

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

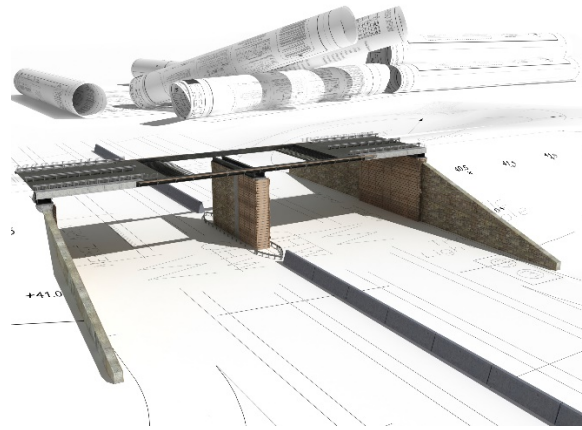


OPERATING & CAPITAL BUDGET

2022



OPERATING & CAPITAL BUDGET FOR 2022



**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**



**Ezequiel Reyna, Jr.
Secretary/Treasurer**



**Alonzo Cantu
Director**



Director



**Francisco "Frank" Pardo
Director**



**Joaquin Spamer
Director**



Hidalgo County Regional Mobility Authority
Operating Budget
2022

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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 21, 2021

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, 2022, which was adopted on December 20, 2021. Copies are available for inspection at the Executive Director’s Office and the Authority’s website, www.hcrma.net.

GUIDELINES FOR DEVELOPING THIS YEAR’S BUDGET

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

OVERVIEW OF THIS YEAR’S BUDGET

The year begins with working capital and debt service funds balances at \$10.4M. Total resources are expected to add to that almost \$8.1M. Of that amount: \$7.0M is expected to be received through vehicle registration fees and \$1.1M in permit fees. Total appropriations amount to \$8.4M--\$2.9M of which is dedicated to operations, \$4.7M to debt service, and \$700K 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 \$10.1M. 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

A conservative approach was taken regarding the Vehicle Registration Revenues and were budgeted at \$7.0M as compared to \$6.5M in 2021. Permit fees were budgeted at \$1.1M.

Operating Budget

The total operating budget was approved at \$2.8M. This represents an increase of \$250K as compared to last year.

Capital Outlay and Non-Capital Outlay

Amount budgeted this year is \$129K, which consists of: \$20K administration; \$89K construction management; and \$20K for project management. This represents a decrease of \$16K 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.

