



2025 ANNUAL PROJECT REPORT



HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

November 18, 2025

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 2025 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 for our region.



Hidalgo County continues to face increasing transportation demands as regional economic activity accelerates. Congestion along key corridors—particularly Interstate 2 (I-2), Interstate 69 (I-69), and the international ports of entry—has emerged as a major concern for both residents and businesses. Sustained growth in trade and population will place additional pressure on existing infrastructure, emphasizing the urgent need for strategic investments in mobility to preserve regional competitiveness and quality of life.

As a principal gateway between the United States and Mexico, Hidalgo County plays a pivotal role in facilitating binational commerce. Its numerous international bridges and border crossings accommodate substantial freight and passenger volumes, positioning the county as a critical logistics and trade hub within the North American supply chain.

To address these evolving challenges, the Hidalgo County Regional Mobility Authority (HCRMA) is actively developing a network of transportation corridors designed to enhance regional connectivity and freight efficiency. These routes will not only provide end-users with the additional capacity necessary to alleviate



congestion and improve mobility but will also create new opportunities for economic and commercial development along the corridors. By expanding roadway infrastructure, establishing key connections to border facilities, and integrating multimodal transportation solutions, HCRMA's initiatives are laying the foundation for long-term growth and sustainable prosperity across the region.

To support this regional growth and enhance transportation efficiency, the Hidalgo County Regional Mobility Authority (HCRMA) is currently collaborating with local communities to plan, develop and construct the southern segment of the county's transportation loop. This corridor is designed to improve the movement of commerce, enhance local traffic flow, and strengthen roadway safety as surrounding communities continue to expand.

As part of this effort, the HCRMA is finalizing the development of an optimized toll road system capable of accommodating overweight truck traffic. This system will enable permitted carriers to utilize the toll network for the delivery, unloading, and distribution of goods beyond the Border in a safe and efficient manner. By diverting heavy commercial vehicles from local streets, the initiative will reduce roadway deterioration, minimize congestion, and promote the long-term sustainability of the region's transportation infrastructure.

The HCRMA and TxDOT Pharr District continue to execute a County-specific Short-Term Strategic Plan that includes US 83 Relief Route (Completed), 365 Tollway (formerly State Highway 365) (In construction), International Bridge Trade Corridor (IBTC) and State Highway 68 (SH 68). HCRMA is leading construction efforts and is past the halfway mark of construction for the 365 Tollway project (Expected Completion: September 2026). TxDOT Pharr District leads development efforts on the International Bridge Trade Corridor (IBTC) after HCRMA's successfully obtained environmental clearance and protective ROW acquisition for the project. State Highway 68, led by TxDOT Pharr District, has received environmental clearance and will proceed with the acquisition of ROW, PS&E Development and Construction. Additionally, collaboration with HCRMA and CCRMA on I-69 CONNECTOR (from I-69C to I-69E) is also underway.

By the time the Short-Term 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 from which more than \$460M going directly into construction jobs and materials within Hidalgo County. The HCRMA looks forward to the continued cooperation

