

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

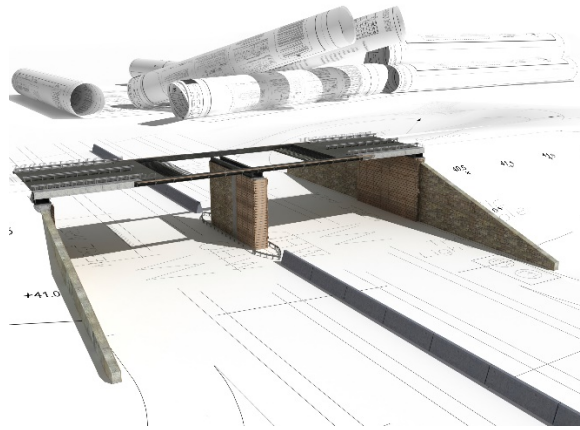


OPERATING & CAPITAL BUDGET

2023



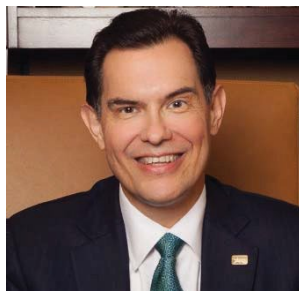
OPERATING & CAPITAL BUDGET FOR 2023



**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



Juan Carlos Del Angel
Director



Francisco "Frank" Pardo
Director



Joaquin Spamer
Director



Hidalgo County Regional Mobility Authority
Operating Budget
2023

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INTRODUCTORY SECTION





Board of Directors

S. David Deanda, Jr., Chairman
Forrest Runnels, Vice Chairman
Ezequiel Reyna, Jr., Secretary/Treasurer
Alonzo Cantu, Director
Juan Carlos Del Ángel, Director
Francisco “Frank” Pardo, Director
Joaquin Spamer, Director

December 27, 2022

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, 2023, which was adopted on December 13, 2022. 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, debt service and capital project fund balances at \$187.4M. Total resources are expected to add to that almost \$114.1M. Of that amount: \$7.4M is expected to be received through vehicle registration fees and \$1.3M in permit fees. Total appropriations amount to \$135.2M--\$3.1M of which is dedicated to operations, \$8.7M to debt service, and \$123.3M to capital projects for the construction of the 365 Tollway Project. At this level of activity, we anticipate that ending working capital, debt service and capital project fund balances will approximate \$166.3M.

CURRENT YEAR ISSUES

Revenues

A conservative approach was taken regarding the Vehicle Registration Revenues and were budgeted at \$7.4M as compared to \$7M in 2022. Permit fees were budgeted at \$1.3M.

Operating Budget

The total operating budget was approved at \$3M. This represents an increase of \$188K 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 the Hidalgo County Regional Mobility 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 Ascencion Alonzo, 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.

