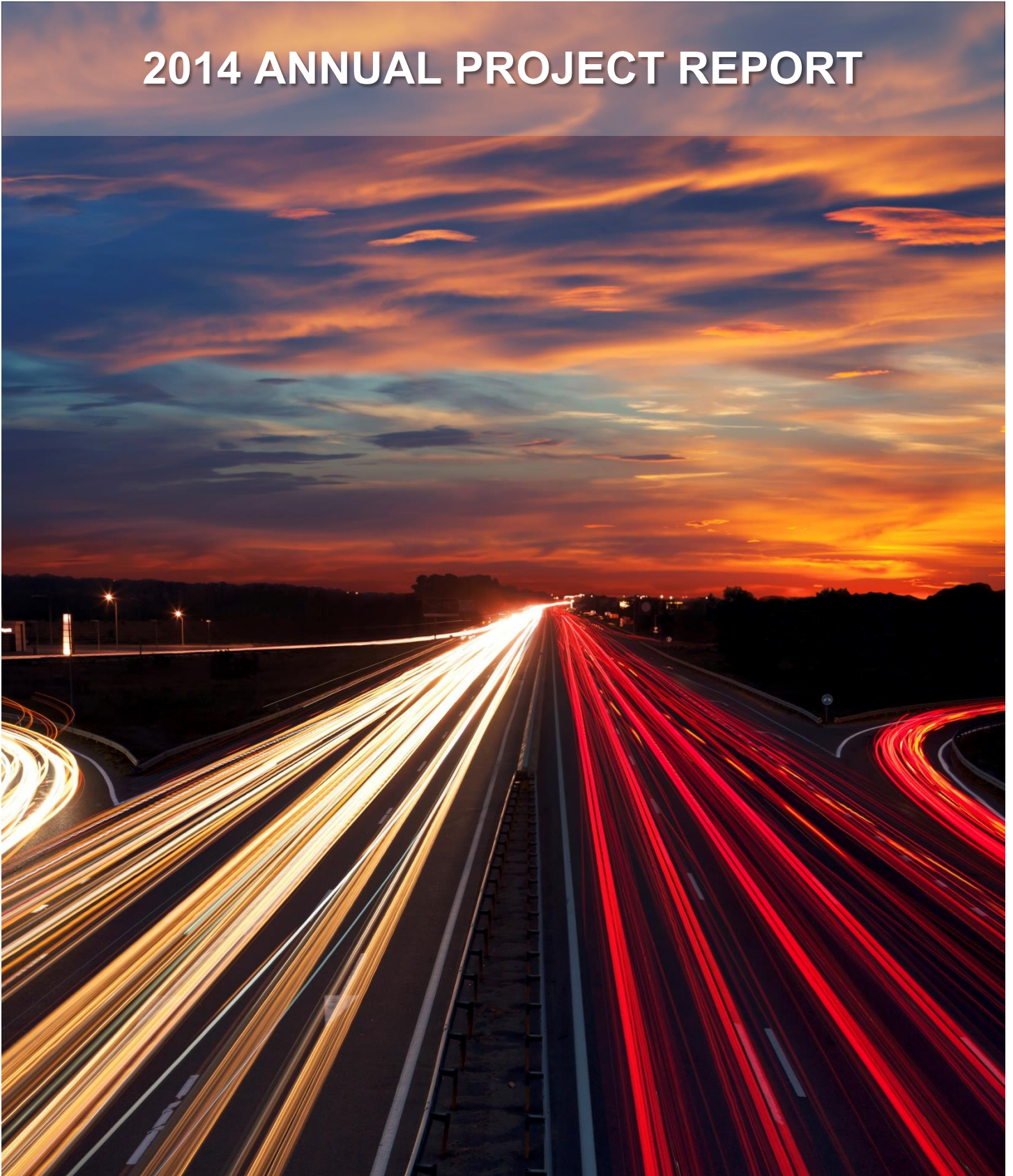


2014 ANNUAL PROJECT REPORT



1.0 Introduction

The Hidalgo County Regional Mobility Authority (HCRMA) is pleased to present to the Texas Transportation Commission its 2014 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 local and regional stakeholders such as Elected Representatives, Texas Department of Transportation (TxDOT), Hidalgo County Commissioners Court, Local Municipalities, and the Public to garner the region's wishes with regard to transportation development.



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 before the region loses out on economic opportunities. 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 with regard to the import of fresh produce and industrial goods from the Mexican interior. Conversely, the nationalization of oil resources in Mexico will also see an increase in exports of heavy equipment and supplies that American companies will require for the extraction of those natural resources.

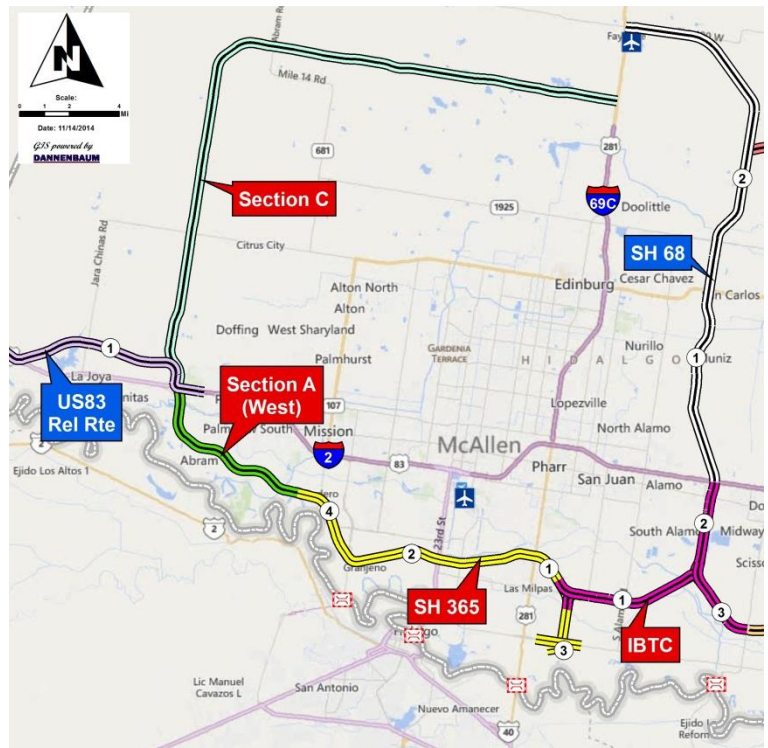
Understanding the region's potential for growth and these external opportunities allows the HCRMA to use the best available tools to forecast economic activity and traffic patterns and maximize toll utilization to help fund the new roadway infrastructure. The routes being developed by the HCMRA will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