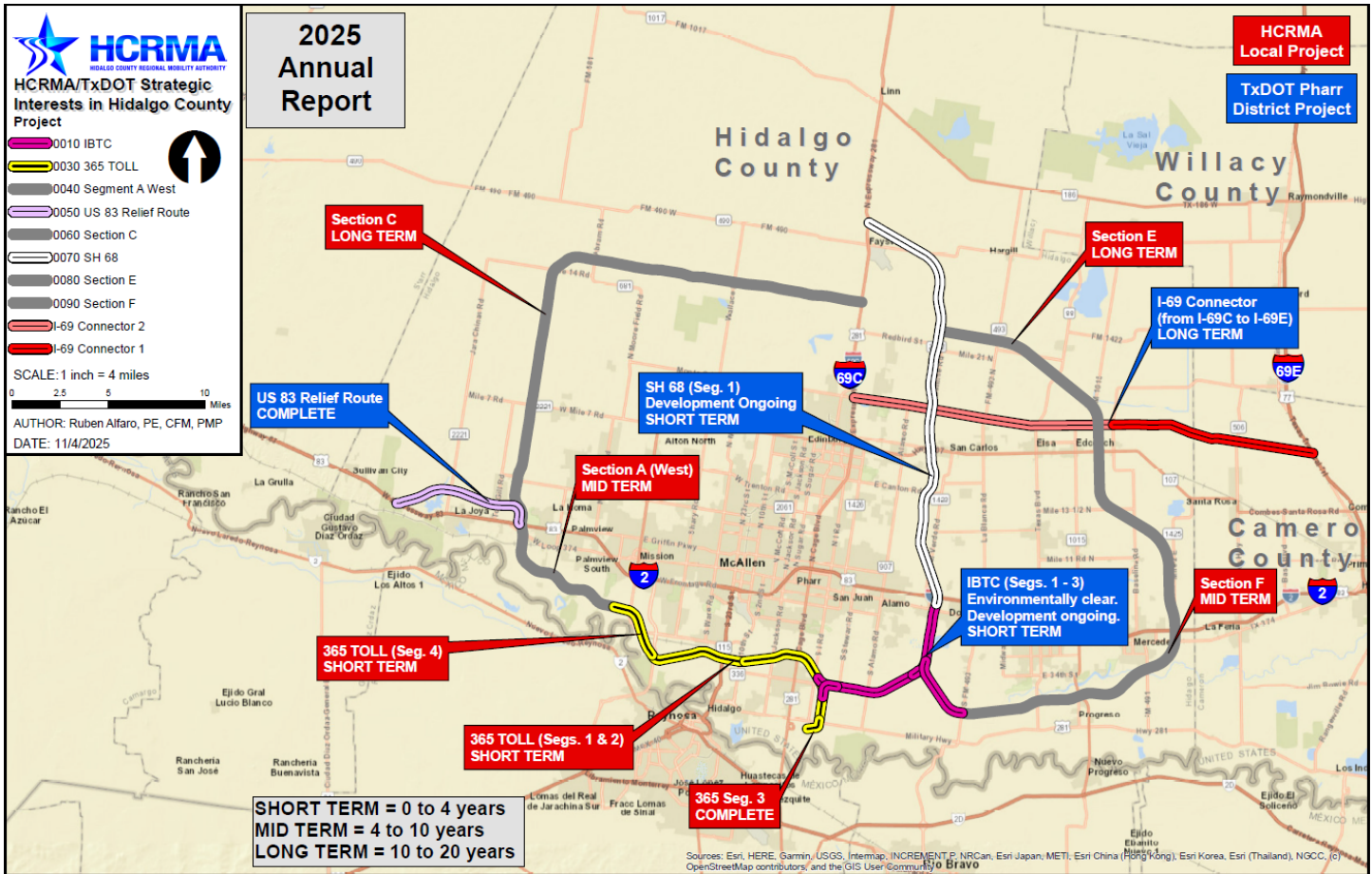


between agencies and the public to provide conventional and innovative solutions to transportation needs for the citizens of Hidalgo County.

Figure 1 on the following page shows a HCRMA Project Location Map with the above discussed short-term strategic priorities:

- 365 Tollway (Segments 1 - 4) [by HCRMA]
- International Bridge Trade Corridor (Segments 1 - 3) [by HCRMA/TxDOT]
- US 83 Relief Route (Segment 1) [by TxDOT]
- State Highway 68 (Segments 1 and 2) [by TxDOT]
- I-69 Connector (Segments 1 and 2) [by TxDOT / CCRMA / 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:

- Robert L. Lozano, Chairman
- Ezequiel Reyna Jr., Vice Chairman
- Juan Carlos Del Ángel, Director
- Jose Maria “Joe” Ochoa, Director
- Roel “Roy” Rodriguez, P.E., Director
- Javier Peña, Director
- Michael J. Williamson, Director



2.4 Administration

The Authority’s day to day operation is overseen by the Executive Director Pilar Rodriguez, P.E. He worked as an engineer and administrator for the City of McAllen from 1992 to 2012 and served the City in several capacities, including the areas of: Traffic Operations, Engineering, Public Works and, latterly, 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.

