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# **2023 STRATEGIC PRIORITIES**

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# STRATEGIC PRIORITIES

The Hidalgo County Regional Mobility Authority (HCRMA), in its collaboration with the Texas Department of Transportation (TxDOT) Pharr District and Rio Grande Valley Metropolitan Planning Organization (RGVMPO), have garnered stakeholder support to provide a unified voice and maximize local funding to develop crucial Border infrastructure. The project funding requests listed below are a bookend to the local funding commitments / decisions that have provided over \$132.3M in partnership funds to deliver an access-controlled overweight highway system to connect our local, State, national, and international economies.

### HCRMA's Partnership with the Great State of Texas and our Neighbors

- As our vibrant region continues to grow, so do the quality-of-life concerns about gridlock and safety within our neighborhoods and schools.
- The HCRMA projects provide a new set of regionally-significant corridors to move traffic onto sustainable roadway links that would provide much-needed added capacity.
- The proposed network by the HCRMA is a cost-effective force-multiplier for both security and trade interests by providing secure / rapid routing from the ports of entry to their destinations.
- Since 2014, the overweight permit network generated over \$36.6M in fees of which \$31.1M have been reinvested into on-system improvements within Hidalgo County.

## 365 Tollway Segments 1 & 2 (CSJ: 0921-02-368, etc.) Project Summary

- Project Description: Construct 4-lane controlled access tolled highway.
- Local investment of a total of \$96.3M+ that includes:

LGO COUNTY REGIONAL MOBILITY AUTHORITY

- \$55.2M of Local Funds by way of VRF Bond Proceeds / Excess VRF Fees (utilized for preliminary engineering, right-of-way (ROW), and utilities;
- $\circ$  \$20M of 1st SIB Loan Disbursement utilized for ROW; and
- \$21.1M of Cat 10/Prop 1 funds for construction of the 365 Seg 3 project that is in operation.



# CRNA D COUNTY REGIONAL MOBILITY AUTHORITY

The HCRMA has developed the 365 TOLL / Bridge-to-Bridge Connection Project which connects the Cities of: Mission, Granjeño, Hidalgo, McAllen, Pharr, and San Juan, Texas. **Phase I - 365 Segment 3** project (US 281 / BSIF Connector) let in 09/2015 and is currently open to traffic. **Phase II - 365 Toll Segs. 1 & 2** project from FM 396 / Anzaldua Hwy to US 281 / Mil Hwy originally let 11/2017 and is a **12.22-mile-long four-lane** divided **controlled access toll facility**.

#### **Development Milestones**

- 07/2015, Obtained Env. Clearance,
- 08/2015, Held Utility Kickoff Mtgs.,
- 09/2017, 95% of ROW Acquired,
- 09/2017, Submitted 100% PS&E,
- **10/2017**, Received State Letter of Authority, and
- **09/2019**, Initiated Remaining Utility Relocations.

#### **Project Timeline**

- 12/2020, Obtained additional funding commitment 2021 UTP Update to address a \$27M shortfall.
- 06/2021, TTC issued new Minute Order (M.O.) for gap funding and for a second FAA to incorporate the gap funding into the project,
- 08/04/2021, TxDOT provided "release to advertise" notice to HCRMA,
- 08/08/2021 10/13/2021, held a 66-day bid phase and opened bids on 10/13/2021,
- 10/19/2021, HCRMA Board approved contract to Pulice Construction, Inc. subject to TxDOT concurrence,
- 12/21/2021, HCRMA met with rating agencies,
- 01/20/2022, HCRMA priced bonds,
- 02/10/2022, HCRMA closed bonds & issued NTP,
- 03/2022, HCRMA commenced construction, and
- 01/2026, 365 Toll operations to commence.

