr. Cost: \$55M
Tot. Dev. Cost: \$95M
* TxDOT grants for \$85M.

US 83 Relief Route (Seg. 1 Frontage Rds)
Constr. Cost: \$87.2M
Tot. Dev. Cost: \$122.5M
* Incl. \$30.5M in Prop 1 Funding.

365 TOLL: (Seg. 4)
Tot. Constr. Cost (2023): \$64M
Total Dev. Cost (2023): \$96.4M

365 TOLL: (Segs. 1 & 2)
Total Dev. Cost (2023): \$334.3M
Planned open to tolling date: January 2026

365 Seg. 3
Closeout achieved 11/2018, facility open to traffic.

IBTC (Segs. 1 - 3)
Total Constr. Cost (2023): \$223M
Total Dev. Cost (2023): \$285M
Available Funding: \$18.5M
NEPA clearance expected: May 2023

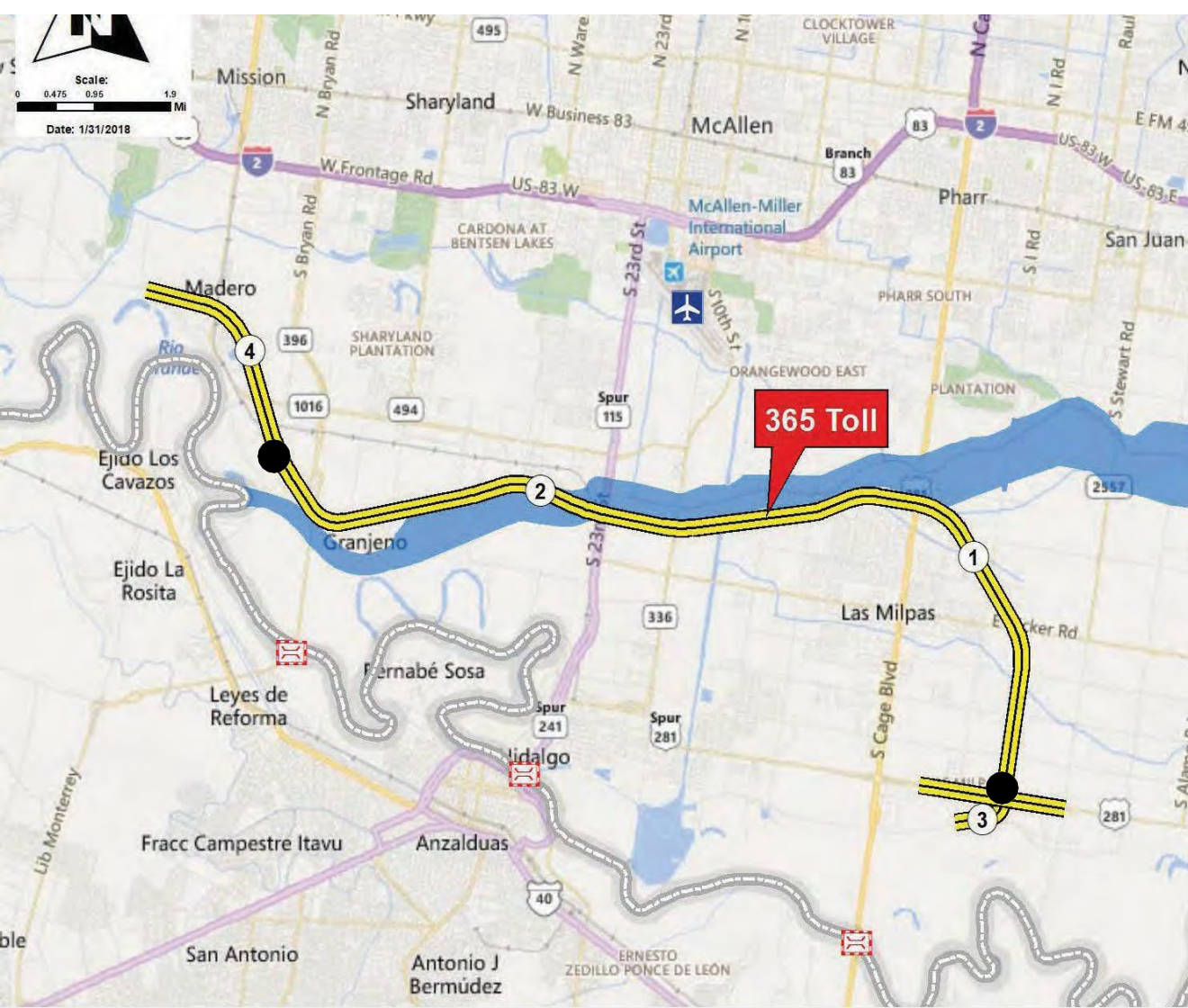
HCRMA Local Project

TxDOT Pharr District Project

Hidalgo County

Willacy County

Cameron County



MAJOR MILESTONES:

NEPA CLEARANCE
07/03/2015

100% ROW ACQUIRED

PH 1: 365 SEG. 3 –
LET: 08/2015
COMPLETED

PH 2: 365 TOLL
SEGS. 1 & 2 –
OPEN: 01/2026

[SEGS. 1 & 2] LIMITS FROM 0.8 MI. W. FM 396 / ANZ. HWY. TO US 281 / BSIF CONNECTOR [365 SEG. 3 COMPLETED]
[SEG. 4 FUTURE] LIMITS FROM FM 1016 / CONWAY TO 0.8 MI. W. FM396 / ANZALDUAS HIGHWAY

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365 TOLLWAY COLLECTION SYSTEM INSTALLATION, INTEGRATION, and MAINTENANCE PROJECT

SEPTEMBER 8, 2022 Request for Proposals was released.

OCTOBER 3, 2022 Mandatory Pre-bid meeting was conducted with In-Person or Virtual Attendance option

DECEMBER 9, 2022 Five proposals were received for the 365 Toll Collection System Installation, Integration, and Maintenance Project.

DECEMBER 16, 2022 Compliance reviews were conducted of all electronic bids;

FEBRUARY 6, 2023 Evaluation committee [HCRMA staff and HDR [GEC]] thoroughly reviewed proposals, conducted oral presentations and in accordance with the RFP's two- step scoring process

FEBRUARY 14, 2023 Proposal bid prices opened, evaluated, scored by evaluation committee

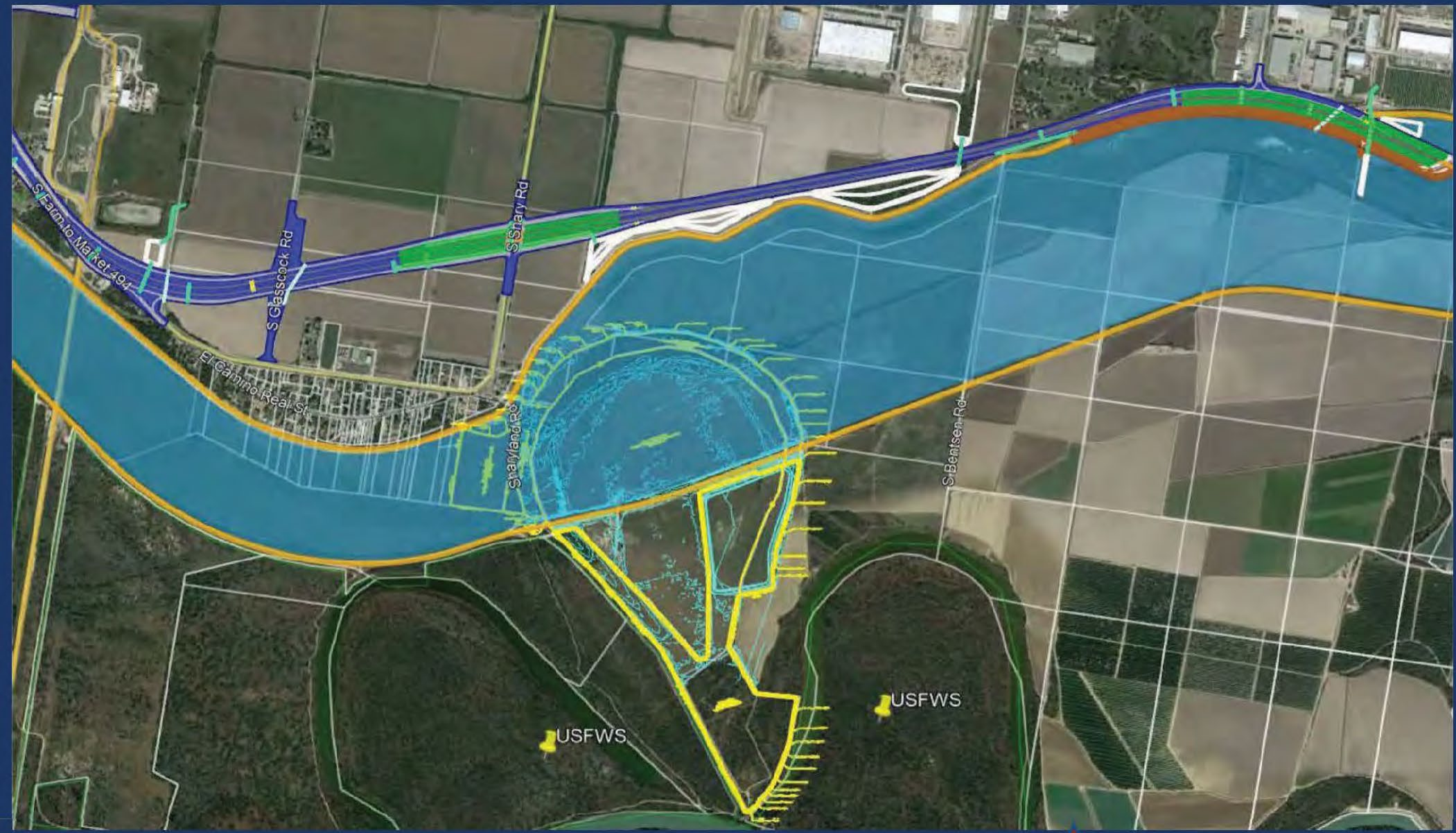
FEBRUARY 28, 2023 First executive briefing