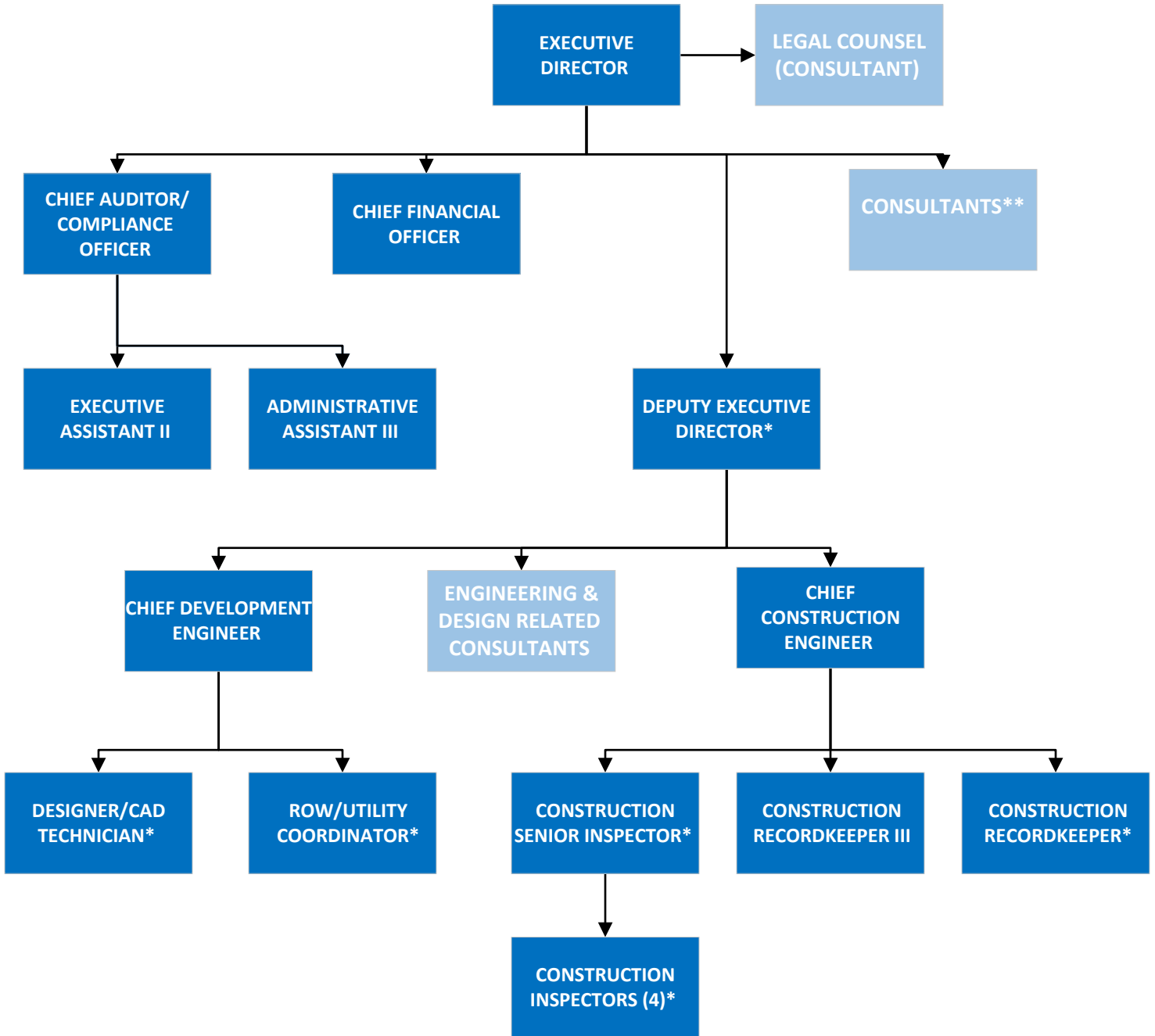
Respectfully Submitted,

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY



Pilar Rodriguez, PE
Executive Director

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY ORGANIZATIONAL CHART



*Budgeted position but currently vacant

**Includes Financial Advisors, Insurance Broker, etc.



COMBINED FINANCIAL SECTION

**Hidalgo County Regional Mobility Authority
2022 Combined Budget Summary
All Funds**

	Beginning Net Position	Projected Revenues	Transfers In	Transfers Out
General Fund				
General Fund	\$ 3,966,853	\$ 8,102,000	\$ -	\$ (5,818,290)
Total General Fund	\$ 3,966,853	\$ 8,102,000	\$ -	\$ (5,818,290)
Debt Service Funds				
Senior Lein Vehicle Registration Fee Series 2013 Revenue and Refunding Bonds	\$ 113,760	\$ 5,000	\$ 1,499,250	\$ -
Senior Lein Vehicle Registration Fee Series 2020 Revenue and Refunding Bonds	\$ 67,384	\$ 400	\$ 2,470,354	\$ -
Junior Lein Revenue Bond, Taxable Series 2016	6,310,468	-	1,148,686	-
Tota Debt Service Fund	\$ 6,491,612	\$ 5,400	\$ 5,118,290	\$ -
Capital Projects-Advance Project Development	\$ -	-	\$ 700,000	\$ -
TOTALS	\$ 10,458,465	\$ 8,107,400	\$ 5,818,290	\$ (5,818,290)



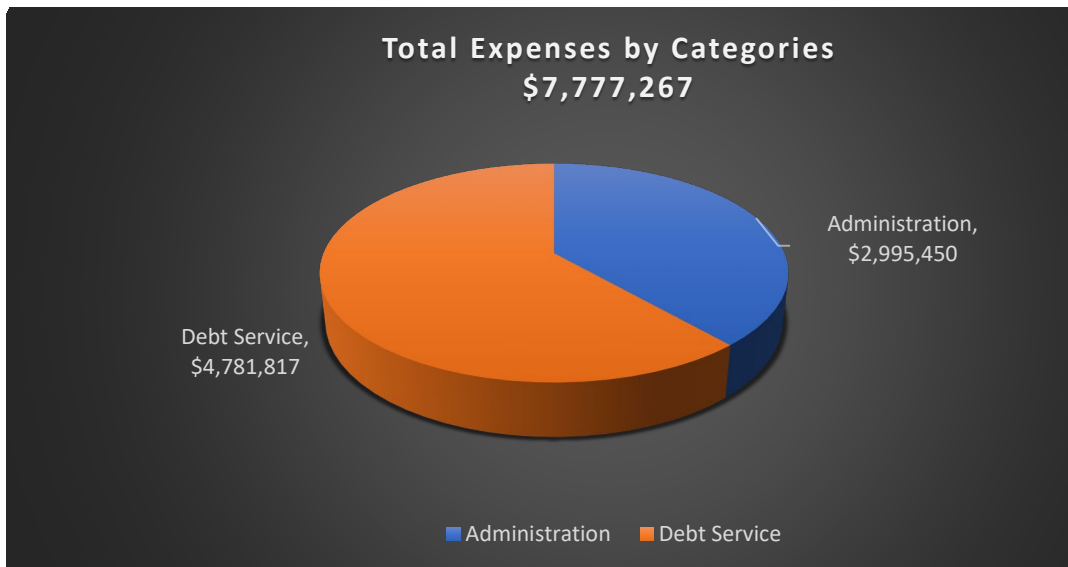
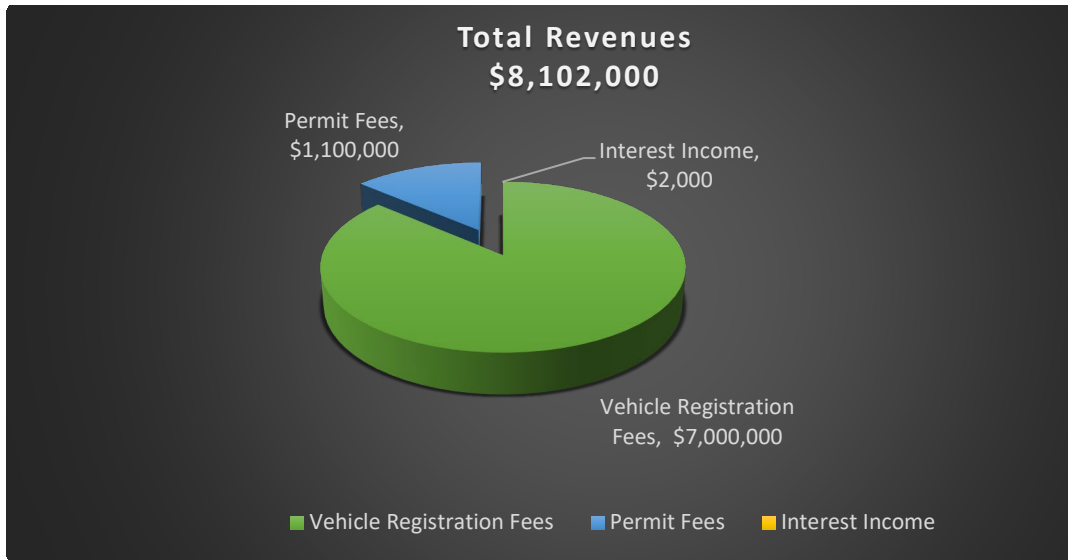
Operations	Capital Assets	Debt Service	Total Appropriations	Revenue Over/Under Expenses	Estimated Ending Net Position
\$ 2,922,950	\$ 72,500	\$ -	\$ 2,995,450	\$ (711,740)	\$ 3,255,113
\$ 2,922,950	\$ 72,500	\$ -	\$ 2,995,450	\$ (711,740)	\$ 3,255,113
\$ -	\$ -	\$ 1,499,250	\$ 1,499,250	\$ 5,000	\$ 118,760
\$ -	\$ -	\$ 2,470,354	\$ 2,470,354	\$ 400	\$ 67,784
\$ -	\$ -	812,213	812,213	336,473	6,646,941
\$ -	\$ -	\$ 4,781,817	\$ 4,781,817	\$ 341,873	\$ 6,833,485
\$ -	\$ 700,000	\$ -	\$ 700,000	\$ -	\$ -
\$ 2,922,950	\$ 772,500	\$ 4,781,817	\$ 8,477,267	\$ (369,867)	\$ 10,088,598



