

2016 ANNUAL PROJECT REPORT



1.0 Introduction

The Hidalgo County Regional Mobility Authority (HCRMA) is pleased to present to the Texas Transportation Commission with its 2016 Annual Project Report as required by the Texas Administrative Code §26.65. This collective effort is brought to you by a dedicated team who has worked with regional stakeholders such as: Elected Representatives, Texas Department of Transportation (TxDOT) Pharr District, Hidalgo County Commissioners Court, Hidalgo County Metropolitan Planning Organization, Local Municipalities, and the Public to 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 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 increases in exports of heavy equipment and supplies that American companies will require for the extraction of those natural resources given the large shale play in the interior and off the coast of Matamoros, Tamaulipas.

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

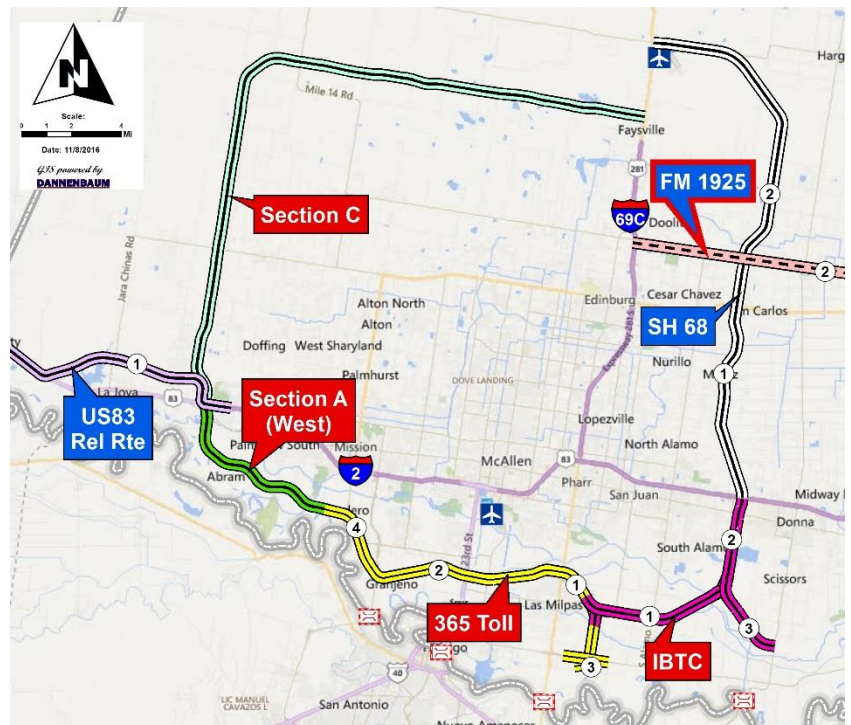


To this end, the HCRMA is working with local communities to plan and develop a southern corridor of the loop to create efficient routes so that commerce, local traffic, and safety are improved as our communities grow. For this reason, the HCRMA is looking to develop the most efficient tollroad system possible that will accommodate overweight truck traffic so that permit holders can eventually use the tollroad system to deliver, unload, and distribute goods beyond the Border in the most expedient fashion without additional wear and tear to the local roads.



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

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



2.0 Background

2.1 Regional Mobility Authorities

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

2.2 Creation of the Hidalgo County Regional Mobility Authority

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

2.3 Board of Directors

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

- S. David Deanda, Chairman
- Forrest Runnels, Vice Chairman
- Ricardo Perez, Secretary/Treasurer
- Alonzo Cantu, Director
- Aquiles J. Garza, Jr., Director
- R. David Guerra, Director
- Josue Reyes, Director



2.4 Administration

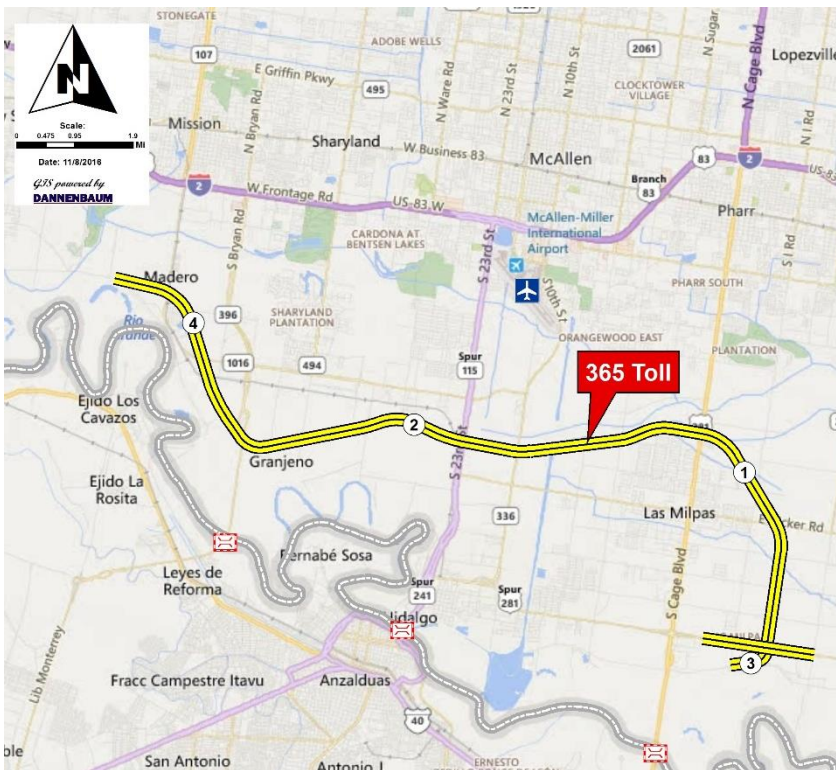
The Authority's day to day operation is overseen by the Executive Director Pilar Rodriguez, P.E. He has worked as an engineer and administrator for the City of McAllen since 1992 and has served the City in several capacities, including the areas of: Traffic Operations, Engineering, Public Works and,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

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

2.5 Capital Improvement Plan (CIP)

The Authority assists the citizens of the County and surrounding area by providing congestion relief, traffic safety, enhanced mobility and viable alternative routes. The initial projects that were submitted with the Authority application to the Texas Transportation Commission include the approximately 130-mile loop concept outlined in capital improvement plan / strategic plan map. As of 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 2015 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 2016 Activities

- Construction commenced 02/2016 Phase 1 – 365 Segment 3 (US 281 / BSIF Connector Project) and it is currently 22.5% complete;
- Phase 2 – 365 Toll (Segment 1 & 2) has of 100% ROW offers out on 160 parcels with 40% acquired and an additional 25% negotiated to date;
- Phase 2 – 365 Toll (Segment 1 & 2) PS&E (98% complete) and undergoing concurrent TxDOT reviews;
- HCRMA held an Industry Event on October 21, 2016 for showcasing 365 Tollway in front of over 50 interested participants from local, Statewide, and international contractors (more information at <http://hcrma.net/365tollway.html>); and
- Expended \$12,279,397 in 2016 with the following breakout: advance planning (\$131,895), design (\$749,424), ROW/acquisition (\$4,065,512), construction (\$4,396,456), and general / administrative / management / staffing (\$2,936,111).

3.2 365 Toll: Schedule / Upcoming Milestones

- Construction for Phase 1 – 365 Segment 3 (US 281 / BSIF Connector Project) to complete by 09/2017;
- Phase 2 – 365 Toll Segments 1 & 2 ROW to be acquired by 02/2017;
- Phase 2 – 365 Toll Segments 1 & 2 Utilities to be relocated by 05/2017;
- Construction for Phase 2 – 365 Toll Segments 1 & 2 estimated to commence 06/2017; and
- Toll operations for Phase 2 – 365 Toll Segments 1 & 2 projected to begin 01/2020.