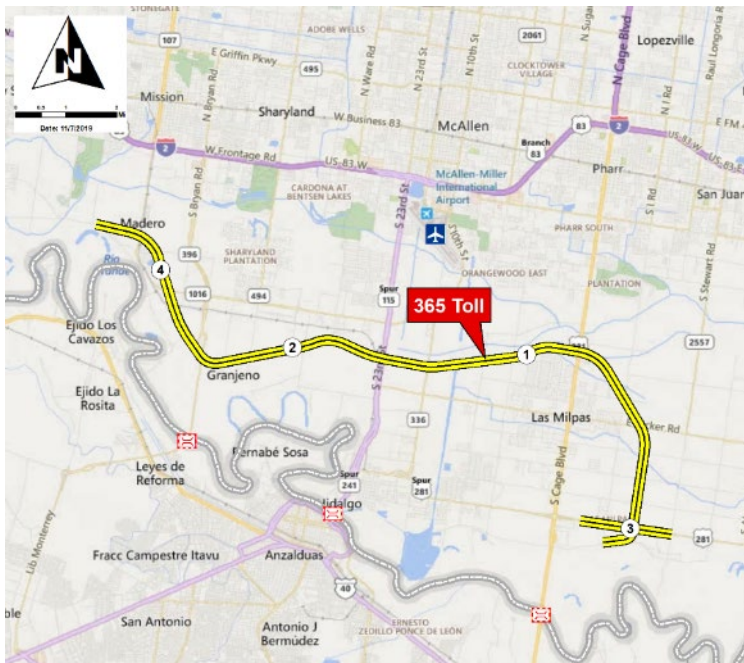
Other key administrative staff include:

- Ramon Navarro IV, PE, CFM – Chief Construction Engineer
- Celia Gaona, CIA – Chief Auditor/Compliance Officer
- Jose Castillo – Chief Financial Officer
- Ruben Alfaro, PE, PMP, CFM – Development Engineer

2.5 Capital Improvement Plan (CIP)

The Authority assists the citizens of the County and surrounding areas 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 our capital improvement plan/strategic plan map. In 2013 the HCRMA 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. In addition, the HCRMA bonded its future toll revenue proceeds for the construction of Phase 2 of the 365 tollway which includes segment 1 and 2. The following sections cover project highlights since the issuance of the 2023 Annual Project Report.

3.0 365 Tollway (formerly State Highway 365) (HCRMA)



The 365 Project consists of three phases (4 sections) 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 ports of entry within Hidalgo County (Anzalduas Bridge and Pharr-Reynosa International Bridge).

Phase 1 (Segment 3) consists of non-toll improvements from 0.45 Miles 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 was funded with a combination of Prop 1/CBI funding, VRF bond proceeds, and SIB Bond proceeds. Project has been complete and is fully operational.

Phase 2 (Segments 1 & 2) consists of toll road improvements from FM 396 / Anzalduas Highway to US 281 / Military Highway, consisting of 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. Project is currently under construction at an approximate 70% completion.

Phase 3 consists of additional toll road 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 toll road.

Phase 4 (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 2025 Activities

- Completed floodway levee relocation and floodway levee bridge. One of the most significant achievements for the 365 Tollway Project. This milestone represented a major engineering and environmental challenge, requiring extensive coordination with state and federal agencies to ensure compliance with flood control standards and environmental regulations.
- Completed first tollway gantry construction with tolling equipment installed and operational for system testing. This milestone marks the beginning of the tolling infrastructure deployment and demonstrates readiness for future integration of the toll collection system.
- Completed tolling server room at Backoffice. This secure facility houses critical IT infrastructure responsible for processing toll transactions, managing data communications, and supporting system reliability.
- 50% of CRCP for the project has been completed. The CRCP forms the primary structural surface of the tollway, providing durability and reduced maintenance requirements compared to conventional pavement designs.