Graphs - Revenues by Sources

and

Expenses by Categories





BUDGET FOR CALENDAR YEAR 2022



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, 2022



	Actual 2020	Budget 2021	Estimated 2021	Budget 2022
Beginning Working Capital	\$ 3,062,094	\$ 3,570,557	\$ 3,411,842	\$ 3,966,853
Revenues				
Vehicle Registration Fees	6,422,850	6,500,000	6,900,000	7,000,000
Permit fees oversize	973,080	1,000,000	1,000,000	1,100,000
Interest Income	13,329	15,000	2,000	2,000
Other income	150	-	-	-
Total Revenues	7,409,409	7,515,000	7,902,000	8,102,000
Expenditures				
<u>Summary</u>				
Personnel Services	985,282	2,018,944	1,040,152	2,212,850
Supplies	6,914	19,000	5,200	22,000
Other Services and Charges	351,042	480,000	408,930	533,100
Maintenance	34,579	98,000	45,500	98,000
Non-capital Outlay	14,219	48,100	4,500	57,000
Capital Outlay	6,405	97,500	-	72,500
Total Expenditures	1,398,441	2,761,544	1,504,282	2,995,450
Net Increase Before Other Financing Sources (Uses)	6,010,968	4,753,456	6,397,718	5,106,550
Other Financing Sources (Uses):				
Transfers-Out				
Debt Service Fund - VRF 2013 Bonds	(3,325,532)	(1,496,450)	(1,496,450)	(1,499,250)
Debt Service Fund - 2020A/2020B Bonds	(492,607)	(2,470,095)	(2,470,095)	(2,470,354)
Debt Service Fund - SIB Loan	(1,104,081)	(1,126,162)	(1,126,162)	(1,148,686)
Capital Projects-Advance Project Development	(739,000)	(700,000)	(750,000)	(700,000)
Total Other Financing Uses	(5,661,220)	(5,792,707)	(5,842,707)	(5,818,290)
Net Increase (Decrease) After Other Financing Sources (Uses)	349,748	(1,039,251)	555,011	(711,740)
Ending Working Capital	\$ 3,411,842	\$ 2,531,306	\$ 3,966,853	\$ 3,255,113
Operating Expenditures per Day	\$ 3,831	\$ 7,566	\$ 4,121	\$ 8,207
No. of Days of Operating Expenditures in Working Capital	891	335	963	397
Bond Coverage Ratio: VRF Series 2013 Bonds/2020A Bonds	1.68	1.64	1.74	1.76





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
Expenditure Detail:	2020	2021	2021	2022
Personnel Services				
Salaries and Wages	\$ 806,472	\$ 1,660,882	\$ 857,891	\$ 1,788,800
Employee Benefits	163,435	324,912	166,061	390,900
Adminstrative Cost	15,375	33,150	16,200	33,150
Supplies	6,914	19,000	5,200	22,000
Other Services and Charges	351,042	480,000	408,930	533,100
Maintenance	34,579	98,000	45,500	98,000
Operations Subtotal	1,377,817	2,615,944	1,499,782	2,865,950
Capital and Non-capital Outlay	20,624	145,600	4,500	129,500
Total Expenditures	\$ 1,398,441	\$ 2,761,544	\$ 1,504,282	\$ 2,995,450
PERSONNEL				
Exempt	4	8	4	8
Non-Exempt	2	9	3	9
Part-Time	1	-	1	-
Total Positions Authorized	7	17	8	17

Contact Us:

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

MAJOR FY 2022 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.**
- 4.) **Begin enviornmental clearance document for Section A West.**



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 2020	Budget 2021	Estimated 2021	Budget 2022
COMPENSATION				
Exempt				
Executive Director	\$ 211,190	\$ 210,000	\$ 218,075	\$ 210,000
Chief Auditor/Compliance/Officer	115,910	115,514	128,598	120,000
Chief Financial Officer	45,105	130,000	44,544	130,000
Total Exempt	372,205	455,514	391,217	460,000
Non-Exempt				
Administrative Assistant III	45,464	44,670	48,001	45,000
Administrative Assistant II	33,314	38,000	39,544	38,000
Contingency	-	28,400	-	50,200
Total Non-Exempt	78,778	111,070	87,545	133,200
Other				
Overtime	49	500	250	500
Vehicle Allowance	15,138	22,800	16,200	22,800
Phone Allowance	4,923	6,300	5,296	6,300
Total Other	20,110	29,600	21,746	29,600
Sub-Total	471,093	596,184	500,508	622,800
Benefits/Other:				
Social Security	27,400	45,608	30,094	46,000
Health Insurance	22,244	29,000	26,964	37,000
Retirement	34,078	45,608	34,690	45,000
Administrative Fee	9,525	9,750	10,125	9,750
Total Compensation and Adm. Fees	564,340	726,150	602,381	760,550
SUPPLIES				
Office Supplies	6,556	12,000	4,500	6,000
Total Supplies	6,556	12,000	4,500	6,000
OTHER SERVICES & CHARGES				
Janitorial	661	1,000	100	1,000
Utilities	2,936	2,800	2,600	2,800
Contractual Adm/IT Services	6,276	8,500	7,000	8,500
Dues & Subscriptions	11,856	15,000	15,000	18,000
Subscriptions-software	-	500	800	1,200
Postage/FedEx/Courier Services	2,393	2,500	2,200	2,500
General Liability	2,902	3,000	3,000	3,000
Insurance - E&O	1,404	1,500	1,500	1,500
Insurance - Surety	693	800	800	800
Insurance - LOC	500	500	500	500
Insurance - Other	5,079	3,000	3,200	3,800
Insurance - Cybersecurity	-	2,500	3,200	3,400
Business Meals	-	500	-	500
Advertising	-	4,000	1,500	4,000
Training	3,948	8,000	5,000	8,000
Travel	4,485	10,000	1,000	10,000

