



HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

BOARD OF DIRECTORS MEETING AUGUST 2025

HCRMA Board of Directors

Robert L. Lozano, Chairman

Ezequiel Reyna, Jr., Vice Chairman

Juan Carlos Del Angel, Secretary / Treasurer

Javier Pena, Director

Jose Maria "Joe" Ocha, Director

Roel "Roy" Rodriguez, P.E., Director

Michael J. Williamson, Director

HCRMA Administrative Staff

Pilar Rodriguez, PE, Executive Director

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

Ruben Alfaro, PE, Development Eng.

Celia Gaona, CIA, Chief Auditor/Compliance Off.

Jose Castillo, Chief Financial Off.

**General Engineering Consultant
HDR Engineering, INC.**



- ❑ Overweight Permit Summary
- ❑ Development Updates

MISSION STATEMENT:

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



MONTHLY OVERWEIGHT REPORT:

July 1, 2025 – July 31, 2025

| | | 2024 | % CHANGE |
|--------------------------------|------------------------|------------------------|--------------|
| Total Permits Issued: | 6,181 | 5,971 | 3.52% |
| Total Amount Collected: | \$ 1,261,502.00 | \$ 1,218,956.00 | 3.49% |
| ■ Convenience Fees: | \$ 25,302.00 | \$ 24,756.00 | |
| ■ Total Permit Fees: | \$ 1,236,200.00 | \$ 1,194,200.00 | |
| – Pro Miles: | \$ 18,543.00 | \$ 17,913.00 | |
| – TxDOT (On system): | \$ 1,036,244.65 | \$ 1,015,070.00 | |
| – Local (Off system): | \$ 14,525.35 | | |
| – HCRMA: | \$ 166,887.00 | \$ 161,217.00 | 3.52% |

Effective November 13, 2017, permit fee increased from \$80 to \$200

Convenience fees: 3% of Credit Card Payment

Pro Miles: 1.5% of Total Permit fees.

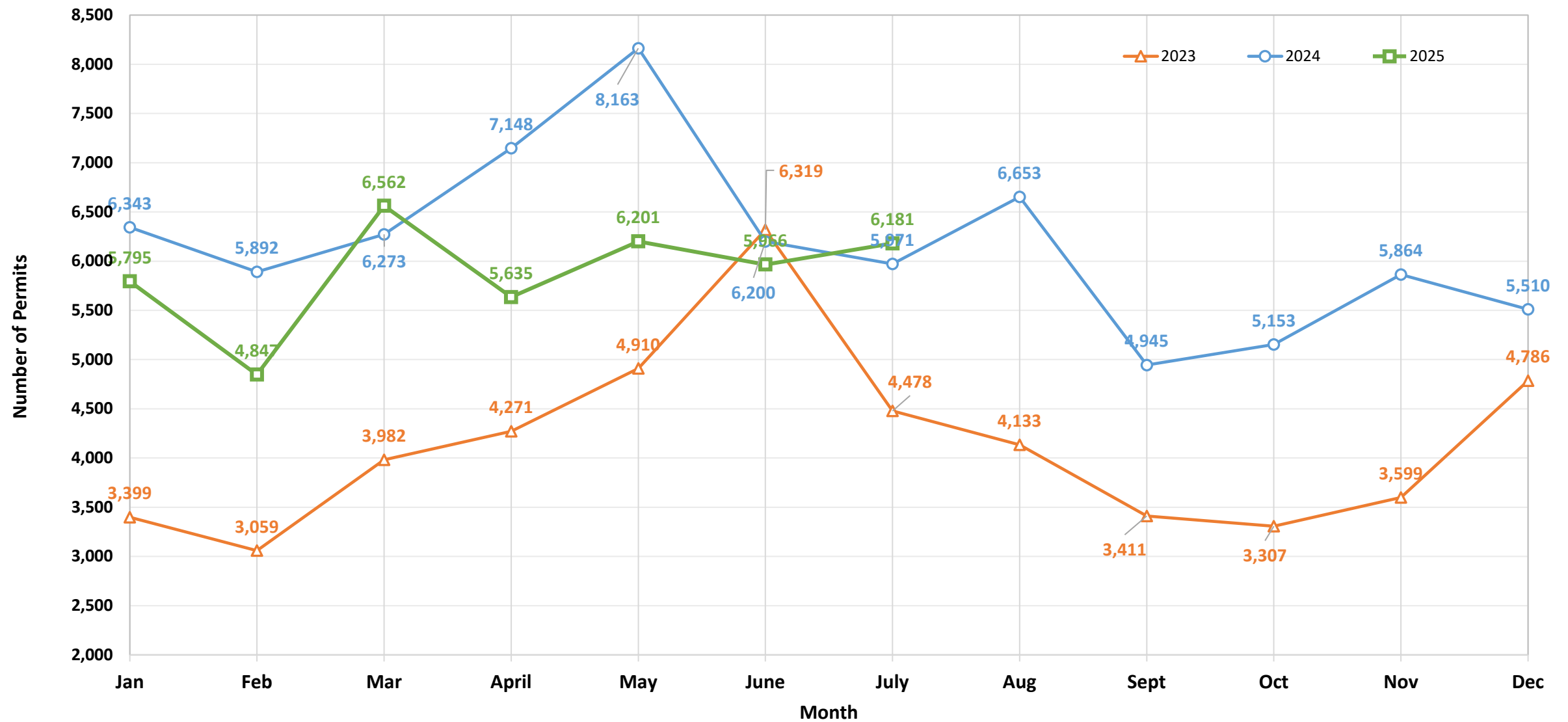
TxDOT & Local: 85% of Total Permit fees.