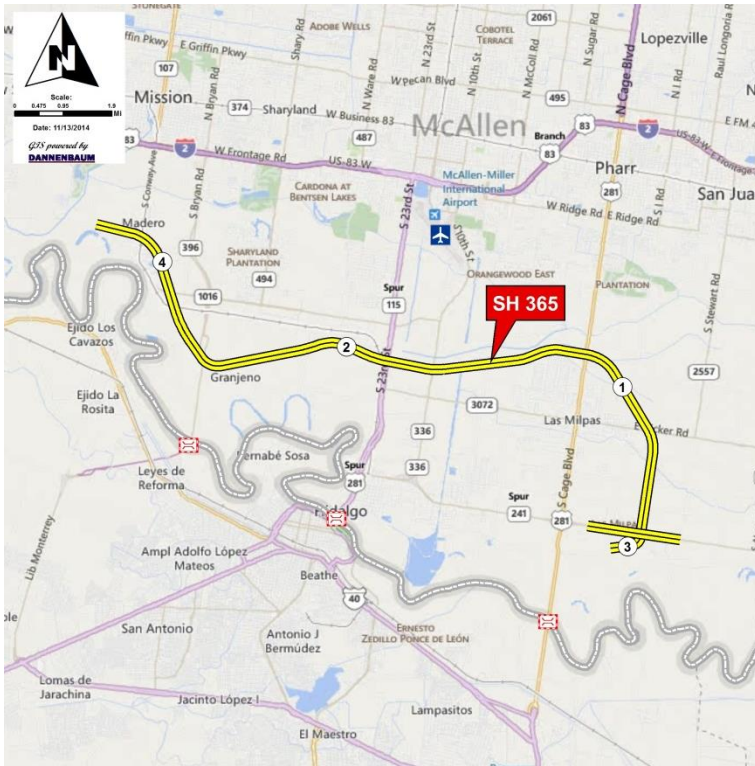
To this end, the HCRMA is working with local communities to plan and develop a southern corridor of the loop to create efficient routes so that commerce, local traffic, and safety are improved as our communities grow. For this reason the HCRMA is looking to develop the most efficient tollroad system 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 State Highway 365 (SH 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 frontage road facilities.

By the time the strategic plan is fully implemented, 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 \$770M in project development funds and \$456M 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 brief summary of pertinent project activity along with an Appendix A with additional details.



2.0 State Highway 365 (HCRMA)



SH 365 consists of two phases of construction of toll and non-toll improvements from FM 1016 / Conway Ave to US 281 / Military Highway for project length of 17.4 miles. Phase 1 construction consists of tollroad improvements from FM 396 / Anzalduas Highway to US 281 / Military Highway which constitute Segments 1 & 2 of the project.

Phase 1 also consists of nontoll 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 the Segment 3 US 281 and BSIF Connector.

Phase 2 construction consists of additional tollroad improvements from FM 1016 / Conway Ave to FM 396 / Anzalduas Highway for Segment 4 of the project which for this plan update is assumed to be built as the same time as Phase I improvements through additional TxDOT reimbursement funding. Currently SH 365 Segments 1 - 3 are fully funded by Hidalgo County local funds and by an existing TxDOT reimbursement commitment.

2.1 Review of 2014 Activities

- Environmental Documents (95% complete);
- ROW Documents (100% complete) with 20% of all project ROW parcels currently in early acquisition;
- PS&E (80% complete) and undergoing concurrent TxDOT reviews at every major milestone submittal;
- Expended \$7.22M expended in 2014 on advanced planning: environmental, engineering, and survey.

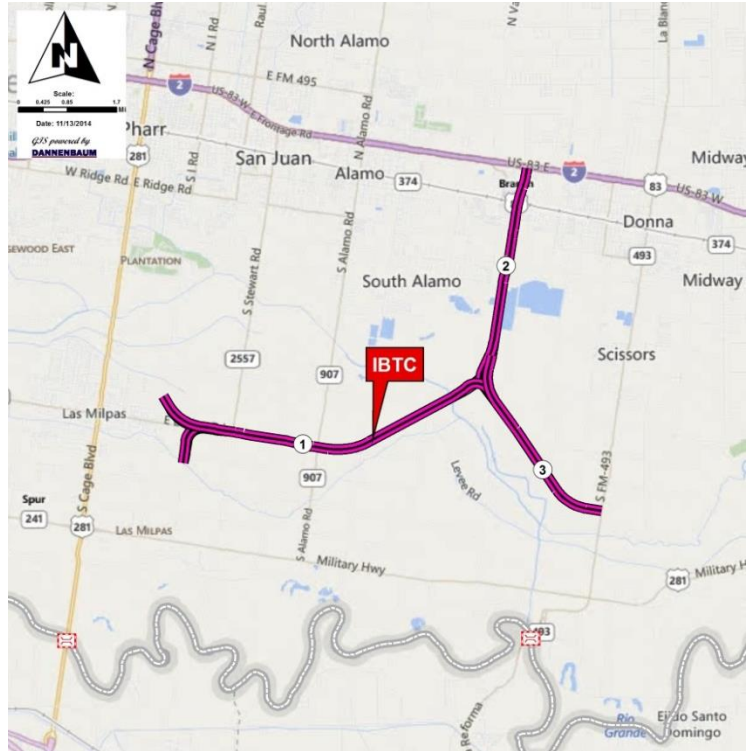
2.2 Schedule / Upcoming Milestones

Environmental clearance estimated by 04/2015; Construction to commence 01/2016; and Toll operations to initiate 07/2018.

3.0 International Bridge Trade Corridor (HCRMA)

IBTC Segments 1 - 3 consists of two phases of construction of toll improvements from the Interchange with SH 365 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 4 lane tollroad (2 lanes each way) with Segment 3 being built as a 2 lane connector road (1 lane each way) for connection between the Valley View Interchange and FM 493. Phase 2 construction (to be undertaken by the HCRMA at a later time) will consist of tollroad main lanes and an additional frontage road from the Valley View Interchange to FM 493.



The HCRMA has the ability to conduct advance planning on the entire project, but will require that the IBTC be made into State on-system facility before funding can be made available via a TxDOT reimbursement commitment in order to construct it concurrently with SH 365.

3.1 Review of 2014 Activities

- Environmental Documents (35% complete);
- ROW Documents (50% complete) with 20% of all project ROW parcels currently in early acquisition;
- PS&E (40% complete) and undergoing concurrent TxDOT reviews at every major milestone submittal;
- Expended \$3.89M expended in 2014 on advanced planning: environmental, engineering, and survey.