4.0 International Bridge Trade Corridor (HCRMA)

IBTC Segments 1 - 3 consists of two phases of construction of toll improvements of independent utility 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.

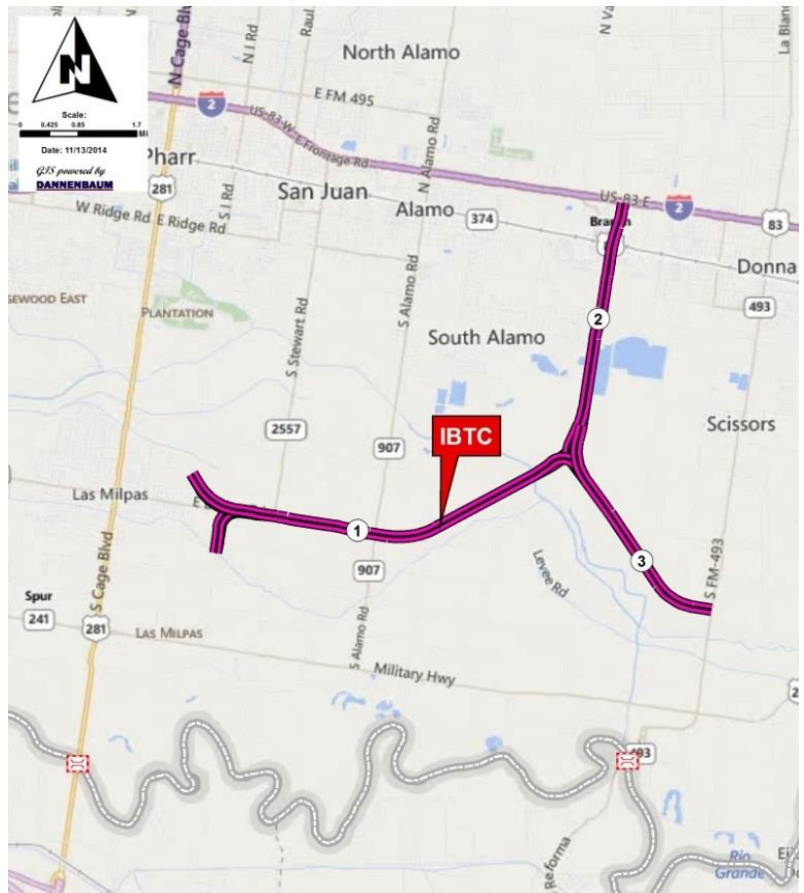
Phase 1 construction will consist of Segment 1 and 2 being initially built as a 2+2 tollroad with Segment 3 being built as a 1+1 lane connector road (1 lane each way) for connection between the Valley View Interchange and FM 493. Phase 2 construction (to be later undertaken by the HCRMA) will consist of tollroad main lanes and an additional frontage road from the Valley View Interchange to FM 493.

4.1 IBTC: Review of 2016 Activities

- Environmental Documents (65% complete);
- ROW Documents (70% complete) with 20% 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 classification; and
- Expended \$2,715,629 in 2016 with the following breakout: advance planning (\$134,626), design (\$97,401), ROW/acquisition (\$882,253), construction, and general / administrative / management / staffing (\$1,601,349).

4.2 IBTC: Schedule / Upcoming Milestones

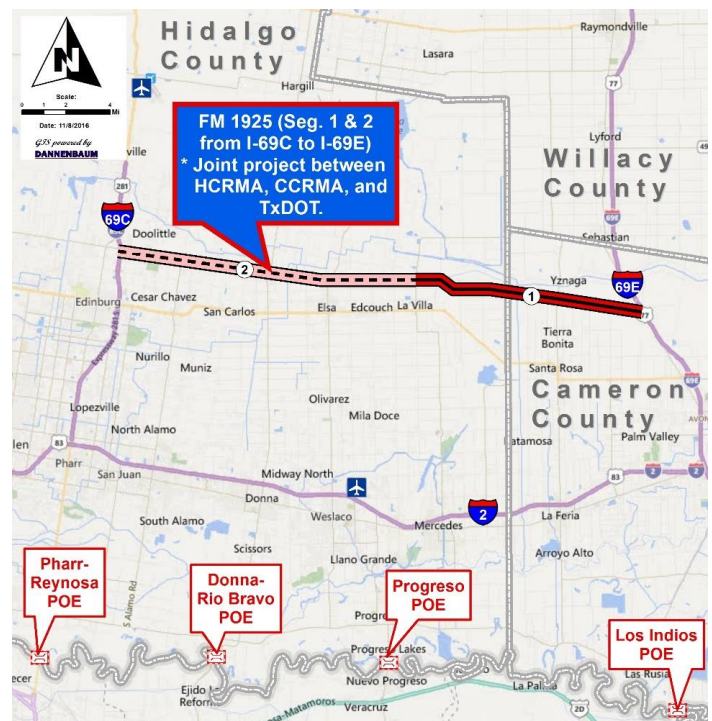
- Environmental clearance estimated by 06/2018
- Phase 1 estimated construction to commence 06/2019; and
- Toll operations for Phase 1 projected to begin 01/2022.



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

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

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



6.0 Overweight Corridor (HCRMA and TxDOT)

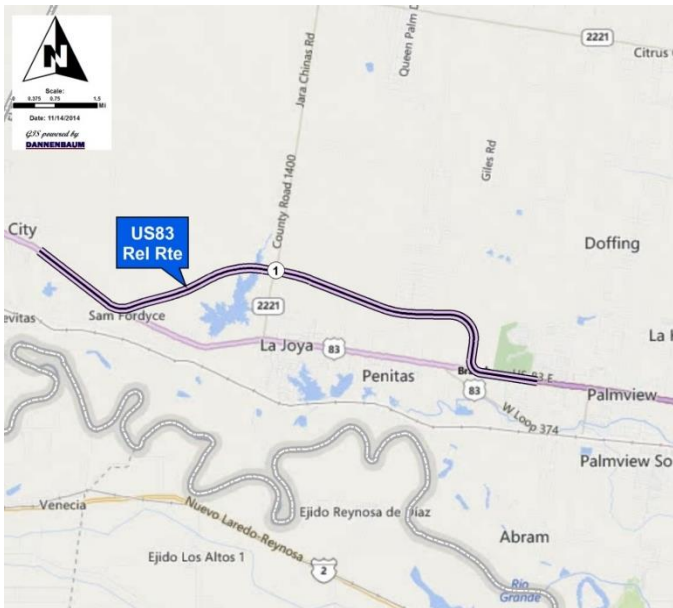
Texas H.B. No. 474 allowed for the creation of an overweight/oversize (OW/OS) corridor to be administered by the HCRMA who keeps 15% of the permit fees collected with TxDOT receiving the other 85% for the maintenance of the OW/OS system. The HCRMA allows shippers to securely order specialized overweight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

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

6.1 Review of 2016 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 initial infrequent activity, the permitting system in mid-2014, it saw greater interest through end of 2015, and in 2016 saw on average of 550+ permits per week (vs. 265+ permits per week in 2015). The total amount collected from 1/1/2016 to 10/28/2016 is \$1,985,188 with \$53,988 going to convenience fees (for credit card use) and the remainder comprising \$1,931,200 in permit fees of which \$72,420 went to ProMiles (online system operator), \$217,260 to HCRMA (OW/OS administrator), and \$1,641,520 to TxDOT (for O&M of OW/OS network). The OW/OS Corridor has amassed steady use by industry, but it has yet to develop sufficient history to notice all possible seasonal trends, and due to increasing demands it is too early to tell when the trend will plateau. However, 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 are being designed for overweight traffic (and maintenance) and are intended to be the long-term overweight corridor system with some of the existing branches staying in place for circulation to destinations.