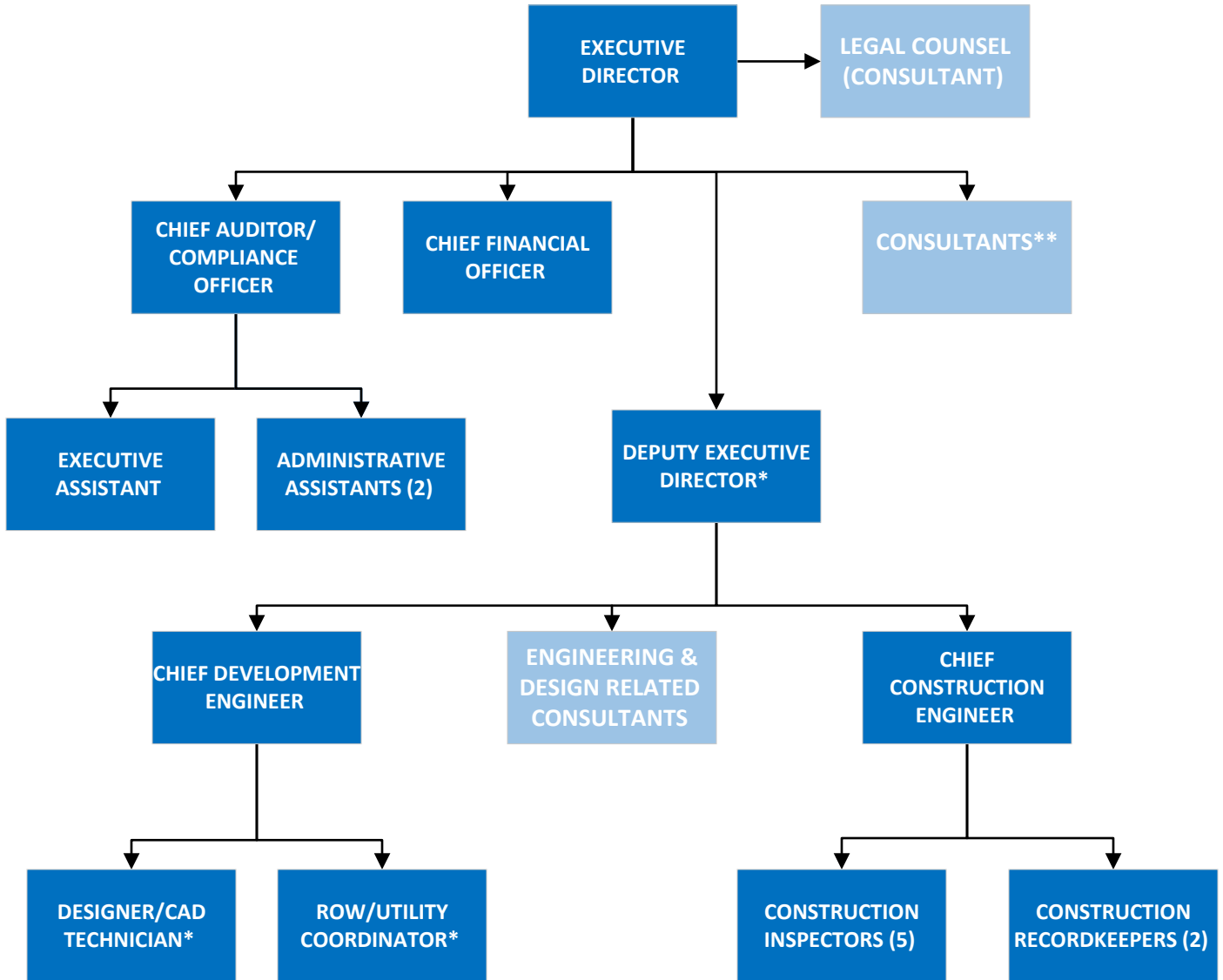
Respectfully Submitted,

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY



Pilar Rodriguez, PE
Executive Director

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY ORGANIZATIONAL CHART



*Budgeted position but currently vacant

**Non-Engineering & Design Related Consultants



COMBINED FINANCIAL SECTION

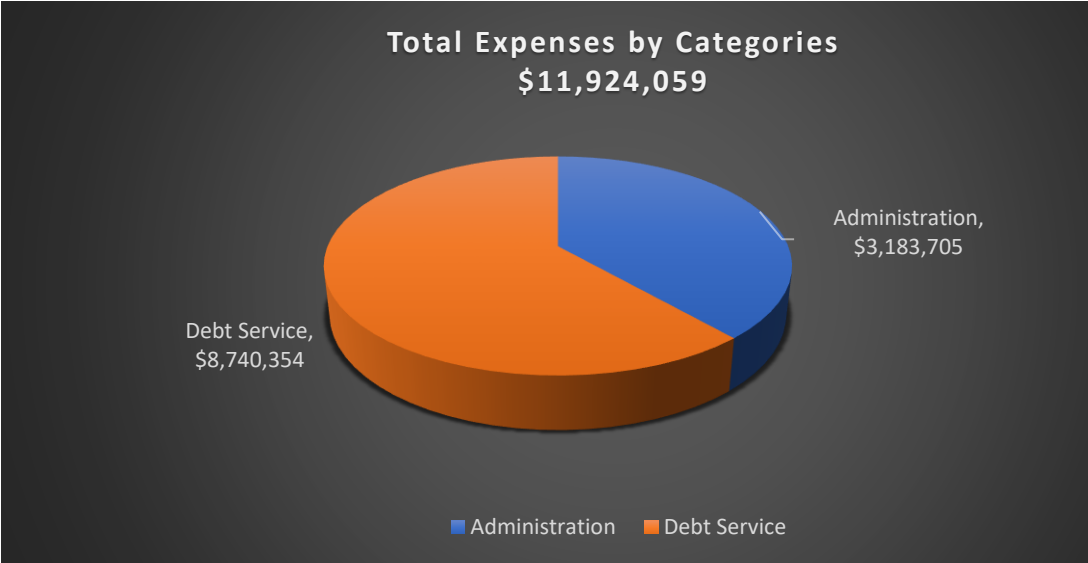
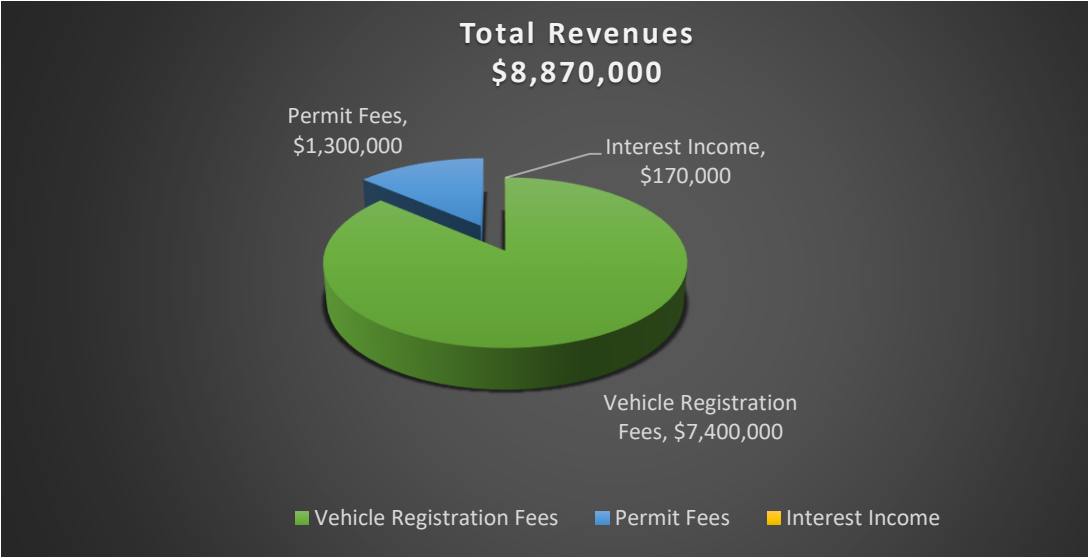
Hidalgo County Regional Mobility Authority 2023 Combined Preliminary Budget Summary All Funds
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	Beginning Net Position	Projected Revenues	Transfers In	Transfers Out
General Fund				
General Fund	\$ 5,212,503	\$ 8,870,000	\$ -	\$ (3,966,104)
Total General Fund	\$ 5,212,503	\$ 8,870,000	\$ -	\$ (3,966,104)
Debt Service Funds				
Senior Lien Vehicle Registration Fee Series 2013 Revenue and Refunding Bonds	\$ 120,942	\$ 1,800	\$ 1,496,250	\$ -
Senior Lien Vehicle Registration Fee Series 2020 Revenue and Refunding Bonds	\$ (733,381)	\$ 15,000	\$ 2,469,854	\$ -
Senior Lien Revenue Bond, Taxable Series 2022A	\$ 7,170,291	\$ 144,000	\$ -	\$ -
Junior Lien Revenue Bond, Taxable Series 2022B	\$ 1,539,439	\$ 204,000	\$ -	\$ -
Tota Debt Service Fund	\$ 8,097,291	\$ 364,800	\$ 3,966,104	\$ -
Capital Project Fund	\$ 174,134,337	\$ 104,957,862	\$ -	\$ -
TOTALS	\$ 187,444,131	\$ 114,192,662	\$ 3,966,104	\$ (3,966,104)



