

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

AGENDA RECOMMENDATION FORM

BOARD OF DIRECTORS	<u> X </u>	AGENDA ITEM	<u> 1A </u>
PLANNING COMMITTEE	<u> </u>	DATE SUBMITTED	<u> 5/17/2023 </u>
FINANCE COMMITTEE	<u> </u>	MEETING DATE	<u> 5/23/2023 </u>
TECHNICAL COMMITTEE	<u> </u>		

1. Agenda Item: **Report on Program Manager Activity**
2. Nature of Request: (Brief Overview) Attachments: X Yes No
Report on 365 Tollway Project Construction Activities.
3. Policy Implication: Board Policy, Local Government Code, Texas Government Code, Texas Transportation Code, TxDOT Policy
4. Budgeted: Yes No X N/A
5. Staff Recommendation: **Report only.**
6. Program Manager's Recommendation: Approved Disapproved X None
7. Planning Committee's Recommendation: Approved Disapproved X None
8. Board Attorney's Recommendation: Approved Disapproved X None
9. Chief Auditor's Recommendation: Approved Disapproved X None
10. Chief Financial Officer's Recommendation: Approved Disapproved X None
11. Chief Development Engineer's Recommendation: Approved Disapproved X None
12. Chief Construction Engineer's Recommendation: X Approved Disapproved None
13. Executive Director's Recommendation: Approved Disapproved X None



HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

BOARD OF DIRECTORS MEETING FOR MAY 2023

HCRMA Board of Directors

S. David Deanda, Jr., Chairman

Forrest Runnels, Vice-Chairman

Ezequiel Reyna, Jr., Secretary/Treasurer

Francisco "Frank" Pardo, Director

Juan Carlos Del Angel, Director

Gabriel Kamel, Director

HCRMA Administrative Staff

Pilar Rodriguez, PE, Executive Director

Ramon Navarro IV, PE, CFM, Chief Constr. Eng.

Celia Gaona, CIA, Chief Auditor/Compliance Ofcr.

Ascencion Alonzo, Chief Financial Ofcr.

General Engineering Consultant

HDR ENGINEERING, INC.

www.hcrma.net

Report on HCRMA Program Management Activity
Chief Construction Engineer – Ramon Navarro IV, PE, CFM



▶ OVERVIEW

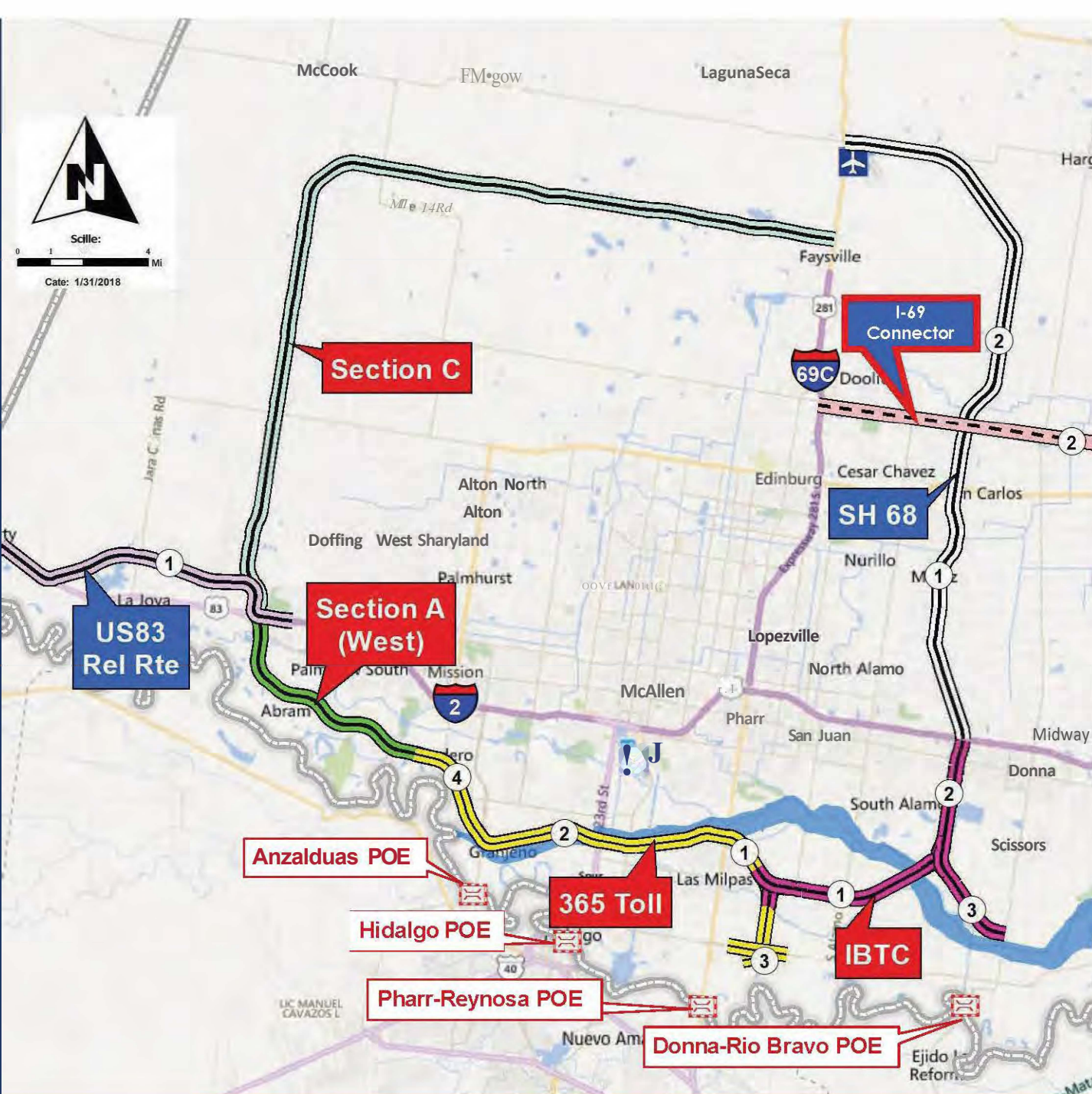
- 365 TOLL Project Overview
- IBTC Project Overview
- Overweight Permit Summary
- Construction Economics Update

MISSION STATEMENT:

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

HCRMA STRATEGIC PLAN

DEVELOP THE
INFRASTRUCTURE TO
SERVE A POPULATION
OF APPROXIMATELY
800,000 RESIDENTS
AND
5 INTERNATIONAL
PORTS OF ENTRY





HCRMA/TxDOT Strategic Interests in Hidalgo County

Project

- 0010IBTC
- 0030 365 TOLL
- 0040 Section A West
- 0050 US 83 Relief Route
- 0060 Section C
- 0070SH68
- FM1925 SH 68 to US 77
- PH1 FM 491 to US 77
- PH2 SH 68 to FM 491

SCALE: 1 inch = 4 miles

AUTHOR: Eric Davila, PE, PMP, CFM
DATE: 4/10/2019

2019-2023 Strategic Priorities

Hidalgo County

HCRMA Local Project

TxDOT Pharr District Project

Willacy County

FM 1925 (Seg. 1 & 2 from I-69C to I-69E)
 Constr. Cost: \$190M
 Tot. Dev. Cost: \$255M
 * Joint project between HCRMA, CCRMA, and TxDOT.

Section C
 Total Constr. Cost (2023): \$721M
 Total Dev. Cost (2023): \$1.11B

Section A (West)
 Total Constr. Cost (2023): \$199M
 Total Dev. Cost (2023): \$308M

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

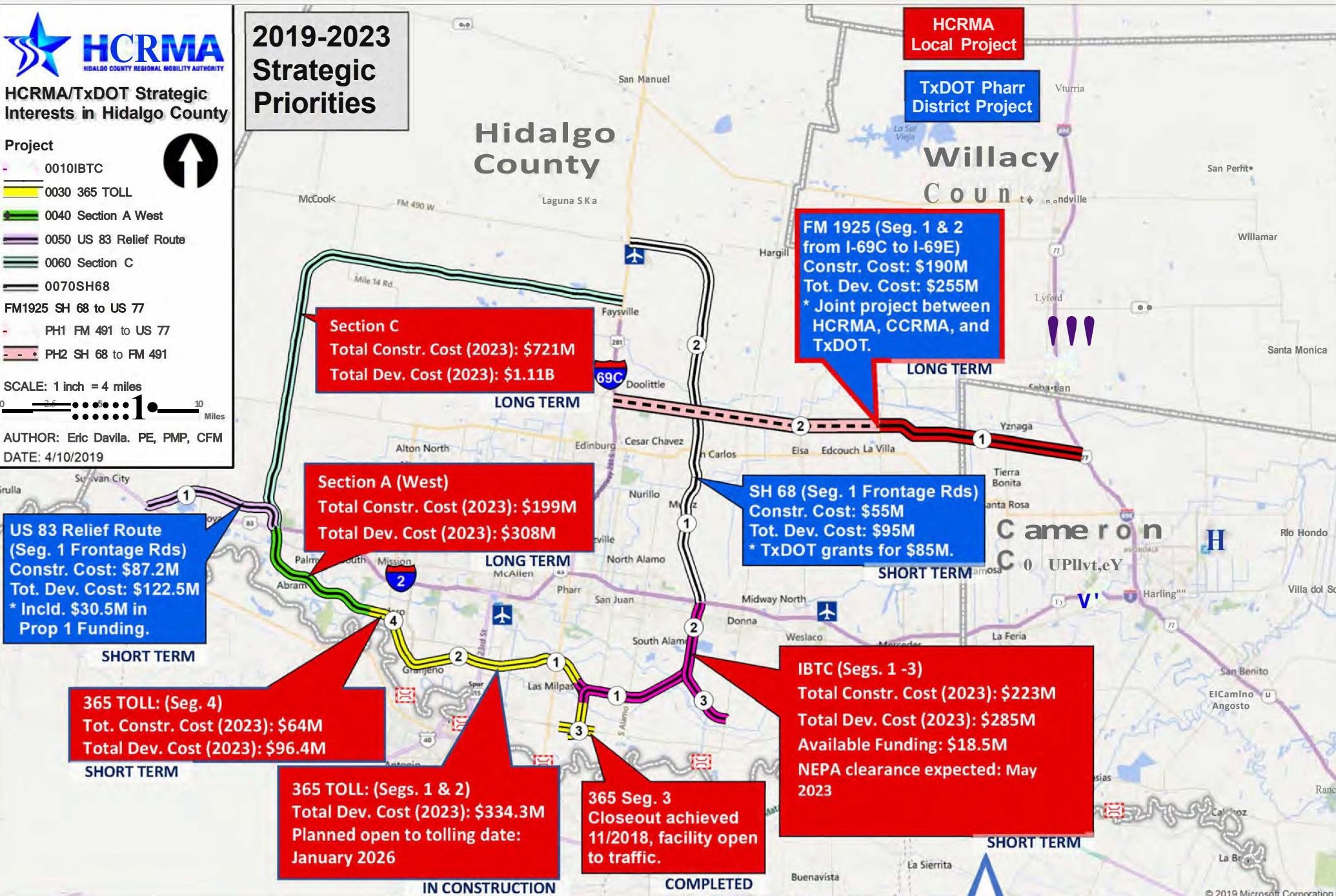
SH 68 (Seg. 1 Frontage Rds)
 Constr. Cost: \$55M
 Tot. Dev. Cost: \$95M
 * TxDOT grants for \$85M.