MARCH 13, 2023 Second executive briefing

MARCH 14, 2023 Negotiation of contract terms, conditions , & BAFO

MARCH 28, 2023 Award of contract to SICE, Inc. for \$13,980,669 with a score of 905

WETLAND MITIGATION SITE



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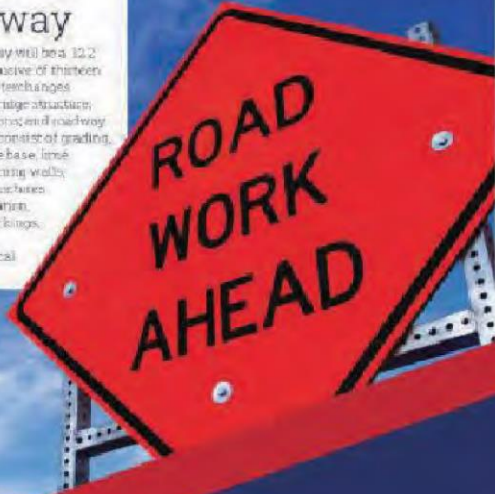
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY



HCRMA

ABOUT 365 Tollway

The HCRMA 365 Tollway will be a 12.2 mile tolled facility inclusive of thirteen (13) grade-separated interchanges and one (1) closed-way bridge structure. HCRMA leverages relocation of all roadway work. The Project will consist of grading, cement treated flexible base, lime treated subgrade, retaining walls, drainage, retention structures, traffic signals, illumination, signing, pavement markings, toll gantries & tolling equipment and electrical.



HCRMA
365 Tollway







Questions of Comments About the Project?

Contact Police
3000 W. Sam Houston Pkwy S
Houston, TX 77059
Tel: 832-2183
www.Police.com

PULICE

PROJECT DATA



-  **Owner:** Hidalgo County Regional Mobility Authority (HCRMA)
-  **Location:** Hidalgo County, TX
-  **Contract Time:** 1,264 days
-  **Project Budget:** \$281,723,797

WEST LOOP

365 TOLLWAY: BY THE NUMBERS

Representative Items	Quantity
Excavation	386,750 CV
Embankment	3,284,318 CV
Lean Treatment (Existing Material)	1,480,000 CV
Concrete Pavement	8,018,676 SF
Pre-Stressed Concrete Slabs	9,888 LF
Rebar Slabs	11,881 LF
Reinforced Concrete Walls	448,042 SF
Retaining (MSR) Wall	429,168 SF
Concrete Girders	82,124 LF
Concrete Rail	85,488 LF
Drainage (RCD & RCP)	49,217 LF



Major Project Components

Production and Performance

To meet all the deadlines, working days will be seven days a week, including holidays, with the exception of New Year's Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas. Friday, and Christmas Eve and Christmas Day, regardless of whether construction activities are either in progress or off the critical of the team.

Community Key Issues/Concerns

Facilitating safety and efficiency for the public in the primary concern with Police. Minimization and preservation of public safety will be discussed with project teams and any issues and concerns will be resolved as early as possible.

Environmental

Protecting the environment is a top priority for us. This means Storm Water Pollution Prevention Plan (SWPPP) and other necessary protocols to be in place and will be followed at all times.



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EXECUTIVE SUMMARY

- The Notice to Proceed (NTP) was issued to Pulice Construction Inc. (PCI) on February 15, 2022, with time charges commencing on March 17, 2022.
- The work under this contract shall be substantially completed within **1,264 CALENDAR** days [September 22, 2025] After Substantial Completion, Pulice will be allowed up to an additional 60 calendar days for Final Acceptance. Therefore, all improvements must be final accepted by [November 21, 2025].
- Working days will be charged Sunday through Saturday, including all holidays [with exception of:

New Year's Day (January 1st)

Independence Day (July 4th)

Labor Day (1st Monday in the month of September)

Thanksgiving Day and day after (4th Thursday and Friday in the month of November);

Christmas Eve and Day (December 24th and 25th)]

regardless of weather conditions, material availability, or other conditions not under the control of the Contractor, except as expressly provided for in the Contract. If Contractor fails to complete the work on or before the contract time, Pulice Construction Inc. agrees to pay the Authority \$ 16,500 per day as liquidated damages to cover losses, expenses and damages of the Authority for every Calendar Day which the Contractor fails to achieve Substantial Completion of the Project.

- The total construction cost submitted \$ 295,932,420.25.

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SCHEDULE & CONSTRUCTION COSTS

Four (4) approved Changes Order(s): [\$37,838,866.04] +0 days

- CO#1 11/11/2021 entering VECP process +000 days \$000,000,000.00 .0%
- CO#2 12/21/2021 VECP Plan Revisions +000 days \$(38,010,382.63) (12.84%)
- CO#3 04/26/2022 VECP Contractor Risk +000 days \$000,000,000.00 (0%)
- CO#4 01/24/2023 Drill Shaft +000 days \$171,516.59 0.06%

CHANGE ORDERS:

Change Order No.1 Summary: November 11,2021

- The Primary purpose of Change Order No. 1 is for the HCRMA and contractor to enter a defined VECP proves to reduce the overall cost of the project based on a 30% design furnished by the contractor.
- Cost to the Project include: 30% of 5% of the project savings to the project or direct costs to the contractor, whichever is less. These costs are intended to pay the contractor for design work achieve a 30% design.
- The HCRMA assumes ownership of all design work developed by the contractor, and cost savings are shared by the HCRMA and contractor by 40% and 60% respectively.

Change Order No. 2 Summary: December 21, 2021

- Change order No. 2 amended the contract price from \$295,932,420.25 to 281,723,797.95.
- By execution of Change Order No. 1, the contractor completed a 30% design to an effort to estimate cost savings for the project. Payment for the contractor's initial design work is \$613,285.06 in accordance with calculations presented in Change Order No. 1. This is the only cost due to the contractor based on the execution of Change Order No. 2, and is non-participating.
- Notice to proceed was issued 2/15/2022, the HCRMA reimburse the contractor for the remaining design costs to not exceed 5% of the total cost savings. Payments made will be based upon design milestones at 60%, 90% and 100% completion and acceptance.

VECP calculations for Contract Price of \$281,723,797.95

VECP Gross Savings	\$38,010,382.63	
Less est. Total Design Cost	\$1,943,648.45	(Schematics + Final Design)
Less Est. Owner's Fees	\$545,178.43	(GEC, Environmental, T&R Costs)
VECP Net Savings	\$35,521,555.76	
60% Contractor Saving:	\$21,312,933.45	Paid as Progress Payments
40% Owner Savings:	\$14,208,622.30	Reduce I from original Project

HCRMA 365 TOLL PROJECT CSJ#0921-02-368: CHANGE ORDER SUMMARY

Four (4) approved Changes Order(s): **[\$9,779,136.58]** +0 days

CO#1 11/11/2021 entering VECP process	+000 days	\$000,000,000.00	.0%
CO#2 12/21/2021 VECP Plan Revisions	+000 days	\$(14,208,622.30)	(4.80%)
CO#3 04/26/2022 VECP Contractor Risk	+000 days	\$000,000,000.00	(0%)
CO#4 01/24/2023 Drill Shafts	+000 days	\$171,516.59	0.06%
CO#5 06/24/2023 VECP True Realized Savings	+000 days	<u>\$4, 257,969.18</u>	1.44%

CHANGE ORDERS:

Change Order No.1 Summary: November 10, 2021, Resolution 2021-54

- The Primary purpose of Change Order No. 1 is for the HCRMA and contractor to enter a defined VECP proves to reduce the overall cost of the project based on a 30% design furnished by the contractor.
- Cost to the Project include: 30% of 5% of the project savings to the project or direct costs to the contractor, whichever is less. These costs are intended to pay the contractor for design work achieve a 30% design.
- The HCRMA assumes ownership of all design work developed by the contractor, and cost savings are shared by the HCRMA and contractor by 40% and 60% respectively.

Change Order No. 2 Summary: December 20, 2021, Resolution 2021-78

- Change order No. 2 amended the contract price from \$295,932,420.25 to \$281,723,797.95.
- By execution of Change Order No. 1, the contractor completed a 30% design to an effort to estimate cost savings for the project. Payment for the contractor's initial design work is \$613,285.06 in accordance with calculations presented in Change Order No. 1. This is the only cost due to the contractor based on the execution of Change Order No. 2 and is non-participating.
- Notice to proceed was issued 2/15/2022, the HCRMA reimburse the contractor for the remaining design costs to not exceed 5% of the total cost savings. Payments made will be based upon design milestones at 60%, 90% and 100% completion and acceptance.