Operations	Capital Assets	Debt Service	Total Appropriations	Revenue Over/Under Expenses	Estimated Ending Net Position
\$ 3,111,205	\$ 72,500	\$ -	\$ 3,183,705	\$ 1,720,191	\$ 6,932,694
\$ 3,111,205	\$ 72,500	\$ -	\$ 3,183,705	\$ 1,720,191	\$ 6,932,694
\$ -	\$ -	\$ 1,496,250	\$ 1,496,250	\$ 1,800	\$ 122,742
\$ -	\$ -	\$ 2,469,854	\$ 2,469,854	\$ 15,000	\$ (718,381)
\$ -	\$ -	\$ 3,295,900	\$ 3,295,900	\$ (3,151,900)	\$ 4,018,391
\$ -	\$ -	\$ 1,478,350	\$ 1,478,350	\$ (1,274,350)	\$ 265,089
\$ -	\$ -	\$ 8,740,354	\$ 8,740,354	\$ (4,409,450)	\$ 3,687,841
\$ -	\$ 123,350,000	\$ -	\$ 123,350,000	\$ (18,392,138)	\$ 155,742,199
\$ 3,111,205	\$ 123,422,500	\$ 8,740,354	\$ 135,274,059	\$ (21,081,397)	\$ 166,362,734







BUDGET FOR CALENDAR YEAR 2023



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, 2023



	Actual 2021	Budget 2022	Estimated 2022	Budget 2023
Beginning Working Capital	\$ 3,411,842	\$ 3,966,853	\$ 4,678,731	\$ 5,212,503
<u>Revenues</u>				
Vehicle Registration Fees	6,966,590	7,000,000	7,200,000	7,400,000
Permit fees oversize	1,060,371	1,100,000	1,220,000	1,300,000
Interest Income	1,740	2,000	51,000	170,000
Other income	-	-	-	-
Total Revenues	8,028,701	8,102,000	8,471,000	8,870,000
<u>Expenditures</u>				
<u>Summary</u>				
Personnel Services	1,069,410	2,212,850	1,459,548	2,347,405
Supplies	5,721	22,000	52,971	27,000
Other Services and Charges	379,005	533,100	462,276	646,800
Maintenance	39,295	98,000	97,240	33,000
Non-capital Outlay	2,620	57,000	46,903	57,000
Capital Outlay	7,810	72,500	-	72,500
Total Expenditures	1,503,861	2,995,450	2,118,938	3,183,705
Net Increase Before Other Financing Sources (Uses)	6,524,840	5,106,550	6,352,062	5,686,295
Other Financing Sources (Uses):				
Transfers-Out				
Debt Service Fund - VRF 2013 Bonds	(1,498,673)	(1,499,250)	(1,499,250)	(1,496,250)
Debt Service Fund - 2020A/2020B Bonds	(1,669,116)	(2,470,354)	(2,470,354)	(2,469,854)
Debt Service Fund - 2022A Bonds	-	-	-	-
Debt Service Fund - 2022B Bonds	-	-	-	-
Debt Service Fund - SIB Loan	(1,126,162)	(1,148,686)	(1,148,686)	-
Capital Projects-Advance Project Development	(964,000)	(700,000)	(700,000)	-
Total Other Financing Uses	(5,257,951)	(5,818,290)	(5,818,290)	(3,966,104)
Net Increase (Decrease) After Other Financing Sources (Uses)	1,266,889	(711,740)	533,772	1,720,191
Ending Working Capital	<u>\$ 4,678,731</u>	<u>\$ 3,255,113</u>	<u>\$ 5,212,503</u>	<u>\$ 6,932,694</u>
Operating Expenditures per Day	\$ 4,120	\$ 8,207	\$ 5,805	\$ 8,722
No. of Days of Operating Expenditures in Working Capital	1,136	397	898	795
Bond Coverage Ratio: VRF Series 2013 Bonds/2020A Bonds	2.20	1.76	1.81	1.87





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:	2021	2022	2022	2023
Personnel Services				
Salaries and Wages	\$ 884,136	\$ 1,788,800	\$ 1,121,770	\$ 1,894,440
Employee Benefits	168,774	390,900	315,103	417,865
Administrative Cost	16,500	33,150	22,675	35,100
Supplies	5,721	22,000	52,971	27,000
Other Services and Charges	379,034	533,100	462,276	646,800
Maintenance	39,266	98,000	97,240	33,000
Operations Subtotal	1,493,432	2,865,950	2,072,035	3,054,205
Capital and Non-capital Outlay	10,430	129,500	46,903	129,500
Total Expenditures	1,503,862	2,995,450	2,118,938	3,183,705
PERSONNEL				
Exempt	4	8	4	8
Non-Exempt	2	9	9	10
Part-Time	1	-	1	-
Total Positions Authorized	7	17	14	18

Contact Us:

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

MAJOR FY 2023 GOALS

- 1.) Continue 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 2021	Budget 2022	Estimated 2022	Budget 2023
<u>COMPENSATION</u>				
Salaries	\$ 497,934	\$ 543,000	\$ 515,169	\$ 612,900
Contingency	-	50,200	-	61,340
Total Salaries	497,934	593,200	515,169	674,240
Other				
Overtime	205	500	300	500
Vehicle Allowance	16,200	22,800	15,600	22,800
Phone Allowance	5,296	6,300	5,100	6,300
Total Other	21,701	29,600	21,000	29,600
Sub-Total	519,635	622,800	536,169	703,840
Benefits/Other:				
Social Security	31,057	46,000	32,400	52,200
Health Insurance	27,028	37,000	39,700	44,550
Retirement	35,936	45,000	61,100	51,200
EAP-Assistance	-	-	67	105
Administrative Fee	10,350	9,750	9,225	11,700
Total Compensation and Adm. Fees	624,005	760,550	678,661	863,595
<u>SUPPLIES</u>				
Office Supplies	4,600	6,000	17,266	6,000
Total Supplies	4,600	6,000	17,266	6,000
<u>OTHER SERVICES & CHARGES</u>				
Janitorial	52	1,000	311	1,000
Utilities	2,937	2,800	2,321	2,800
Contractual Services	3,750	-	17,961	-
Contractual Adm/IT Services	7,555	8,500	8,500	12,000
Dues & Subscriptions	13,861	18,000	17,554	18,000
Subscriptions-software	719	1,200	651	1,200
Postage/FedEx/Courier Services	2,157	2,500	2,893	2,500
General Liability	2,903	3,000	4,046	5,000
Insurance - E&O	1,465	1,500	1,757	2,000
Insurance - Surety	694	800	800	800
Insurance - LOC	500	500	500	500
Insurance - Other	10,370	3,800	11,532	3,800
Insurance - Cybersecurity	3,200	3,400	4,209	4,500
Business Meals	-	500	1,500	500
Advertising	-	4,000	20	4,000
Training	3,807	8,000	4,729	8,000
Travel	791	10,000	1,558	10,000
Printing	6,630	8,000	7,000	8,000
Bank service charges	-	100	-	100
Accounting & Auditing	29,210	36,000	25,255	36,000
Legal services	28,551	65,000	14,114	65,000