Printing	6,553	8,000	4,500	8,000
Bank service charges	-	100	-	100
Accounting & Auditing	29,210	30,000	30,000	36,000
Legal services	22,415	65,000	40,000	65,000
Legal services-gov. affairs	110,000	120,000	120,000	120,000
Financial consulting fees	3,770	4,000	4,005	6,500
Insurance consultant	12,283	10,000	7,500	10,000
Rental - Office	53,760	54,000	54,000	54,000
Rental - Office Equipment	8,329	8,500	8,200	8,500
Rental- Other	-	500	-	500
Contractual Website Services	2,200	2,400	2,400	2,400
Miscellaneous	27	500	-	500
Penalties & Interest	-	100	-	100
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Total Other Services & Charges	291,680	367,200	318,005	381,100
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<u>MAINTENANCE</u>				
Building Remodel	29,116	70,000	24,000	70,000
Maintenance and Repairs	3,603	25,000	18,500	25,000
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Total Maintenance	32,719	95,000	42,500	95,000
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<u>CAPITAL OUTLAY</u>				
Capital outlay	6,405	10,000	-	10,000
Non-capital	4,187	10,000	4,500	10,000
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Total Capital Outlay	10,592	20,000	4,500	20,000
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Total Expenditures	\$ 905,887	\$ 1,220,350	\$ 971,886	\$ 1,262,650
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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 2020	Budget 2021	Estimated 2021	Budget 2022
COMPENSATION				
Exempt				
Construction Engineer	\$ 135,571	\$ 134,970	\$ 144,886	\$ 135,000
Total Exempt	135,571	134,970	144,886	135,000
Non-Exempt				
Construction Inspector IV	-	65,000	-	70,000
Construction Inspectors (4)	-	220,000	-	260,000
Construction Recordkeeper IV	46,299	45,566	48,919	48,000
Construction Recordkeeper	-	31,000	-	45,000
Contingency	-	27,992	-	41,600
Total Non-Exempt and Contingency	46,299	389,558	48,919	464,600
Other				
Overtime	-	10,500	-	26,000
Vehicle Allowance	7,200	43,200	7,477	43,200
Phone Allowance	2,400	9,600	2,492	9,600
Total Other	9,600	63,300	9,969	78,800
Sub-Total	191,470	587,828	203,774	678,400
Benefits/Other:				
Social Security	13,851	44,968	14,747	51,200
Health Insurance	16,565	25,000	13,867	59,200
Retirement	15,324	44,968	15,588	50,200
Administrative Fee	3,900	15,600	4,050	15,600
Total Compensation and Adm. Fees	241,110	718,364	252,026	854,600
SUPPLIES				
Office Supplies	298	1,500	100	5,000
Small Tools	-	5,000	100	10,000
Total Supplies	298	6,500	200	15,000
OTHER SERVICES & CHARGES				
Janitorial	-	-	-	3,500
Utilities	-	-	175	500
Uniforms	-	6,000	-	6,000
Dues & Subscriptions	934	2,000	750	2,000
Subscriptions-software	4,390	7,000	8,900	20,000
Postage	17	500	100	500
Advertising	1,130	5,000	9,000	4,000
Training	524	5,000	1,000	12,500
Travel	610	5,000	1,000	20,000
Rental-Office Equipment	2,329	2,700	2,400	2,400
Rental-Other	-	500	600	500
Total Other Services & Charges	9,934	33,700	23,925	71,900
CAPITAL OUTLAY				
Capital Outlay	-	62,500	-	62,500
Non-Capitalized	3,576	22,000	-	27,000
	3,576	84,500	-	89,500
Total Expenditures	\$ 254,918	\$ 843,064	\$ 276,151	\$ 1,031,000



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 2020	Budget 2021	Estimated 2021	Budget 2022
COMPENSATION				
Exempt				
Deputy ED/Program	\$ 135,509	\$ 150,000	\$ -	\$ 158,000
Chief Development Engineer	-	134,970	144,886	135,000
ROW/Utility Coordinator	-	72,000	-	70,000
Designer	-	70,000	-	68,000
Total Exempt	135,509	426,970	144,886	431,000
Non-Exempt				
Contingency	-	23,000	-	30,200
Total Non-Exempt and Contingency	-	23,000	-	30,200
Other				
Overtime	-	500	-	-
Vehicle Allowance	7,200	21,600	7,477	21,600
Phone Allowance	1,200	4,800	1,246	4,800
Total Other	8,400	26,900	8,723	26,400
Sub-Total	143,909	476,870	153,609	487,600
Benefits/Other:				
Social Security	10,538	36,480	11,277	36,700
Health Insurance	11,922	16,800	7,083	29,600
Retirement	11,513	36,480	11,751	36,000
Administrative Fee	1,950	7,800	2,025	7,800
Total Compensation and Adm. Fees	179,832	574,430	185,745	597,700
SUPPLIES				
Office Supplies	60	500	500	1,000
Total Supplies	60	500	500	1,000
OTHER SERVICES & CHARGES				
Dues & Subscriptions	1,297	2,500	500	2,500
Subscriptions-Software	46,133	69,000	65,000	69,000
Postage	-	100	-	100
Advertising	-	1,500	200	2,500
Training	249	3,000	500	3,000
Travel	952	2,000	-	2,000
Total Other Services & Charges	48,631	78,100	66,200	79,100
CAPITAL OUTLAY				
Capital	-	25,000	-	-
Non-capitalized	6,456	16,100	-	20,000
Total Capital Outlay	6,456	41,100	-	20,000
Total Expenditures	\$ 234,979	\$ 694,130	\$ 252,445	\$ 697,800



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
Expenditure Detail:	2020	2021	2021	2022
<u>MAINTENANCE</u>				
Maintenance and Repairs-BSIF	1,860	3,000	3,000	3,000
Total Maintenance	1,860	3,000	3,000	3,000
<u>OTHER SERVICES & CHARGES</u>				
Utilities-BSIF	797	1,000	800	1,000
Total Other Services & Charges	797	1,000	800	1,000
Total Expenditures	\$ 2,657	\$ 4,000	\$ 3,800	\$ 4,000

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 issues 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