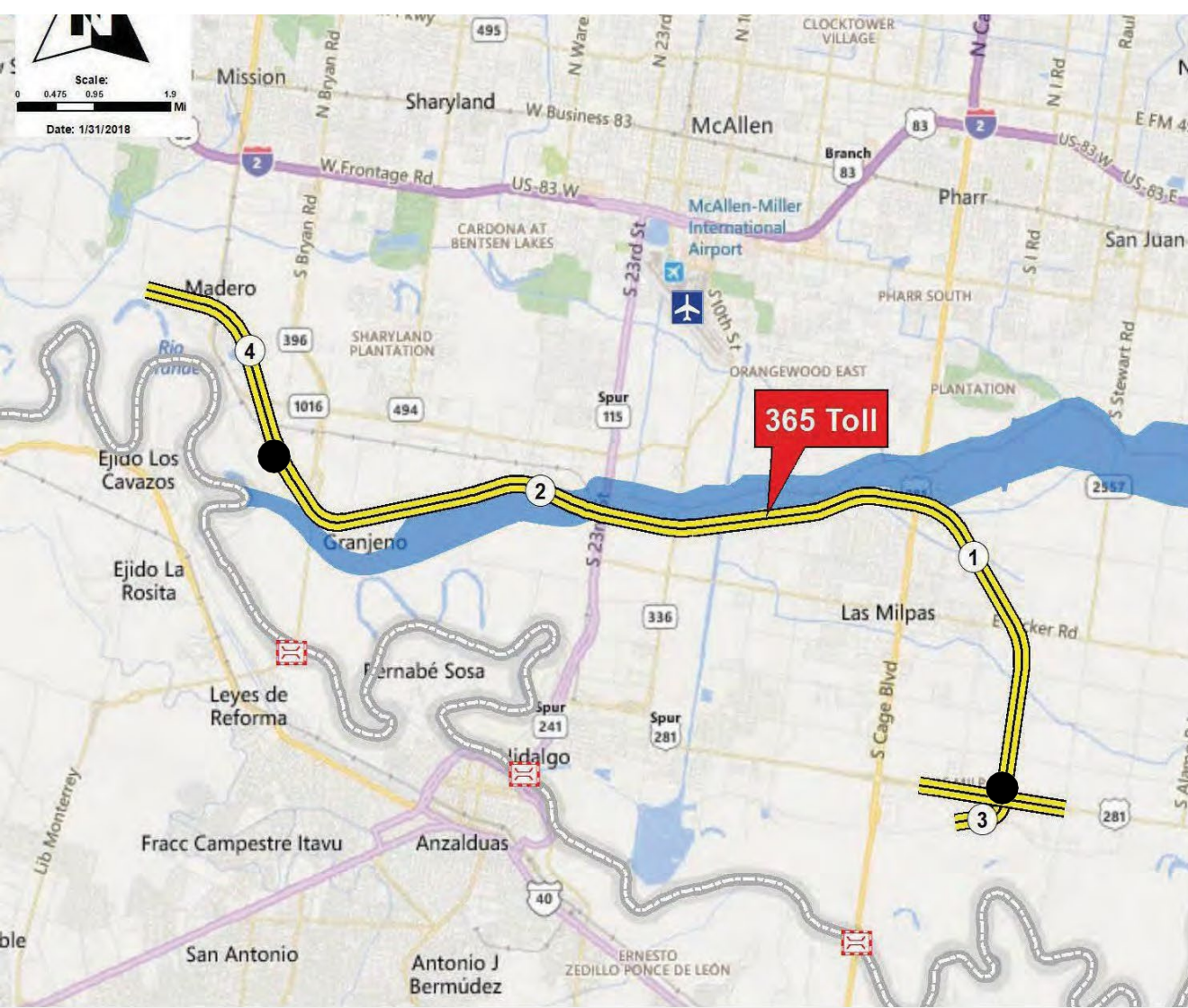
365 TOLL: (Seg. 4)
 Tot. Constr. Cost (2023): \$64M
 Total Dev. Cost (2023): \$96.4M

365 TOLL: (Segs. 1 & 2)
 Total Dev. Cost (2023): \$334.3M
 Planned open to tolling date: January 2026

365 Seg. 3
 Closeout achieved 11/2018, facility open to traffic.

IBTC (Segs. 1 -3)
 Total Constr. Cost (2023): \$223M
 Total Dev. Cost (2023): \$285M
 Available Funding: \$18.5M
 NEPA clearance expected: May 2023





MAJOR MILESTONES:

NEPA CLEARANCE
07/03/2015

100% ROW ACQUIRED

PH 1: 365 SEG. 3 –
LET: 08/2015
COMPLETED

PH 2: 365 TOLL
SEGS. 1 & 2 –
OPEN: 01/2026

[SEGS. 1 & 2] LIMITS FROM 0.8 MI. W. FM 396 / ANZ. HWY. TO US 281 / BSIF CONNECTOR [365 SEG. 3 COMPLETED]
[SEG. 4 FUTURE] LIMITS FROM FM 1016 / CONWAY TO 0.8 MI. W. FM396 / ANZALDUAS HIGHWAY

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365 TOLLWAY COLLECTION SYSTEM INSTALLATION, INTEGRATION, and MAINTENANCE PROJECT

SEPTEMBER 8, 2022 Request for Proposals was released.

OCTOBER 3, 2022 Mandatory Pre-bid meeting was conducted with In-Person or Virtual Attendance option

DECEMBER 9, 2022 Five proposals were received for the 365 Toll Collection System Installation, Integration, and Maintenance Project.

DECEMBER 16, 2022 Compliance reviews were conducted of all electronic bids;

FEBRUARY 6, 2023 Evaluation committee [HCRMA staff and HDR [GEC]] thoroughly reviewed proposals, conducted oral presentations and in accordance with the RFP's two- step scoring process

FEBRUARY 14, 2023 Proposal bid prices opened, evaluated, scored by evaluation committee

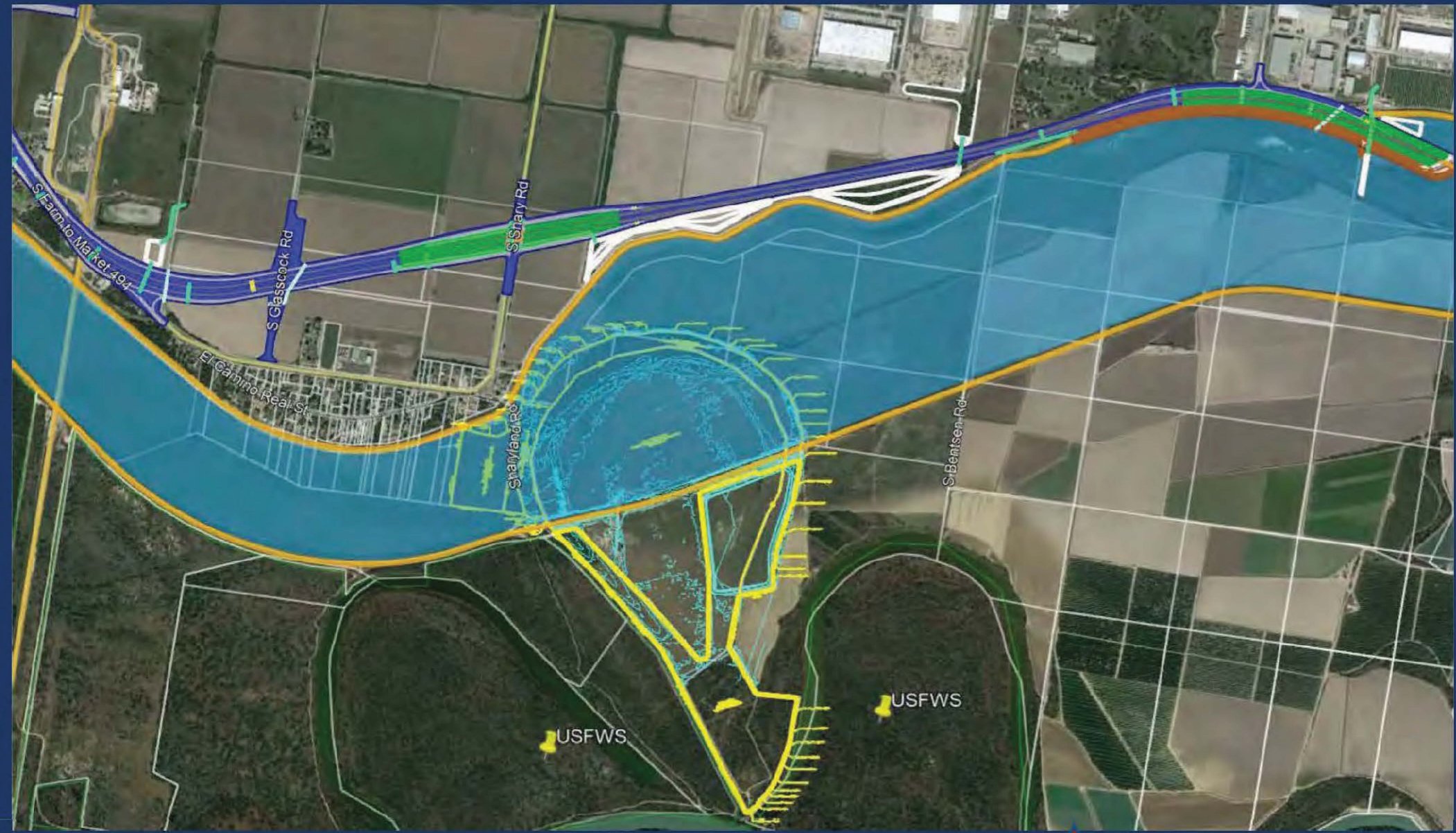
FEBRUARY 28, 2023 First executive briefing