3.2 Schedule / Upcoming Milestones

Environmental clearance estimated by 12/2015; Construction to commence 01/2016; and Toll operations to initiate 07/2018.

4.0 Overweight Corridor (HCRMA and TxDOT)

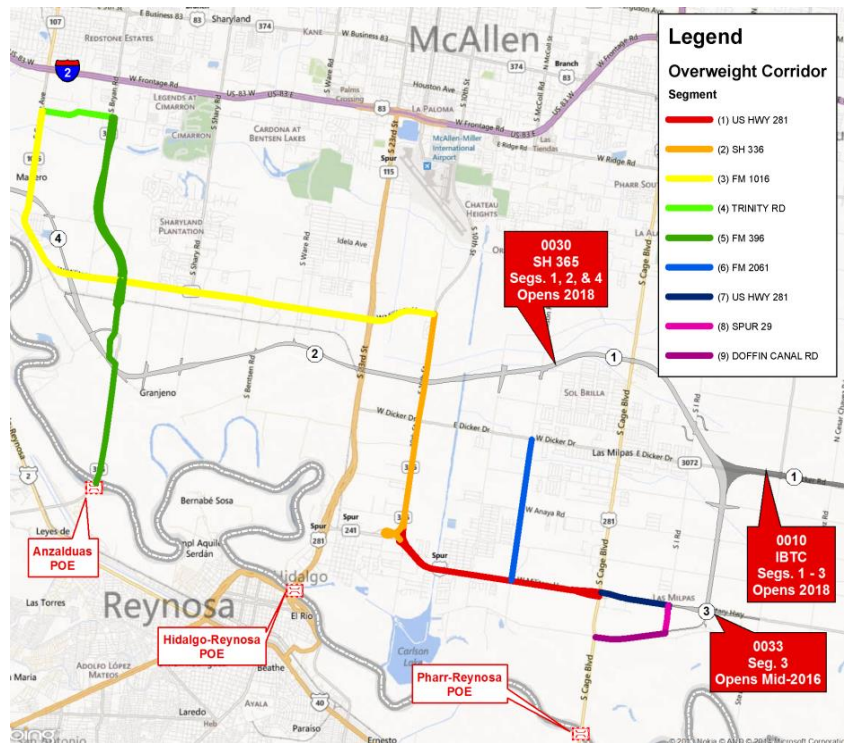
Texas H.B. No. 474 allowed for the creation of an overweight/oversize (OW/OS) corridor to be administered by the HCRMA who keeps 15% of the permit fees collected with TxDOT receiving the other 85% for the maintenance of the OW/OS system. Proof of certified weight measurement is required before a permit may be issued and utilized.

The following existing roadways are approved by the HCRMA Board and the TxDOT Commission for the OW/OS Corridor:

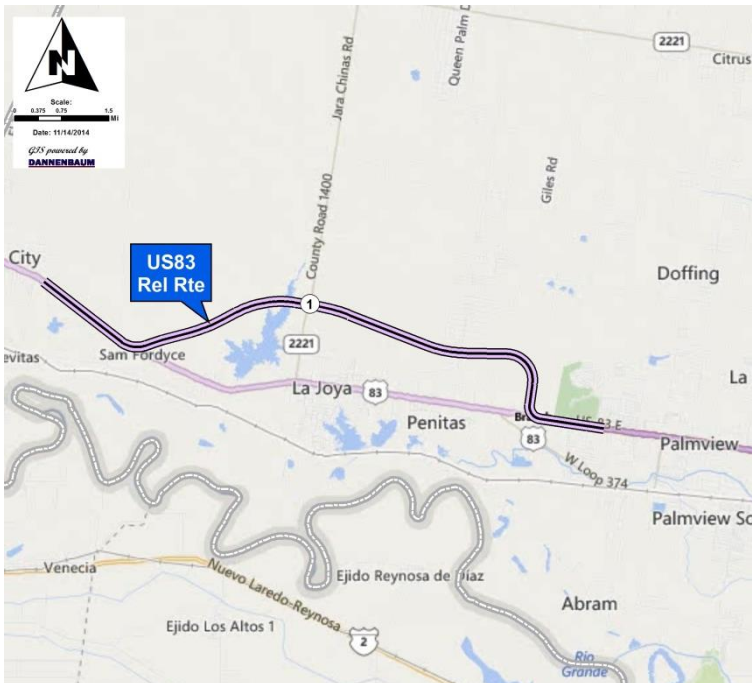
- U.S. Hwy. 281 between its intersection with Pharr-Reynosa Intl. Bridge and its intersection with SH 336.
- SH 336 between its intersection with U.S. Hwy. 281 and its intersection with FM 1016.
- FM 1016 between its intersection with SH 336 and its intersection with Trinity Road.
- Trinity Road between its intersection with FM 1016 and its intersection with FM 396.
- FM 396 between its intersection with Trinity Road and its intersection with the Anzalduas Intl. Bridge.
- FM 2061 between its intersection with FM 3072 and its intersection with U.S. Hwy. 281.
- U.S. Hwy. 281 between its intersection with the Pharr-Reynosa Intl. Bridge and Spur 29.
- Spur 29 between its intersection with U.S. Hwy. 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.

4.1 Review of 2014 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. The SH 365 and IBTC projects are currently being designed for overweight traffic and are intended to be the long-term overweight corridor system with some of the existing branches staying in place for circulation to destinations.



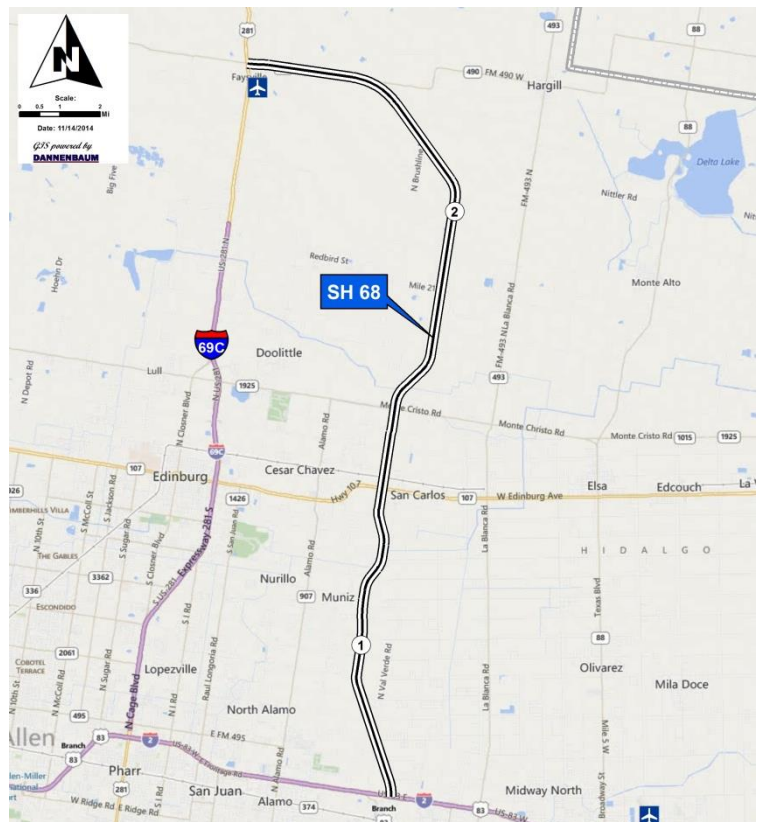
5.0 US 83 Relief Route (TxDOT)