VECP calculations for Contract Price of	\$281,723,797.95	
VECP Gross Savings	\$38,010,382.63	
Less est. Total Design Cost	\$1,943,648.45	(Schematics + Final Design)
Less Est. Owner's Fees	\$545,178.43	(GEC, Environmental, T&R Costs)
VECP Net Savings	\$35,521,555.76	
60% Contractor Saving:	\$21,312,933.45	Paid as Progress Payments
40% Owner Savings:	\$14,208,622.30	Reduced from original Project

Change Order No. 3 Summary: April 26, 2022, Resolution 2022-36

- As provided for Contract Amendment #1 and Change Order No. 2, the Contractor's share of the net savings includes the "Contractor Risk" that the actual costs of implementing the approved VECP concepts in Change Order No. 2 may not result in the saving approved by the parties. To the extent total actual costs exceed the total amount approved, all overages due to errors, oversights, omissions, additions, or corrections to final units, final quantities, or final unit prices or costs increases shall be deducted from Contractor 60% portion of the net savings.
- To the extent actual costs exceed the amounts presented in Exhibit A, Contractor agrees that such overages due to errors, oversight, omission additions, or corrections to final units, quantities or unit pricing shall be deducted from contractor's 60% portion of the net savings (the "Contractor Risk").
- Contractor VECP Savings Payments.

Contractor's share of the savings shall be calculated and paid out as progress payments under the terms of the contract, as follows:

Construction Progress	Proposed Savings Payment
20% Completion	\$4,262,586.69
40% Completion	\$4,262,586.69
60% Completion	\$4,262,586.69
80% Completion	\$4,262,586.69
Final Acceptance	<u>\$4,262,586.69</u>
	\$21,312,933.45

The parties agrees that if the Savings are not apparent or justified during a designated progress period, all, or part of any such Savings Payment, on the recommendation of the General Engineering Consultant, may be (i) deferred to the next progress period or (iii) reduced to reflect the Contractor's Risk for unrealized Savings/overages.

Change Order No. 4 Summary: January 24, 2023, Resolution 2023-05

Change Order No. 4 removes 1,524LF of Item 416-6005 Drill Shaft (42") introduces 48" drill shafts to incorporate detailed, finalized quantities and unit costs; and establishes State/Federal participation on odified unit costs, assuring compliance with the standard specifications included within the contract. Change Order No. 4 introducing 1,585LF of Item 416-6006 Drill Shaft (48 IN) at a unit cost of \$308.39/LF for a net cost of \$171,516.59 to be fully paid by HCRMA [Owner].

Change Order No. 5 Summary: June 24, 2023, Resolution 2023-30

In Lieu of \$38,010,382.63 savings, they only can truly account for \$30,565,888. They are claiming that of the \$7,444,494.63 shortfall, only \$3,186,525.45 is from their 60%; additional \$4,257,969.18 are contributable to busts in original plans, design errors and quantity mistakes and are to be attributed to HCRMA contingency[\$ 5,000,000>>\$570,514.23].

- As provided for Contract Amendment #1 and Change Order No. 2, the Contractor's share of the net savings includes the "Contractor Risk" that the actual costs of implementing the approved VECP concepts in Change Order No. 2 may not result in the saving approved by the parties. To the extent total actual costs exceed the total amount approved, all overages due to errors, oversights, omissions, additions, or corrections to final units, final quantities, or final unit prices or costs increases shall be deducted from Contractor 60% portion of the net savings. **The unrealized savings presented are \$3,186,525.45**
 - To the extent actual costs exceed the amounts presented in Exhibit A, Contractor agrees that such overages due to errors, oversight, omission additions, or corrections to final units, quantities or unit pricing shall be deducted from contractor's 60% portion of the net savings (the "Contractor Risk"), **revised shall be \$18,126,408.00**
 - Contractor VECP Savings Payments **are amended, as such:**

Contractor's share of the savings shall be calculated and paid out as progress payments under the terms of the contract, as follows:

Construction Progress	Proposed Savings Payment	Paid Date
**20% Completion	\$4,262,586.69	12/22/22
40% Completion	\$4,262,586.69 \$3,465,955.33	
60% Completion	\$4,262,586.69 \$3,465,955.33	
80% Completion	\$4,262,586.69 \$3,465,955.33	
Final Acceptance	\$4,262,586.69 \$3,465,955.33	
	\$21,312,933.45 \$18,126,408.00	

**[overage \$637,305.09 = 637,305.09/4=\$159,326.27 resulting in Progress Payment of \$3,465,955.33: \$18, 126,408.00 - \$4,262,586.69 = \$13,863,821.31 / 4 = \$3,465,955.33]

PROJECT PRODUCTION

CAPTURING VECP PACKETS

2/8/23 VECP Team met, exchanged concepts, formats

3/8/23 VECP meeting formal report submitted

4/20/23 VECP concepts completed and negotiations underway

7/07/23 New revised baseline schedule

7/10/23 CO#5 terms and conditions

FORMAL SUBMITTALS, REVIEW OF DOCUMENTS

- RFIs 88
- SUBMITTALS 95

TESTING [Soils/Concrete]

- Levees / embankment /
- Drill Shafts / Bents

ENVIRONMENTAL JUSTICES [SW3Ps]

EMBANKMENT Shary / SH336 / SP115 / Highline/ McColl

UNDERGROUND WORK Storm Sewer / Irrigation structures [Sta. 650+00 to 805+00 west end]

Bridge Substructure Shary / Floodway / McColl / Canal Bridge / Highline

RETAINING WALLS Highline / Anaya

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Hidalgo County Regional Mobility Authority

Project Status

365 TOLL PROJECT CSJ:0921-02-368

Project General Information

Description	GREENFIELD PROJECT, PRINCIPAL ARTERIAL, CONTROLLED ACCESS HIGHWAY, TOLL IMPROVEMENT, CSJ: 0921-02-368
Project Manager	Ramon Navarro, IV., P.E.
Managing Office	HCRMA Construction Department
Prime Contractor	PULICE CONSTRUCTION, INC. 8660 E. Hartford Drive, Suite 305 Scottsdale, AZ 85255
Project Subcontractors	A.H. BECK FOUNDATION CO, INC. CERTIFIED PLACERS, LLC. HIGHWAY BARRICADES & SERVICES, LLC IOC COMPANY, LLC IZAGUIRE CONSTRUCTION L&R PRECAST CONCRETE WORKS, INC. RIO GRANDE REBAR RODBUSTERS, LLC SCOTT DERR PAINTING COMPANY, LLC SICE, INC. Southwest Road & Safety Contractors, Ltd. TEXAS HIGHWAY SYSTEMS, INC. TEXAS ICON CONSTRUCTION, LLC. Texas Sterling Construction dba RDI Foundation Drilling US-MENARD, INC.
Notice to Proceed Date	02/15/2022
Construction Start Date	03/17/2022
Work Completion Date	09/22/2025

Project Financials

Awarded Project Amount	\$295,932,420.25
Authorized Project Amount	\$258,093,554.21
Amount Paid To Date	\$68,648,198.18

Status:

365 TOLL PROJECT CSJ:0921-02-368

07/21/2023

Page 1 of 2

365 TOLL PROJECT CSJ:0921-02-368 Under Construction

GREENFIELD PROJECT, PRINCIPAL ARTERIAL, CONTROLLED ACCESS HIGHWAY, TOLL IMPROVEMENT, CSJ: 0921-02-368

Payments						
End Date	Status	Payment	To Date	% Complete		No.
07/15/2023	Pending	\$2,803,225.26	\$71,451,423.44	23.8%	<div style="width: 23.8%; background-color: #28a745;"></div>	16
06/15/2023	Paid	\$2,402,150.75	\$68,648,198.18	22.9%	<div style="width: 22.9%; background-color: #28a745;"></div>	15
05/15/2023	Paid	\$1,672,812.23	\$66,246,047.43	22.1%	<div style="width: 22.1%; background-color: #28a745;"></div>	14
04/15/2023	Paid	\$2,302,505.87	\$64,573,235.20	21.7%	<div style="width: 21.7%; background-color: #28a745;"></div>	13
03/15/2023	Paid	\$1,571,621.63	\$62,270,729.33	21.0%	<div style="width: 21.0%; background-color: #28a745;"></div>	12
02/15/2023	Paid	\$1,519,297.77	\$60,699,107.70	20.4%	<div style="width: 20.4%; background-color: #28a745;"></div>	11
01/15/2023	Paid	\$943,705.68	\$59,179,809.93	19.7%	<div style="width: 19.7%; background-color: #28a745;"></div>	10
12/15/2022	Paid	\$8,892,613.75	\$58,236,104.25	19.5%	<div style="width: 19.5%; background-color: #28a745;"></div>	9
11/14/2022	Paid	\$4,085,602.35	\$49,343,490.50	16.9%	<div style="width: 16.9%; background-color: #28a745;"></div>	8
10/14/2022	Paid	\$1,427,873.36	\$45,257,888.15	16.5%	<div style="width: 16.5%; background-color: #28a745;"></div>	7
09/15/2022	Paid	\$657,136.92	\$43,830,014.79	16.4%	<div style="width: 16.4%; background-color: #28a745;"></div>	6
08/18/2022	Paid	\$378,458.17	\$43,172,877.87	16.3%	<div style="width: 16.3%; background-color: #28a745;"></div>	5
07/19/2022	Paid	\$2,793,575.17	\$42,794,419.70	16.1%	<div style="width: 16.1%; background-color: #28a745;"></div>	4
06/20/2022	Paid	\$2,336,832.39	\$40,000,844.53	15.2%	<div style="width: 15.2%; background-color: #28a745;"></div>	3
05/31/2022	Paid	\$14,029,200.82	\$37,664,012.14	14.3%	<div style="width: 14.3%; background-color: #28a745;"></div>	2
04/30/2022	Paid	\$23,634,811.32	\$23,634,811.32	8.9%	<div style="width: 8.9%; background-color: #28a745;"></div>	1