MARCH 13, 2023 Second executive briefing

MARCH 14, 2023 Negotiation of contract terms, conditions , & BAFO

MARCH 28, 2023 Award of contract to SICE, Inc. for \$13,980,669 with a score of 905

WETLAND MITIGATION SITE



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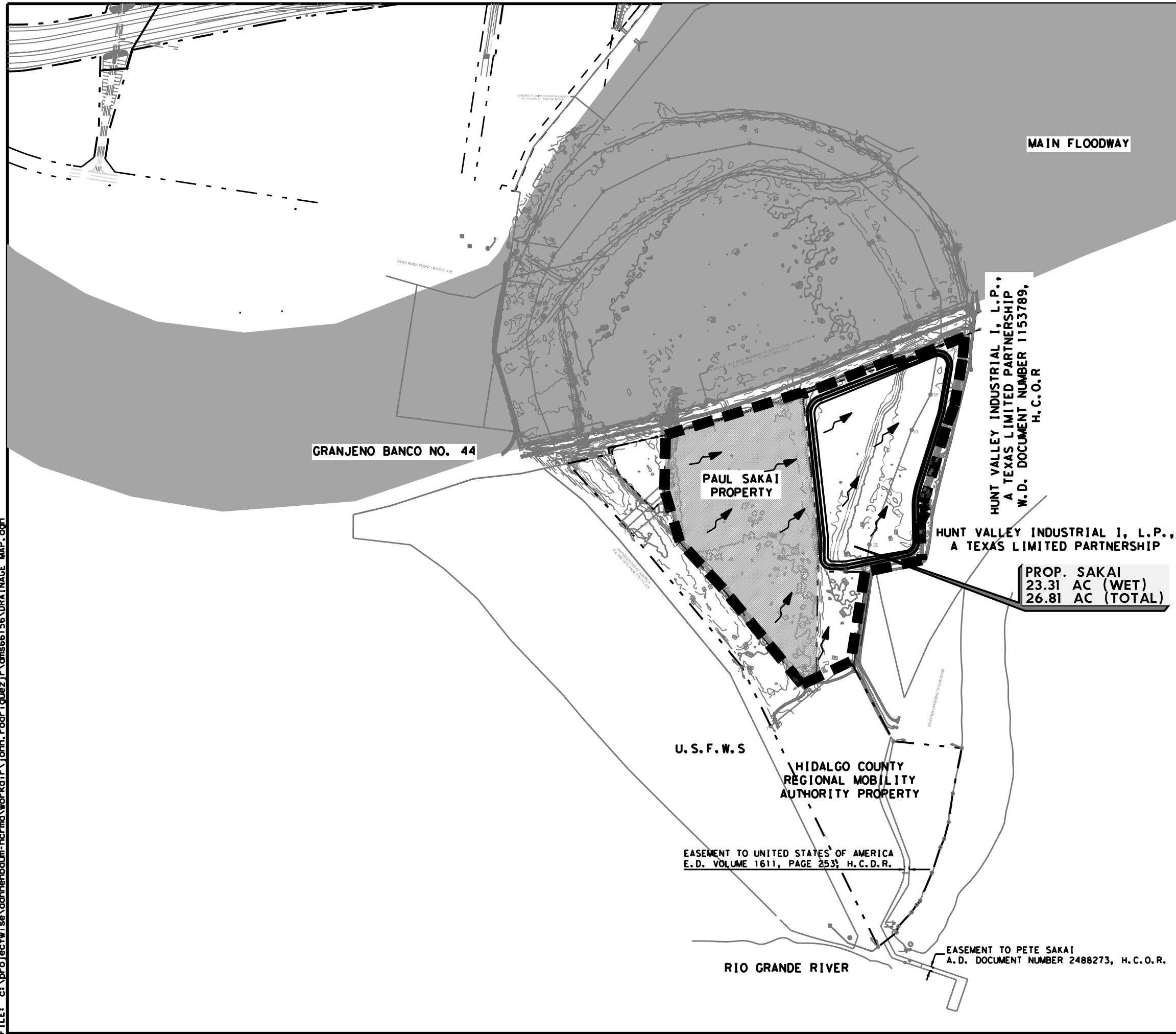


HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY



HCRMA

DATE: 7/28/2017 5:43:59 PM
 FILE: c:\projectwise\dannenbaum-hcrma\workdir\john.codr\iquuez\j\ms66156\DRAINAGE_MAP.dgn



HUNT VALLEY INDUSTRIAL I, L.P.,
 A TEXAS LIMITED PARTNERSHIP
 W.D. DOCUMENT NUMBER 1153789,
 H. C. O. R

HUNT VALLEY INDUSTRIAL I, L.P.,
 A TEXAS LIMITED PARTNERSHIP

PROP. SAKAI
 23.31 AC (WET)
 26.81 AC (TOTAL)

LEGEND
 ■ DRAINAGE BOUNDARY
 ← DIRECTION OF FLOW

NOTES:

1. DETENTION POND IS DESIGNED AT 23.31 ACRES.

PRELIMINARY

SUBJECT TO REVISION

This document is released for the purpose of interim review only under the authority of:

NATHANIEL OLIVAREZ
 P.E. 111615 on 7/28/2017
 It is not to be used for bidding, construction, or permit purposes.



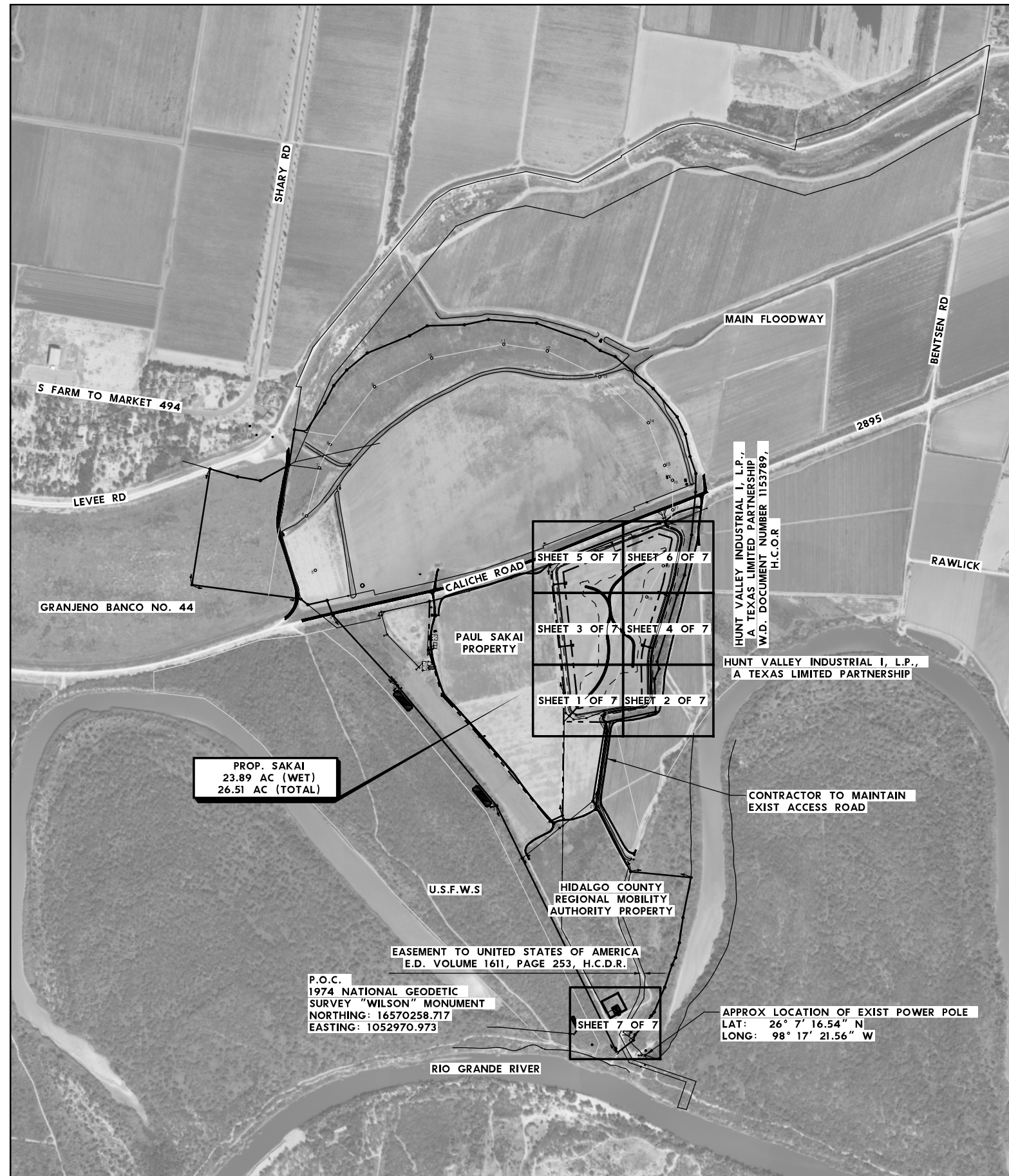
PROGRAM MANAGEMENT CONSULTANT
DANNENBAUM
 ENGINEERING CORPORATION
 T.B.P.E. FIRM REGISTRATION #392
 1109 NOLANA LOOP, STE 208 MCALLEN, TX 78504 (956) 682-3677

HCRMA GRANJENO WETLAND MITIGATION SITE DRAINAGE AREA MAP

SCALE:
 HOR: 1" = 700'

SHEET 1 OF 1

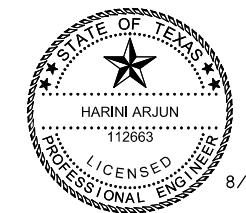
DR:		CONT	SECT	JOB	HIGHWAY
CDR:					
TR:		DIST	COUNTY	SHEET NO.	
CDR:		PHR	HIDALGO	12	



- NOTES:
1. ALL BEARING AND DISTANCES ARE BASED ON THE TEXAS SOUTH COORDINATE SYSTEM (NAD 83), TEXAS SOUTH ZONE.
 2. ALL DISTANCES AND COORDINATE SHOWN ARE SURFACE AND MAY BE CONVERTED TO GRID BY MULTIPLYING BY A COMBINED FACTOR OF 0.999960.
 3. ELEVATION DATUM PER NAVD 88 (GEOID 2003).