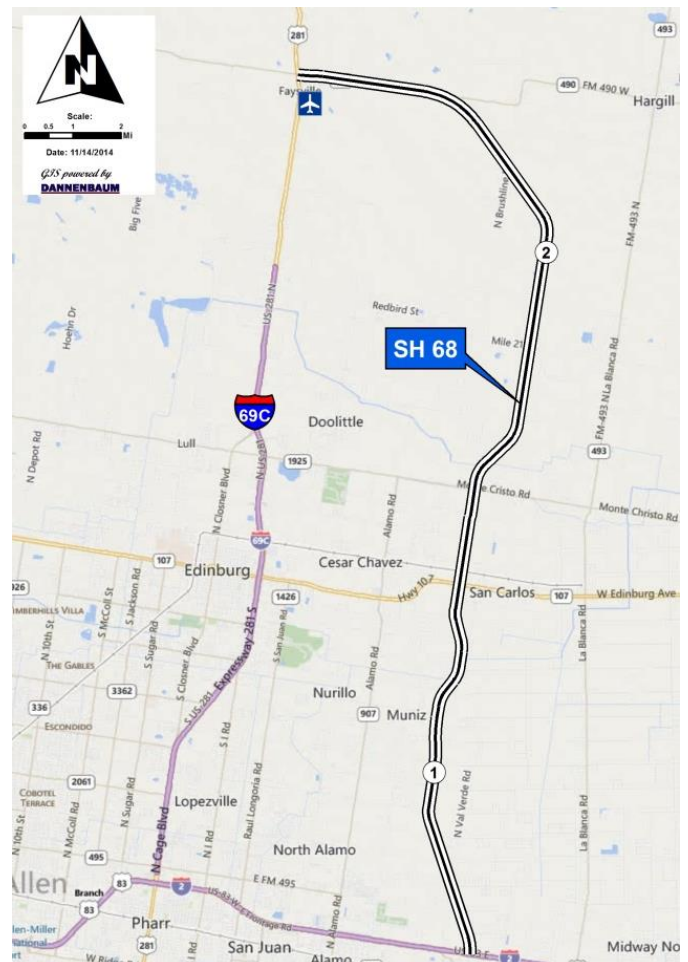
7.0 US 83 Relief Route (TxDOT PHR)



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

8.0 State Highway 68 (TxDOT PHR)

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



HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

HCRMA Board of Directors

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Maria Alaniz, Admin. Assistant
Flor E. Koll, Admin. Assistant
Sergio Mandujano, Constr. Records Keeper

Program Management Consultant
DANNENBAUM ENGINEERING CORP

Appendix A: **Detail for the HCRMA 2016 Annual Project Report**



OUTLINE

- ▶ HCRMA Background
- ▶ Project Overview for:
 - 365 TOLL
 - IBTC
 - FM 1925
 - US 83 Relief Route
 - SH 68

MISSION STATEMENT:

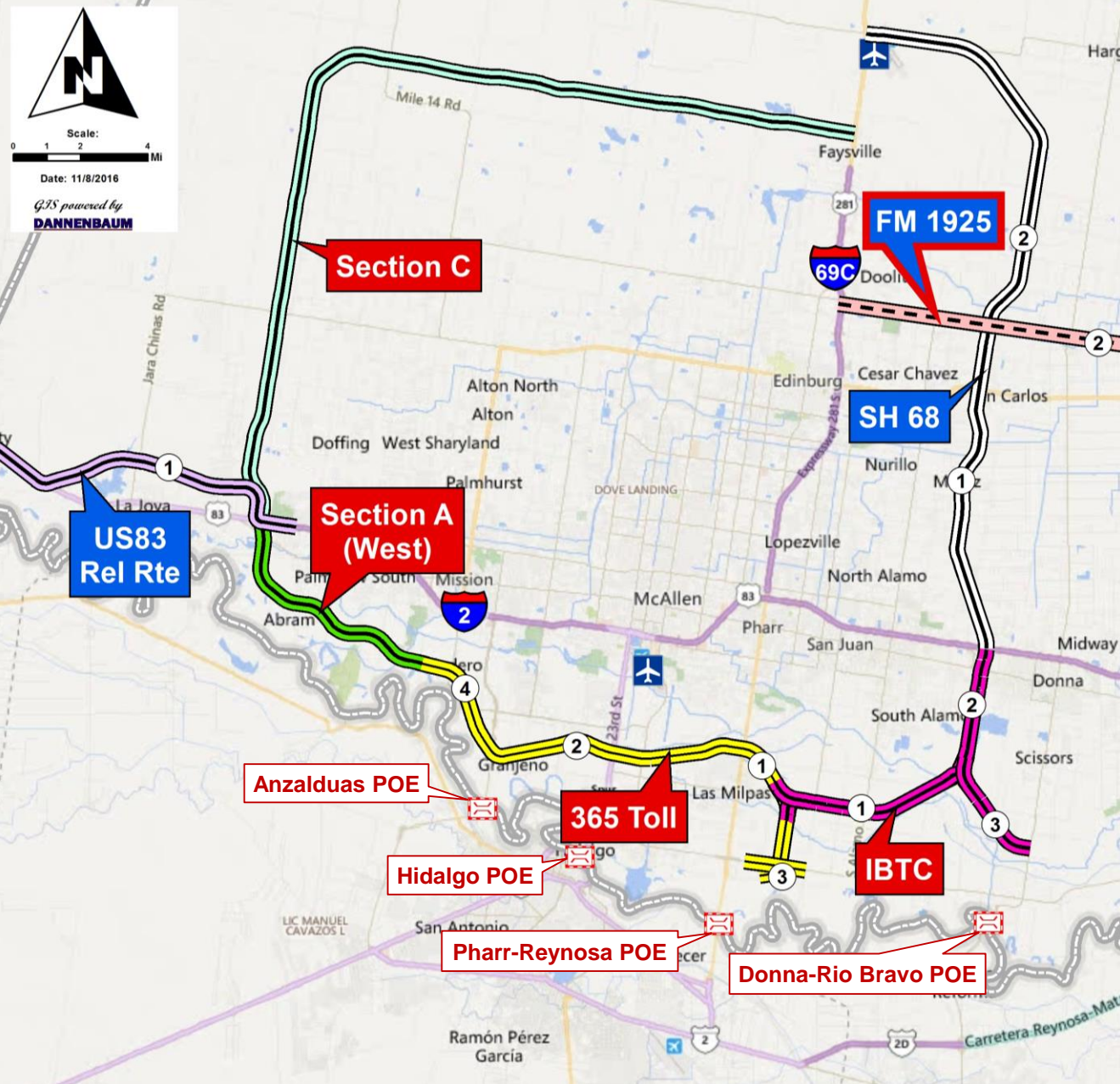
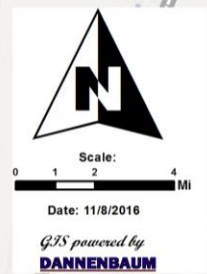
“To provide our customers with a rapid and reliable alternative for the safe and efficient movement of people, goods and services”



BOARD OF DIRECTORS

- ▶ S. David Deanda, Chairman
- ▶ Forrest Runnels, Vice Chairman
- ▶ Ricardo Perez, Secretary/Treasurer
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HCRMA STRATEGIC PLAN

PLAN INCLUDES:

- ▶ 365 TOLL
- ▶ IBTC
- ▶ FM 1925
- ▶ US 83 REL. ROUTE
- ▶ SH 68

IN ORDER TO SERVE A
POPULATION OF APPROX.
800,000 RESIDENTS AND
5 PORTS OF ENTRY.



HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

HCRMA STRATEGIC PRIORITIES

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

Section C
Constr. Cost: \$407M
Tot. Dev. Cost: \$544M

Section A (West)
Constr. Cost: \$135M
Tot. Dev. Cost: \$175M

365 TOLL (Seg. 1 - 3)
Constr. Cost: \$190M
Tot. Dev. Cost: \$256M
* TxDOT grants for \$126.6M
during construction, \$5.6M CBI,
\$42.2M SIB Loan for ROW/Utils,
\$81.7M other local sources.