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 Phase 2 to be undertaken by the HCRMA at a later time to construct tollroad mainlanes. Phase 1 is fully funded by TxDOT is slated to let mid-2015.

6.0 State Highway 68 (TxDOT)

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 a Phase 3 to be undertaken by the HCRMA at a later time to construct tollroad mainlanes. Phase 1 is fully funded by TxDOT is intended to let mid-2016.



APPENDIX A: DETAIL FOR THE HCRMA 2014 PROJECT REPORT





OVERVIEW

- ▶ Mission Statement
- ▶ Board Leadership
- ▶ SH 365 Project Progress
- ▶ IBTC Project Progress
- ▶ Overweight/Oversize Corridor Permitting Progress



MISSION STATEMENT

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

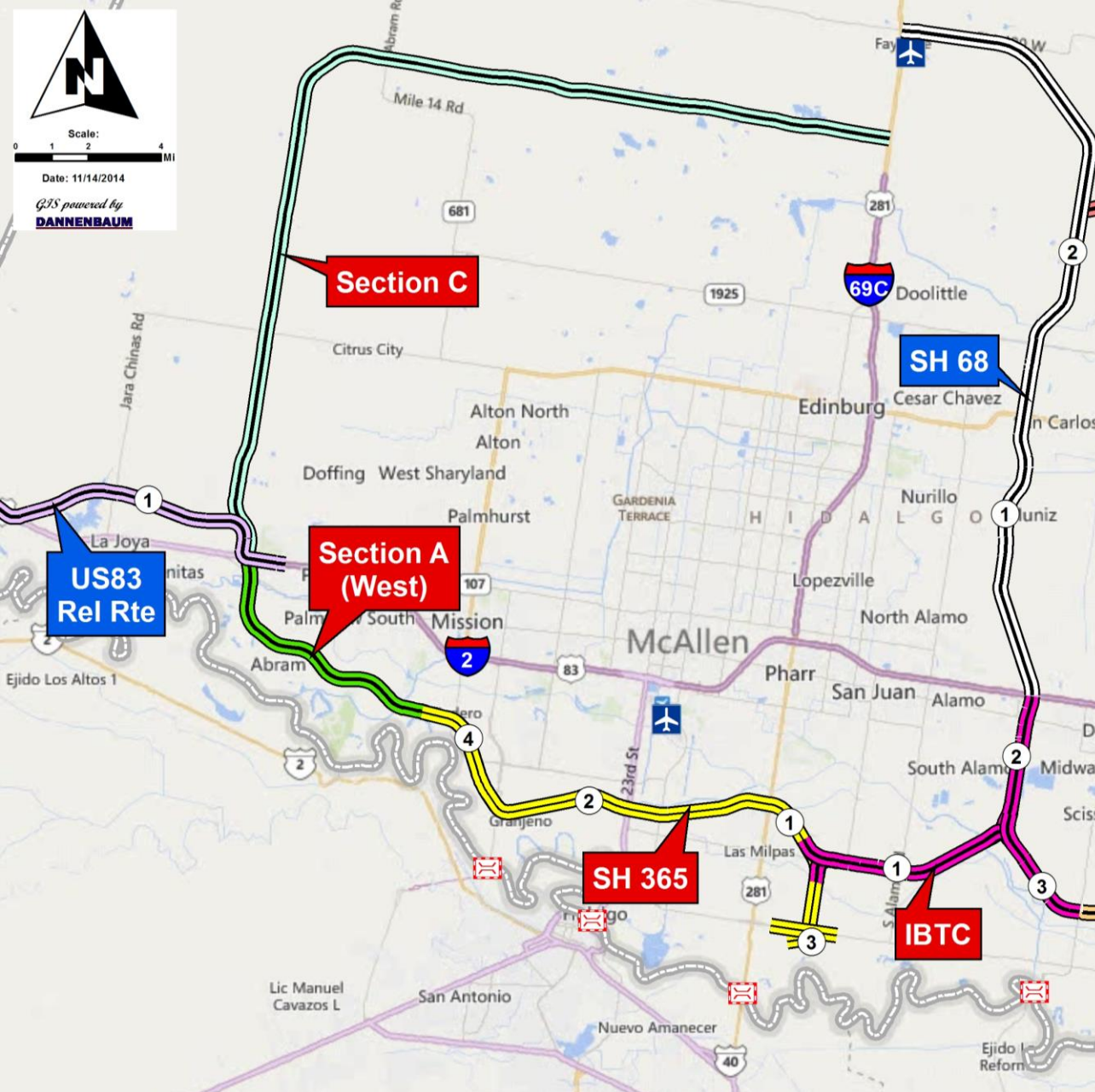


A background image showing a close-up of financial documents. It includes a bar chart with years from 1997 to 2002 on the x-axis and values like 0.10, 0.21, 0.40, 0.74, 1.17, 1.48, and 2.38. Below this is a line graph with a fluctuating line. Another bar chart is visible at the bottom left with values 200 and 400. A silver pen with a gold tip is resting on the documents.