Displaying all 16 payments

365 TOLL PROJECT CSJ:0921-02-368 Under Construction

GREENFIELD PROJECT, PRINCIPAL ARTERIAL, CONTROLLED ACCESS HIGHWAY, TOLL IMPROVEMENT, CSJ: 0921-02-368

Overview

Edit

General Information

Project

Work Type
Heavy Highway

Location



Coordinates
26.14052384945899, -98.24062242016183

Location
FM-396 (ANZALDUAS HIGHWAY) TO US-281 MILITARY HIGHWAY

Management

Prime Contractor
PULICE CONSTRUCTION, INC.

Project Manager
Ramon Navarro, IV., P.E.

Managing Office
HCRMA Construction Department

Created By
Sergio Mandujano

Awarded Amount \$
\$295,932,420.25

Authorized Amount ✓
\$258,093,554.21

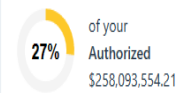
Approved Changes ↗
-\$37,838,866.04

Description

GREENFIELD PROJECT, PRINCIPAL ARTERIAL, CONTROLLED ACCESS HIGHWAY, TOLL IMPROVEMENT, CSJ: 0921-02-368

Amount Paid

Amount paid so far
\$68,648,198.18

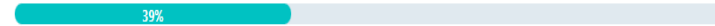


Important Dates

Date Created	Notice to Proceed	Construction Start	Work Completion
Apr 22, 2022	Feb 15, 2022	Mar 17, 2022	Sep 22, 2025

Progress

Time Complete: 492 Days Time Remaining: 772 Days



Amount Posted: \$61,940,958.19 Awarded Amount: \$295,932,420.25



Amount Posted: \$61,940,958.19 Authorized Amount: \$258,093,554.21



Total Retainage \$

Retainage Released ✓

Liquidated Damages 🕒



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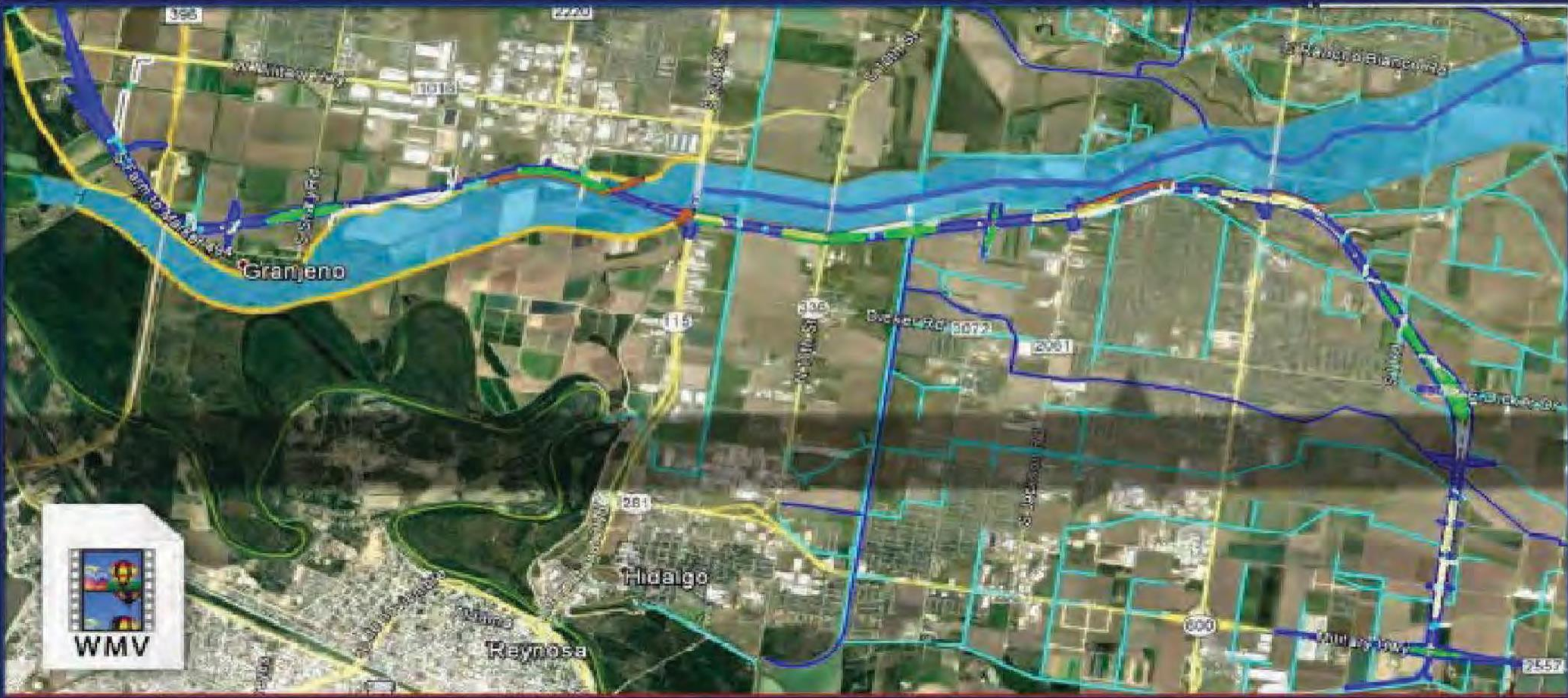




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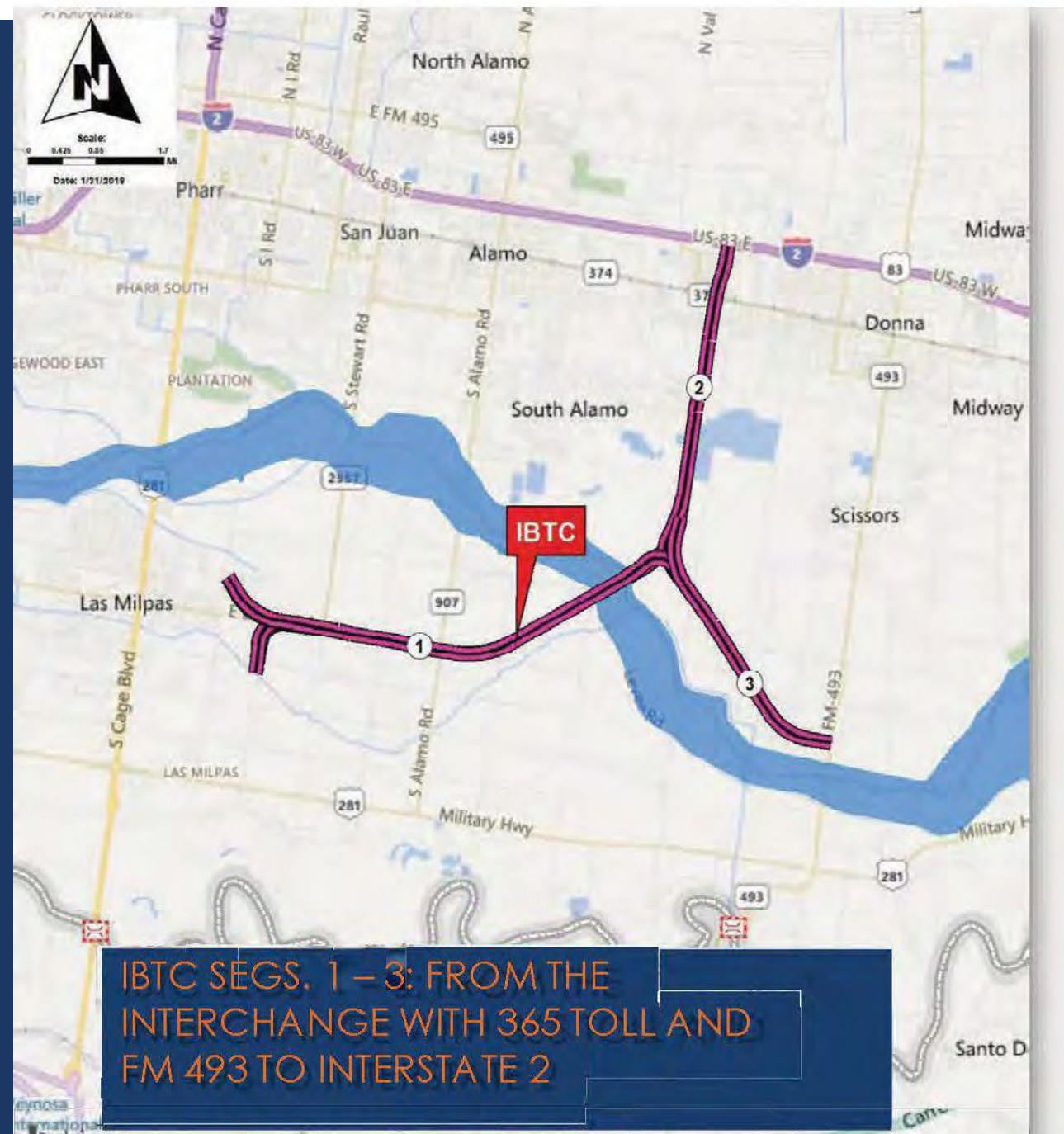
HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY



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HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY



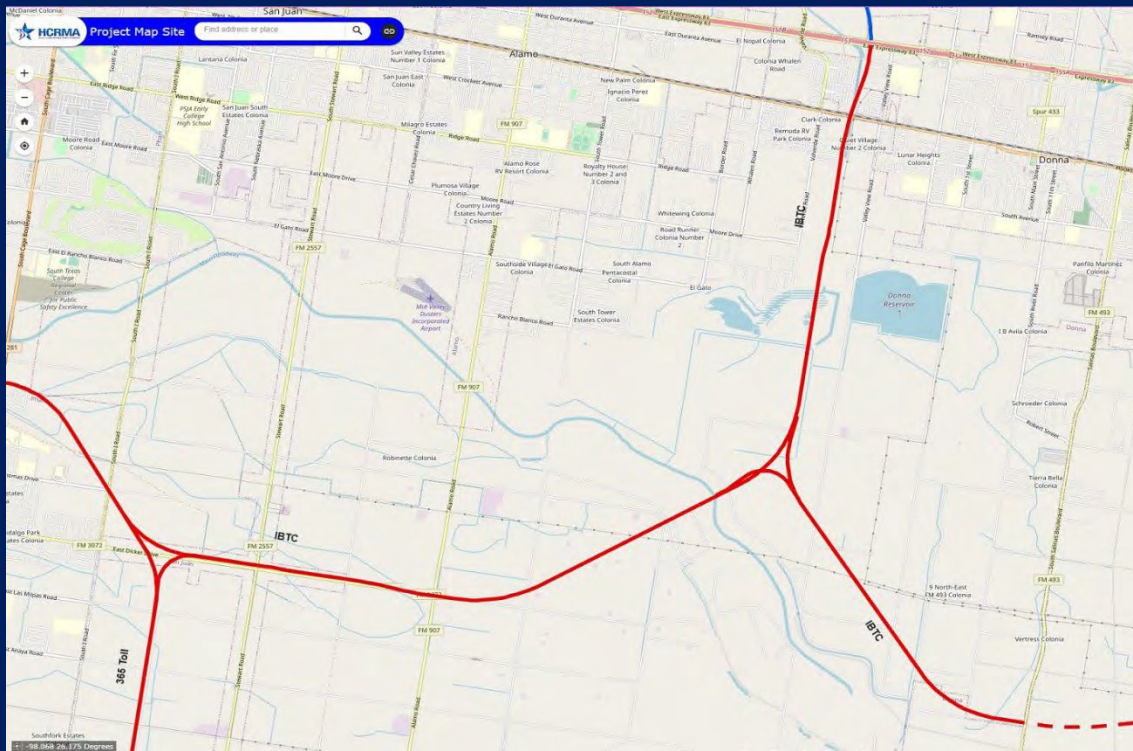
IBTC

13.15-mile long project. The proposed project would construct a new location non-tolled facility beginning at 1) 365 Tollway (Dicker Road) and extends 5.43 miles in a west direction. The alignment splits just west of FM 1423 (Val Verde Road) and travels north, 2) the northern leg continues 4.21 miles to Interstate Highway 2. The east leg 3) travels 3.51 miles east to where it is proposed to connect to FM 493.

IBTC SEGS. 1 – 3: FROM THE INTERCHANGE WITH 365 TOLL AND FM 493 TO INTERSTATE 2

HCRMA – IBTC Project

CSJ#:0921-02-142



Recent Key Activity:

- Included in Border Master Plan- High Impact Project
- Received Environmental Classification of Environmental Assessment October 2017.
- Held Public Meeting March 2019.
- TxDOT approved schematic November 2021.
- Public Hearing held March 2022.
- Risk workshop held with TxDOT Portfolio Management Division April 2022.
- Requested Functional Classification: Principal Arterial
- Estimated NEPA clearance by May 2023.
- Schematic updates UPRR Structure Group for Railroad Bridge over BUS83
- Working with RGVMP/O/TxDOT to federalize project
- TxDOT/FHWA to migrate project ON-SYSTEM
- \$150,000,000 funding allocation recommended to TTC

1 Environmental: 99%

2 Preliminary Engineering: 75%

3 ROW & Utilities: 60%
63 of 186 parcels acquired

4 Design: 65%

5 Funding: 89% \$188,000,000 / \$211,442,110
HCRMA IBTC - 0921-02-142 – FY 2026
 – Revising Costs and Funding (PE, ROW, C, CE)
 – Pending FC

CITIES CONTRIBUTIONS

International Bridge Trade Corridor (IBTC) (CSJ: 0921-02-142)

Fiscal Year	City	Amount Received	
2014	Edinburg	\$ 25,000.00	
2014	Alamo	15,000.00	
2014	Donna	12,500.00	
2014	Donna	12,500.00	
2014	Pharr	25,000.00	
2014	San Juan	15,000.00	
	Subtotal	15,000.00	\$ 105,000.00
2015	Edinburg	\$ -	
2015	Alamo	15,000.00	
2015	Donna	-	
2015	Pharr	25,000.00	
2015	San Juan	-	
	Subtotal	-	\$ 40,000.00
2016	Edinburg	\$ -	
2016	Alamo	15,000.00	
2016	Donna	12,500.00	
2016	Donna	12,500.00	
2016	Pharr	25,000.00	
2016	San Juan	15,000.00	
	Subtotal	15,000.00	\$ 80,000.00
2017	Edinburg	\$ 25,000.00	
2017	Alamo	15,000.00	
2017	Donna	0.00	
2017	Pharr	25,000.00	
2017	San Juan	15,000.00	
	Subtotal	15,000.00	\$ 80,000.00
2018	Edinburg	\$ -	
2018	Alamo	15,000.00	
2018	Donna	25,000.00	
2018	Pharr	0.00	
2018	San Juan	15,000.00	
	Subtotal	15,000.00	\$ 55,000.00
2019	Edinburg	\$ 25,000.00	
2019	Alamo	15,000.00	
2019	Donna	0.00	
2019	Pharr	25,000.00	
2019	San Juan	15,000.00	
	Subtotal	15,000.00	\$ 80,000.00
2020	Edinburg	\$ 25,000.00	
2020	Alamo	15,000.00	
2020	Donna	25,000.00	
2020	Pharr	25,000.00	
2020	San Juan	15,000.00	
	Subtotal	15,000.00	\$ 105,000.00
2021	Edinburg	\$ 25,000.00	
2021	Alamo	0.00	
2021	Donna	25,000.00	
2021	Pharr	25,000.00	
2021	San Juan	15,000.00	
	Subtotal	15,000.00	\$ 90,000.00
2022	Edinburg	\$ 25,000.00	
2022	Alamo	15,000.00	
2022	Donna	0.00	
2022	Pharr	25,000.00	
2022	San Juan	15,000.00	
	Subtotal	15,000.00	\$ 80,000.00
	Total	15,000.00	\$ 715,000.00

▶ ADVANCE PLANNING

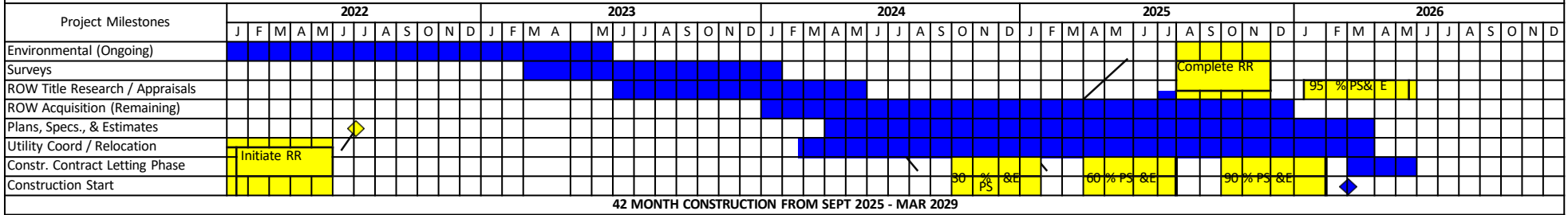
Funding / UTP / TIP Status:

- ❑ Funding is non-toll and incorporates overweight corridor network fees to help finance project
- ❑ HCRMA requested via letter to TxDOT for On-System classification
- ❑ The project has been included in federalized amendment to 2023-26 STIP, adding \$20 Million of Category 7 federal funds to the project for construction.
- ❑ On May 1, 2023 Federal Functional Classification [FC] request was submitted to RGVMPO. Preliminary review and TxDOT concurrence for FHWA submittal is anticipated by July 2023.
- ❑ June 2023, \$150,000,000 TxDOT funding was recommended by TX Governor to TTC

Environmental:

- ❑ Submitted Final EA revisions 8/8/2022. The Final EA document will need to be updated (Project Consistency Section of the EA) to illustrate the new funding for consistency and anticipate project's final determination by late-2023.
- ❑ Environmental Document accepted and NOA[notice of availability] has been posted

International Bridge Trade Corridor (IBTC) (CSJ: 0921-02-142)



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Milestones

- 1 Start Date
- 2 Feasibility Study
- 3 SCH/ENV WA
- 4 PSE WA
- 5 AFA
- 6 Geotechnical Report
- 7 Design Survey
- 8 SUE
- 9 Traffic Analysis
- 10 Schematic
- 11 PSE 30%
- 12 ENV Clearance
- 13 ROW Survey/Map
- 14 PSE 60%
- 15 PSE 95%
- 16 ENV Permits/Survey
- 17 ROW Acquisition
- 18 Utility Adjustments
- 19 PSE 100%
- 20 Railroad Coord.
- 21 Ready to Let

Target Date

Updated Target Date

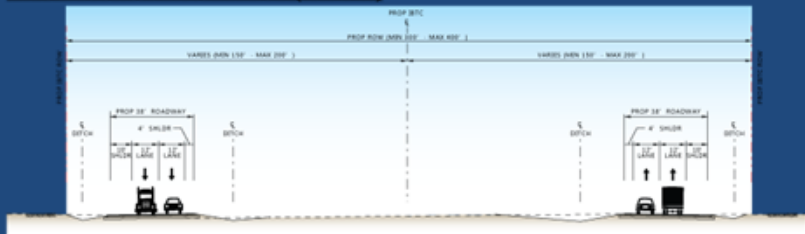
	Target Date	Updated Target Date
1		
2		
3		
4	6/1/2022	1/1/2024
5	12/31/2021	9/30/2022
6	9/1/2022	10/31/2023
7		1/31/2024
8		2/28/2025
9		
10		
11	12/1/2022	7/31/2024
12	11/31/2021	5/31/2023
13	11/1/2021	8/31/2023
14	12/1/2022	1/31/2025
15	5/1/2023	10/31/2025
16		
17	6/1/2022	12/31/2025
18	10/1/2022	3/31/2026
19	7/31/2023	3/31/2026
20	1/1/2022	7/1/2022 - 03/31/2025
21	10/1/2023	9/1/2025

365 Tollway/FM 3072 Interchange to Valley View Interchange

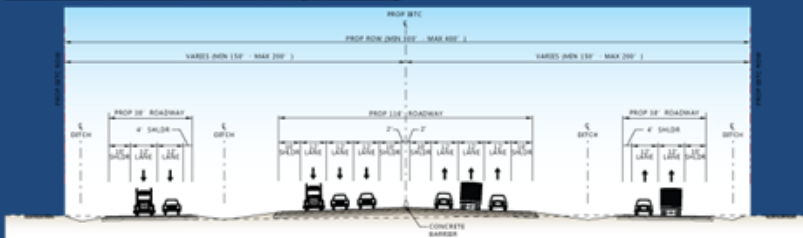
West Leg



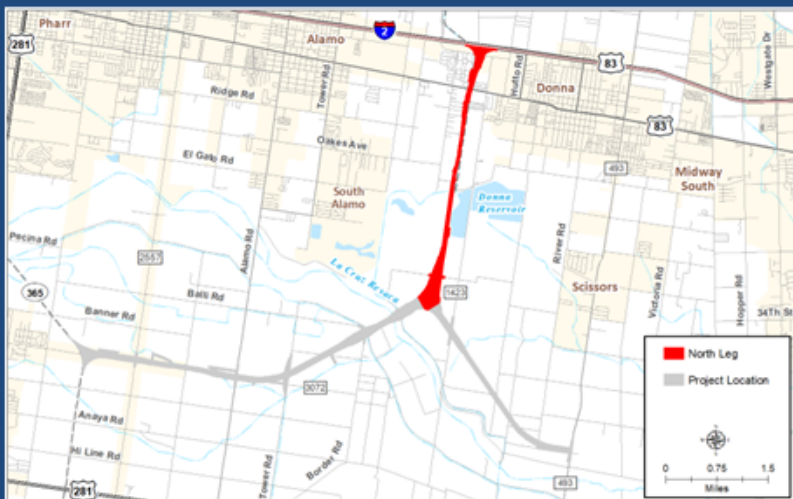
TYPICAL SECTION: WEST PHASE I (INTERIM)



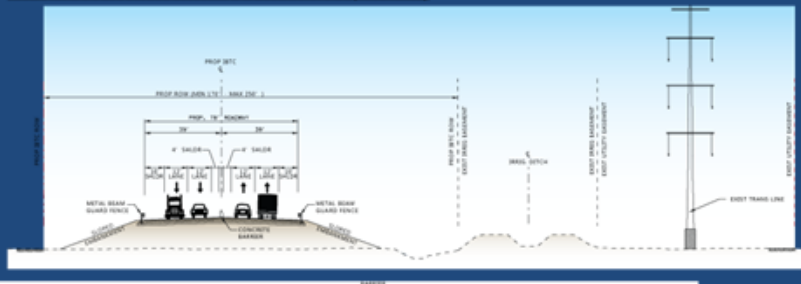
TYPICAL SECTION: WEST PHASE II (ULTIMATE)



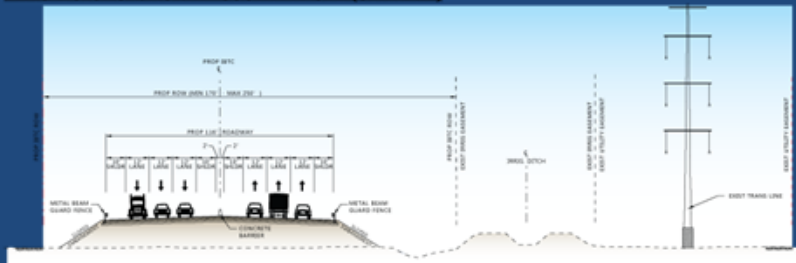
North Leg: Valley View Interchange to IH-2



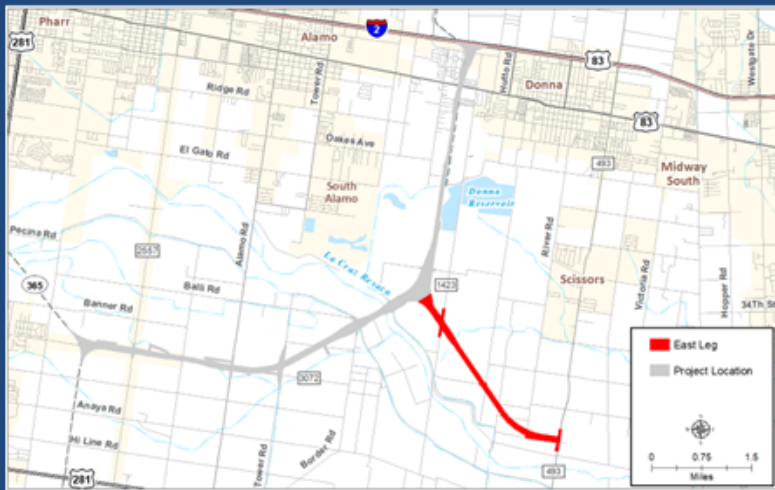
TYPICAL SECTION: NORTH - SOUTH PHASE I (INTERIM)



TYPICAL SECTION: NORTH - SOUTH PHASE II (ULTIMATE)