3.2 365 Toll: Schedule / Upcoming Milestones

- Construction for Phase 2 - 365 Toll Segments 1 & 2 to be finalized 10/2026; and
- Toll Operations for Phase 2 – 365 Toll Segments 1 & 2 projected to start 01/2027.

4.0 International Bridge Trade Corridor (HCRMA)

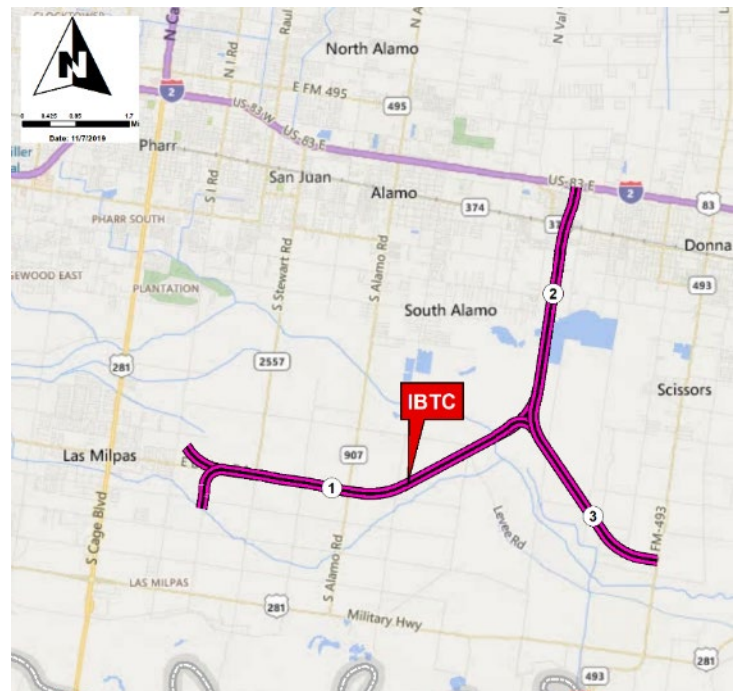
The International Bridge Trade Corridor (IBTC) Project consists of two phases of non-toll roadway improvements providing independent utility along a 13.2-mile corridor. The project extends from the 365 Toll Interchange near FM 3072 / Dicker Road to Interstate 2 (I-2) and from FM 493 to I-2, enhancing regional connectivity and supporting future international trade mobility within Hidalgo County.

4.1 IBTC: Review of 2025 Activities

- Project transferred from HCRMA to TxDOT after environmental clearance achieved.
- TxDOT fully funded the project for construction using CAT 12 in its majority.
- ROW Documents (75% complete) with 25% of all project ROW parcels (representing most of the area north of Donna Reservoirs) currently being transferred from HCRMA to TxDOT;

4.2 IBTC: Schedule / Upcoming Milestones

- PS&E Work authorization in negotiations by TxDOT
- Phase 1 estimated construction to commence 04/2028 as per TxDOT current letting date of 01/2028. With potential for project acceleration.