BENCHMARK PROVIDED BY: MELDEN & HUNT INC.
 115 W. MCINTYRE
 EDINBURG, TX 78541
 PH: (956)381-0981
 FAX: (956)381-1839

REFERENCE:
 PLAT SHOWING
 TRACT 2 BEGIN 80.201 ACRES CONSISTING OF
 38.746 ACRES BEING OUT OF LAS RUELAS BANCO
 NO. 141 AND 31.964 ACRES BEING THE ACCRETION
 FROM THE RIO GRANDE RIVER 9.491 ACRES OUT OF
 LOTS 5, 5A, 6, 16, 7, AND TRACT D
 AMENDED MAP OF JOHN H. SHARY SUBDIVISION
 VOLUME 1, PAGES 42-43, H.C.M.R.
 CITY OF MISSION
 HIDALGO COUNTY, TEXAS



HR HDR
 Firm Registration No. F-754
 4828 Loop Central Drive, Suite 800
 Houston, Texas 77081-2220
 713.622.9264

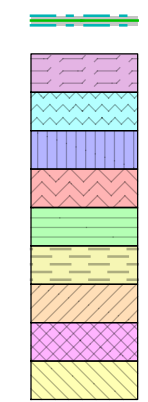
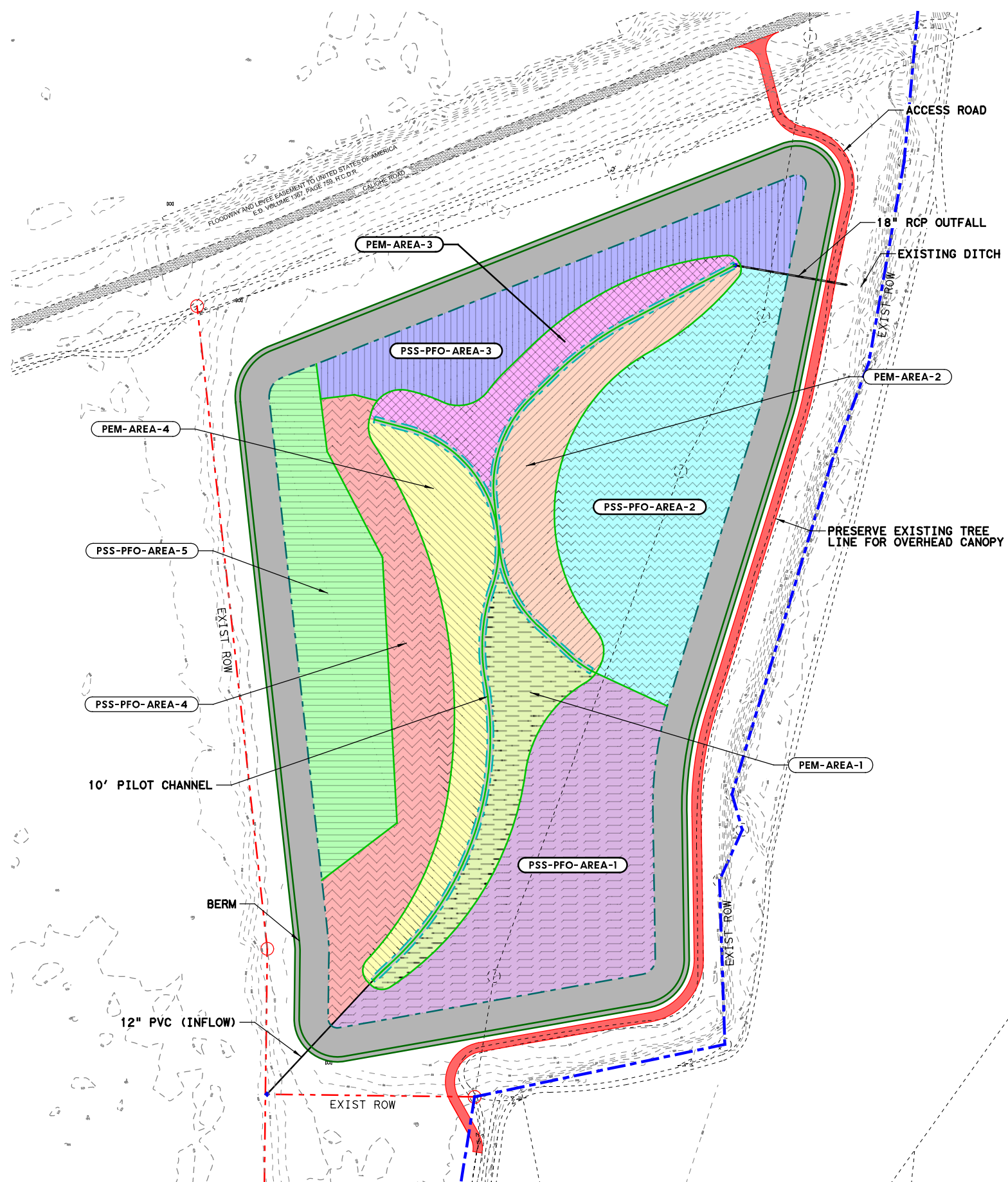
HCRMA GRANJENO
 WETLAND MITIGATION SITE
 PROJECT LAYOUT

SCALE: 1"=1000' SHEET 1 OF 1

DW:			
CK DW:			HIGHWAY
DW:			365 TOLL
CK DW:		DIST	COUNTY
TR:		PHR	HILDAGO
CK TR:			SHEET NO. 2

DATE: 8/2/2022
 FILE: 7072-S-PL0-01

DATE: 5/9/2022
 FILE: ...04_Sheet\7072-S-PL0-02



10' PILOT CHANNEL	AREA = 0.44 AC
PSS-PFO-AREA-1	AREA = 3.08 AC
PSS-PFO-AREA-2	AREA = 3.32 AC
PSS-PFO-AREA-3	AREA = 1.79 AC
PSS-PFO-AREA-4	AREA = 2.12 AC
PSS-PFO-AREA-5	AREA = 2.27 AC
PEM-AREA-1	AREA = 1.02 AC
PEM-AREA-2	AREA = 1.29 AC
PEM-AREA-3	AREA = 0.86 AC
PEM-AREA-4	AREA = 1.41 AC

THESE DOCUMENTS ARE FOR INTERIM REVIEW AND NOT FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

RESPONSIBLE ENGINEER:
 HDR ENGINEERING, INC.
 TBPE FIRM REGISTRATION NO E-254
 HARINI ARJUN, PE
 TEXAS LICENSE NO. 112663

5/9/2022

HCRMA
 HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

HDR
 HDR
 Firm Registration No. F-754
 4828 Loop Central Drive, Suite 800
 Houston, Texas 77081-2220
 713.622.9264

HCRMA GRANJENO WETLAND MITIGATION SITE PLAN

SCALE: 1"=1000' SHEET 1 OF 1

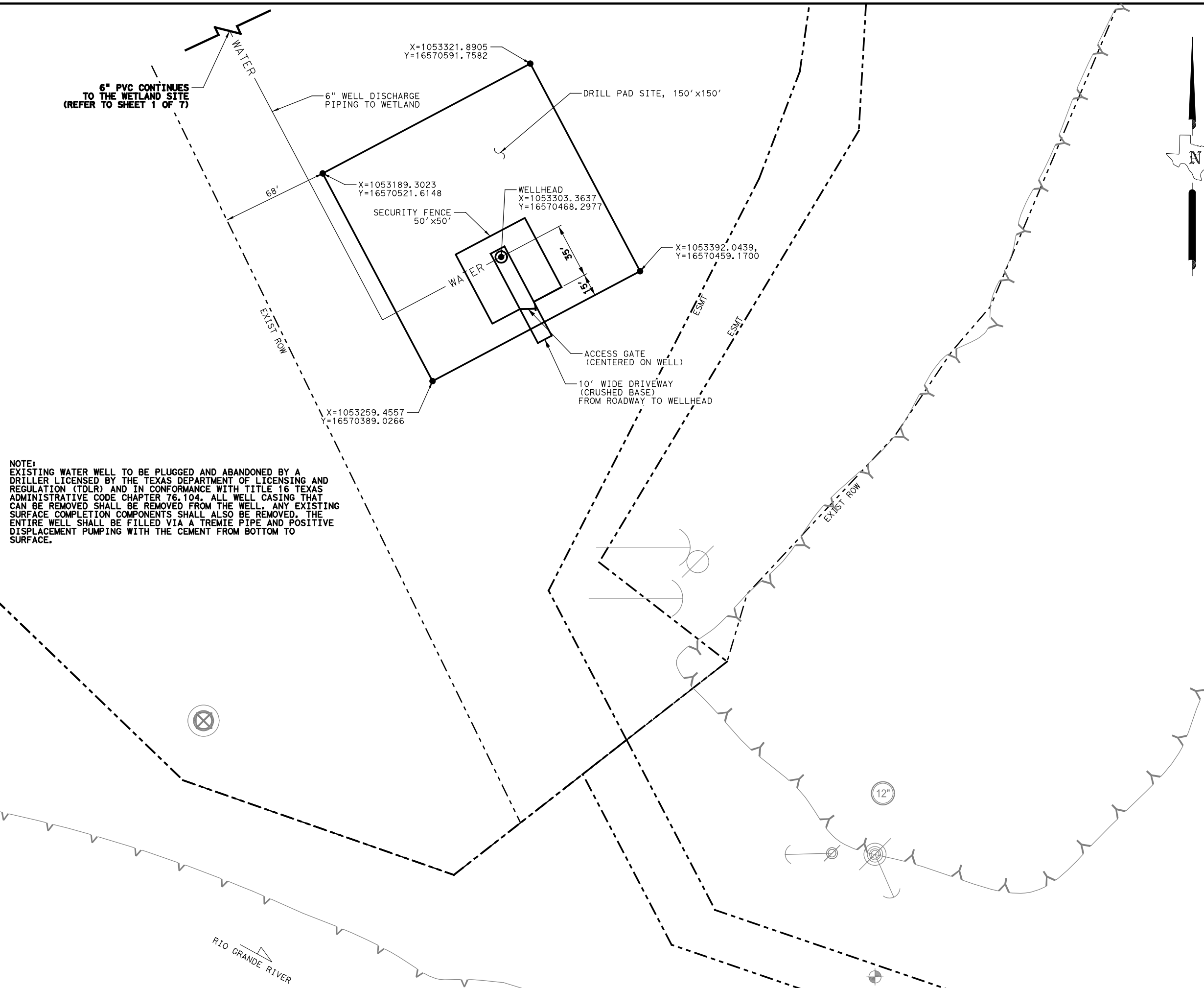
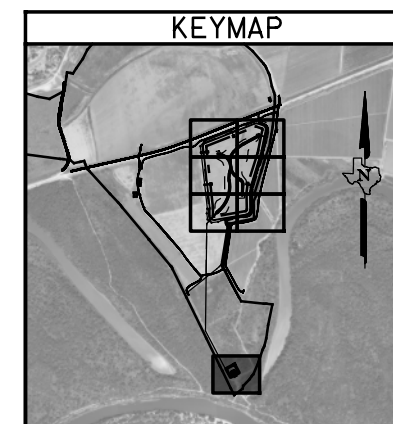
DN:	CONY	SECT	JOB	HIGHWAY
CK DN:	0921	02	368	365 TOLL
DW:	DIST	COUNTY	SHEET NO.	
TR:	PHR	HILDAGO	SABS	