HCRMA: 13.5% of Total Permit fees.



Latest 3-Years Monthly Comparison

Overweight/Oversized Permit Count
2023 - 2025 Monthly Comparison



YEARLY OVERWEIGHT REPORT:

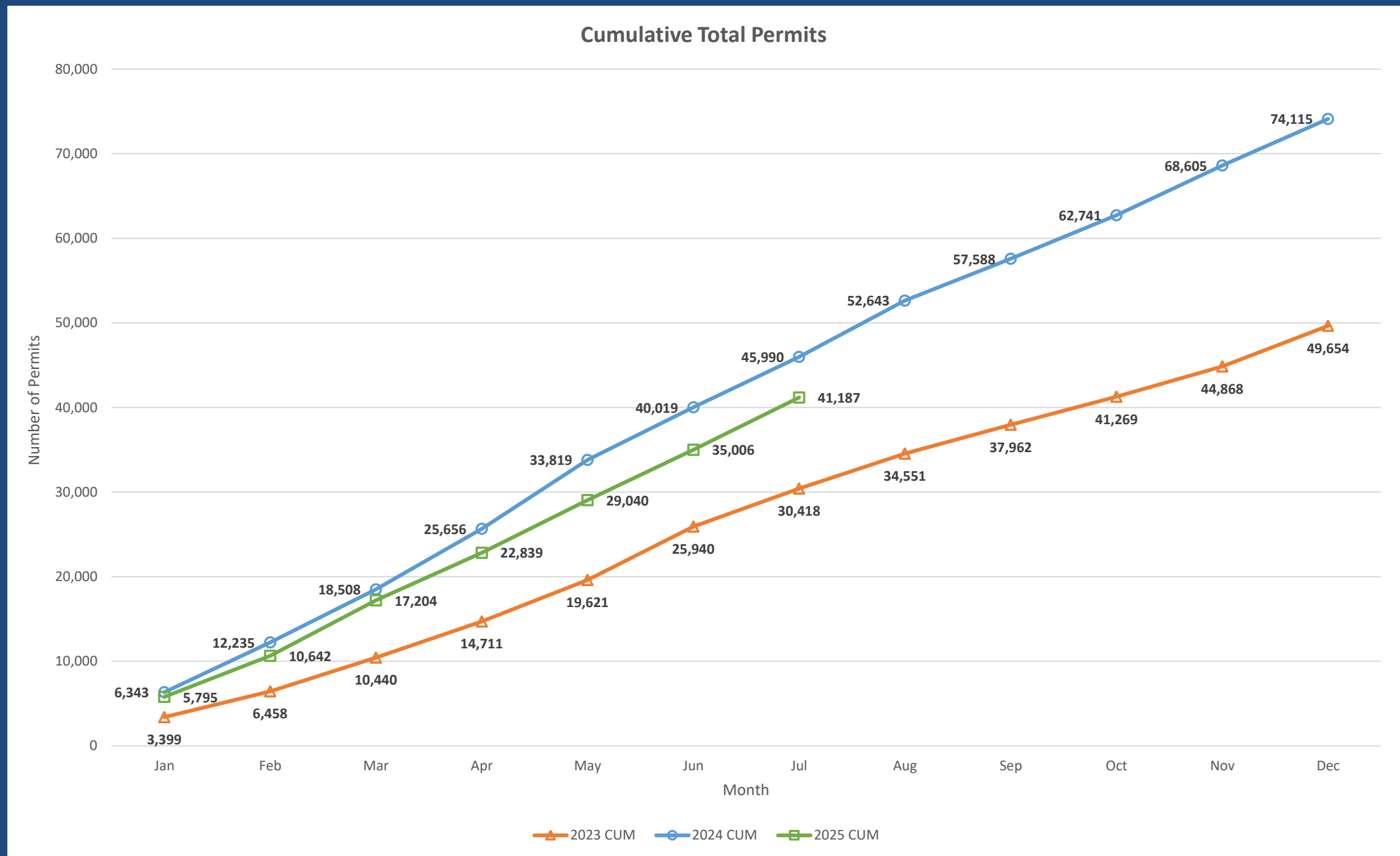
January 1, 2025 – July 31, 2025

| | | 2024 | % CHANGE |
|--------------------------------|------------------------|------------------------|----------------|
| Total Permits Issued: | 41,187 | 45,990 | -10.44% |
| Total Amount Collected: | \$ 8,407,086.00 | \$ 9,397,392.00 | -10.54% |
| ■ Convenience Fees*: | \$ 169,686.00 | \$ 199,392.00 | |
| ■ Total Permit Fees: | \$ 8,237,400.00 | \$ 9,198,000.00 | |
| – Pro Miles: | \$ 123,561.00 | \$ 137,970.00 | |
| – TxDOT (On system): | \$ 6,905,000.55 | \$ 7,818,300.00 | |
| – Local (Off system): | \$ 96,789.45 | | |
| – HCRMA: | \$ 1,112,049.00 | \$ 1,241,730.00 | -10.44% |

Effective November 13, 2017, permit fee increased from \$80 to \$200
 Convenience fees: 3% of Credit Card Payment
 Pro Miles: 1.5% of Total Permit fees.
 TxDOT & Local: 85% of Total Permit fees.
 HCRMA: 13.5% of Total Permit fees.



Latest 3-Years Yearly Cumulative Comparison



ACCUMULATED OVERWEIGHT REPORT:

January 1, 2014 – July 31, 2025

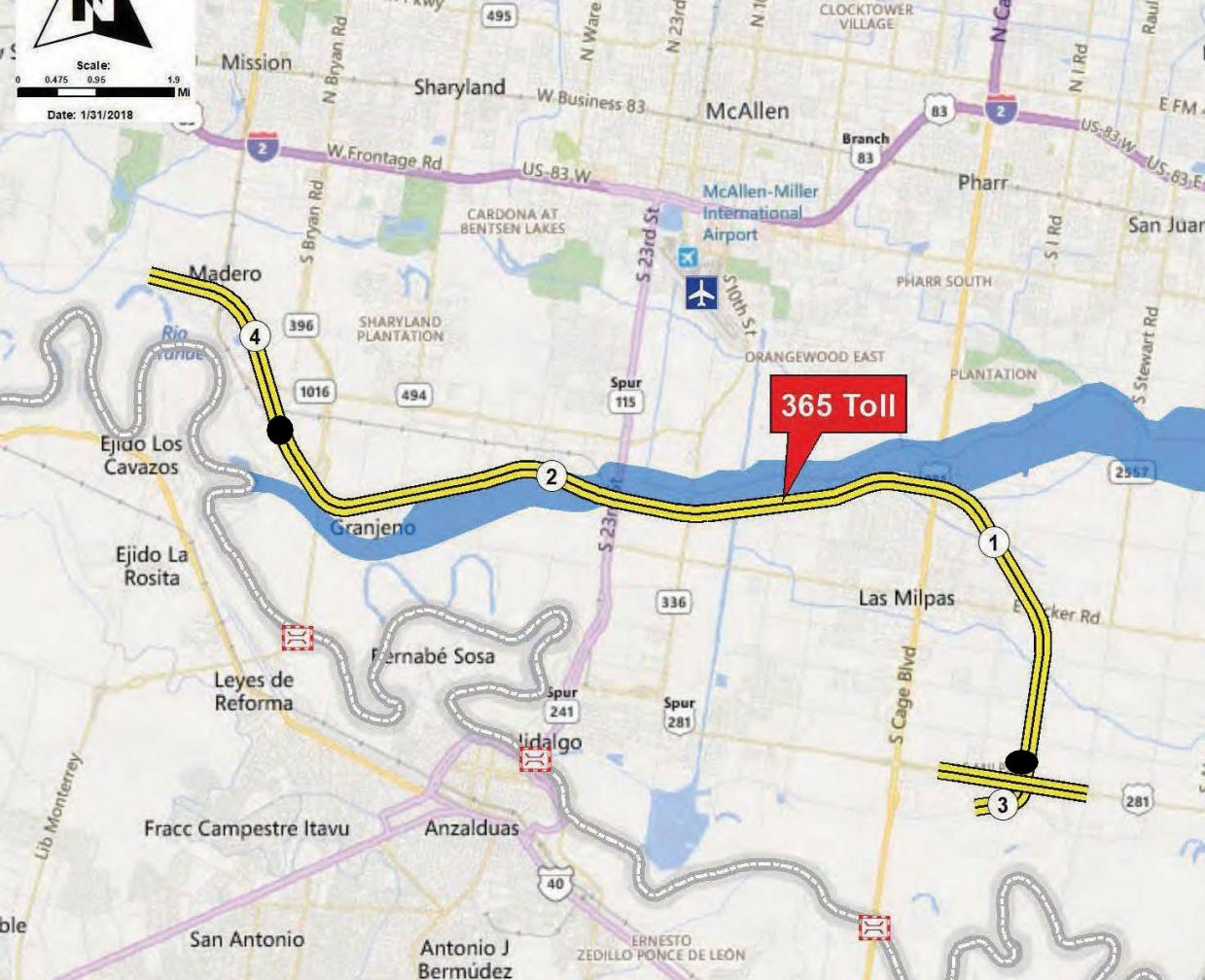
| | |
|--------------------------------|-------------------------|
| Total Permits Issued: | 430,010 |
| Total Amount Collected: | \$ 76,641,646.00 |
| ■ Convenience Fees: | \$ 1,525,446.00 |
| ■ Total Permit Fees: | \$ 75,116,200.00 |
| – Pro Miles: | \$ 1,264,200.00 |
| – TxDOT (On system): | \$ 63,719,924.55 |
| – Local (Off system): | \$ 128,845.80 |
| – HCRMA: | \$ 10,003,230.00 |



DEVELOPMENT UPDATES:

- Environmental Services and Preliminary Engineering SOQ's under review.
- Staff working with Consultant to develop new HCRMA Website.





MAJOR MILESTONES:

NEPA CLEARANCE

07/03/2015

PH 1: 365 SEG. 3

LET: 08/2015

COMPLETED

PH 2: 365 TOLL

SEGS. 1 & 2

LET: 11/2021

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. FM 396 / ANZALDUAS HIGHWAY





365 TOLLWAY COLLECTION SYSTEM INSTALLATION, INTEGRATION & MAINTENANCE PROJECT

SEPTEMBER 8, 2022

OCTOBER 3, 2022

DECEMBER 9, 2022

DECEMBER 16, 2022

FEBRUARY 6, 2023

FEBRUARY 14, 2023

FEBRUARY 28, 2023

MARCH 13, 2023

MARCH 14, 2023

MARCH 28, 2023

OCTOBER 28, 2023

MARCH 26, 2024

- Request for Proposals was released
- Mandatory Pre-Bid meeting conducted with in-Person or Virtual Attendance option
- Five Proposals received for the 365 Toll Collection System, Integration, and Maintenance Project
- Compliance reviews conducted on all electronic bids
- Evaluation committee (HCRMA staff and HDR [GEC]) thoroughly reviewed proposals and conducted oral presentation, in accordance with RFP's two-step scoring process
- Proposal bid prices opened, evaluated, scored by evaluation committee
- First Executive Briefing
- Second Executive Briefing
- Negotiation of contract terms, condition, & BAFO
- Award of contract to SICE, Inc. for \$13,980,669 with a score of 905
- Single Gantry amendment
- CO#1 \$645,170 for Single Gantry Implementation