Legal services-gov. affairs	120,000	120,000	120,000	120,000
Financial consulting fees	4,005	6,500	6,310	6,500
Insurance consultant	-	10,000	-	10,000
Rental - Office	53,760	54,000	53,760	54,000
Rental - Office Equipment	7,149	8,500	7,100	8,500
Rental- Other	-	500	399	500
Contractual Website Services	2,600	2,400	2,200	2,400
Miscellaneous	-	500	9	500
Penalties & Interest	-	100	-	100
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Total Other Services & Charges	306,666	381,100	316,989	388,200
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<u>MAINTENANCE</u>				
Building Remodel	19,147	70,000	92,065	20,000
Maintenance and Repairs	17,794	25,000	2,385	10,000
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Total Maintenance	36,941	95,000	94,450	30,000
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<u>CAPITAL OUTLAY</u>				
Capital outlay	-	10,000	-	10,000
Non-capital	2,620	10,000	-	10,000
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Total Capital Outlay	2,620	20,000	-	20,000
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Total Expenditures	\$ 974,832	\$ 1,262,650	\$ 1,107,366	\$ 1,307,795
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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 2021	Budget 2022	Estimated 2022	Budget 2023
<u>COMPENSATION</u>				
Salaries	\$ 199,424	\$ 558,000	\$ 447,894	\$ 586,000
Contingency	-	41,600	-	61,200
Total Salaries	199,424	599,600	447,894	647,200
Other				
Overtime	-	26,000	15,000	26,000
Vehicle Allowance	7,477	43,200	7,200	7,200
Phone Allowance	2,492	9,600	7,061	9,600
Total Other	9,969	78,800	29,261	42,800
Sub-Total	209,393	678,400	477,155	690,000
Benefits/Other:				
Social Security	14,902	51,200	35,772	52,800
Health Insurance	13,867	59,200	63,300	59,400
Retirement	16,018	50,200	61,076	51,800
EAP-Assistance	-	-	100	140
Administrative Fee	4,125	15,600	11,500	15,600
Total Compensation and Adm. Fees	258,306	854,600	648,903	869,740
<u>SUPPLIES</u>				
Office Supplies	82	5,000	7,507	10,000
Small Tools	470	10,000	27,288	10,000
Total Supplies	552	15,000	34,795	20,000
<u>OTHER SERVICES & CHARGES</u>				
Maintenance & Repairs	29	-	233	-
Janitorial	-	3,500	191	500
Utilities	228	500	641	750
Uniforms	-	6,000	2,001	6,000
Dues & Subscriptions	740	2,000	3,716	2,000
Subscriptions-software	7,245	20,000	14,378	20,000
Postage	67	500	43	250
Advertising	8,577	4,000	1,558	4,000
Training	890	12,500	1,050	12,500
Travel	575	20,000	14,334	20,000
Printing & Publications	0	-	57	100
Rental-Office Equipment	2,557	2,400	3,236	2,400
Rental-Other	989	500	895	1,000
Vehicle Rental	-	-	24,000	72,000
Vehicle Insurance	-	-	1,700	5,000
Vehicle Maintenance	-	-	200	3,000
Vehicle Fuel	-	-	2,000	25,000
Total Other Services & Charges	21,898	71,900	70,233	174,500
<u>CAPITAL OUTLAY</u>				
Capital Outlay	7,810	62,500	-	62,500
Non-Capitalized	-	27,000	46,903	27,000
	7,810	89,500	46,903	89,500
Total Expenditures	\$ 288,566	\$ 1,031,000	\$ 800,834	\$ 1,153,740



Mission

Statement:

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Department Summary

	Actual	Budget	Estimated	Budget
Expenditure Detail:	2021	2022	2022	2023
<u>COMPENSATION</u>				
Salaries	\$ 146,386	\$ 431,000.00	\$ 104,246	\$ 431,000
Contingency	-	30,200	-	43,200
Total Salaries	146,386	461,200	104,246	474,200
Other				
Overtime	-	-	-	-
Vehicle Allowance	7,477	21,600	3,600	21,600
Phone Allowance	1,246	4,800	600	4,800
Total Other	8,723	26,400	4,200	26,400
Sub-Total	155,109	487,600	108,446	500,600
Benefits/Other:				
Social Security	11,016	36,700	8,062	38,300
Health Insurance	7,084	29,600	3,100	29,700
Retirement	11,866	36,000	10,417	37,600
EAP-Assistance	-	-	9	70
Administrative Fee	2,025	7,800	1,950	7,800
Total Compensation and Adm. Fees	187,100	597,700	131,984	614,070
<u>SUPPLIES</u>				
Office Supplies	568	1,000	910	1,000
Total Supplies	568	1,000	910	1,000
<u>OTHER SERVICES & CHARGES</u>				
Dues & Subscriptions	407	2,500	1,800	2,500
Subscriptions-Software	48,693	69,000	68,999	73,000
Postage	13	100	100	100
Advertising	200	2,500	2,603	2,500
Training	350	3,000	300	3,000
Travel	-	2,000	496	2,000
Total Other Services & Charges	49,663	79,100	74,298	83,100
<u>CAPITAL OUTLAY</u>				
Capital	-	-	-	-
Non-capitalized	-	20,000	-	20,000
Total Capital Outlay	-	20,000	-	20,000
Total Expenditures	\$ 237,332	\$ 697,800	\$ 207,192	\$ 718,170