Senior Lein Vehicle Registration Fee Series 2020A 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, 2022

www.hcrma.net



	Actual 2020	Budget 2021	Estimated 2021	Budget 2022
Beginning Fund Balance	\$ 106,124	\$ 349,133	\$ 108,760	\$ 113,760
Revenues:				
Interest	2,636	5,000	5,000	5,000
Total Revenues	2,636	5,000	5,000	5,000
Expenditures:				
Principal	1,255,000	1,305,000	1,305,000	1,360,000
Interest and Fee Expenses	2,070,532	191,450	191,450	139,250
Total Debt Service Expenditures	3,325,532	1,496,450	1,496,450	1,499,250
Total Expenditures	3,325,532	1,496,450	1,496,450	1,499,250
Other Financing Sources:				
Transfer-in General Fund	3,325,532	1,496,450	1,496,450	1,499,250
Total Other Financing Sources	3,325,532	1,496,450	1,496,450	1,499,250
Ending Fund Balance	\$ 108,760	\$ 354,133	\$ 113,760	\$ 118,760

Hidalgo County Regional Mobility Authority
DEBT SERVICE FUND
Senior Lein Vehicle Registration Fee Revenue Bonds Series 2020A and 2020B
Fund Balance Summary
For Year Ending December 31, 2022

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	Actual 2020	Budget 2021	Estimated 2021	Budget 2022
Beginning Fund Balance	\$ -	\$ -	\$ 67,084	\$ 67,384
Revenues:				
Interest	1	-	300	400
Total Revenues	1	-	300	400
Expenditures:				
Principal	-	805,000	805,000	810,000
Interest and Fee Expenses	425,524	1,665,095	1,665,095	1,660,354
Total Debt Service Expenditures	425,524	2,470,095	2,470,095	2,470,354
Total Expenditures	425,524	2,470,095	2,470,095	2,470,354
Other Financing Sources:				
Transfer-in General Fund	492,607	2,470,095	2,470,095	2,470,354
Total Other Financing Sources	492,607	2,470,095	2,470,095	2,470,354
Ending Fund Balance	\$ 67,084	\$ -	\$ 67,384	\$ 67,784

Hidalgo County Regional Mobility Authority
DEBT SERVICE FUND
Junior Lein Revenue Bond, Taxable Series 2016A
Fund Balance Summary
For Year Ending December 31, 2022

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	Actual 2020	Budget 2021	Estimated 2021	Budget 2022
Beginning Fund Balance	\$ 4,389,961	\$ 5,550,042	\$ 5,534,412	\$ 6,310,468
Revenues:				
Interest	40,370	60,000	59,000	45,000
Total Revenues	40,370	60,000	59,000	45,000
Expenditures:				
Principal	-	-	-	-
Interest Expense	-	409,106	409,106	812,213
Total Debt Service Expenditures	-	409,106	409,106	812,213
Other Financing Sources:				
Transfer-in General Fund	1,104,081	1,126,162	1,126,162	1,148,686
Total Other Financing Sources	1,104,081	1,126,162	1,126,162	1,148,686
Ending Fund Balance	\$ 5,534,412	\$ 6,327,098	\$ 6,310,468	\$ 6,691,941

SUPPLEMENTAL INFORMATION



BUDGET, FINANCIAL, & DEBT MANAGEMENT POLICES



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

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

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

Availability of Proposed Budget to the Public

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

The Budget Process – Amended Budget

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

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

Monitoring Compliance with Budget

Reports comparing actual revenues and expenditures/expenses to budgeted amounts will be prepared and carefully monitored monthly in order to determine whether estimated revenues are performing at or above levels budgeted and to ascertain that expenditures/expenses follow 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 Working Capital

The General Fund should maintain at least a minimum balance of 90 days working capital, 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 enough balances in such fund to meet semi-annual principal and/or interest payments.

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY
CALENDAR YEAR 2022
OPERATING & CAPITAL BUDGET
EXHIBIT

Exhibit-Resolution 2021-73 Adoption of Calendar Year 2022 Operating & Capital Budget

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY
BOARD RESOLUTION NO. 2021-73

ADOPTION OF HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY
FISCAL YEAR 2021 OPERATING AND CAPITAL BUDGET

THIS RESOLUTION is adopted this 20th day of December, 2021 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, 2022 and ends on December 31, 2022; and

WHEREAS, the Authority has reviewed the proposed Fiscal Year 2022 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:

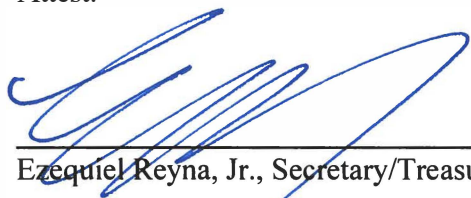
- Section 1. The recital clauses are incorporated in the text of this Resolution as if fully restated.
- Section 2. The Board adopts the Fiscal Year 2022 Operating and Capital Budget, hereto attached as Exhibit A.
- Section 3. The Board of Directors authorize the Executive Director to manage and administer the Fiscal Year 2022 Operating and Capital Budget.

Passed and Approved as to be effective immediately this 20th day of December 2021, 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., Chlirman

Attest:



Ezequiel Reyna, Jr., Secretary/Treasurer



2021 PROJECT REPORT





2021 ANNUAL PROJECT REPORT



HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

November 23, 2021

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 2021 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.