SCE INC. - CONSTRUCTION PHASE

Contract Amount \$8,874,094.17

| Invoice Number | Date | Description | Billing Amount | Retainage | Invoice Amount | Percentage % |
|------------------|------------|---|-----------------|-----------------|-----------------|--------------|
| 365TCS- INV-0001 | 8/1/2023 | Contract Signature & Performance Bond, Monthly Mgmt. Fee, and Delivery of | \$ 734,715.04 | \$ (73,471.50) | \$ 661,243.54 | 7.45% |
| 365TCS- INV-0002 | 9/1/2023 | Milestone Draw Request | \$ 197,153.58 | \$ (19,715.36) | \$ 177,438.22 | 2.00% |
| 365TCS-INV-0003 | 10/1/2023 | Milestone Draw Request | \$ 223,885.56 | \$ (22,388.56) | \$ 201,497.00 | 2.27% |
| 365TCS-INV-0004 | 11/1/2023 | Milestone Draw Request | \$ 157,550.80 | \$ (15,755.08) | \$ 141,795.72 | 1.60% |
| 365TCS-INV-0005 | 12/1/2023 | Milestone Draw Request | \$ 38,742.00 | \$ (3,874.20) | \$ 34,867.80 | 0.39% |
| 365TCS-INV-0006 | 1/1/2024 | Milestone Draw Request | \$ 38,742.00 | \$ (3,874.20) | \$ 34,867.80 | 0.39% |
| 365TCS-INV-0007 | 2/1/2024 | Milestone Draw Request | \$ 38,742.00 | \$ (3,874.20) | \$ 34,867.80 | 0.39% |
| 365TCS-INV-0008 | 3/1/2024 | Milestone Draw Request | \$ 84,285.22 | \$ (8,428.52) | \$ 75,856.70 | 0.85% |
| 365TCS-INV-0009 | 4/1/2024 | Milestone Draw Request | \$ 209,935.38 | \$ (20,993.54) | \$ 188,941.84 | 2.13% |
| 365TCS-INV-0010 | 5/1/2024 | Milestone Draw Request | \$ 53,593.10 | \$ (5,359.31) | \$ 48,233.79 | 0.54% |
| 365TCS-INV-0011 | 5/31/2024 | Milestone Draw Request | \$ 53,593.10 | \$ (5,359.31) | \$ 48,233.79 | 0.54% |
| 365TCS-INV-0012 | 7/11/2024 | Milestone Draw Request | \$ 38,742.00 | \$ (3,874.20) | \$ 34,867.80 | 0.39% |
| 365TCS-INV-0013 | 7/18/2024 | Milestone Draw Request | \$ 70,424.50 | \$ (7,042.45) | \$ 63,382.05 | 0.71% |
| 365TCS-INV-0014 | 8/20/2024 | Milestone Draw Request | \$ 38,742.00 | \$ (3,874.20) | \$ 34,867.80 | 0.39% |
| 365TCS-INV-0015 | 9/20/2024 | Milestone Draw Request | \$ 38,742.00 | \$ (3,874.20) | \$ 34,867.80 | 0.39% |
| 365TCS-INV-0016 | 10/22/2024 | Milestone Draw Request | \$ 53,593.10 | \$ (5,359.31) | \$ 48,233.79 | 0.54% |
| 365TCS-INV-0017 | 11/18/2024 | Milestone Draw Request | \$ 66,464.36 | \$ (6,646.44) | \$ 59,817.92 | 0.67% |
| 365TCS-INV-0018 | 1/1/2025 | Milestone Draw Request | \$ 38,742.00 | \$ (3,874.20) | \$ 34,867.80 | 0.39% |
| 365TCS-INV-0019 | 1/20/2025 | Milestone Draw Request | \$ 38,742.00 | \$ (3,874.20) | \$ 34,867.80 | 0.39% |
| 365TCS-INV-0020 | 3/1/2025 | Milestone Draw Request | \$ 58,543.62 | \$ (5,854.36) | \$ 52,689.26 | 0.59% |
| 365TCS-INV-0021 | 4/1/2025 | Milestone Draw Request | \$ 121,908.16 | \$ (12,190.82) | \$ 109,717.34 | 1.24% |
| 365TCS-INV-0022 | 5/1/2025 | Milestone Draw Request | \$ 484,299.12 | \$ (15,891.91) | \$ 468,407.21 | 5.28% |
| 365TCS-INV-0023 | 6/1/2025 | Milestone Draw Request | \$ 1,031,888.71 | \$ (98,175.96) | \$ 933,712.75 | 10.52% |
| 365TCS-INV-0024 | 6/18/2025 | Milestone Draw Request | \$ 38,742.00 | \$ (3,874.20) | \$ 34,867.80 | 0.39% |
| Totals | | | \$ 3,950,511.35 | \$ (357,500.23) | \$ 3,593,011.12 | 40.49% |