#### Project Feasibility Results Summary Strategic Plan as of December 15, 2021

**STRATEGIC** 

**PRIORITIES** 

Market Interest Rates (MS 12/16/2021) Refinance \$20 million TXDoT SIB Loan

Additional	TxDOT	Contribution	

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Sources		SH 365 EG. 1-2 (TOLL)
TxDOT Project Development Funding	3	G. 1-2 (TOLL)
	\$	112 055 725
Category 12	φ	112,055,735
UTP VRF Matching Funds		14,386,688
Additional Contribution		27,000,000
VRF New Money		5,022,717
Senior Lien Toll Revenue Bonds <sup>(1)(2)</sup>		
Par Amount		145,803,010
Bond Premium		16,810,888
Subordinate Lien Toll Revenue Bonds <sup>(1)(2)</sup>		
Par Amount		61,624,563
Bond Premium		6,859,762
Total Sources	\$	389,563,363
Jses		
Capital Expenditures		
Roadway Construction (w/ 5% contingency) <b>TOLLED</b>	\$	286,723,798
Toll Integration (Hardware/Software)		9,583,354
Back-Office Support (BOS) Onboarding		1,400,000
Wetland Mitigation Construction		1,750,000
Remaining ROW/ROW Svcs		1,404,447
Utility Relocations & Drainage Outfalls		19,843,070
Advanced Planning / Design		1,585,143
Construction Management Support (GEC)		1,002,614
Construction Engineering & Inspection (HCRMA)		5,058,295
Construction Material Testing		5,957,756
Total Project Development Costs	\$	334,308,477
Refinance TxDOT SIB Loan		23,377,510
Financing Costs		
Capitalized Interest	\$	11,781,579
Debt Service Reserve Fund (100% bond funded)		15,782,111
Financing Costs (COI, UWD)		4,313,685
Total Uses	\$	389,563,363
Surplus / (Shortfall)	\$	(



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

- Project Description: Construct non-tolled 4 lane divided (at grade) highway.
- Local investment of a of \$39.0M+ that includes:
  - \$21.5M of local VRF Bond Proceeds / Local Funds (utilized for preliminary engineering, SUE, select ROW acquisition);
  - Existing Cat 12 UTP Matching Funds \$12.0M requested to be allocated for Construction within the 2023 DRAFT UTP Public Comments; and
  - $_{\odot}$  Existing Cat 12 UTP Allocation of \$5.5M to be programmed at the RGVMPO for Cat 12 Funds for Construction.
- NEPA clearance within 3 months—public hearing held March 2022; and construction could commence as early as FY 2027 if project fully funded for development, ROW, and construction.

#### **Project Cost Overview**

#### Project Costs: \$284,735,799

- Development Cost: \$17,306,193 ROW mapping, permitting, environmental mitigation (archaeology and wetland), general engineering management, and PS&E);
- ROW Cost: \$44,584,210 includes remaining ROW cost of \$25,097,960 and Utility / Drainage Cost of \$19,486,250; and
- Construction Cost: \$222,845,395 includes an opinion of probable construction cost (OPCC) for roadway construction of \$192,501,436 in 2023 dollars; roadway construction cost escalation of \$19,095,363; and Construction/Engineering/Inspection and Testing cost of: CEI / Testing: \$11,248,596.
- Available Funding: \$18,568,412
  - Cat 12 UTP VRF Matching Funds: \$12,068,412;
  - Cat 12 Strategic Priority: \$5,500,000 (2021/2022 UTP allocations, shown in DRAFT 2023 UTP); and
  - Local Funds: \$1,000,000 for remaining environmental clearance (including mitigation) / ROW surveys / GEC support.
  - Funding to Complete: \$193,332,063
    - **Development Funding:** \$16,306,193 applying Local Funds;
    - o **ROW Funding:** \$44,584,210; and
    - Construction Funding: \$205,276,983 applying Cat 12 Strategic Priority (2022 UTP Allocation plus requested 2023 Draft UTP assignment).

#### **Development Milestones**

- 2014-2015, Early ROW acquisition of 33% of the necessary parcels,
- 11/2017, Obtained environmental classification,
- 11/2021, Schematic approved,
- 04/2022, Risk workshop held w/ TxDOT TPD | PPM,
- 05/2023, Estimated environmental clearance, and
- 12/2026, Estimated start of construction.