**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.

SH 68 (Seg. 1 Frontage Rds)
Constr. Cost: \$55M
Tot. Dev. Cost: \$94.7M
* TxDOT grants for \$85M.

IBTC (Seg. 1 - 3)
Constr. Cost: \$130M
Tot. Dev. Cost: \$170M
* Advanced planning funded
by local funds.

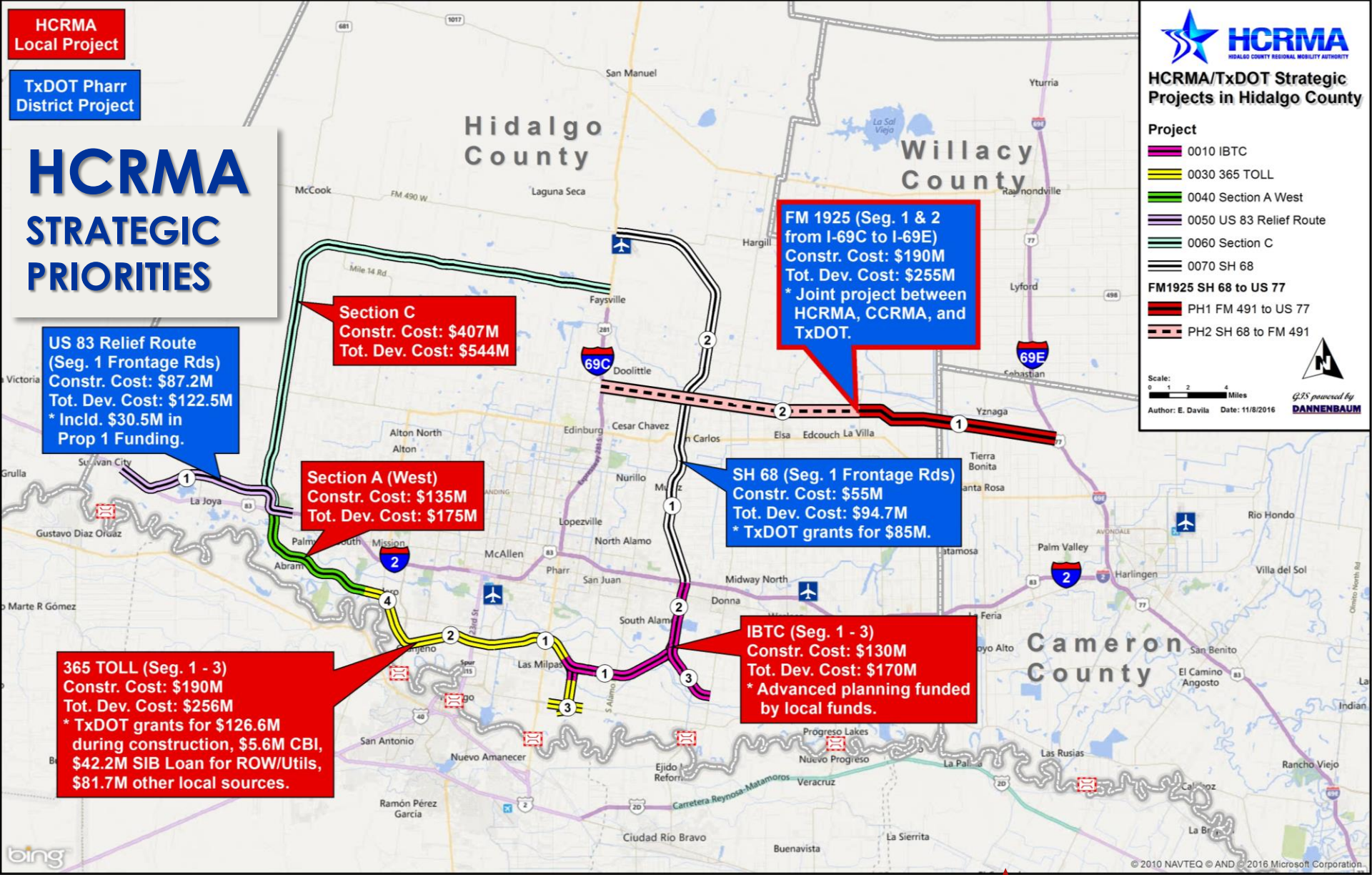
Project

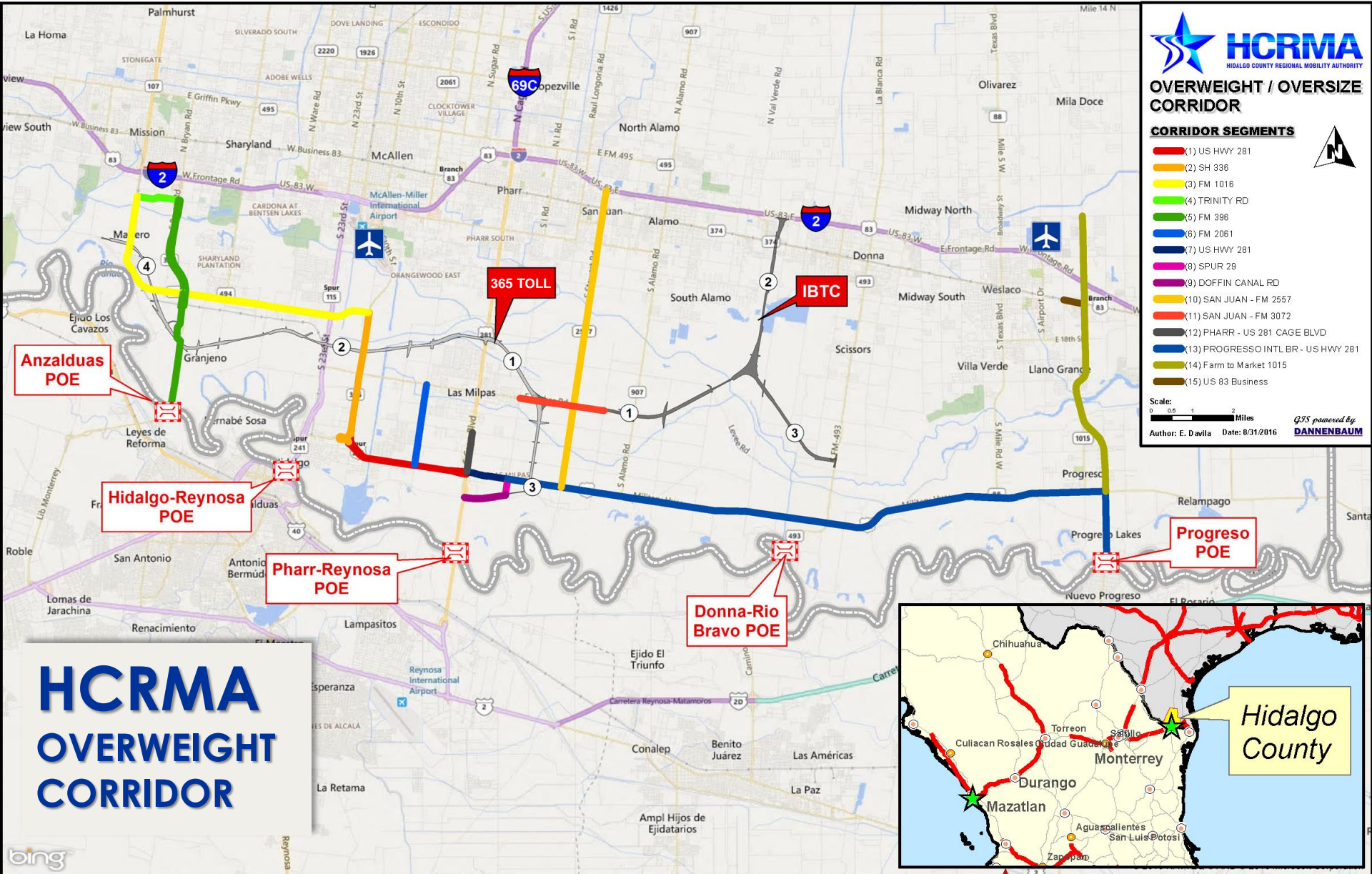
- 0010 IBTC
- 0030 365 TOLL
- 0040 Section A West
- 0050 US 83 Relief Route
- 0060 Section C
- 0070 SH 68