LEGEND:

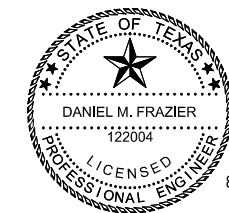
- A# POINT NUMBER
- DIRECTION OF FLOW
- EXIST DIRT ROAD (TO BE OBLITERATED)
- EXIST ROW
- WATER WATER LINE
- ENERGY DISSIPATOR (SEE DETAIL FOR DIMENSIONS)
- PROPOSED CONTOURS
- EXISTING CONTOURS

NOTE:

1. EXISTING UTILITIES SHOWN ARE APPROXIMATE. CONTRACTOR TO FIELD VERIFY DEPTH AND LOCATION.
2. SEE WETLAND MITIGATION PLAN SHEET 608 DRILL PAD SW E ELEVATION 12" FOR DRAINAGE BEYOND THE DRILL PAD.
3. SEE ELECTRICAL PLAN SHEET FOR WELL PUMP DETAIL AND ELECTRICAL CONNECTION.



NOTE:
 EXISTING WATER WELL TO BE PLUGGED AND ABANDONED BY A DRILLER LICENSED BY THE TEXAS DEPARTMENT OF LICENSING AND REGULATION (TDLR) AND IN CONFORMANCE WITH TITLE 16 TEXAS ADMINISTRATIVE CODE CHAPTER 76.104. ALL WELL CASING THAT CAN BE REMOVED SHALL BE REMOVED FROM THE WELL. ANY EXISTING SURFACE COMPLETION COMPONENTS SHALL ALSO BE REMOVED. THE ENTIRE WELL SHALL BE FILLED VIA A TREMIE PIPE AND POSITIVE DISPLACEMENT PUMPING WITH THE CEMENT FROM BOTTOM TO SURFACE.



Daniel M. Frazier



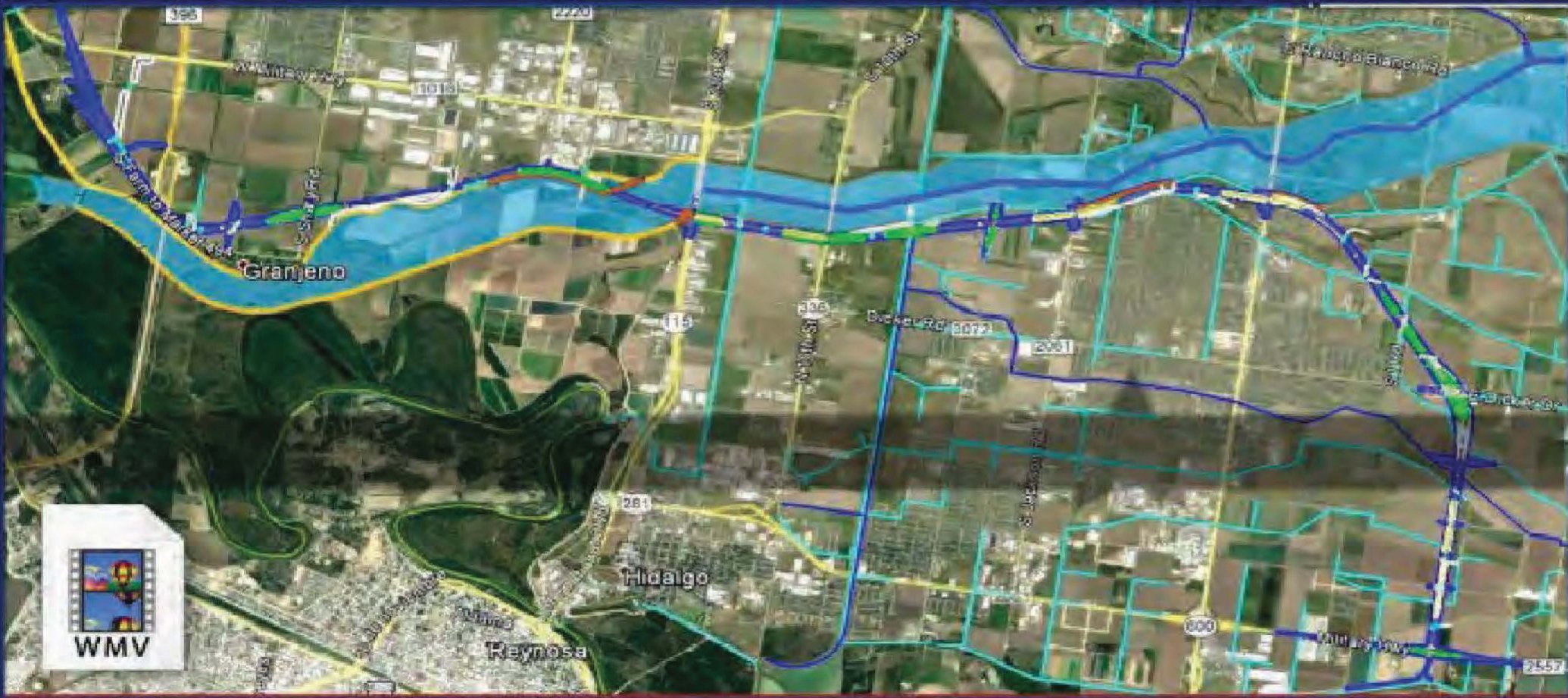
HDR
 HDR
 Firm Registration No. F-754
 4828 Loop Central Drive, Suite 800
 Houston, Texas 77081-2220
 713.622.9264

HCRMA GRANJENO WETLAND MITIGATION SITE GRADING PLAN

SCALE: HOR: 1" = 60' SHEET 7 OF 7

DN:			HIGHWAY
CK DN:			365 TOLL
DW:			
CK DW:	DIST	COUNTY	SHEET NO.
TR:	PHR	HILDAGO	16
CK TR:			

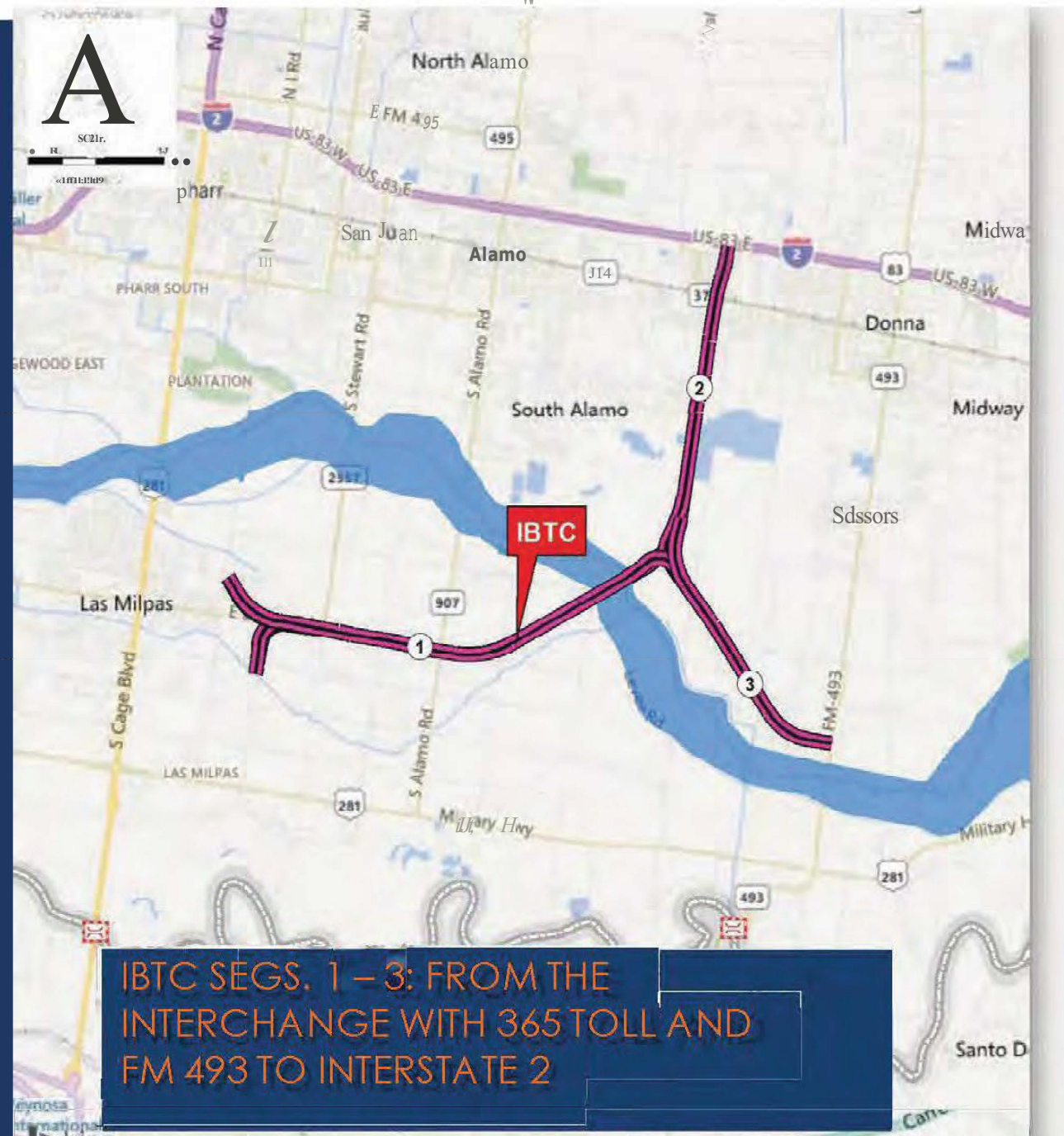
DATE: 8/2/2022
FILE: 7072-S-GRDPLN-07



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HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY



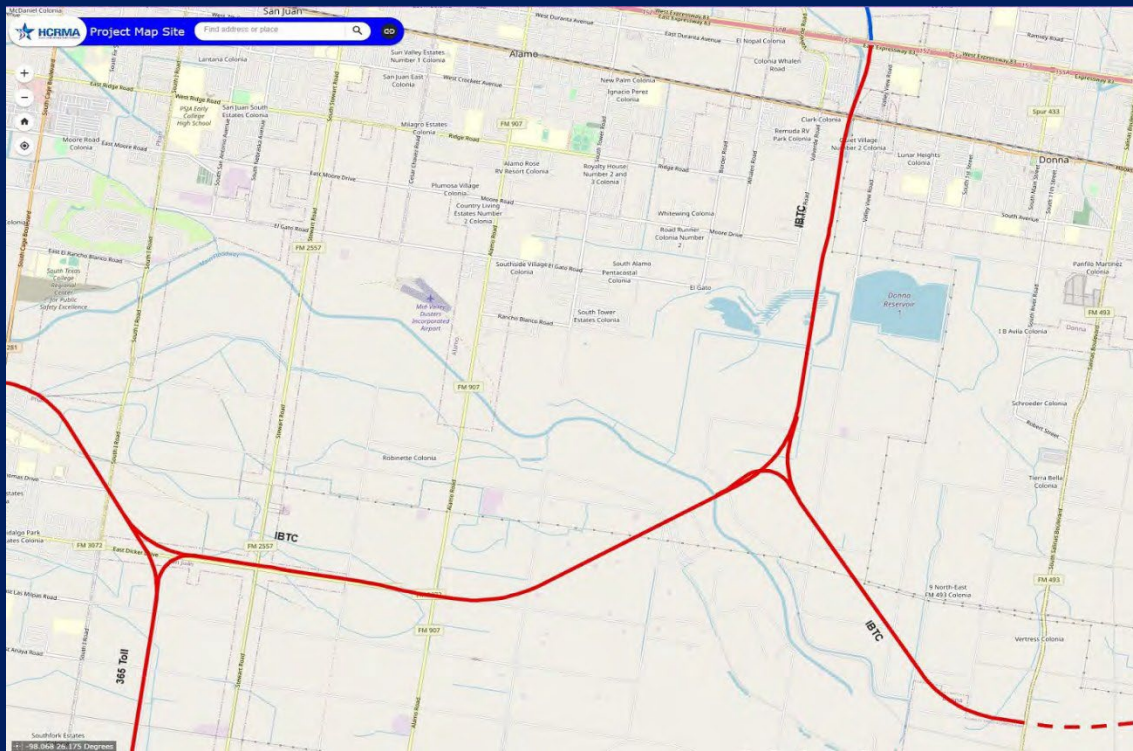
IBTC

13.15-mile long project. The proposed project would construct a new location non-tolled facility beginning at 1) 365 Tollway (Dicker Road) and extends 5.43 miles in a west direction. The alignment splits just west of FM 1423 (Val Verde Road) and travels north, 2) the northern leg continues 4.21 miles to Interstate Highway 2. The east leg 3) travels 3.51 miles east to where it is proposed to connect to FM 493.

IBTC SEGS. 1 – 3: FROM THE INTERCHANGE WITH 365 TOLL AND FM 493 TO INTERSTATE 2

HCRMA – IBTC Project

CSJ#:0921-02-142



Recent Key Activity:

- Included in Border Master Plan- High Impact Project
- Received Environmental Classification of Environmental Assessment October 2017.
- Held Public Meeting March 2019.
- TxDOT approved schematic November 2021.
- Public Hearing held March 2022.
- Risk workshop held with TxDOT Portfolio Management Division April 2022.
- Requested Functional Classification: Principal Arterial
- Estimated NEPA clearance by May 2023.
- Schematic updates UPRR Structure Group for Railroad Bridge over BUS83
- Working with RGVMPO/TxDOT to federalize project
- TxDOT/FHWA to migrate project ON-SYSTEM

- 1 Environmental: 99%
- 2 Preliminary Engineering: 75%
- 3 ROW & Utilities: 60%
63 of 186 parcels acquired
- 4 Design: 65%
- 5 Funding: 20% \$38M / \$211,442,110
HCRMA IBTC - 0921-02-142 – FY 2026
– Revising Costs and Funding (PE, ROW, C, CE)
– Pending FC

▶ ADVANCE PLANNING

Funding / UTP / TIP Status:

- ❑ Funding is non-toll and incorporates overweight corridor network fees to help finance project
- ❑ HCRMA requested via letter to TxDOT for On-System classification
- ❑ The project has been included in federalized amendment to 2023-26 STIP, adding \$20 Million of Category 7 federal funds to the project for construction.
- ❑ On May 1, 2023 Federal Functional Classification [FC] request was submitted to RGVMP. Preliminary review and TxDOT concurrence for FHWA submittal is anticipated by July 2023.

Environmental:

- ❑ Submitted Final EA revisions 8/8/2022. The Final EA document will need to be updated (Project Consistency Section of the EA) to illustrate the new funding for consistency and anticipate project's final determination by late-2023.
- ❑ TxDOT anticipates approval of the the environmental document upon project's federalization [FC].



Board of Directors

S. David Deanda, Jr., Chairman
Forrest Runnels, Vice Chairman
Ezequiel Reyna, Jr., Secretary/Treasurer
Gabriel Kamel, Director
Francisco "Frank" Pardo, Director
Julio Cerda, Director
Juan Carlos Del Ángel, Director

April 30, 2023

Mr. Andrew A. Canon
Executive Director
Rio Grande Valley MPO
617 W. University Drive
Edinburg, Texas 78539

**RE: International Bridge Trade Corridor (IBTC) Request for Federal Functional Classification
CSJ: 0921-02-142
Limits: From 365 Tollway at FM 493 to IH-2
Project Length: 13.15 Miles
Functional Classification Requested: Principal Arterial**

Dear Mr. Canon,

The Hidalgo County Regional Mobility Authority (HCRMA) in coordination with the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) and Texas Department of Transportation (TxDOT) are seeking Federal Functional Classification of IBTC (from 365 Tollway at FM 493 to IH-2).

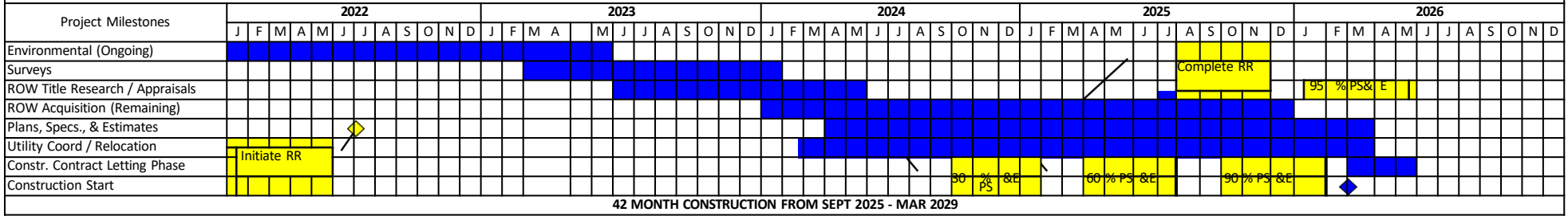
The attached project data is provided to support justification for our request. Please feel free to call me at 956-402-4762 if you have any questions or concerns.

Sincerely,

Hidalgo County Regional Mobility Authority

Pilar Rodriguez, PE
Executive Director

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



—

Milestones	Target Date	Updated Target Date
1 Start Date		
2 Feasibility Study		
3 SCH/ENV WA		
4 PSE WA	6/1/2022	1/1/2024
5 AFA	12/31/2021	9/30/2022
6 Geotechnical Report	9/1/2022	10/31/2023
7 Design Survey		1/31/2024
8 SUE		2/28/2025
9 Traffic Analysis		
10 Schematic		
11 PSE 30%	12/1/2022	7/31/2024
12 ENV Clearance	11/31/2021	5/31/2023
13 ROW Survey/Map	11/1/2021	8/31/2023
14 PSE 60%	12/1/2022	1/31/2025
15 PSE 95%	5/1/2023	10/31/2025
16 ENV Permits/Survey		
17 ROW Acquisition	6/1/2022	12/31/2025
18 Utility Adjustments	10/1/2022	3/31/2026
19 PSE 100%	7/31/2023	3/31/2026
20 Railroad Coord.	1/1/2022	7/1/2022 - 03/31/2025
21 Ready to Let	10/1/2023	9/1/2025

The IBTC project is broken down into two phases. Phase I (Interim Design) and Phase II (Ultimate Design). Phase I includes the construction of frontage roads on the West and East legs of the roadway and the mainlanes in the North leg and is the subject of this grant application. There are no frontage roads included in the North leg of the IBTC. Typical sections for the East, West, and North legs for Phase I of the IBTC can be found below.