SCE INC. - MAINT. PHASE

Contract Amount \$5,751,746.00

| Invoice Number | Date | 365 Toll Collection System Maintenance | Billing Amount | Retainage | Invoice Amount | Percentage % |
|----------------|------|--|----------------|-----------|----------------|--------------|
| | | | | | | |
| Totals | | | \$ - | \$ - | \$ - | 10.00% |

| Construction Phase | | |
|--------------------|-----------------------------|-----------------|
| Schedule A | Implementation Services | \$ 1,839,469.92 |
| Schedule B | Hardware | \$ 1,228,809.45 |
| Schedule C | Software | \$ 203,430.08 |
| Schedule E | Performance Bond & Pay Bond | \$ 142,000.00 |
| Change Order CO | Change Order Progress | \$ 161,292.80 |
| | | \$ 3,575,002.25 |

| SCH | Name | |
|-----|------------------|---------------|
| MOH | Material on Hand | \$ 375,509.10 |
| | | \$ 375,509.10 |

| Maintenance Phase | | |
|-------------------|-------------|------|
| Schedule D | Maintenance | \$ - |
| | | \$ - |

| | |
|----------------|-----------------|
| Total Billed | \$ 3,950,511.35 |
| Less Retainage | \$ (357,500.23) |
| Total Paid | \$ 3,593,011.12 |

| Amount Paid | |
|--------------------|-----------------|
| Construction Phase | \$ 3,575,002.25 |
| Material On Hand | \$ 375,509.10 |
| Maintenance | \$ - |
| Less Retainage | \$ (357,500.23) |
| Total Amount Paid | \$ 3,593,011.12 |

| Construction Phase | |
|----------------------------------|-----------------|
| Amount Billed | \$ 3,950,511.35 |
| Less Retainage | \$ (357,500.23) |
| Amount Paid | \$ 3,593,011.12 |
| Total Contract Amt: Const. Phase | \$8,874,094.17 |
| Remaining Bal Const. Phase | \$5,281,083.05 |

| Maintenance Phase | |
|----------------------------------|-----------------|
| Amount Billed | \$ - |
| Less Retainage | \$ - |
| Amount Paid | \$ - |
| Total Contract Amt: Maint. Phase | \$ 5,751,746.00 |
| Remaining Bal Maint. Phase | \$ 5,751,746.00 |

| | |
|---------------------------------|------------------|
| Total Remaining Balance | |
| Construction/Maintenance Phase: | \$ 11,032,829.05 |

Toll Integration Project



HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

PLANS OF PROPOSED ROADWAY IMPROVEMENT

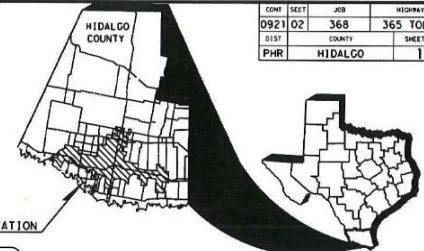
FEDERAL AID PROJECT NO. DMO 2013 (420)

365 TOLL

LEVEE RELOCATION:
12,232.62 FT ± 2.32 MI.

PROJECT LENGTH:
ROADWAY: 58,504.54 FT ± 11.08 MI.
BRIDGE: 6,042.00 FT ± 1.14 MI.
TOTAL: 64,546.54 FT ± 12.22 MI.

LIMITS:
FROM: FM 396 (ANZALDUAS HWY) & GSA CONNECTOR
TO: US 281 (MILITARY HIGHWAY)



PROJECT LOCATION

FINAL PLAN DATA:

FINAL CONTRACT PRICE:
CONTRACTORS NAME:
CONTRACTORS ADDRESS:
LETTING DATE:
DATE WORK BEGAN:
DATE WORK COMPLETED:
DATE OF ACCEPTANCE:
CHANGE ORDERS & SUPP. AGREEMENTS:

SCALE: 1"=2 MI.