FM1925 SH 68 to US 77

- PH1 FM 491 to US 77
- PH2 SH 68 to FM 491

Scale: 0 1 2 4 Miles
Author: E. Davila Date: 11/8/2016
GIS powered by **DANNENBAUM**





► OVERWEIGHT/OVERSIZE CORRIDOR PERMITS REPORT

From 01/01/2016 – 10/28/2016

Total Permits Issued:	24,140
Total Amount Collected:	\$ 1,985,188
▪ Convenience Fees (CC):	\$ 53,988
▪ Total Permit Fees:	\$ 1,931,200
– Pro Miles:	\$ 72,420
– TxDOT:	\$ 1,641,520
– HCRMA:	\$ 217,260



MAJOR MILESTONES:

NEPA CLEARANCE
07/03/2015

PH 1: 365 SEG. 3 –
LET: 08/2015
STARTED: 02/2016

PH 2: 365 TOLL
SEGS. 1 & 2 –
LETTING: 04/2017
START: 06/2017



► 365 PHASING

□ Phase 1 (under construction): 365 Seg. 3 non-toll improvements

- US 281 Military Hwy between Spur 600 / Cage Blvd to FM 2557 / Stewart Rd, and
- a 0.7 Mi connector to the BSIF facilities at the Pharr International Bridge.

□ Phase 2 (“Project”): 365 Toll Segs. 1 & 2

- FM 396 / Anzalduas Hwy east to U.S. Highway (US) 281 / Military Highway

□ Phase 3 (future): 365 Toll Seg. 4

- FM 1016 / Conway Ave. east to FM 396 / Anzalduas Hwy



PROJECT SCHEDULE

US 281 Improvements / BSIF Connector - Phase I (365 Segment 3)

(US 281 / Mil. Hwy. from SP600 / Cage Blvd. to FM 2557 / Stewart Rd and the BSIF Connector)

	WORK TASK	2015												2016											
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	Env. Clearance (FONSI)																								
	Final Design (Complete)																								
	ROW Acquisition (Complete)																								
	Utility Relocation																								
	Constr. Bid Opening (Letting)																								
	Construction Starts																								

CONSTRUCTION FOR SH 365 PHASE I: FROM 02/01/2016 TO 09/30/2017

365 Tollway - Phase II (365 Segments 1 & 2)

(FM 396 / Anzalduas Hwy. to US 281 / Military Hwy)

	WORK TASK	2016												2017											
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	Env. Clearance (FONSI)	Occurred July 2, 2015																							
	Final Design																								
	ROW Acquisition Phase																								
	Utility Relocation																								
	Constr. Bid Advertisement																								
	Constr. Bid Opening (Letting)																								
	Construction Starts																								

CONSTRUCTION FOR SH 365 PHASE II: FROM 6/1/2017 TO 12/30/2019

Construction Ends Dec 2019



► CONSTRUCTION STATUS ON PHASE 1 OF 365 TOLL (US 281 / BSIF CONNECTOR)



Hidalgo County Regional Mobility Authority Project Status 0220-01-023 ETC

Description: County: HIDALGO
Type: WIDEN 4 LANE RURAL TO 6 LANES
Time: 535 WORKING DAYS
Highway: US 281
Length: 1.84
From: 0.45 Mi E of SP 600 (Cage Blvd.)

Awarded Project Amount:	\$19,425,546.44	Original % Complete:	22.48%
Authorized Project Amount:	\$19,425,546.44	Current % Complete:	22.48%
Amount Paid to Date:	\$4,366,602.26		
Approved Change Orders to Date:	\$0.00		

Project Manager:	Ramon Navarro, IV, PE, CFM	Notice To Proceed Date:	02/02/2016
Managing Office:	Hidalgo County RMA	Construction Start Date:	02/18/2016
Prime Contractor:	Foremost Paving Inc.	Work Completion Date:	
Contractor Address:	P.O. Box 29		

Project Subcontractors:	Highway Barricades & Services, LLC.	DS TEXAS ICON Construction, LLC.
	Rio Grande Rebar Rodbusters, LLC	Austin Traffic Signal Construction, Co.
	SOIL-TECH, Inc.	Primate Construction, Inc.
	RGV Alliance Construction, LLC.	Southwest Road & Safety Contractors, Ltd.
	GO Underground, LLC.	

Fund Packages:	HCRMA	TXDOT
Original Fund Amount:	\$1,883,604.24	\$17,541,942.20
Approved Change Orders:	\$0.00	\$0.00
Authorized Amount:	\$1,883,604.24	\$17,541,942.20
Amount Paid to Date:	\$1,416,565.42	\$2,526,350.22
Amount Remaining:	\$467,038.82	\$15,015,591.98
Current % Complete:	75.21	14.40

BSIF Conn.
75.2% Complete

US 281
14.4% Complete



► PHASE 2 OF 365 TOLL PROJECT SCHEDULE MILESTONES (1 OF 2)



- ❑ 8/8/2016: 95% PS&E Submittal for Segments 1 & 2 (Merged) to TxDOT for Concurrent Review by Pharr District and Austin Divisions
- ❑ 8/29/2016: Receive 95% PS&E Comments from TxDOT (15 days as per PDA)
- ❑ 11/30/2016: Submit Bid Package (Bid Proposal and 100% Plans) to TxDOT
- ❑ 11/15/2016 to 12/15/2016: GEC Report Created
- ❑ 2/15/2017: LOA Received by HCRMA
- ❑ 3/1/2017: Advertisement Date (Sat 3/4 & Sun 3/5 & Subsequent weekends)
- ❑ 4/5/2017: Letting Date



► PHASE 2 OF 365 TOLL PROJECT SCHEDULE MILESTONES (2 OF 2)

- ❑ 4/18/2017: Award Date by HCRMA (NTP Contingent upon TxDOT / FHWA concurrence)
- ❑ 4/20/2017: Visit Rating Agencies
- ❑ 4/26/2017: Receive Ratings
- ❑ 4/28/2017: Post POS
- ❑ 5/1/2017: Marketing and Road Show for entire week
- ❑ 5/8/2017: Price Bonds
- ❑ 5/26/2017: Close Bonds
- ❑ 5/31/2017: Issue Construction Contract NTP
- ❑ 12/31/2019: Constr. Ends 365 Toll Seg. 1 & 2



► PROJECT DESIGN

- ❑ PS&E on 365 Toll Segments 1 & 2 are 98% complete for major roadway.
- ❑ PS&E for ITS/Tolling elements are at 75% completion and will be bid as one contract with roadway.
- ❑ Offsite Hydrologic Studies for 365 Toll Segments 1 & 2 are 100% complete—HCDD#1 to build necessary outfalls via MOU with HCRMA.



► PROJECT ROW ACQUISITION

- ❑ 100% of offers made
- ❑ 65% acquired/negotiated
- ❑ Anticipated Completion Feb 2017



► PROJECT UTILITY RELOCATIONS

- ❑ Majority of irrigation utilities joint bid in the plans.
- ❑ Utility kickoff meetings conducted on 365 Toll Segments 1 & 2
- ❑ Utilities already moving and anticipated clear of utilities by May 2017.



► PROJECT PURPOSE AND CRITERIA

- ❑ A 12.2 Mi **four-lane divided** controlled access toll facility divided by a grassy median with rights-of-way (ROW) reserved for future widening for the ultimate facility
- ❑ Proposed grade separations for East-West traffic between Anzalduas and Pharr International Bridges (**list of 13 structures further on the next page**).
- ❑ Provide appropriate pavement for overweight truck utilization (**CRCP with overweight considerations**).