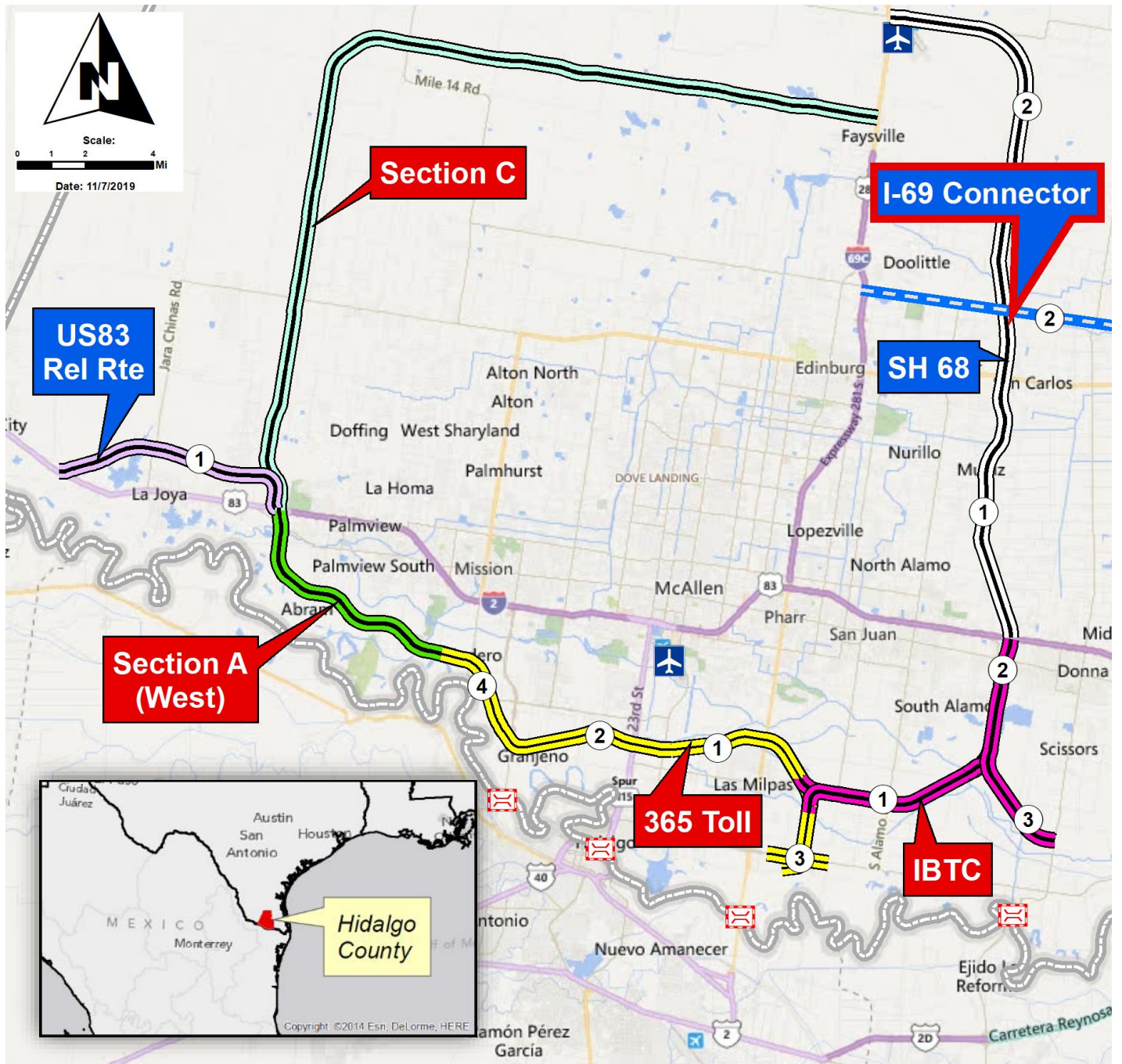
The HCRMA and TxDOT Pharr District continue to execute a County-specific Short-Term Strategic Plan that includes 365 Tollway (formerly State Highway 365), International Bridge Trade Corridor (IBTC), US 83 Relief Route, and State Highway 68 (SH 68). TxDOT Pharr District leads development efforts on the 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 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
- Ezequiel Reyna Jr., Secretary/Treasurer
- Alonzo Cantu, Director
- Francisco “Frank” Pardo, Director
- Paul S. Moxley, Director
- Joaquin Spamer, Director



2.4 Administration

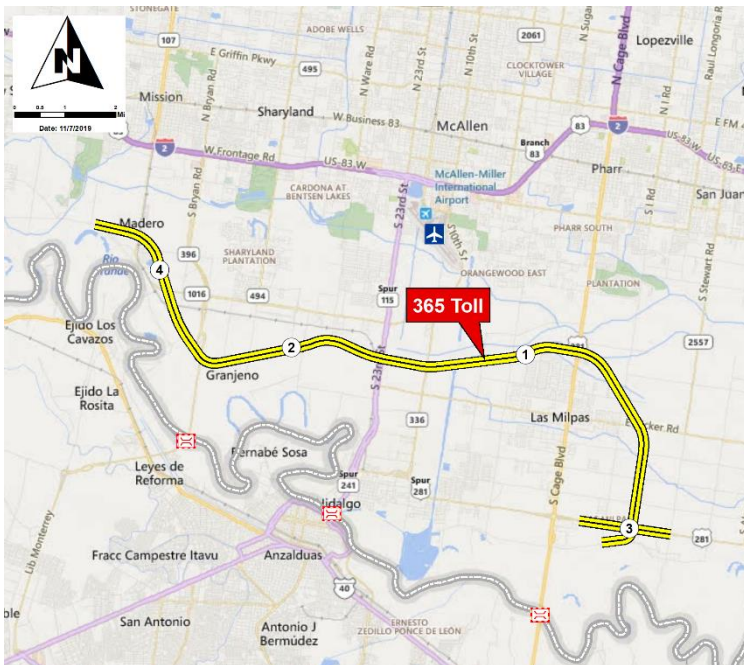
The Authority’s day to day operation is overseen by the Executive Director Pilar Rodriguez, P.E. He has worked as an engineer and administrator for the City of McAllen since 1992 and has served the City in several capacities, including the areas of: Traffic Operations, Engineering, Public Works and, 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 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 2020 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 is 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 2021 Activities

- Phase 2 – 365 Toll (Segment 1 & 2) has 96% ROW acquired out of 163 parcels with the remainder slated to be acquired by January 2022;
- Phase 2 – 365 Toll (Segment 1 & 2) PS&E (100% complete) initiated the letting process on August 2021 culminating in the 10/13/2021 bid opening where Pulice Construction, Inc. was Lowest Responsive and Responsible Qualified Low Bid at \$295,932,420.25. The contract was awarded by the HCRMA Board of Directors on 10/19/2021 contingent on TxDOT Concurrence (achieved 11/08/2021) as well as toll revenue bond financing. The team is currently evaluating Value Engineering Change Proposals (VECP) to bring the project back to within financial viability; and
- Expended \$664,361 through September 2021 with the following breakout: advanced planning (\$19,646), design (\$0), ROW/utilities (\$401,090), construction (\$0), and general / administrative / management / staffing (\$243,625).

3.2 365 Toll: Schedule / Upcoming Milestones

- ROW for Phase 2 – 365 Toll Segments 1 & 2 to be acquired by 01/2022;
- Utilities for Phase 2 – 365 Toll Segments 1 & 2 to be relocated by 03/2022;
- Construction for Phase 2 – 365 Toll Segments 1 & 2 estimated to commence 02/2022; and
- Toll Operations for Phase 2 – 365 Toll Segments 1 & 2 projected to begin 09/2025.