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

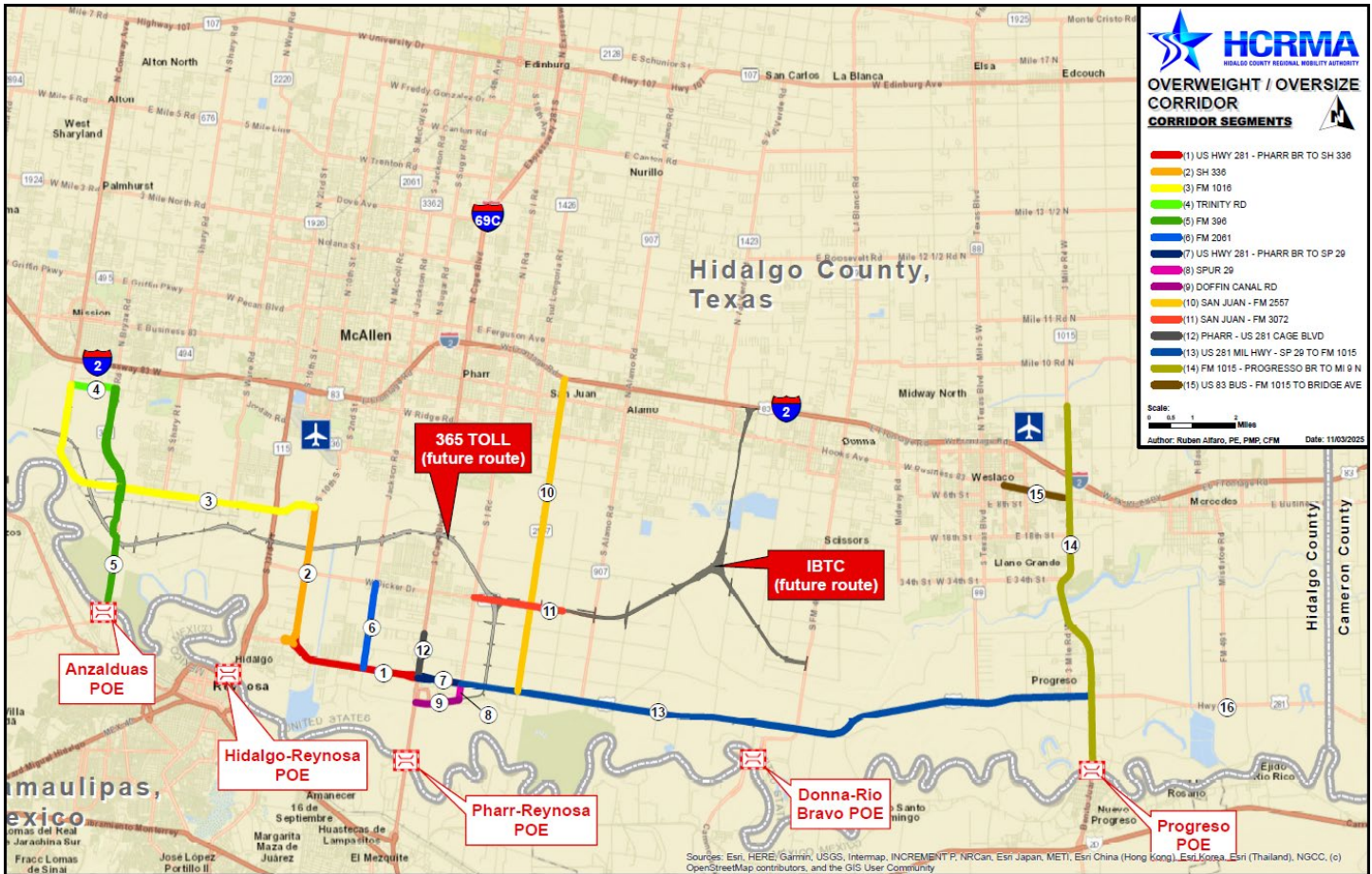
The proposed I-69 CONNECTOR between I-69C (US 281) and I-69E (US 77) is a vital parallel connection to I-2 and it is the first project to bring HCRMA into collaboration with CCRMA, with both agencies already fully engaged with TxDOT PHR on various projects within their respective counties. Phase 1 construction 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 allow vehicles to travel 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)
- 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;
- Farm-to-Market 1015 – Progreso International Bridge to Mile 9 North;
- US 83 Business – Farm-to-Market 1015 to Bridge Ave.;