Figure 2: East Leg Phase I Typical Section

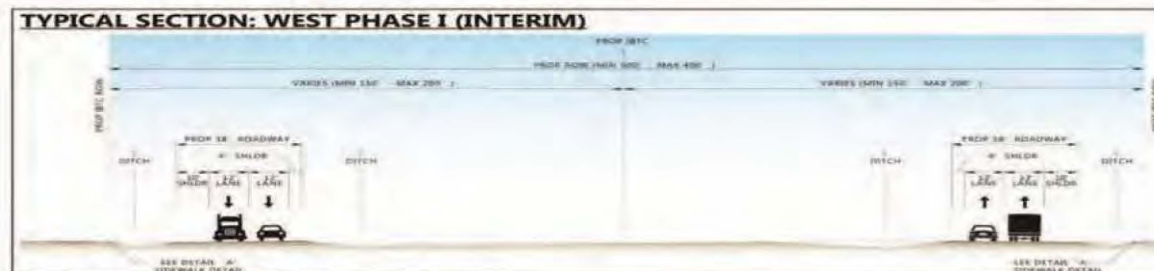


Figure 3: West Leg Phase I Typical Section



Figure 4: North Leg Phase I Typical Section

Additional details on the proposed conditions for the West, East, and North legs in the Phase I design can be found below:

- **East Leg:** The East Leg of the project consists of one frontage road with one 12-foot-wide lane in each direction (two lanes total), 10-foot-wide inside and outside shoulders, a 12-foot-wide inside ditch, and an 8 to 10 feet outside ditch.
- **West Leg:** The West Leg includes two frontage roads with one 12-foot-wide lane in each direction (four lanes total), a 10-foot-wide outside shoulder, and a 4-foot-wide inside shoulder separated by a variable width grassy median. Also included is a 20-foot-wide outside ditch and variable width inside ditch.
- **North Leg:** The North Leg of the project includes two 12-foot-wide mainlanes in each direction (four lanes total), a 10-foot-wide outside shoulder, and a 4-foot-wide inside shoulder separated by a concrete barrier.

Phase I of the IBTC includes several proposed structures to help facilitate traffic flow and mitigate potential flooding impacts to the roadway. An underpass at Border Road, a bridge over the International Boundary and Water Commission (IBWC) Main Floodway Channel, a bridge/culvert at the Donna Reservoir, and an overpass at Business Highway 83 are all proposed as part of the Phase I design. The maximum depth of impacts for the proposed project would be 3 feet in areas for the new pavement, a maximum depth of 10 feet for cross-culverts, and a maximum depth of 10 feet for drainage ditches. At bridge structures, the depth of impacts may extend to 25 feet deep for drilled shafts or pile foundations.

Phase I includes the construction of frontage roads on the West and East legs of the roadway and the mainlanes in the North leg and is the subject of this grant application.

While this MPDG application is for the Phase I (Interim) Design, the IBTC will eventually be built out to include the Phase II (Ultimate) Design. Typical sections for the Phase II Design can be found below for reference.

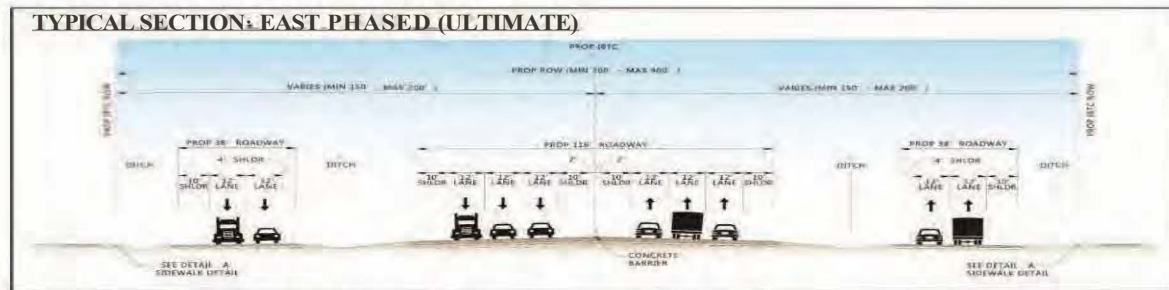


Figure 5: East Leg Phase II Typical Section

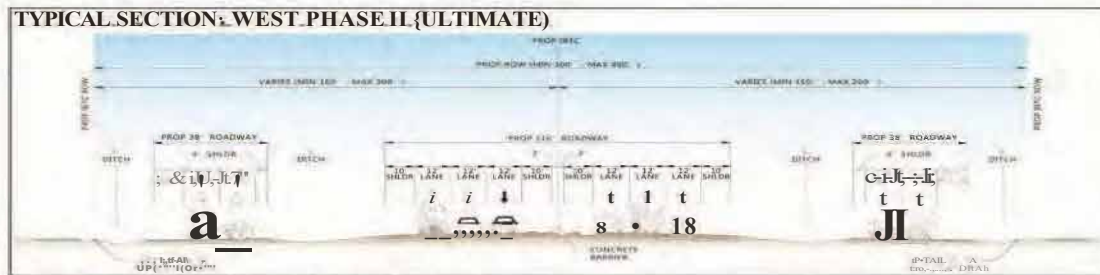


Figure 6: West Leg Phase II Typical Section

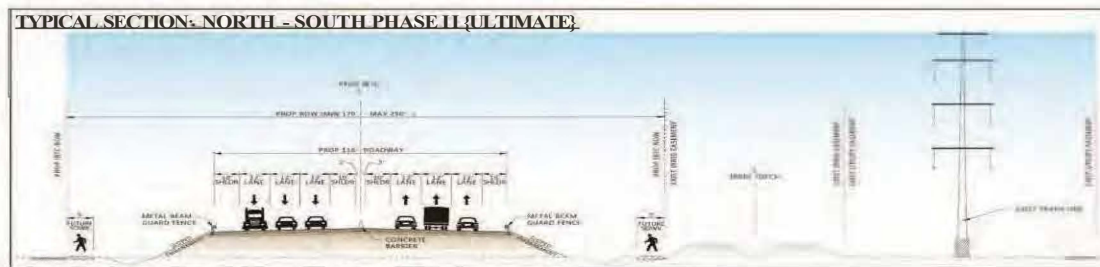


Figure 7: North Leg Phase II Typical Section

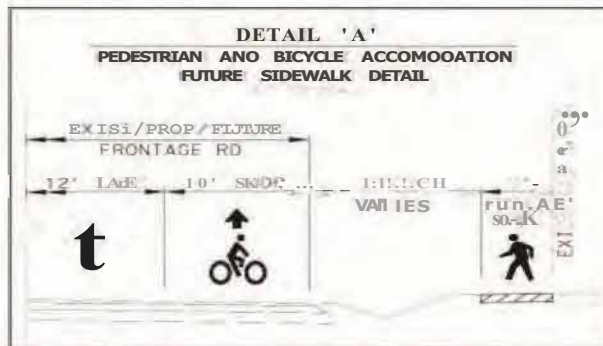
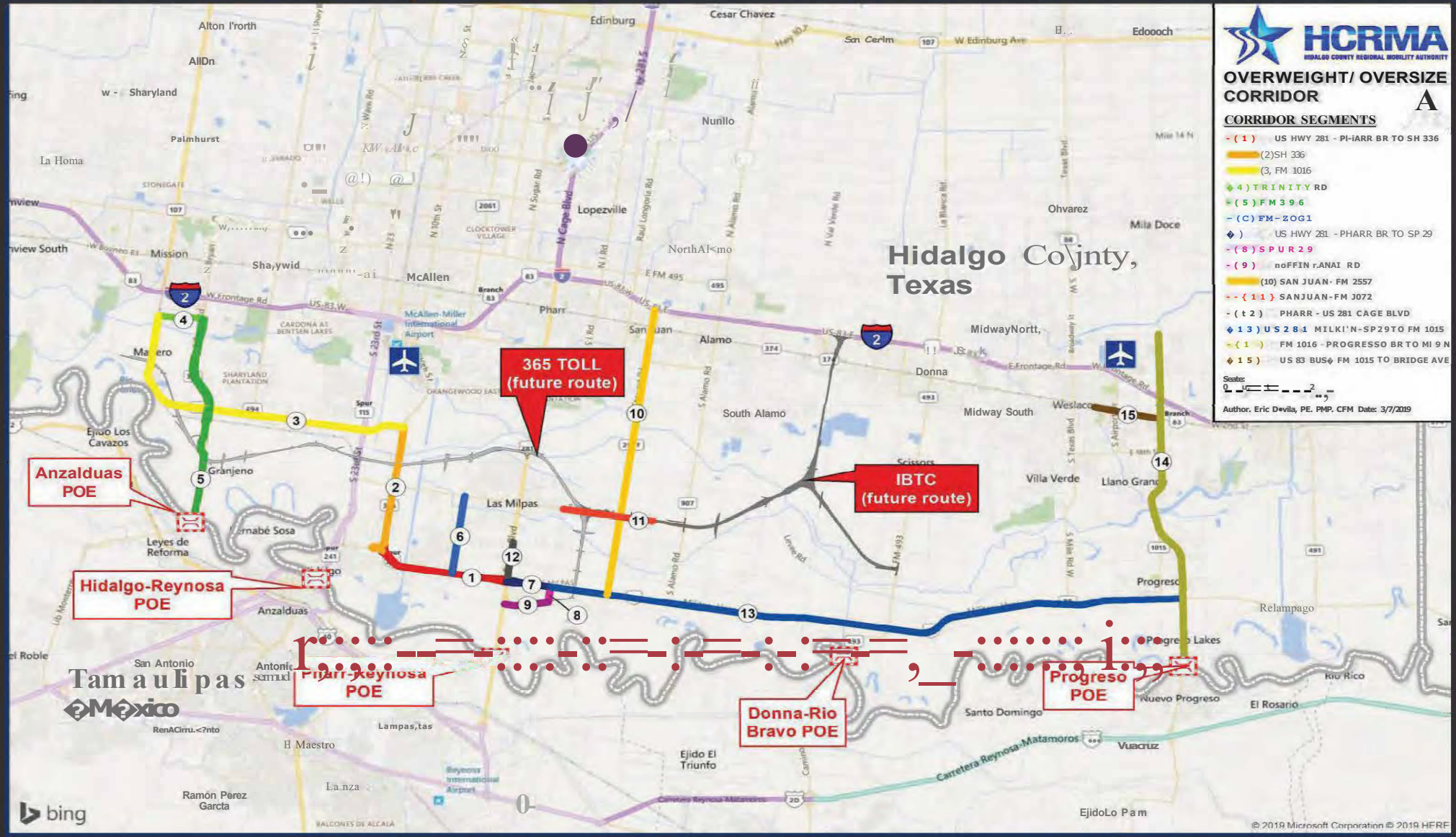


Figure 8: Pedestrian and Bicycle for Potential Future Accommodations Typical Section (East and West Legs)

While this MPDG application is for the Phase I (Interim) Design, the IBTC will eventually be built out to include the Phase I (Ultimate) Design.