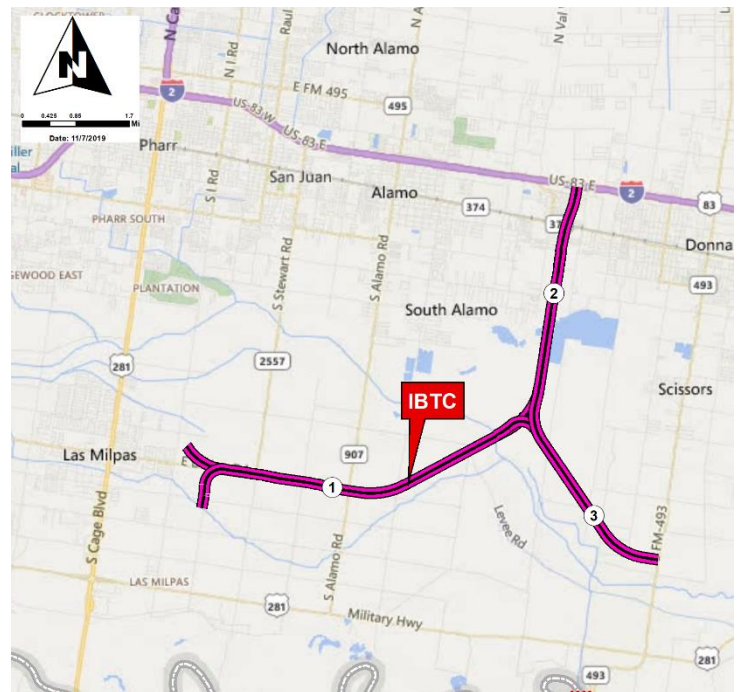
4.0 International Bridge Trade Corridor (HCRMA)

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 FM 493 to I-2 for project length of 13.2 miles.

Phase 1 construction will consist of Segment 1 and 2 being initially built as an at-grade 2+2 non-toll facility (2 lanes each way), 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 2021 Activities

- Environmental Documents (95% complete)—obtained EA Classification late 2017, and proceeding with an EA document and have completed all fieldwork, has an approved schematic, and finalized the EA document;
- 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 \$ 348,221 through September 2021 with the following breakout: advanced planning (\$104,596), design (\$0), ROW/utilities (\$0), construction (\$0), and general / administrative / management / staffing (\$243,625).



4.2 IBTC: Schedule / Upcoming Milestones

- Environmental clearance estimated by 03/2022
- Phase 1 estimated construction to commence 01/2024; and
- Operations for Phase 1 projected to begin 06/2027.

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

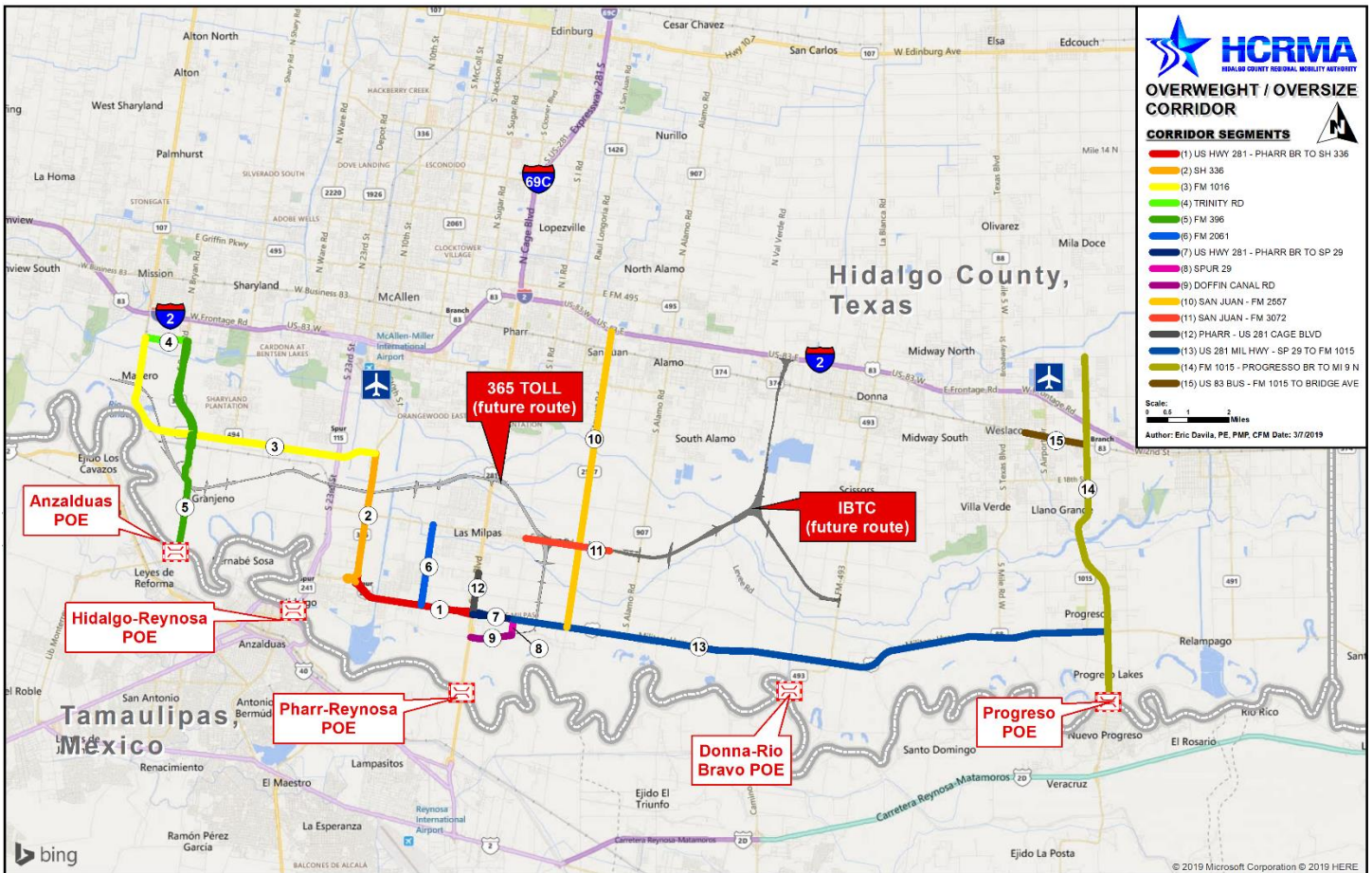
The proposed I-69 CONNECTOR between I-69C (US 281) and I-69E (US 77) is a vital parallel connection to I-2 and it is the first project to bring HCRMA into collaboration with CCRMA, with both agencies already fully engaged with TxDOT PHR on various projects within their respective counties. Phase 1 construction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