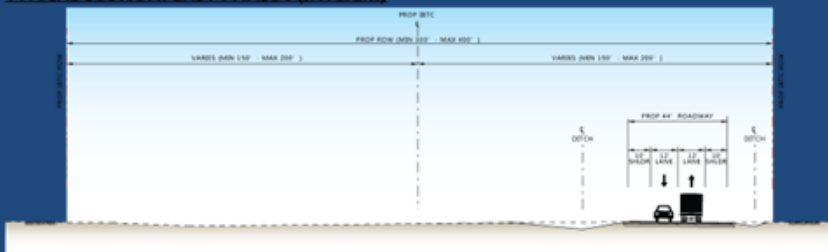


Valley View Interchange to FM 493

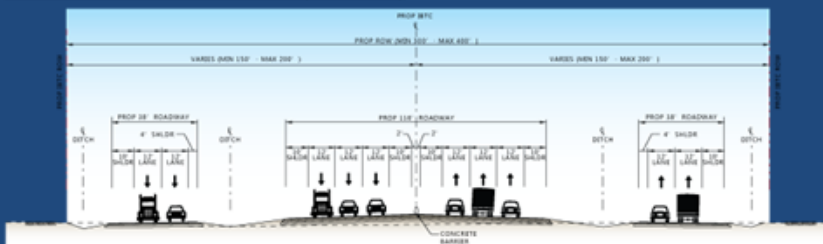


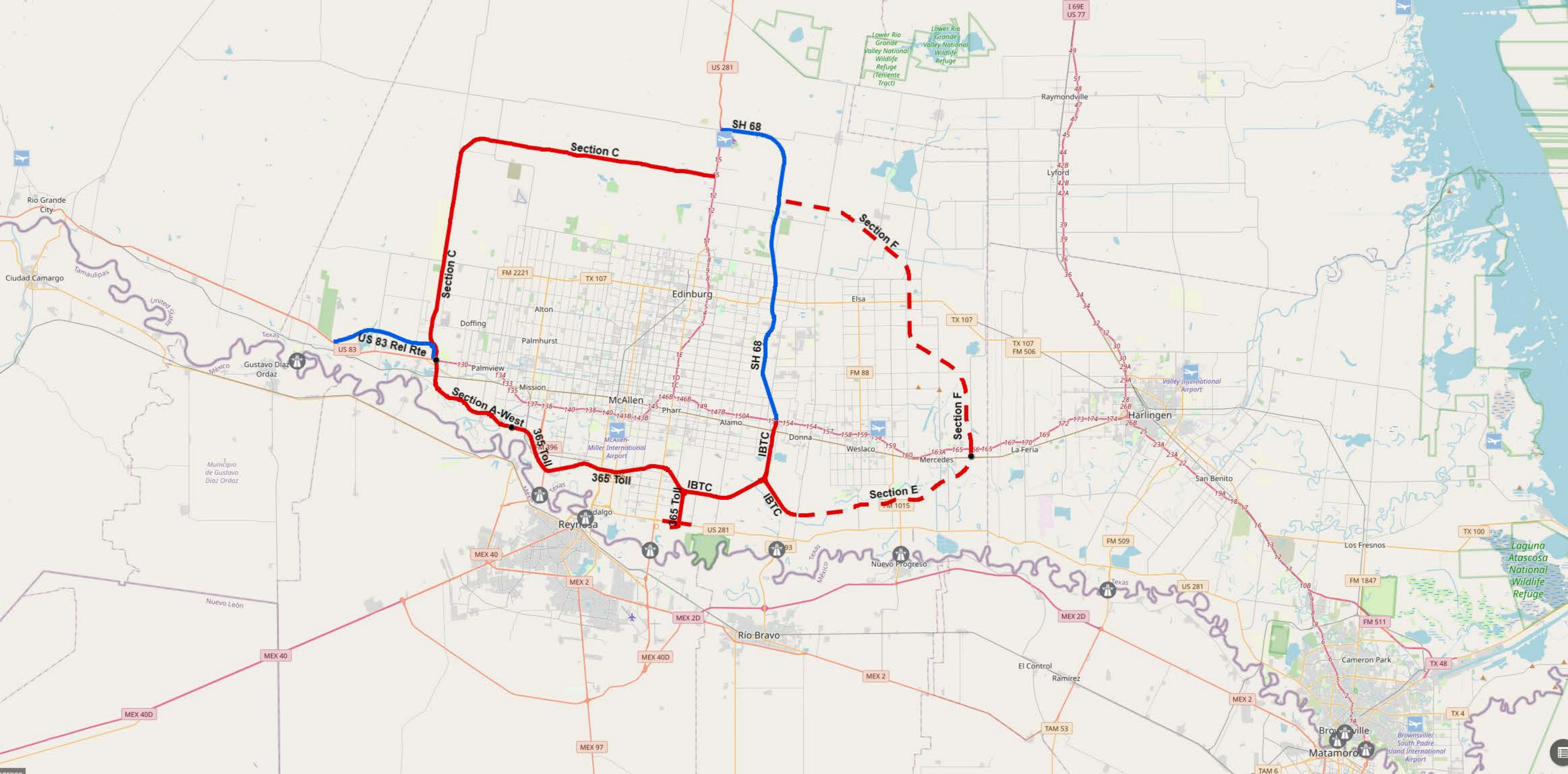
East Leg

TYPICAL SECTION: EAST PHASE I (INTERIM)



TYPICAL SECTION: EAST PHASE II (ULTIMATE)





Rio Grande City

Ciudad Camargo

US 83
US 83 Rel Rte

Gustavo Diaz Ordaz

Municipio de Gustavo Diaz Ordaz

Nuevo Leon

MEX 40

MEX 40D

Section C

Section A-West

Section B

Section C

Section A-West

Section B

SH 68

SH 68

IBTC

IBTC

IBTC

IBTC

Section F

Section F

Section E

Section E

Section E

Section E

Raymondville

Lyford

Harlingen

San Benito

Los Fresnos

Rio Bravo

El Control

Ramirez

Brownsville

Matamoros

Laguna Atascosa National Wildlife Refuge

Brownsville, South Padre Island International Airport



Section A-West

Mission

Bentsen-Rio Grande Valley State Park

National Butterfly Center

396 Toll



Friday, March 10, 2023

Lenguaje inglés ▼

Specialized Overweight Permits

Hidalgo County 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 a more detailed explanation, see below.