OVERWEIGHT/ OVERSIZE CORRIDOR SEGMENTS





HOME About Us

Friday, March 10, 2023

Lenguaje en ELES

Specialized Overweight Permits

Hidalgo County allows shippers to securely order specialized overweight permits online. The permits cover travel over the Hidalgo County roads listed below for vehicles weighing no more than the Mexican Legal Weight Limit or 125,000 lbs. For a more detailed explanation, see below.

Permit Information

The Hidalgo County Regional Mobility Authority (HCRMA) administers the Hidalgo County overweight corridor and facilitates the Hidalgo County Specialized Overweight Permits that allow for the movement of overweight vehicles carrying cargo on the following roads:

- (1) U.S. Highway 281 between its intersection with Pharr-Reynosa International Bridge and its intersection with State Highway 336.
- (2) State Highway 336 between its intersection with U.S. Highway 281 and its intersection with Farm-to-Market Road 1015.
- (3) Farm-to-Market Road 1016 between its intersection with State Highway 336 and its intersection with Trinity Road.
- (4) Trinity Road between its intersection with Farm-to-Market Road 1016 and its intersection with Farm-to-Market Road 396.
- (5) Farm-to-Market Road 396 between its intersection with Trinity Road and its intersection with the Anzalduas International Bridge.
- (6) Farm-to-Market Road 3072 between its intersection with Farm-to-Market Road 3072 and its intersection with U.S. Highway 281.
- (7) U.S. Highway 281 between its intersection with the Pharr-Reynosa International Bridge and its intersection with Spur 29.
- (8) Spur 29 between its intersection with U.S. Highway 281 and its intersection with Doffin Canal Road.
- (9) Doffin Canal Road between its intersection with the Pharr-Reynosa International Bridge and its intersection with Spur 29.
- (10) FM 2557 (Stewart Road) from US 281/Military Highway to Interstate 2 (US 83).
- (11) FM 3072 (Dicker Road) from Veterans Boulevard (Y Road) to Cesar Chavez Road.
- (12) Route 12: US-281 (Cage Boulevard) from US 281/Military Highway to Arroyo Jilchili.
- (13) U.S. Military Highway from Spur 29 to FM 1115.
- (14) Farm to Market 1015 – Progresso International Bridge to Mile 9 North.
- (15) US 83 Business – Farm to Market 1015 to South of Arroyo.

The gross weight of cargo and equipment shall not exceed the allowable permissible axle load, the Mexican Legal Weight Limit or 125,000 lbs, whichever is less, and the dimensions of the load and vehicle shall not exceed 12' wide, 15'6" high, or 110' long.

▶ **OVERWEIGHT REPORT FOR April 2023:**
January 1, 2023- April 30, 2023

OW

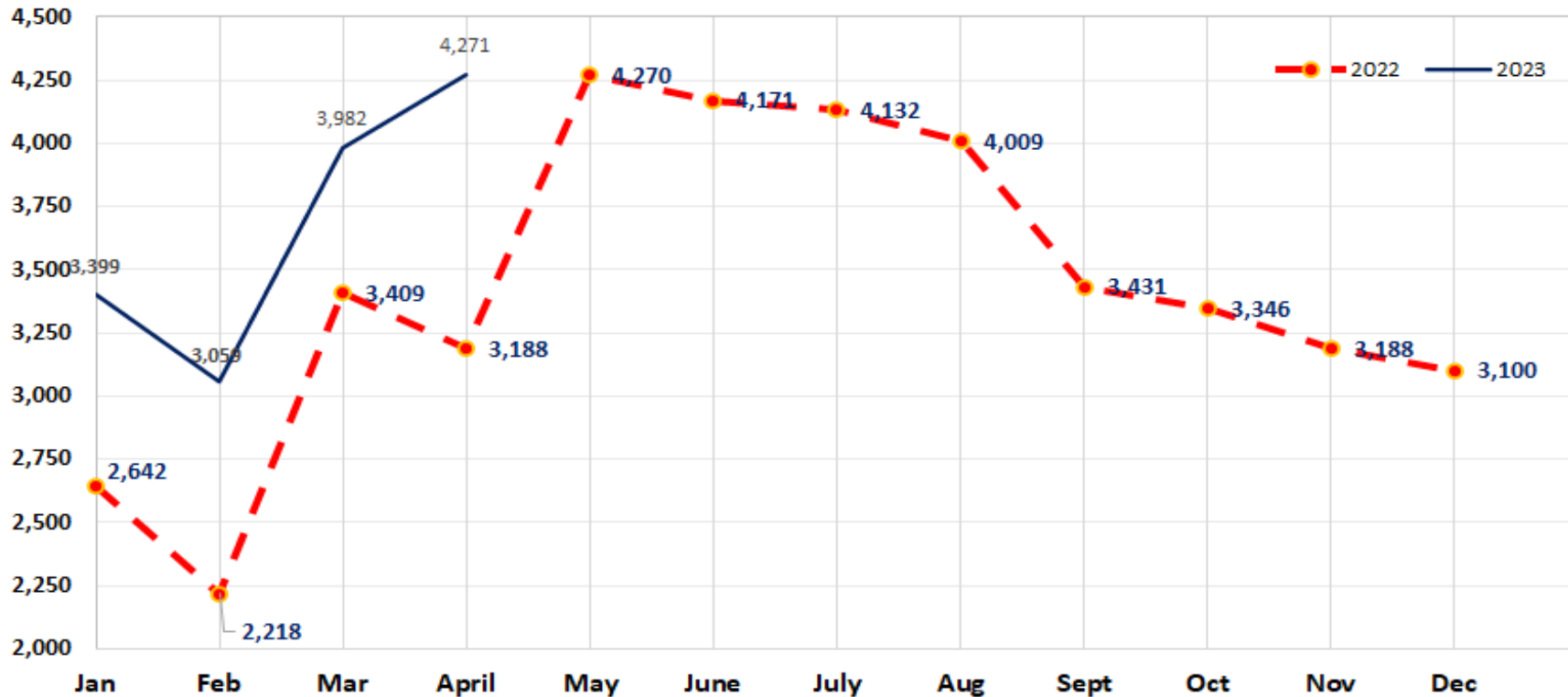
Total Permits Issued:	14,711
Total Amount Collected:	\$3,003,850
■ Convenience Fees:	\$ 61,650
■ Total Permit Fees:	\$2,942,200
– Pro Miles:	\$ 44,133
– TxDOT:	\$ 2,500,870
– HCRMA:	\$ 397,197

OVERWEIGHT REPORT FOR 2023:

OW

JANUARY 1, 2023 – April 30, 2023

Overweight/Oversized Permit Count
2022 - 2023 Monthly Comparison



Notes:

1. The permit count for 2022 (41,104) ended with a +4.5% (increase of 1831) compared to 2021 (39,273).
2. Monthly permit count of 4,271 represents a +34% (increase, 1,083) compared to the same month in 2022 (3,188).

CONSTRUCTION ECONOMICS

ENR's 20-city average cost indexes, wages and materials prices. Historical data for ENR's 20 cities can be found at ENR.com/economics

Construction Cost Index				Building Cost Index				Materials Cost Index			
ANNUAL INFLATION RATE				ANNUAL INFLATION RATE				MONTHLY INFLATION RATE			
+2.6%				+4.2%				-0.2%			
APR. 2023				APR. 2023				APR. 2023			
ENR-800	INDEX VALUE	MONTH	YEAR	ENR-800	INDEX VALUE	MONTH	YEAR	ENR-800	INDEX VALUE	MONTH	YEAR
CONSTRUCTION COST	13229.57	+0.4%	+2.6%	BUILDING COST	800.86	0.0%	+4.2%	MATERIALS COST	5870.49	-0.2%	+6.2%
COMMON LABOR	2488.90	+0.7%	+1.2%	SKILLED LABOR	19445.22	+0.4%	+3.0%	CEMENT \$/TON	89.44	+2.1%	+19.8%
WAGES/HR.	47.73	+0.7%	+1.2%	WAGES/HR.	63.18	+0.4%	+3.0%	STEEL \$/CWT	96.02	+0.2%	+15.2%
								LUMBER \$/MBF	92.19	-2.1%	-13.9%

The Construction Cost Index's annual escalation rose 2.6%, while the monthly component rose 0.4%.

The Building Cost Index was up 4.2% on an annual basis, while the monthly component stayed flat.

The Materials Cost Index fell 0.2% this month, while the annual escalation rate increased 6.2%.

ENR's Materials Prices For May 2023



20-CITY AVERAGE

ITEM	UNIT	\$PRICE	%MONTH	%YEAR
2" X 4" S4S				
Pine	MBF	1183.64	-0.2	-29.1
Fir	MBF	771.05	+15.0	+5.9
Common	MBF	910.49	+4.3	-24.1
2" X 6" S4S				
Common	MBF	951.39	-2.5	-31.3
2" X 8" S4S				
Common	MBF	855.07	-1.1	-29.4
2" X 10" S4S				
Common	MBF	1018.92	+2.7	-21.7
PLYWOOD				
5/8" Thick	MSF	1001.13	-2.3	-29.3
PLYFORM				
3/4" Thick	MSF	1779.93	+1.1	-3.3
PARTICLEBOARD: UNDERLAYMENT				
5/8" Thick	MSF	852.00	+1.3	-36.6
GYPSUM BOARD: REGULAR				
1/2"	MSF	423.84	+5.2	+23.4
ROOFING INSULATION				
Unfaced	SF	10.46	+2.6	+27.5
WALL INSULATION				
Unfaced	SF	10.34	-3.1	+25.6

SOURCE: ENR

As of April 2019, ENR is publishing BLS producer price index numbers for lumber products.

SOURCE: BUREAU OF LABOR STATISTICS