Mission

Statement:

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Department Summary

	Actual 2021	Budget 2022	Estimated 2022	Budget 2023
Expenditure Detail:				
<u>MAINTENANCE</u>				
Maintenance and Repairs-BSIF	\$ 2,325	\$ 3,000	\$ 2,790	\$ 3,000
Total Maintenance	<u>2,325</u>	<u>3,000</u>	<u>2,790</u>	<u>3,000</u>
<u>OTHER SERVICES & CHARGES</u>				
Utilities-BSIF	807	1,000	756	1,000
Total Other Services & Charges	<u>807</u>	<u>1,000</u>	<u>756</u>	<u>1,000</u>
Total Expenditures	<u>\$ 3,132</u>	<u>\$ 4,000</u>	<u>\$ 3,546</u>	<u>\$ 4,000</u>

DEBT SERVICE FUNDS

The DEBT SERVICE FUNDS are established by Resolution, authorizing the issuance of revenue bonds. The fund provides for payment of bond principal, interest, paying agent fees, and a debt service reserve as a sinking fund each year. The only issue currently outstanding, pledges the Authority's portion of the County's Vehicle Registration Fee, which is sufficient to produce the money required to pay principal and interest as it comes due and provide the interest and sinking fund reserve. A Fund Balance Summary is presented for:

Senior Lien Vehicle Registration Fee Series 2013 Revenue and Refunding Bonds

Senior Lien Vehicle Registration Fee Series 2020A and 2020B Revenue and Refunding Bonds

Senior Lien Toll and Vehicle Registration Fee Series 2022A Revenue Bonds

Junior Lien Toll and Vehicle Registration Fee Series 2022B Revenue Bonds

Hidalgo County Regional Mobility Authority
DEBT SERVICE FUND
Senior Lien Vehicle Registration Fee Series 2013 Revenue and Refunding Bonds
Fund Balance Summary
For Year Ending December 31, 2023

www.hcrma.net



	Actual 2021	Budget 2022	Estimated 2022	Budget 2023
Beginning Fund Balance	\$ 108,760	\$ 113,760	\$ 108,942	\$ 120,942
Revenues:				
Interest	182	5,000	12,000	1,800
Total Revenues	182	5,000	12,000	1,800
Expenditures:				
Principal	1,305,000	1,360,000	1,360,000	1,425,000
Interest and Fee Expenses	193,673	139,250	139,250	71,250
Total Debt Service Expenditures	1,498,673	1,499,250	1,499,250	1,496,250
Total Expenditures	1,498,673	1,499,250	1,499,250	1,496,250
Other Financing Sources:				
Transfer-in General Fund	1,498,673	1,499,250	1,499,250	1,496,250
Total Other Financing Sources	1,498,673	1,499,250	1,499,250	1,496,250
Ending Fund Balance	\$ 108,942	\$ 118,760	\$ 120,942	\$ 122,742

Hidalgo County Regional Mobility Authority
DEBT SERVICE FUND
Senior Lien Vehicle Registration Fee Revenue Bonds Series 2020A and 2020B
Fund Balance Summary
For Year Ending December 31, 2023

www.hcrma.net



	Actual 2021	Budget 2022	Estimated 2022	Budget 2023
Beginning Fund Balance	\$ 67,084	\$ 67,384	\$ (738,322)	\$ (733,381)
Revenues:				
Interest	178	400	5,200	15,000
Total Revenues	178	400	5,200	15,000
Expenditures:				
Principal	810,000	810,000	810,000	815,000
Interest and Fee Expenses	1,664,700	1,660,354	1,660,354	1,654,854
Total Debt Service Expenditures	2,474,700	2,470,354	2,470,354	2,469,854
Total Expenditures	2,474,700	2,470,354	2,470,354	2,469,854
Other Financing Sources:				
Transfer-in General Fund	1,669,116	2,470,354	2,470,095	2,469,854
Total Other Financing Sources	1,669,116	2,470,354	2,470,095	2,469,854
Ending Fund Balance	\$ (738,322)	\$ 67,784	\$ (733,381)	\$ (718,381)

Hidalgo County Regional Mobility Authority
DEBT SERVICE FUND
Senior Lien Revenue Bond, Taxable Series 2022A
Fund Balance Summary
For Year Ending December 31, 2023

www.hcrma.net



	<u>Actual</u> 2021	<u>Budget</u> 2022	<u>Estimated</u> 2022	<u>Budget</u> 2023
Beginning Fund Balance	\$ -	\$ -	\$ -	\$ 7,170,291
Revenues:				
Interest	<u>-</u>	<u>-</u>	<u>69,000</u>	<u>144,000</u>
Total Revenues	<u>-</u>	<u>-</u>	<u>69,000</u>	<u>144,000</u>
Expenditures:				
Principal	-	-	-	-
Interest Expense	<u>-</u>	<u>-</u>	<u>2,664,186</u>	<u>3,295,900</u>
Total Debt Service Expenditures	<u>-</u>	<u>-</u>	<u>2,664,186</u>	<u>3,295,900</u>
Other Financing Sources:				
Bond Proceeds	<u>-</u>	<u>-</u>	<u>9,765,477</u>	<u>-</u>
Total Other Financing Sources	<u>-</u>	<u>-</u>	<u>9,765,477</u>	<u>-</u>
Ending Fund Balance	<u><u>\$ -</u></u>	<u><u>\$ -</u></u>	<u><u>\$ 7,170,291</u></u>	<u><u>\$ 4,018,391</u></u>