6.0 Overweight Corridor (HCRMA and TxDOT)

Texas H.B. No. 474 allowed for the creation of an overweight/oversize (OW/OS) corridor whereby the TxDOT receives 85% of the permit fees for maintenance of the on-system roadway network that comprises the corridor and the HCRMA keeps 15% of the permit fees to administer the issuance of permits. The HCRMA permit system allows growers and/or brokers to securely order online. The permits cover travel over the network of roads listed below, and allows vehicles traveling at or below the weight limit of 125,000 lbs:



- U.S. Highway 281 between its intersection with Pharr-Reynosa International Bridge and its intersection with State Highway 336;
- State Highway 336 between its intersection with U.S. Highway 281 and its intersection with Farm-to-Market Road 1016;
- Farm-to-Market Road 1016 between its intersection with State Highway 336 and its intersection with Trinity Road;
- Trinity Road between its intersection with Farm-to-Market Road 1016 and its intersection with Farm-to-Market Road 396;
- Farm-to-Market Road 396 between its intersection with Trinity Road and its intersection with the Anzalduas International Bridge;
- Farm-to-Market Road 2061 between its intersection with Farm-to-Market Road 3072 and its intersection with U.S. Highway 281;
- U.S. Highway 281 between its intersection with the Pharr-Reynosa International Bridge and its intersection with Spur 29;
- Spur 29 between its intersection with U.S. Highway 281 and its intersection with Doffin Canal Road;



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

6.1 Review of 2021 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),
- 34,502 permits for 2018 (660+ permits issued per week),
- 33,790 permits for 2019 (650+ permits issued per week),
- 36,040 permits for 2020 (693+ permits issued per week), and
- 31,404 permits for 2021 with a sustained 805+ permits issued per week (through 10/31/2021).

The total amount of permit fees collected from 1/1/2021 to 10/31/2021 was \$6,280,800 with \$94,212 going to ProMiles (permit system provider), \$847,908 going to HCRMA (OW/OS administrator), and \$5,338,680 going to TxDOT (for O&M projects along the OW/OS network). The OW/OS Corridor has amassed steady use by the agricultural transporters who pay \$200 for a one-way destination to cross larger legal loads that provides them a logistical edge in their shipping operations. The 365 Toll and IBTC projects are designed to carry overweight traffic and are intended to become the future backbone of the corridor system. From 2014 to present, TxDOT has received \$28,944,880 from overweight fees to maintain the existing on-system roads that currently comprise the overweight network.

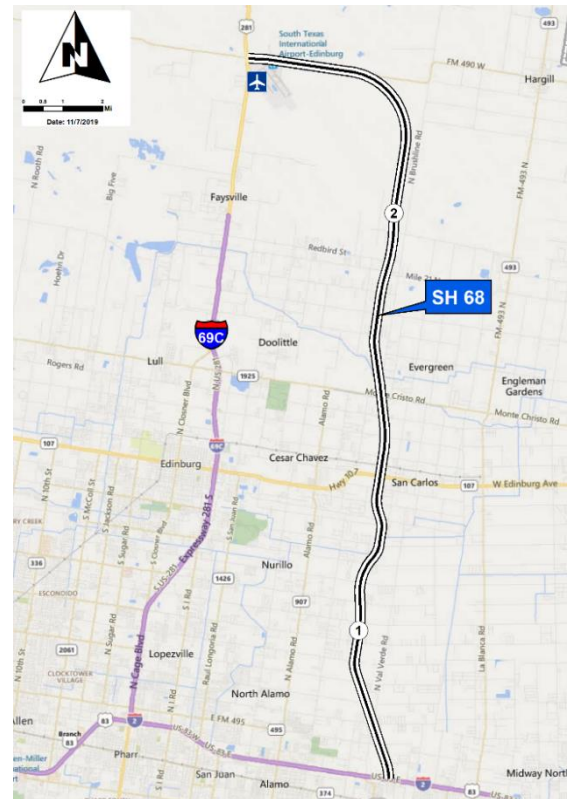
7.0 US 83 Relief Route (TxDOT PHR)



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 Mil Hwy w/ an OP at San Juan Rd	\$ 19,342,713.68	Cat 10, UTP Matching, Prop 1, VRF bond proceeds,	\$ 19,342,713.68	Opened to Traffic 10/2017
RMA SubTotal	-	-	\$ 19,342,713.68	-	\$ 19,342,713.68	-

Hidalgo County RMA							
Projects Under Construction or in the Environmental Review Process							
Project	Limits	Description	Estimated Cost	Funding Sources & Amounts (i.e., bonds, TIFIA, grants, loans, TRZ, -if currently unknown list "TBD")		Project Phase (Study, Env., ROW, Design, Construction, Etc.)	Completion Date / Projected Completion Date of Phase
365 Toll Segs. 1 & 2 (365 Phase 2)	FM 396 to US 281	4-lane controlled access tollroad	\$ 295,932,420.25	Cat 12, SIB Loan Proceeds, Toll Revenue Bond Proceeds	\$ 295,932,420.25	Construction	Open to Traffic on: 09/2025
IBTC (Phase 1)	Interchange w/ 365 Toll to I-2 and to FM 493	Non-toll frontage road facility	\$ 128,071,890.73	Cat 12 UTP Matching, Cat 12, Excess VRF Cash, TBD	\$ 128,071,890.73	END Phase: Schematic Approved / Final EA Submitted	Env. Clearance: 03/2022
			\$ -		\$ -		
RMA SubTotal	-	-	\$ 424,004,310.98	-	\$ 424,004,310.98	-	-

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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