► PROJECT PURPOSE AND CRITERIA

□ Bridge Structures



Location (from West to East)	Structure Type
FM 494/Shary Road	Overpass
Main Floodway Channel Bridge	Water crossing (bridge structure)
SP 115/23rd Street	Overpass
SH 336/10th Street	Overpass
Pharr/San Juan Irrigation Canal	Water crossing (bridge structure)
McColl Road	Underpass
FM 2061/Jackson Road	Overpass
US 281/S. Cage Boulevard	Overpass
"I" Road	Overpass
FM 3072/E. Dicker Road	Overpass
Drainage channel S. of Las Milpas Rd	Water crossing (bridge structure)
Anaya Road	Overpass
Hi Line Road	Overpass

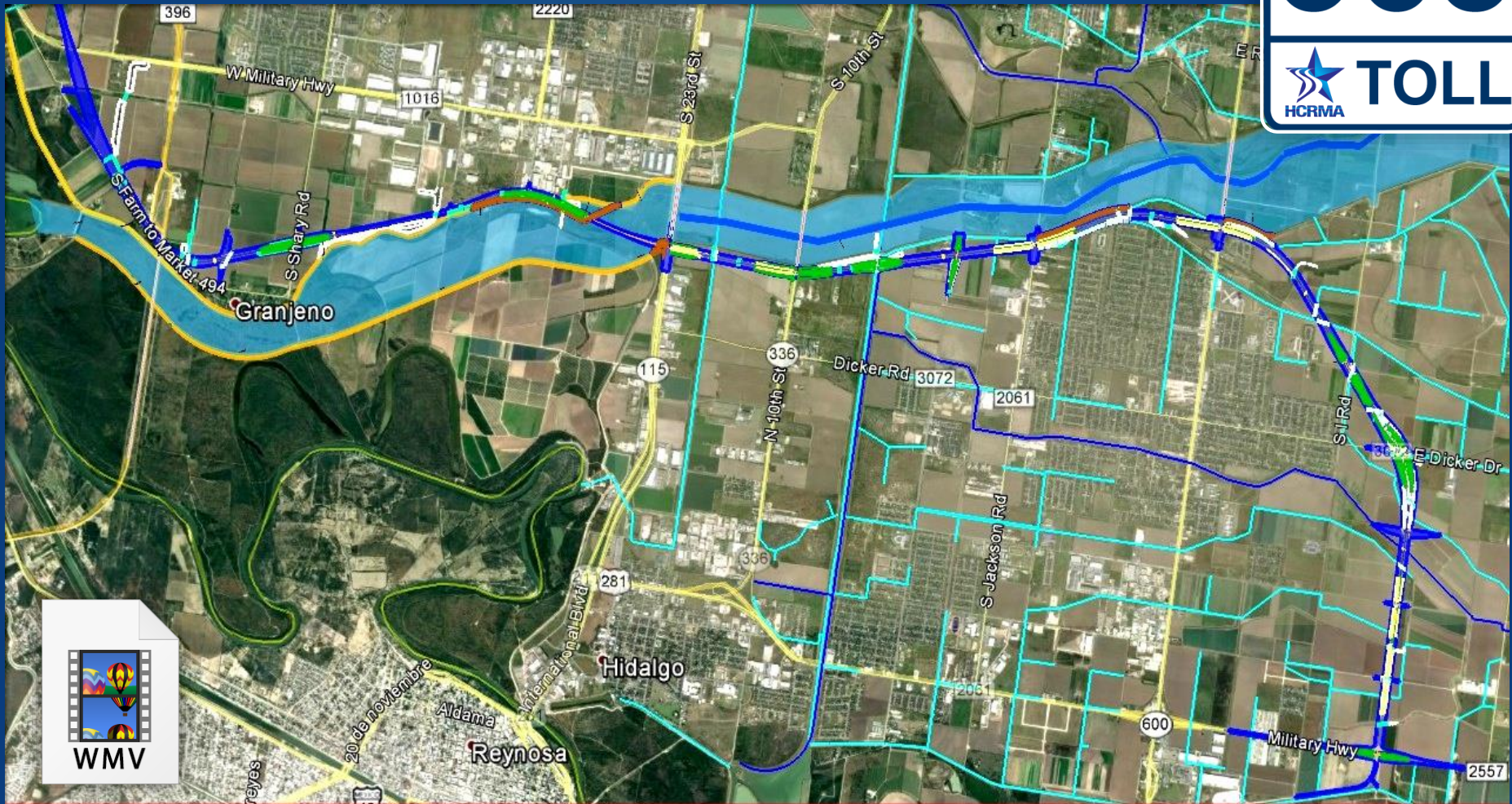


► PROJECT FLYTHROUGH (CLICK BELOW)

365



TOLL



365 TOLLWAY (CSJ: 0921-02-368)
From FM 396 / Anzalua Hwy to US 281 / Mil Hwy

DANNENBAUM



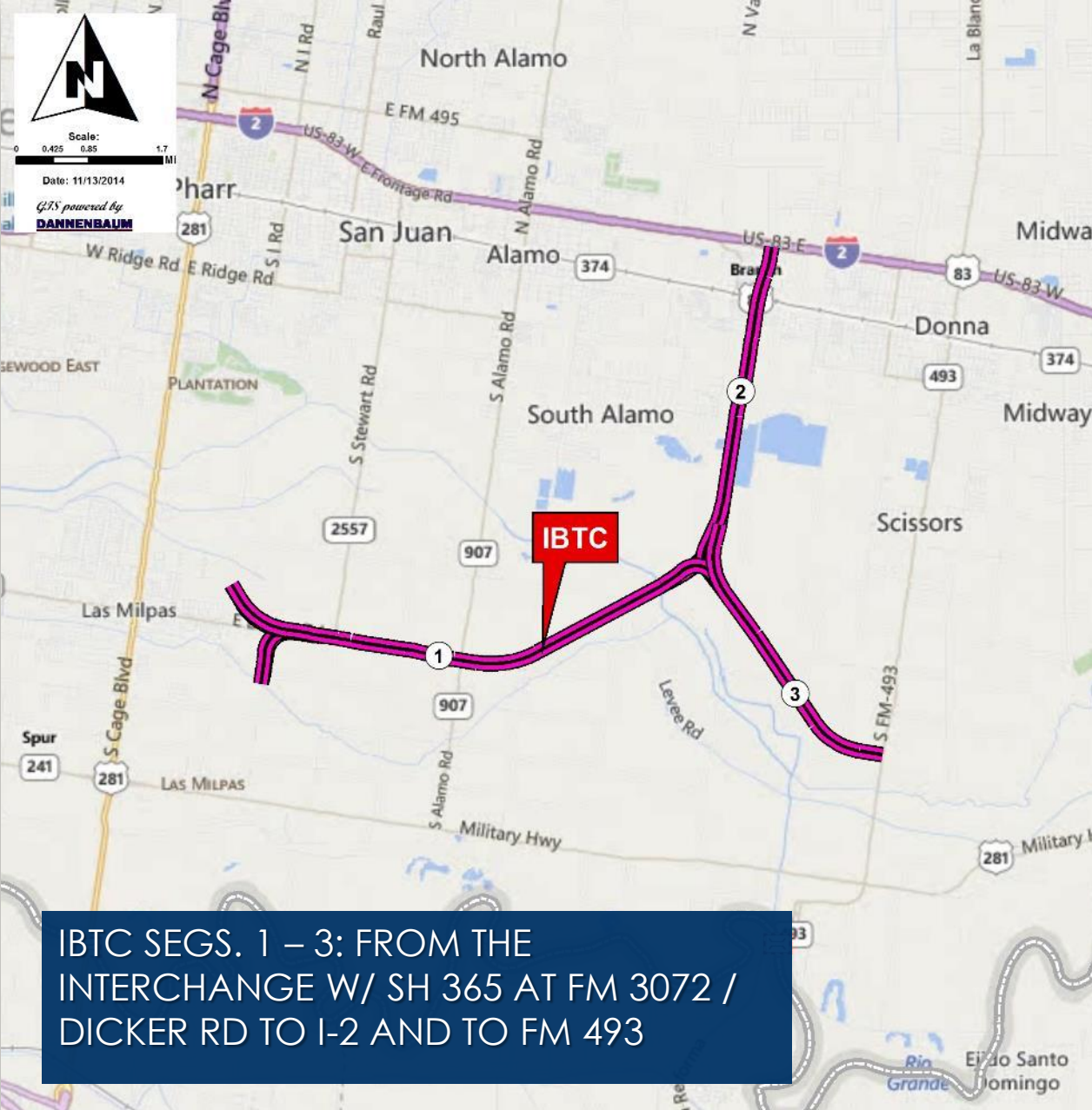
HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