Hidalgo County Regional Mobility Authority
DEBT SERVICE FUND
Junior Lien Revenue Bond, Taxable Series 2022B
Fund Balance Summary
For Year Ending December 31, 2023

www.hcrma.net



	<u>Actual</u> 2021	<u>Budget</u> 2022	<u>Estimated</u> 2022	<u>Budget</u> 2023
Beginning Fund Balance	\$ -	\$ -	\$ -	\$ 1,539,439
Revenues:				
Interest	<u>-</u>	<u>-</u>	<u>17,000</u>	<u>204,000</u>
Total Revenues	<u>-</u>	<u>-</u>	<u>17,000</u>	<u>204,000</u>
Expenditures:				
Principal	-	-	-	-
Interest Expense	<u>-</u>	<u>-</u>	<u>1,195,000</u>	<u>1,478,350</u>
Total Debt Service Expenditures	<u>-</u>	<u>-</u>	<u>1,195,000</u>	<u>1,478,350</u>
Other Financing Sources:				
Bond Proceeds	<u>-</u>	<u>-</u>	<u>2,717,439</u>	<u>-</u>
Total Other Financing Sources	<u>-</u>	<u>-</u>	<u>2,717,439</u>	<u>-</u>
Ending Fund Balance	<u><u>\$ -</u></u>	<u><u>\$ -</u></u>	<u><u>\$ 1,539,439</u></u>	<u><u>\$ 265,089</u></u>



CAPITAL PROJECT FUND

The Capital Project Fund is used to account for all financial resources used for the acquisition, development and/or construction of major capital infrastructure and facilities and/or assets.

Hidalgo County Regional Mobility Authority
 CAPITAL PROJECT FUND BUDGET
 Constuction Tollway 365 Project
 Fund Balance Summary
 For Year Ending December 31, 2023

www.hcrma.net



	Actual 2021	Budget 2022	Estimated 2022	Budget 2023
Beginning Fund Balance	\$ -	\$ -	\$ -	\$ 174,134,337
Revenues:				
TxDOT Grant	-	50,182,000	50,182,000	104,753,862
Interest	-	-	17,000	204,000
Total Revenues	<u>-</u>	<u>50,182,000</u>	<u>50,199,000</u>	<u>104,957,862</u>
Expenditures:				
CONSULTING AND ENGINEERING	-	-	1,405,000	1,500,000
SH 365-ENVIROMENTAL	-	-	44,000	100,000
SH365-ROW	-	-	105,000	1,600,000
PROFESSIONAL SERVICES	-	-	172,000	150,000
365 PROJECT CONSTRUCTION A	-	44,156,663	14,338,663	120,000,000
365 PROJECT CONSTRUCTION B	-	35,843,337	35,843,337	-
Total Expenditures	<u>-</u>	<u>80,000,000</u>	<u>51,908,000</u>	<u>123,350,000</u>
Other Financing Sources (Uses):				
Bond Proceeds	-	175,843,337	175,843,337	-
Total Other Financing Sources	<u>-</u>	<u>175,843,337</u>	<u>175,843,337</u>	<u>-</u>
Ending Fund Balance	<u>\$ -</u>	<u>146,025,337</u>	<u>174,134,337</u>	<u>155,742,199</u>

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 2023
OPERATING & CAPITAL BUDGET
EXHIBIT

Exhibit-Resolution 2022-63 Adoption of Calendar Year 2023 Operating & Capital Budget

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY
BOARD RESOLUTION NO. 2022-63

ADOPTION OF HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY
FISCAL YEAR 2023 OPERATING AND CAPITAL BUDGET

THIS RESOLUTION is adopted this 13th day of December, 2022 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, 2023 and ends on December 31, 2023; and

WHEREAS, the Authority has reviewed the proposed Fiscal Year 2023 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:

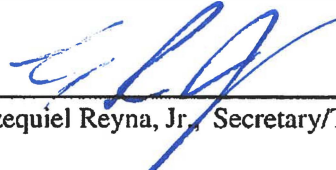
- Section 1. The recital clauses are incorporated in the text of this Resolution as if fully restated.
- Section 2. The Board adopts the Fiscal Year 2023 Operating and Capital Budget, hereto attached as Exhibit A.
- Section 3. The Board of Directors authorize the Executive Director to manage and administer the Fiscal Year 2023 Operating and Capital Budget.

PASSED AND APPROVED AS TO BE EFFECTIVE IMMEDIATELY BY THE BOARD OF DIRECTORS OF THE HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY AT A REGULAR MEETING, duly posted and noticed, on the 13th day of December, 2022, at which meeting a quorum was present.



S. David Deanda, Jr., Chairman

Attest:



Ezequiel Reyna, Jr., Secretary/Treasurer



2022 PROJECT REPORT





2022 ANNUAL PROJECT REPORT



HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

November 22, 2022

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 2020 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.