BOARD LEADERSHIP

- ▶ Randy Sweeten, Chairman
- ▶ Josue Reyes, Vice Chairman
- ▶ Ricardo Perez,
Secretary/Treasurer
- ▶ Forrest Runnels, Director
- ▶ David Guerra, Director
- ▶ Alonzo Cantu, Director
- ▶ Michael G. Cano, Director

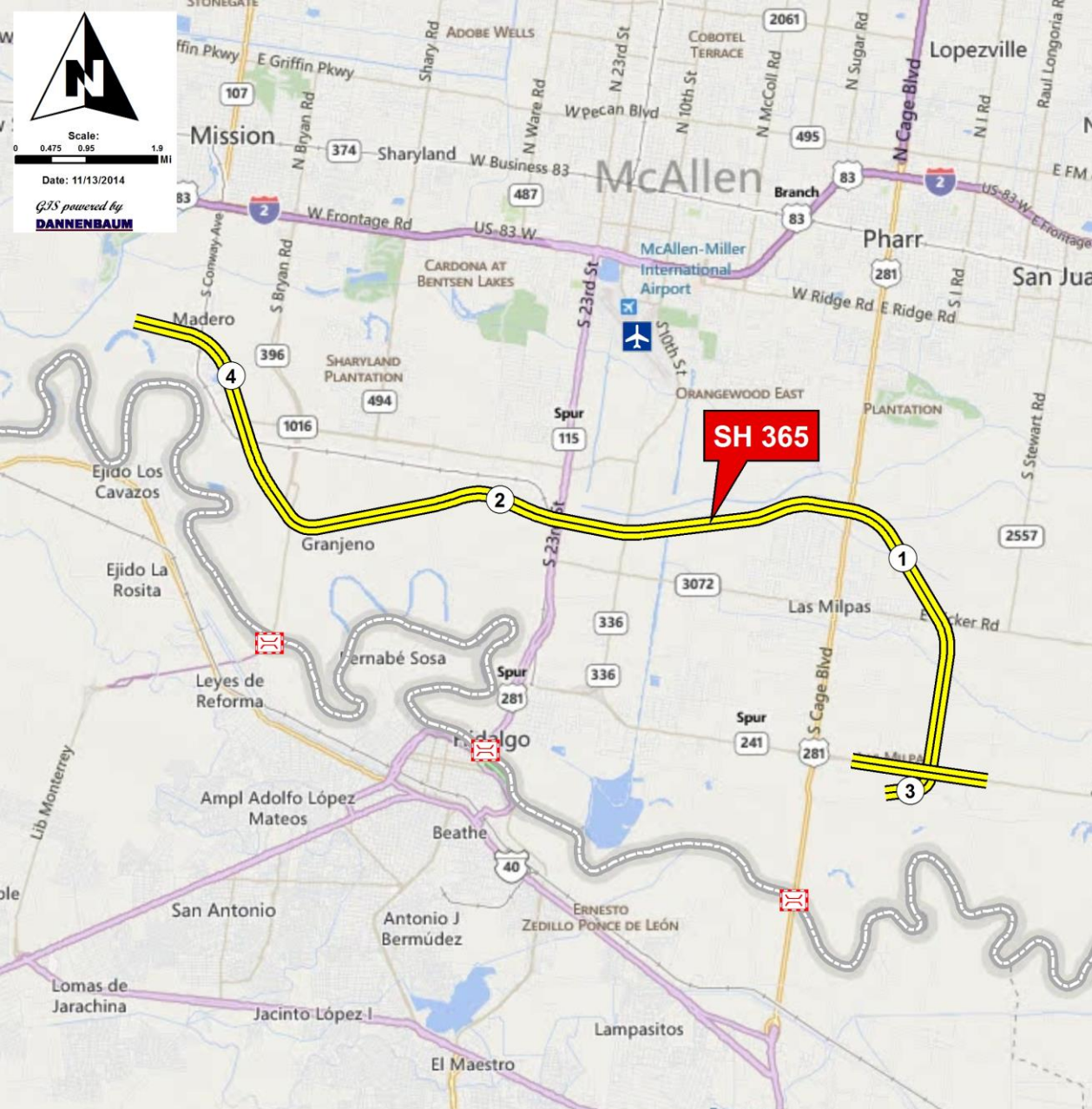




STRATEGIC PLAN

DEVELOP THE
INFRASTRUCTURE TO
SERVE A POPULATION
OF APPROXIMATELY
800,000 RESIDENTS
AND
5 INT'L.
PORTS OF ENTRY





SH 365 PROJECT PROGRESS

MAJOR MILESTONES:

EA SUBMISSION
11/2014

BID DATE: 09/2015

CONSTR. DATE:
01/2016

OPENING DATE:
07/2018



SH 365 PROJECT PROGRESS

► Design

- PS&E on SH 365 Segment 3 (US 281) is 90% complete.
- PS&E on SH 365 Segments 1 and 2 are 75 to 80% complete.
- All requested subsurface utility exposures are 100% complete.
- Geo-technical for SH 365 Segment 3 (US 281) is 95% complete (pavement design on BSIF pending).
- Geo-technical for SH 365 Segments 1 and 2 are 95% complete.
- Onsite Hydrologic Studies for SH 365 Segments 1, 2, and 3 are 100% complete.



SH 365 PROJECT PROGRESS

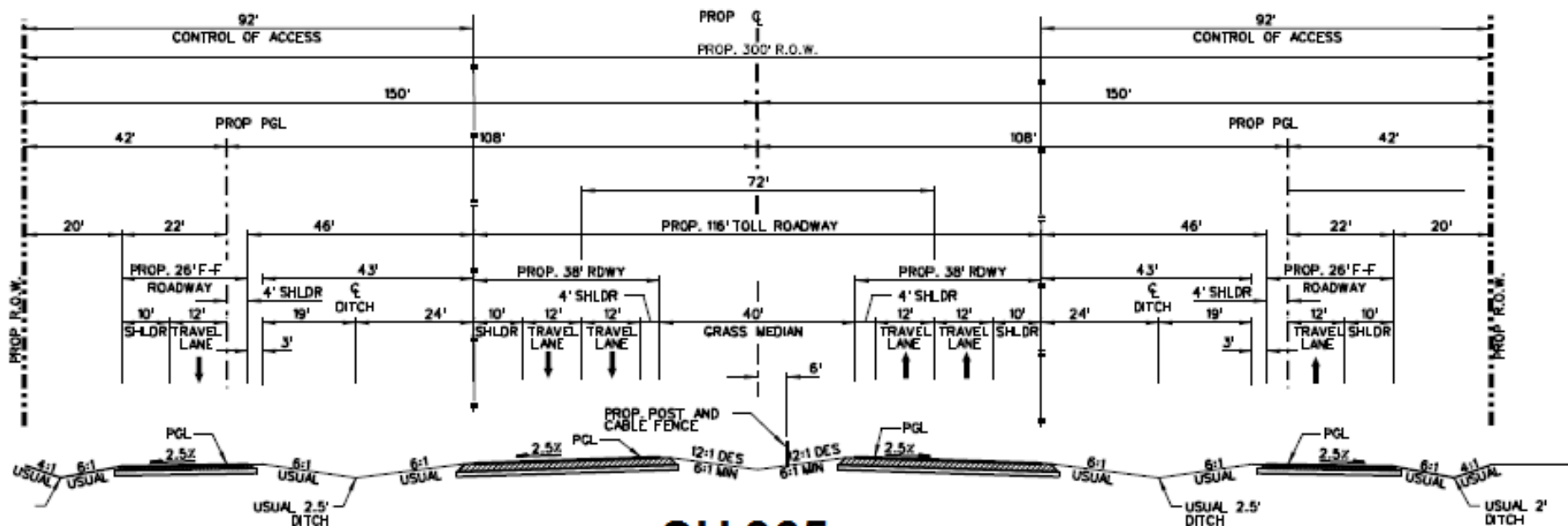
► Environmental

- HAZMAT Analysis complete, pending TxDOT comments.
- Biological Evaluation (for resubmittal due to updated TxDOT regulations) undergoing final preparation with Atkins (90% complete) and PMC will review end of October for final submittal to TxDOT early November.
- Final EA Document ready for submittal pending final comments on Biological Evaluation and will submit final document to TxDOT early to mid November.