IBTC

MAJOR MILESTONES:

EST. NEPA
CLEARANCE: 05/2018

LETTING: 04/2019
OPEN: 01/2022



IBTC SEGS. 1 – 3: FROM THE
INTERCHANGE W/ SH 365 AT FM 3072 /
DICKER RD TO I-2 AND TO FM 493

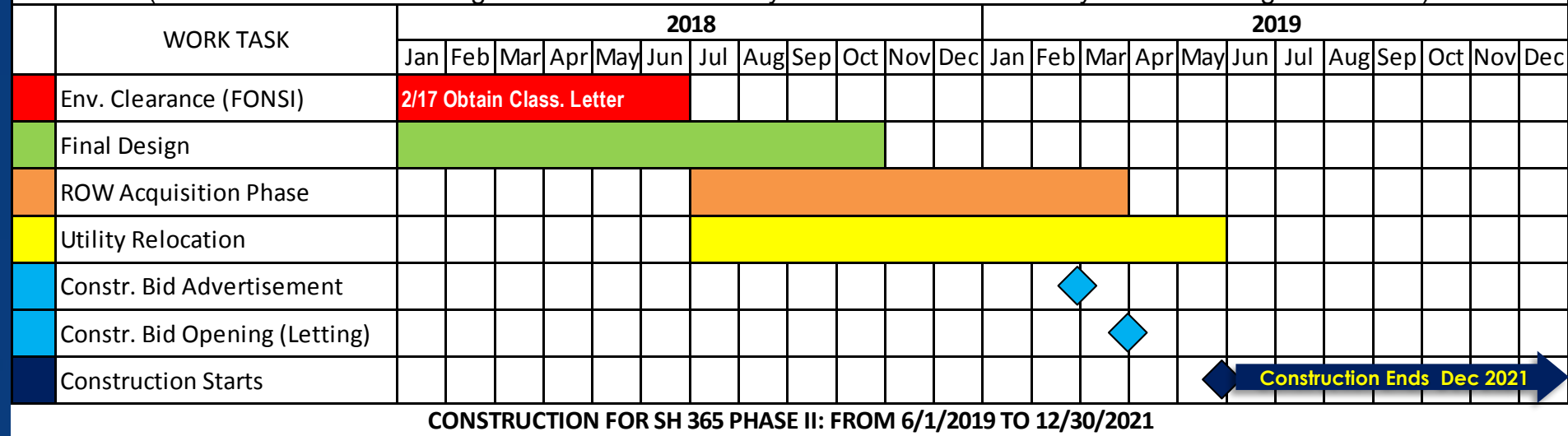


HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

PROJECT SCHEDULE

IBTC - Segments 1 - 3

(From Dicker Rd. Interchange to end of the Floodway North to I-2 & from Valleyview Interchange to FM 493)



► PROPOSED SCHEDULE CONTINGENT UPON

- ❑ HCRMA Board direction / Discussion with TxDOT
- ❑ Funding considerations
- ❑ Clearing environmental in order to get project closer to "shovel ready"



IBTC PROJECT PROGRESS

► ENVIRONMENTAL

- ❑ NEPA fieldwork on hold while HCRMA finalizes 365 Toll project financing coordination.
- ❑ IBTC Right-of-Entry forms are being updated to reduce any delays to environmental fieldwork.
- ❑ A Phase II ESA was completed on the Donna Reservoir-IBTC footprint, final lab results indicate no PCB contamination is present within the proposed ROW.
- ❑ Classification letter to be submitted early 2017.

► DESIGN

- ❑ PS&E for IBTC Segments 1 - 3 are 40% to 60% complete.
- ❑ Geo-technical borehole efforts are on pause for IBTC Segments 1 - 3.
- ❑ Onsite Hydrologic Studies for IBTC have been reviewed.
- ❑ Subsurface Utility Exposures are 100% complete.



► ROW MAPPING

- ❑ Strip map for complete IBTC project is complete for the entire project.

► ROW ACQUISITION

- ❑ Majority of parcels north of Donna Reservoirs have been submitted to the ROW Acquisition Team.
- ❑ Local Easement for AEP/ETT is completed for the transmission line on the East of the IBTC Project ROW (trans/ line no longer within ROW).





FM 1925

(COLLABORATION W/ TXDOT, CCRMA, AND HCRMA)

DESCRIPTION:

- ▶ PROJECT LENGTH IS APPROX. 27 MI
- ▶ FROM I-69C IN HIDALGO COUNTY TO I-69-E IN CAMERON COUNTY
- ▶ KEY PARALLEL CORRIDOR TO I-2 WITH IMPORTANCE TO MOBILITY PROJECTS BY TXDOT, CCRMA AND HCRMA



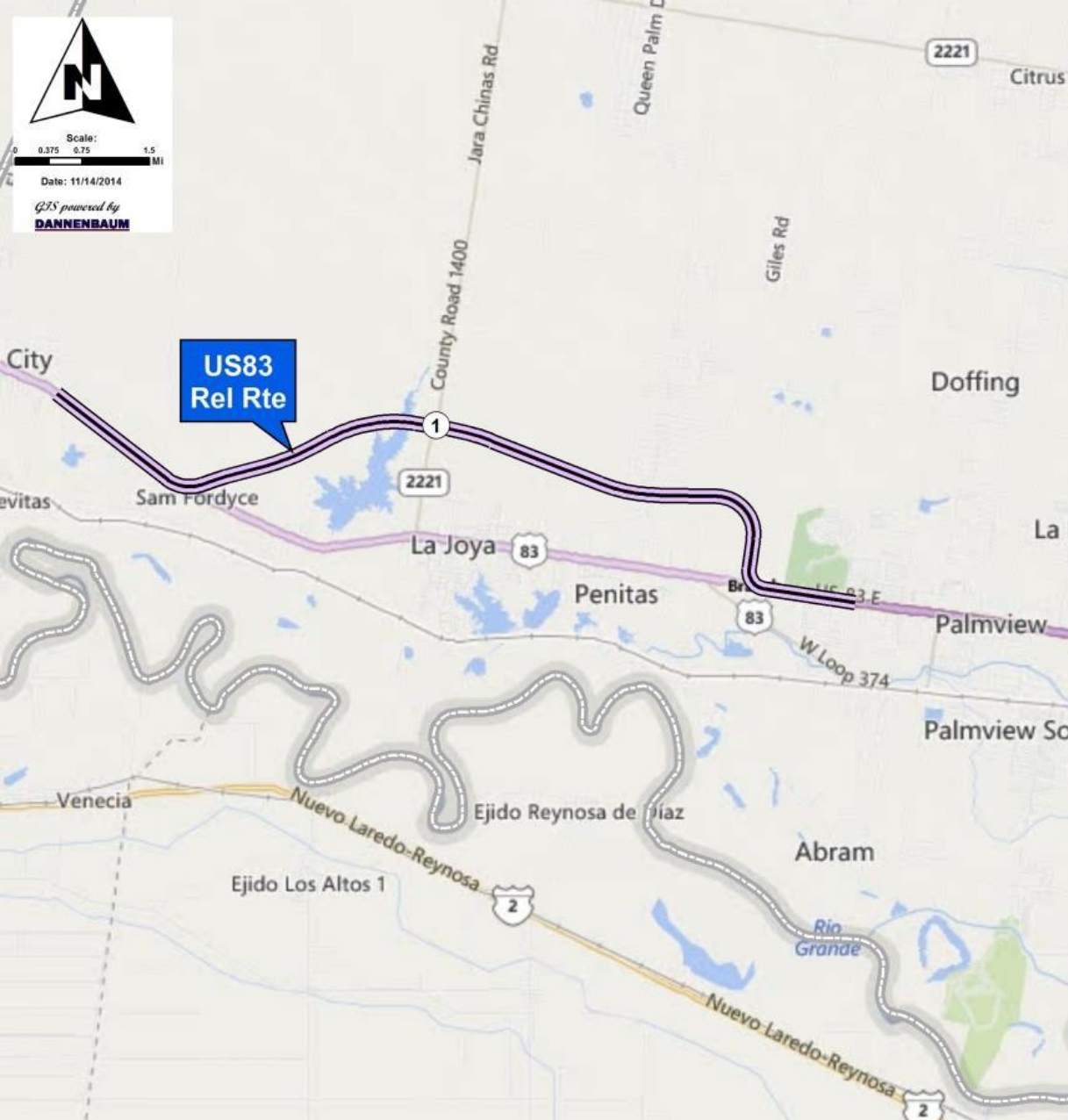
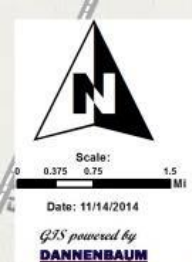
► FM 1925 (FROM I-69C TO I-69E)