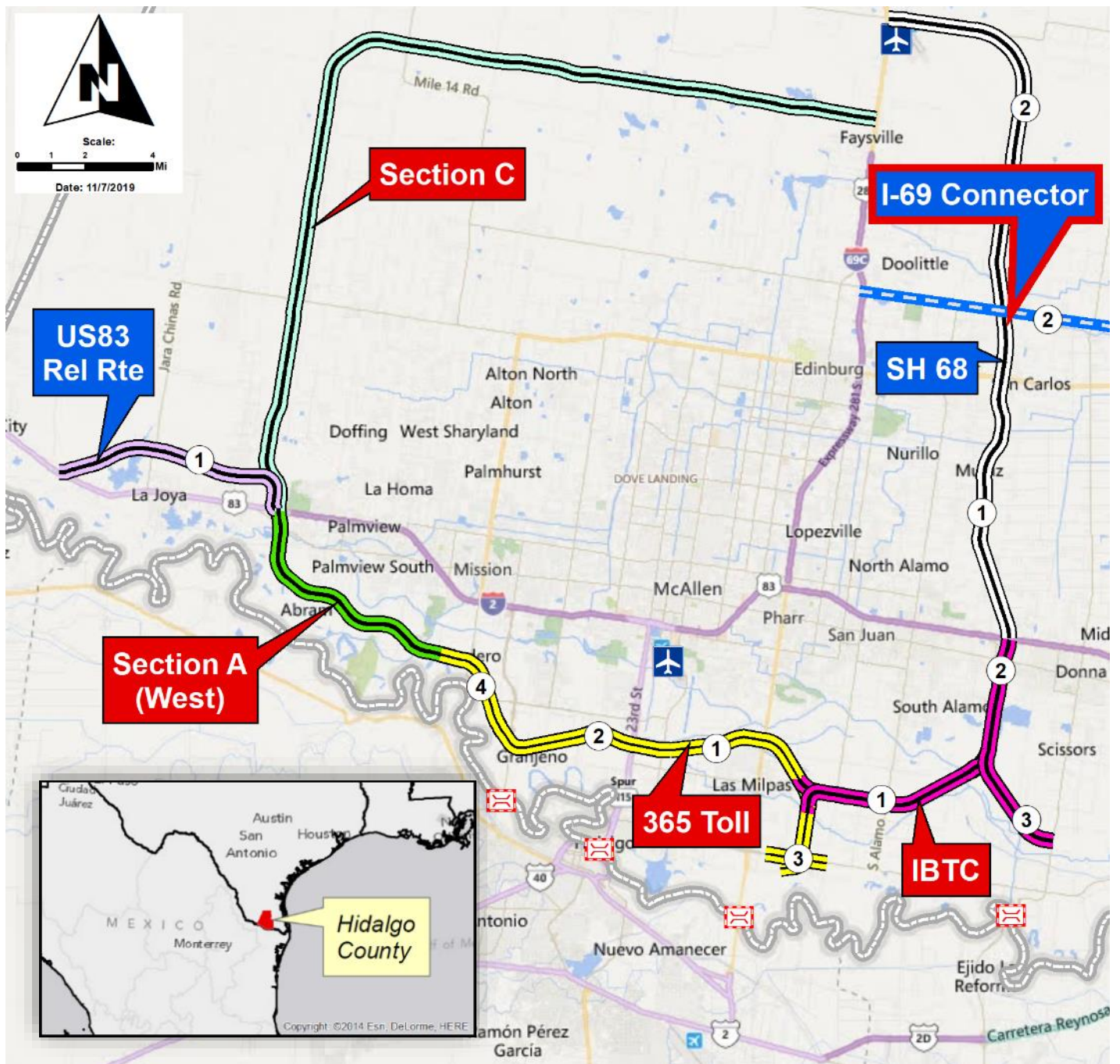
The HCRMA and TxDOT Pharr District continue to execute a County-specific Short-Term Strategic Plan that includes 365 Tollway (formerly State Highway 365), International Bridge Trade Corridor (IBTC), US 83 Relief Route, and State Highway 68 (SH 68). TxDOT Pharr District leads development efforts on the 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
- Joaquin Spamer, Director
- Juan Carlos Del Ángel, 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
- Ascencion Alonzo – 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 was 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 2022 Activities

- Phase 2 – 365 Toll (Segment 1 & 2) 100% ROW acquired out of 163 parcels finalized January 2022;
- Phase 2 – 365 Toll (Segment 1 & 2) Construction letting initiated 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 with TxDOT Concurrence achieved on 11/08/2021, with toll revenue bond financing taking place January 2022. Change Orders No. 1, No. 2, and No. 3, along with Contract Amendment No. 1, were executed between 12/2022 and 02/2022. After execution of the Change Orders and Contract Amendment, the total overall project cost, including the \$5,000,000 contingency fund, is \$286,723,797.95.; and
- From 10/1/2021 - 09/30/2022, the Authority expended \$46,955,082 with the following breakout: advanced planning (\$33,312), design (\$0), ROW/utilities (\$2,030,904), construction (\$43,830,015), and general / administrative / management / staffing (\$1,060,850).

3.2 365 Toll: Schedule / Upcoming Milestones

- Construction for Phase 2 – 365 Toll Segments 1 & 2 commenced 02/2022;
- Selection of Toll System Integrator for Phase 2 – 365 Toll Segments 1 & 2 anticipated 12/2022; and
- Toll Operations for Phase 2 – 365 Toll Segments 1 & 2 projected to start 01/2026.

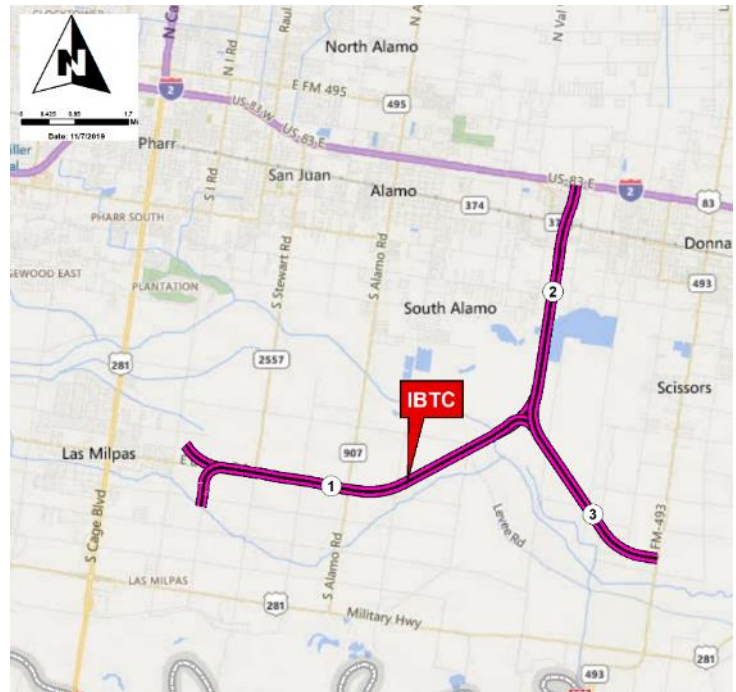
4.0 International Bridge Trade Corridor (HCRMA)

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 2022 Activities

- Environmental Documents (99% complete)—obtained EA Classification late 2017, and proceeding with an EA document and have completed all fieldwork, has an approved schematic, and an EA document and draft Finding of No Significant Impact (FONSI) are final stages of review / approval;
- 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
- From 10/1/2021 - 09/30/2022, the Authority expended \$144,117 with the following breakout: advanced planning (\$8,600), design (\$0), ROW/utilities (\$0), construction (\$0), and general / administrative / management / staffing (\$126,247).



4.2 IBTC: Schedule / Upcoming Milestones

- Environmental clearance estimated by 12/2022;
- Phase 1 estimated construction to commence 12/2025; and
- Operations for Phase 1 projected to begin 06/2029.