► ROW Mapping / Acquisition

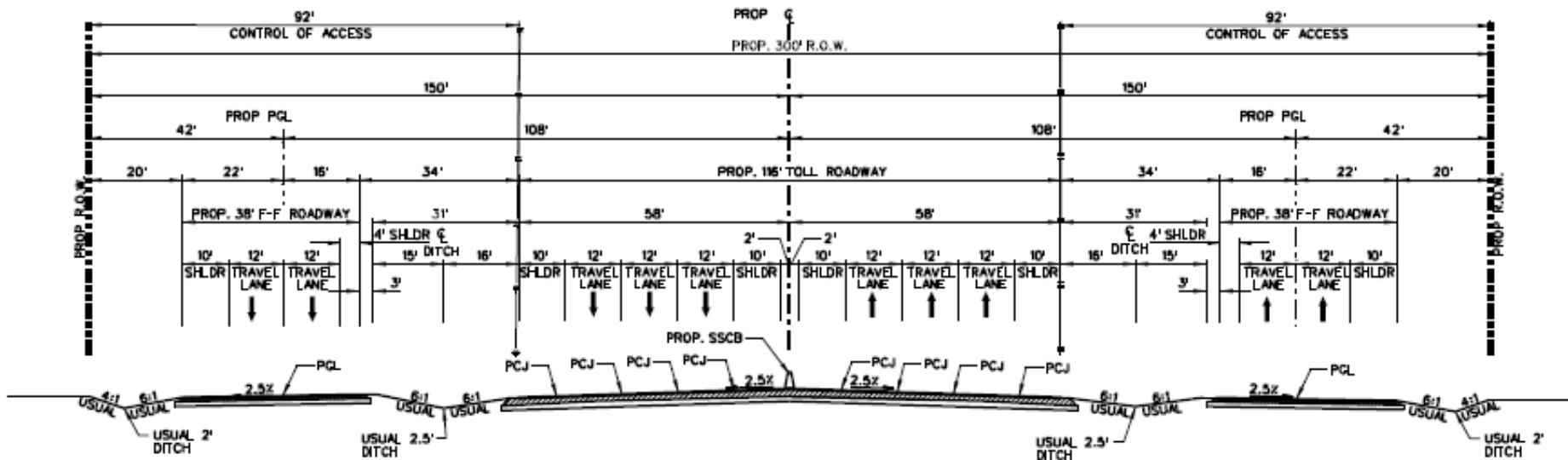
- SH 365 Segment 3 (US 281 and BSIF Connector)
 - Final updated ROW map and parcels (due to access control revisions) has been submitted to the ROW Acquisition Team and they are undergoing at-risk purchase.
- SH 365 Segments 1, 2, and 4 (FM 1016 to US 281)
 - ROW maps are submitted and undergoing final comments.
 - Parcel plats have been submitted and are undergoing final comments before sending to ROW Acquisition Team for strategic acquisition (primarily due to addressing final quality checks and access control revisions).





SH 365 INTERIM PROPOSED TYPICAL SECTION (300' ROW)

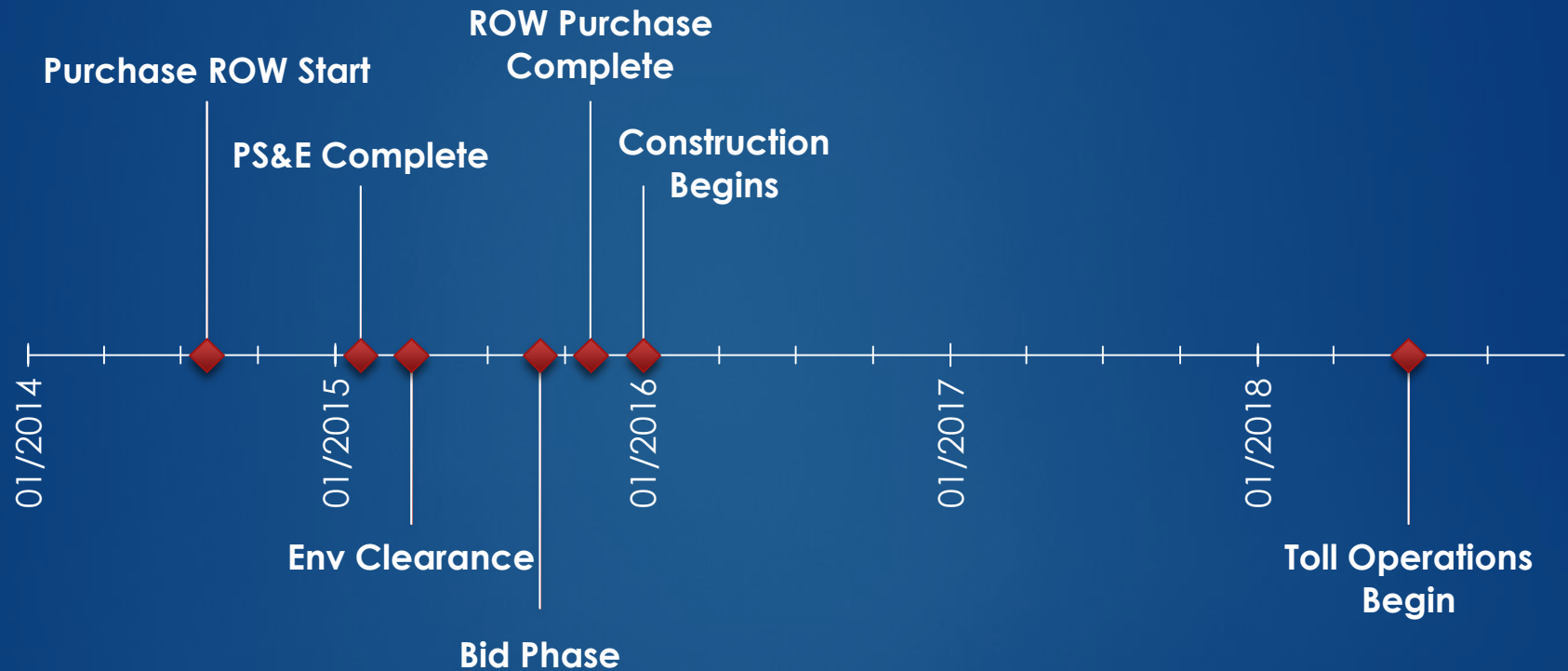




SH 365 ULTIMATE PROPOSED TYPICAL SECTION (300' ROW)