6.1 Review of 2025 Activities

The online permit system went operational April 2014. After the initial ramp-up activity from mid-2014, the HCRMA saw the following permit demand:

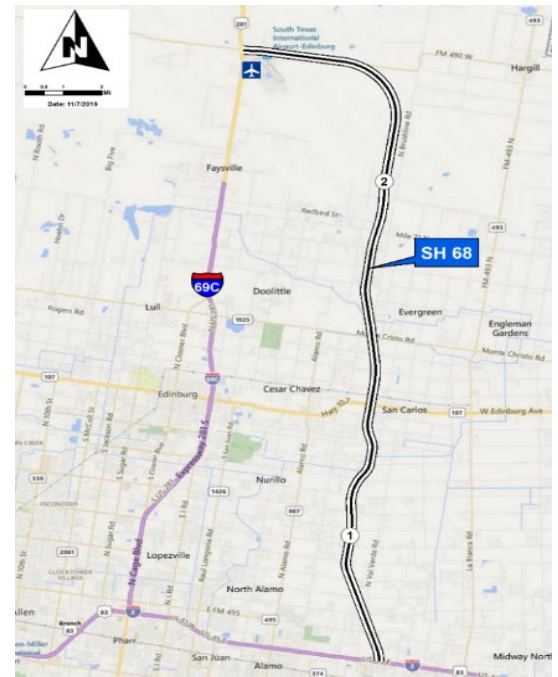
- 14,427 permits for 2015 (277+ permits issued per week),
- 28,357 permits for 2016 (545+ permits issued per week),
- 37,048 permits for 2017 (712+ permits issued per week),
- 34,502 permits for 2018 (663+ permits issued per week),
- 33,790 permits for 2019 (649+ permits issued per week),
- 36,040 permits for 2020 (693+ permits issued per week),
- 39,273 permits for 2021 (755+ permits issued per week),
- 41,104 permits for 2022 (790+ permits issued per week),
- 49,652 permits for 2023 (954+ permits issued per week),
- 74,115 permits for 2024 (1425+ permits issued per week),
- 56,627 permits for 2025 with an average of 1286+ permits issued per week (through 10/31/2025)

The total amount of permit fees collected from 1/1/2025 to 10/31/2025 was \$11,557,810 with \$169,881 going to ProMiles (permit system provider), \$1,528,929 going to HCRMA (OW/OS administrator), \$8,663,649.05 going

to TxDOT (for O&M projects along the on-system OW/OS network) and \$121,440.95 going to Local Governments (for O&M projects along the off-system OW/OS network). The OW/OS Corridor has amassed steady use by the agricultural, fuel and goods 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 \$66,320,073.05 from overweight fees to maintain the existing on-system roads that currently comprise the overweight network.

7.0 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, environmentally clear and proceeding with ROW acquisition and PS&E Development.



7.0 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: 01/2027
			\$ -		\$ -		
RMA Subtotal	-	-	\$ 295,932,420.25	-	\$ 295,932,420.25	-	-

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
365 Toll Seg. 4 (365 Phase 3)	FM 1016 to FM 396	4-lane controlled access tollroad	\$ 140,681,600.00	TBD	\$ -	Env. Refresh	TBD
Segment A	I-2 to FM 1016	4-lane controlled access tollroad	\$ 320,538,700.00	TBD	\$ -	Env.	TBD
Section F	IBTC East Connector to I-2	4-lane controlled access freeway	\$ 528,622,500.00	TBD	\$ -	Env.	TBD
Section C	I-2 to I69-C	4-lane controlled access freeway	\$ 1,239,289,100.00	TBD	\$ -	Env.	TBD
Section E	I-2 to SH68	4-lane controlled access freeway	\$ 934,100,700.00	TBD	\$ -	Env.	TBD
I-69 Connector	I-69C to I-69E	New location highway	\$ -	TBD	\$ -	Study	TBD
RMA Subtotal	-	-	\$ 3,163,232,600.00	-	\$ -	-	-