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

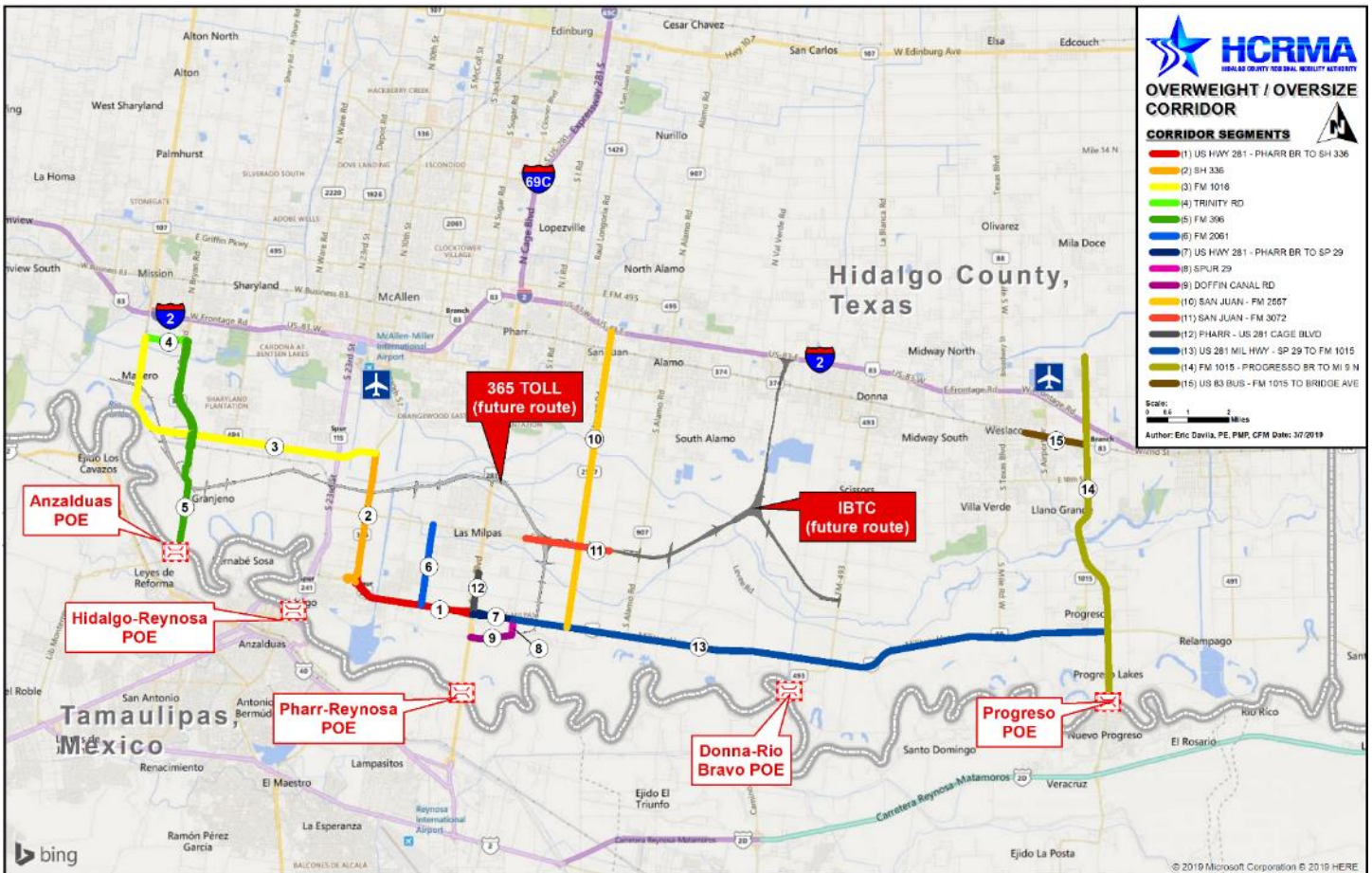
The proposed I-69 CONNECTOR between I-69C (US 281) and I-69E (US 77) is a vital parallel connection to I-2 and it is the first project to bring HCRMA into collaboration with CCRMA, with both agencies already fully engaged with TxDOT PHR on various projects within their respective counties. Phase 1 construction 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 2022 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),
- 39,273 permits for 2021 (755+ permits issued per week), and
- 31,470 permits for 2022 with a sustained 828+ permits issued per week (through 09/30/2022)

The total amount of permit fees collected from 1/1/2021 to 09/30/2021 was \$6,294,000 with \$94,410 going to ProMiles (permit system provider), \$849,690 going to HCRMA (OW/OS administrator), and \$5,349,900 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 \$35,632,510 from overweight fees to maintain the existing on-system roads that currently comprise the overweight network.

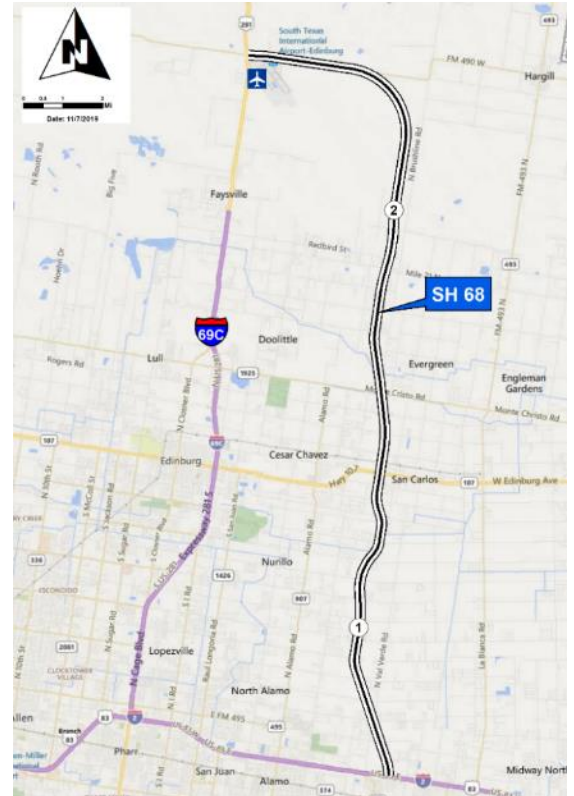
7.0 US 83 Relief Route (TxDOT PHR)



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: 01/2026
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: 12/2022
			\$ -		\$ -		
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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