SH 365 TIMELINE



Project: State Highway 365 (Segments 1 - 4)

Limits: From FM 1016/Conway Ave to US 281/Military Highway (including US 281 Improvements and BSIF Connector)

SH 365 Development Cost to Complete

A. Shovel Ready Activity

\$ 5,075,295	Advanced Planning Cost (Prelim. Engineering, Survey, Environmental, Mgt.)
\$ 43,931,070	ROW Acquisition Cost (Land Purchase for Ultimate Section)
\$ 29,629,591	Utility Relocation (including Design)
\$ 5,671,249	Plans, Specifications and Estimates (Final Design)
\$ 84,307,205	Subtotal for A. Shovel Ready Activity

B. Construction Activity

\$ 199,365,847	Total Construction Cost (CC) (including escalation)
\$ 6,942,328	Construction Management (Management, Inspection, Materials Testing)
\$ 206,308,175	Subtotal for B. Construction Activity

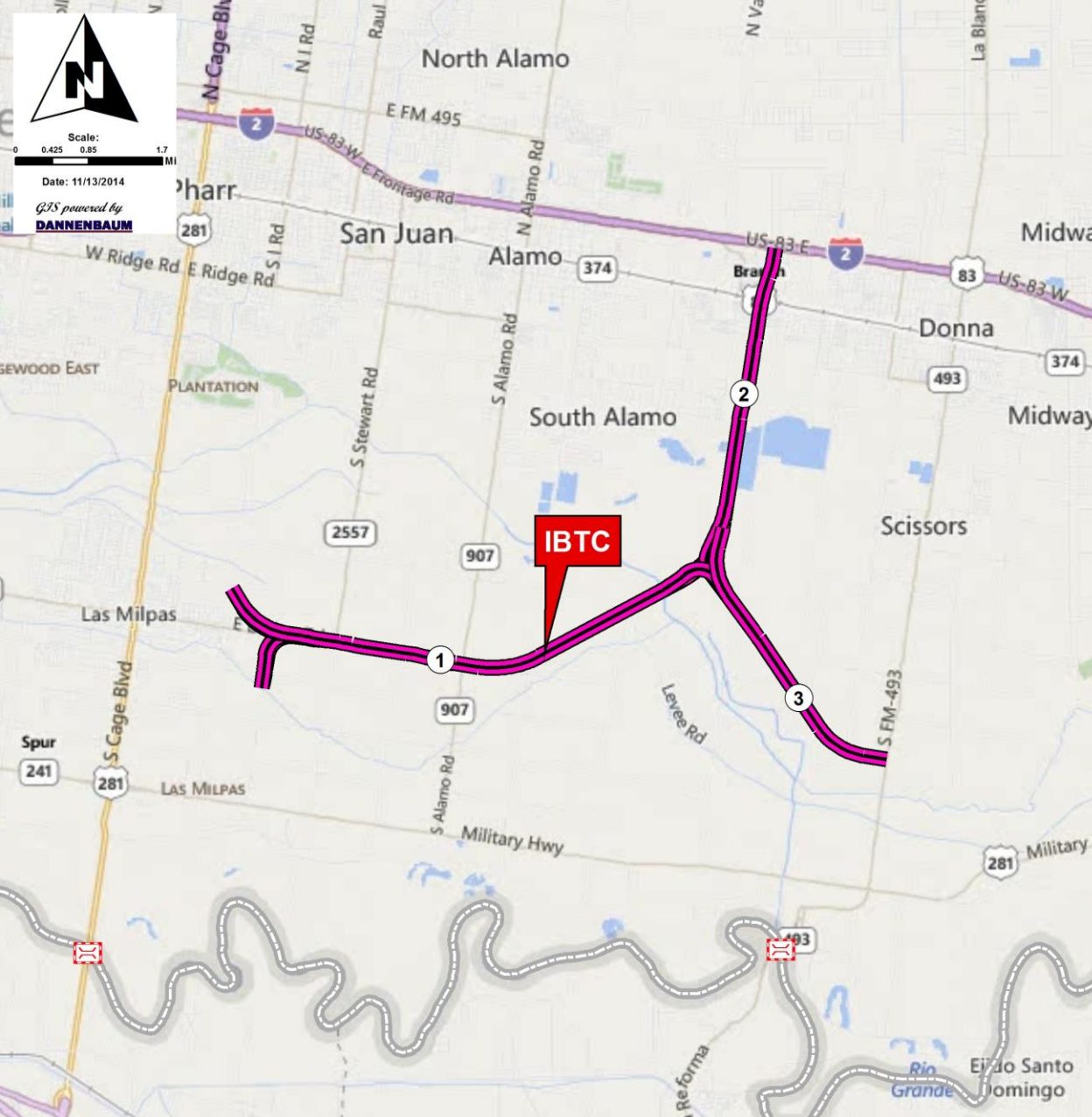
C. Total Development Cost

\$ 290,615,379	Total Development Cost (A. Shovel Ready Activity + B. Construction Activity)
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D. Timeline:

Environmental Clearance	04/2015	Federal clearance, assuming EA
PS&E Complete	01/2015	
ROW Acquired	10/2015	
Utilities Relocated	12/2015	
Letting Date	09/2015	
Construction Start	01/2016	
Toll Operations Start	07/2018	





IBTC PROJECT PROGRESS

MAJOR MILESTONES:

ENV CLEAR. 12/2015

BID DATE: 09/2015

CONSTR. DATE:
01/2016

OPENING DATE:
07/2018







IBTC PROJECT PROGRESS

► Design

- PS&E for IBTC Segments 1-3 are 40 to 50% complete.
- Geo-technical borehole efforts are ongoing for IBTC Segments 1-3.
- Onsite Hydrologic Studies for IBTC are ongoing and interim reports have been reviewed and are pending final submittals.
- Subsurface Utility Exposures are underway for the IBTC project and effort will be finalized by end of November.