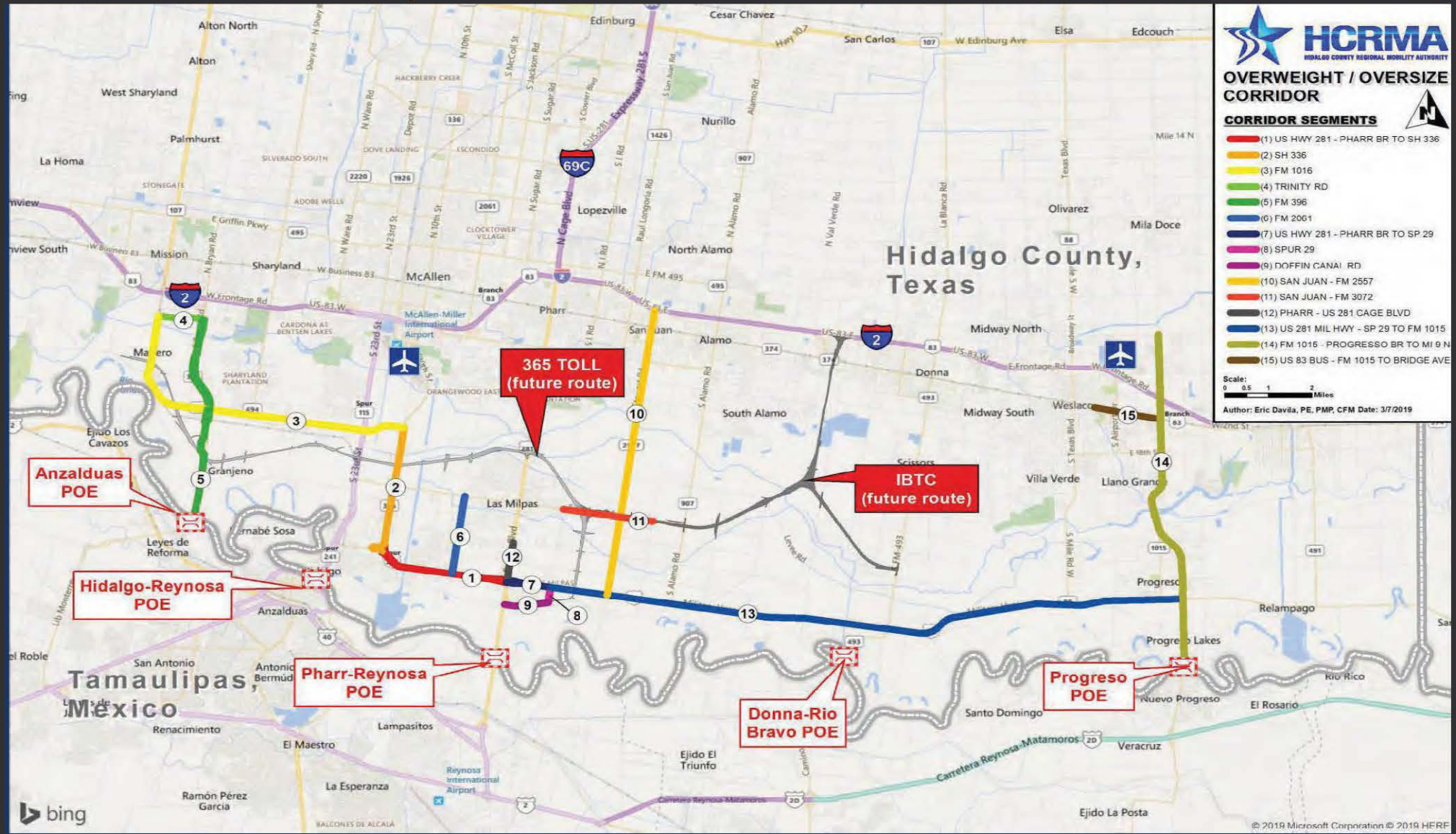
Permit Information

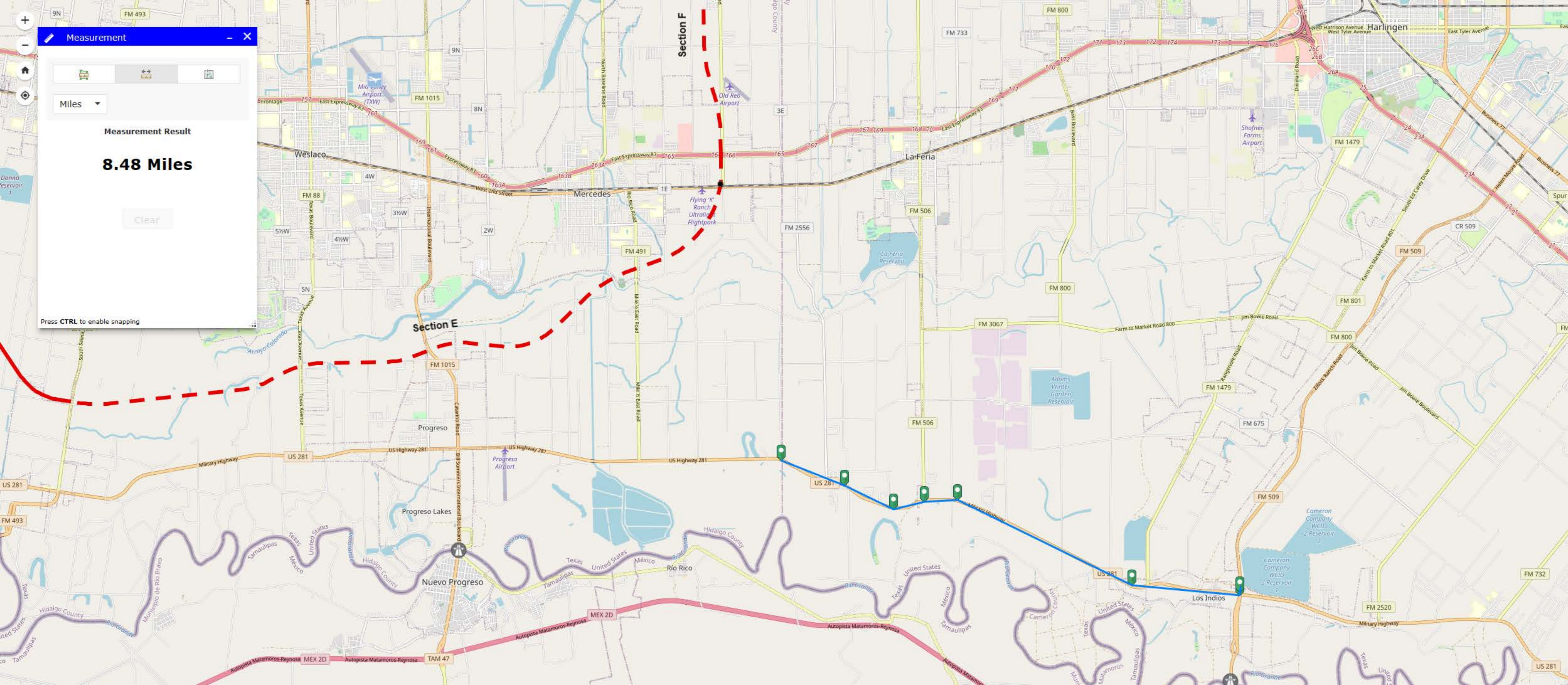
The Hidalgo County Regional Mobility Authority (HCRMA) administers the Hidalgo County overweight corridor and facilitates the Hidalgo County Specialized Overweight Permits that allow for the movement of overweight vehicles carrying cargo on the following roads:

- (1) U.S. Highway 281 between its Intersection with Pharr-Reynosa International Bridge and its Intersection with State Highway 336.
- (2) State Highway 336 between its Intersection with U.S. Highway 281 and its Intersection with Farm-to-Market Road 1016.
- (3) Farm-to-Market Road 1016 between its Intersection with State Highway 336 and its Intersection with Trinity Road.
- (4) Trinity Road between its Intersection with Farm-to-Market Road 1016 and its Intersection with Farm-to-Market Road 396.
- (5) Farm-to-Market Road 396 between its Intersection with Trinity Road and its Intersection with the Anzalduas International Bridge.
- (6) Farm-to-Market Road 2061 between its Intersection with Farm-to-Market Road 3072 and its Intersection with U.S. Highway 281.
- (7) U.S. Highway 281 between its Intersection with the Pharr-Reynosa International Bridge and its Intersection with Spur 29.
- (8) Spur 29 between its Intersection with U.S. Highway 281 and its Intersection with Doffin Canal Road.
- (9) Doffin Canal Road between its Intersection with the Pharr-Reynosa International Bridge and its Intersection with Spur 29.
- (10) FM 2557 (Stewart Road) from US 281/Military Highway to Interstate 2 (US 83).
- (11) FM 3072 (Dicker Road) from Veterans Boulevard ('I' Road) to Cesar Chavez Road.
- (12) Route 12: US 281 (Cage Boulevard) from US 281/Military Highway to Anaya Road.
- (13) US 281/Military Highway from Spur 29 to FM 1015.
- (14) Farm to Market 1015 – Progreso International Bridge to Mile 9 North.
- (15) US 83 Business – Farm to Market 1015 to South Bridge Avenue.

The gross weight of cargo and equipment shall not exceed the allowable permissible axle load, the Mexican Legal Weight Limit or 125,000 lbs, whichever is less, and the dimensions of the load and vehicle shall not exceed 12' wide, 15'6" high, or 110' long.

OVERWEIGHT / OVERSIZE CORRIDOR SEGMENTS





Measurement

Miles

Measurement Result

8.48 Miles

Clear

Press CTRL to enable snapping

Section F

Section E

Nuevo Progreso

Los Indios

FM 2520

MEX 2D

TAM 47

US 281

▶ **OVERWEIGHT REPORT FOR April 2023:**
January 1, 2023- June 30, 2023

OW

Total Permits Issued:	25,940
Total Amount Collected:	\$5,297,506
■ Convenience Fees:	\$109,506
■ Total Permit Fees:	\$5,188,000
– Pro Miles:	\$ 77,820
– TxDOT:	\$ 4,409,800
– HCRMA:	\$ 700,380

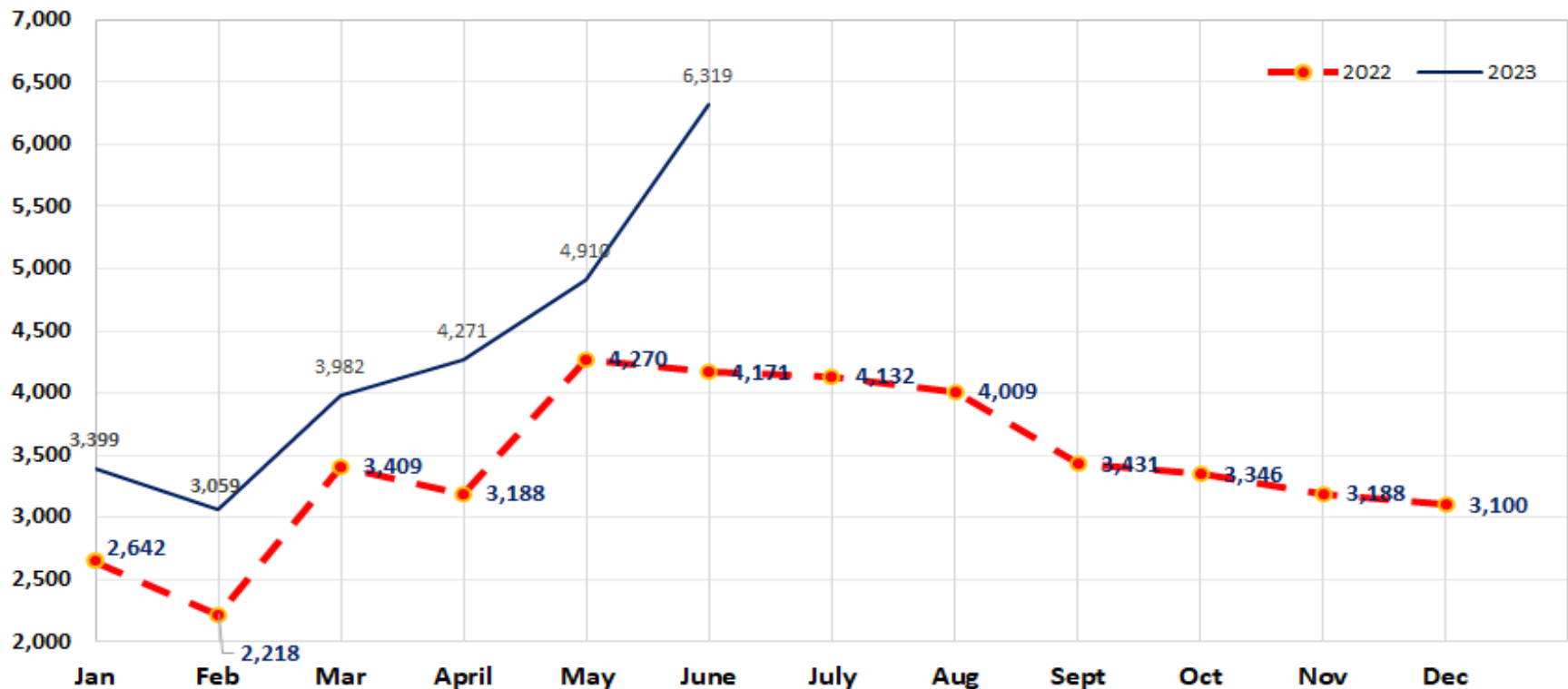


▶ OVERWEIGHT REPORT FOR 2023:

▶ JANUARY 1, 2023 – June 30, 2023

OW

Overweight/Oversized Permit Count
2022 - 2023 Monthly Comparison



Notes:

1. The permit count for 2022 (41,104) ended with a +4.5% (increase of 1831) compared to 2021 (39,273).
2. Monthly permit count of 6,319 represents a +51% (increase, 2,148) compared to the same month in 2022 (4,171).