FM 1925

PROJECT PROGRESS

- ❑ TxDOT Committed Supplemental Development Authority Funds for the Entire 27 Mile Corridor as an expressway facility.
- ❑ TxDOT has committed to funding the Schematic Design.
- ❑ Cameron County has committed to funding the segment of FM 1925 from the eastern Hidalgo County Line to US 77 and ultimately to the South Padre Island 2nd access.
- ❑ Interlocal between HCRMA and CCRMA is being finalized to initiate the Environmental Documents.
- ❑ \$40M in Proposition 1 & 7 funds for the Right-of-Way and Construction of the segment of the project from FM 88 East to the Cameron County line have been allocated at the HCMPO.



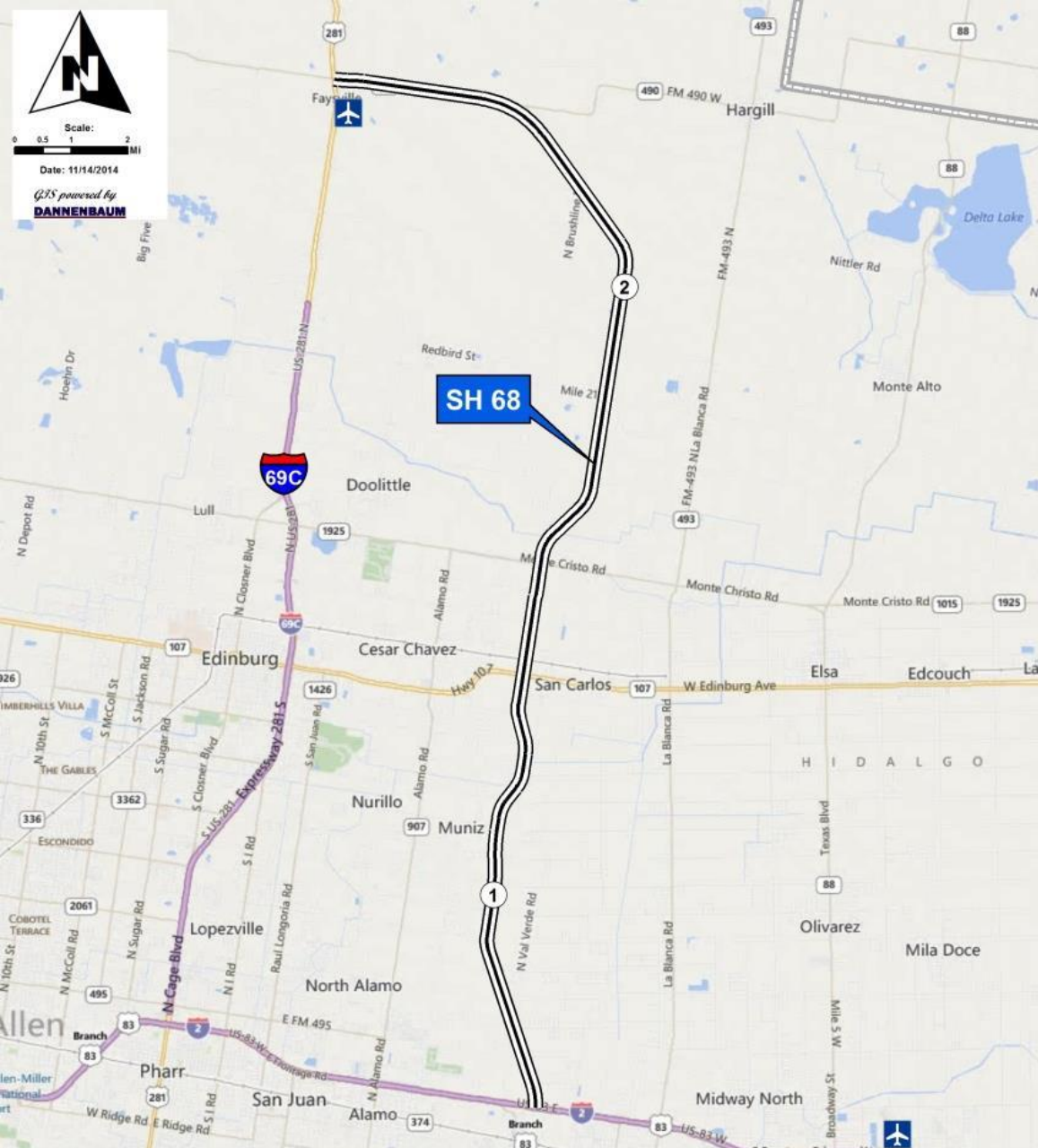


US 83 RELIEF ROUTE (BY TXDOT)

DESCRIPTION:

- ▶ PROJECT LENGTH IS APPROX. 8.9 MI
- ▶ FROM 1.0 MI EAST OF FM 886 EAST TO 0.50 MI WEST OF SHOWERS RD
- ▶ PHASE 1 CONSTRUCTION AS FRONTAGE ROADS, LET BY TXDOT 07/2015
- ▶ IF FEASIBLE, FUTURE CONSTRUCTION PHASES MAY INCLUDE OPTION TO BUILD TOLLROAD MAINLANES





SH 68 (BY TXDOT)

DESCRIPTION:

- ▶ PROJECT LENGTH IS APPROX. 22 MI (ALIGNMENT OPTIONS UNDER STUDY)
- ▶ FROM I-2 TO I-69C BETWEEN ALAMO AND DONNA AND RUNS NORTH TO I 69C/US 281 NORTH OF EDINBURG
- ▶ PHASE 1 CONSTRUCTION AS FRONTAGE ROADS UP TO FM 1925, FULLY FUNDED
- ▶ FUTURE CONSTRUCTION PHASES MAY INCLUDE FRONTAGE ROADS FROM FM 1925 TO US 281 AND/OR TOLLROAD MAINLANES (WHERE FEASIBLE)





QUESTIONS?