► Environmental

- Research designs approved by TxDOT for Historic and Archaeological resources. Field efforts are currently underway, but have experienced some rain delays.
- The HCRMA made efforts to list the preliminary engineering (PE) and right of way (ROW) efforts in the MPO Transportation Improvement Plan (TIP).
 - This will place the advance planning on the list
 - This will allow more formal TxDOT review once the plan is adopted by local stakeholders and finally the TxDOT Commission.



IBTC PROJECT PROGRESS

- **ROW Mapping**

- ▶ Strip map for complete IBTC project is complete for the entire project. Pending final approval by Donna Irrigation District utility relocation to submit final revised comprehensive map and updated parcel plats.

- **ROW Acquisition**

- ▶ All parcels north of Donna Reservoirs have been submitted for further processing by the ROW Acquisition Team—save for a few revisions on parcels needing to be edited/combined for the transmission line ROW acquisition.
- ▶ Early acquisition ongoing for ROW necessary due to the PUC Decision (IBTC/transmission co-location).



IBTC TIMELINE



Project: International Bridge Trade Corridor (IBTC)

Limits: From the Interchange with SH 365 near FM 3075 / Dicker Rd to I-2 and from Valleyview Interchange to FM 493.

IBTC Development Cost to Complete

A. Shovel Ready Activity

\$ 5,242,493	Advanced Planning Cost (Prelim. Engineering, Survey, Environmental, Mgt.)
\$ 27,418,356	ROW Acquisition Cost (Land Purchase for Ultimate Section)
\$ 23,700,891	Utility Relocation (including Design)
\$ 6,216,761	Plans, Specifications and Estimates (Final Design)
\$ 62,578,501	Subtotal for A. Shovel Ready Activity

B. Construction Activity

\$ 125,580,156	Total Construction Cost (CC) (including escalation)
\$ 5,544,412	Construction Management (Management, Inspection, Materials Testing)
\$ 131,124,568	Subtotal for B. Construction Activity

C. Total Development Cost

\$ 193,703,069	Total Development Cost (A. Shovel Ready Activity + B. Construction Activity)
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D. Timeline:

Environmental Clearance	12/2015	Federal clearance, assuming EA
PS&E Complete	01/2015	
ROW Acquired	12/2015	
Utilities Relocated	12/2015	
Letting Date	09/2015	
Construction Start	01/2016	
Toll Operations Start	07/2018	



OW/OS CORRIDOR

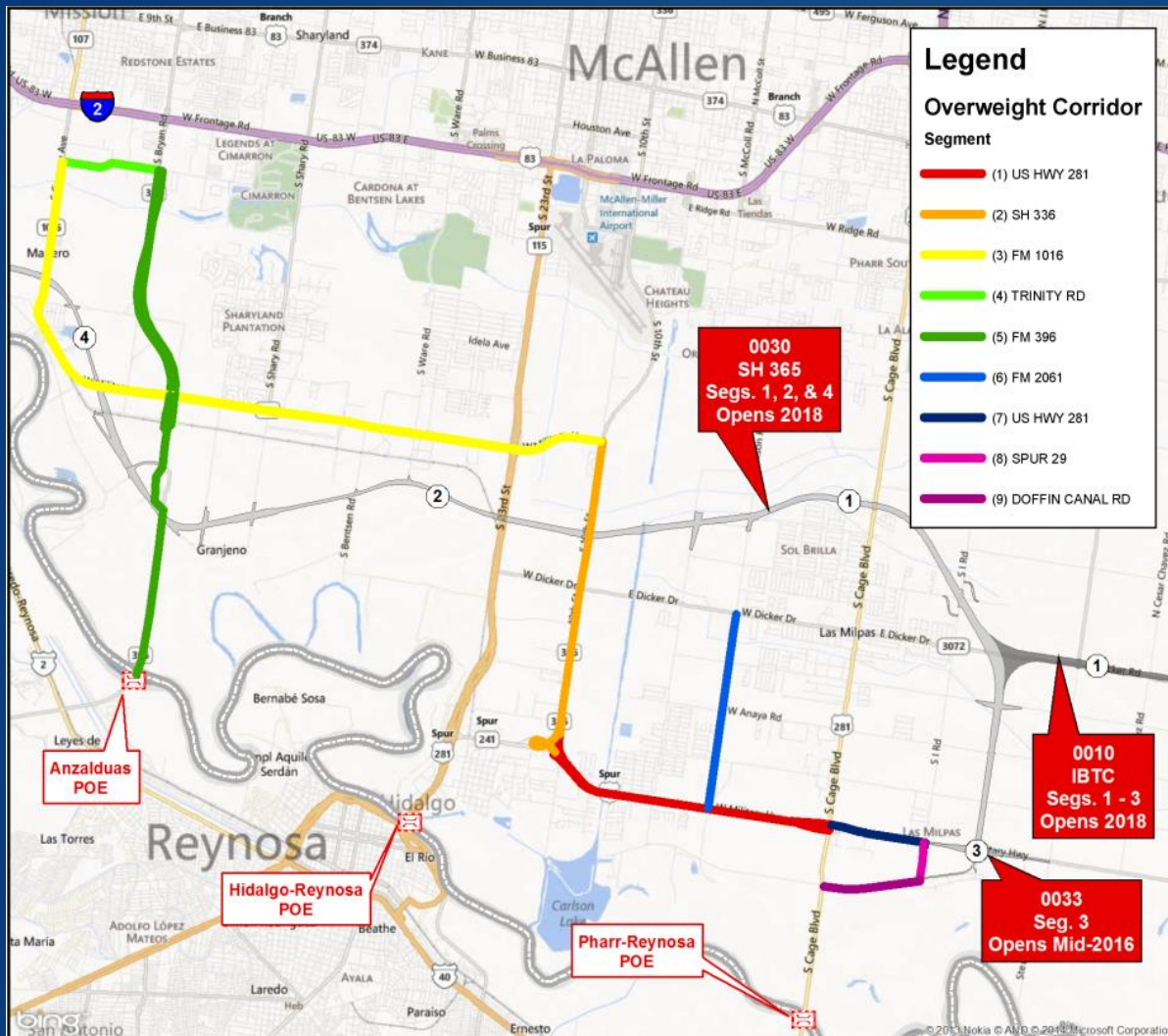
PERMITTING MILESTONES:

COMMENCING:
04/2014

PERMITS ISSUED: 79

FEEs COLLECTED:
\$6,510

MEXICAN GROWING
SEASON UNDERWAY
SINCE SEPTEMBER



APPENDIX A: DETAIL FOR THE HCRMA 2014 PROJECT REPORT