A NEW ROADWAY CONSISTING OF GRADING, FLEXIBLE BASE, LIME TREATED SUBGRADE, ASPHALTIC CONCRETE PAVEMENT, CRCP, RETAINING WALLS, CULVERTS, IRRIGATION STRUCTURES, BRIDGE STRUCTURES, TRAFFIC SIGNALS, ILLUMINATION, SIGNING, PAVEMENT MARKINGS, TOLL GANTRIES, TOLL EQUIPMENT, FIBER OPTIC NETWORK, CCTV CAMERAS, VEHICLE DETECTION SYSTEM, BLUETOOTH, DYNAMIC MESSAGE SIGNS, WIRELESS ANTENNAS, ITS POLES, ITS CABINETS, GROUND BOXES, CONDUITS, AND LEVEE RELOCATION



LEGEND
--- CITY LIMITS
⊙ INCIDENTAL CONSTRUCTION

| ROADWAY OF INCIDENTAL CONSTRUCTION | BEGIN INCIDENTAL CONSTRUCTION | END INCIDENTAL CONSTRUCTION |
|------------------------------------|-------------------------------|-----------------------------|
| 1 365 TOLL EB FRYG RD | STA 20639+85.55 | STA 20650+06.81 |
| 2 GSA CONNECTOR | STA 105+59 | STA 120+62 |
| 3 FM 494 (SHARY RD) | STA 139+25 | STA 153+43 |
| 4 SP 115 (23rd ST) | STA 226+30 | STA 236+22.93 |
| 5 MCCOLL ROAD | STA 29+50 | STA 51+50 |
| 6 FM 2061 (JACKSON RD) | STA 12+00 | STA 22+72 |
| 7 US 281 (CAGE RD) | STA 12+00 | STA 21+32 |
| 8 FM 3072 (DICKER RD) | STA 12+60 | STA 29+86 |
| 9 ANAYA RD | STA 17+80 | STA 27+40 |
| 10 HI-LINE ROAD | STA 27+40 | STA 17+80 |
| 11 US 281 (MILITARY RD) | STA 10100+00 | STA 10227+00 |
| 12 BSIF CONNECTOR | STA 1302+18 | STA 1358+00 |

ALL CONSTRUCTION WORK WAS PERFORMED IN ACCORDANCE WITH THE PLANS, SPECIFICATIONS AND CONTRACT. ALL PROPOSED CONSTRUCTION WAS COMPLETED UNLESS OTHERWISE NOTED.

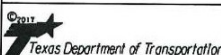
PROJECT DATA

| | | |
|----------------------|--------|-------------------------------|
| DESIGN SPEED: | 70 MPH | RAILROAD CROSSINGS: NONE |
| MAINLANES | 50 MPH | EQUATIONS: |
| FRONTAGE ROADS | 50 MPH | STA 1080+25.77 BK |
| RAMPS | 45 MPH | STA 1080+00.00 AH |
| GSA CONNECTOR | 30 MPH | EXCEPTIONS: NONE |
| GLASSCOCK ROAD | 55 MPH | FUNCTION CLASS: |
| FM 494 (SHARY RD) | 30 MPH | PRINCIPAL ARTERIAL (FREEWAY) |
| WARE ROAD | 60 MPH | BRIDGE: |
| SP 115 (23RD ST) | 55 MPH | TOTAL = 23 BRIDGES |
| SP 336 (10TH ST) | 55 MPH | (SEE INDEX SHEET FOR DETAILS) |
| MCCOLL ROAD | 55 MPH | TOLL INSPECTION SHALL |
| FM 2061 (JACKSON RD) | 55 MPH | NOT BE REQUIRED |
| FM 2061 (JACKSON RD) | 55 MPH | |
| FM 3072 (DICKER RD) | 55 MPH | |
| ANAYA ROAD | 55 MPH | |
| HI-LINE | 45 MPH | |

REGISTERED ACCESSIBILITY SPECIALIST (RAS) INSPECTION REQUIRED.

TOLR No. EABPRJ

SPECIFICATIONS ADOPTED BY THE TEXAS DEPARTMENT OF TRANSPORTATION ON NOVEMBER 1, 2014 AND SPECIFICATION ITEMS LISTED AND DATED AS FOLLOWS SHALL GOVERN ON THIS PROJECT. REQUIRED CONTRACT PROVISIONS FOR FEDERAL-AID CONSTRUCTION CONTRACTS (FORM FHWA 1273, MARCH 2012).



PROGRAM MANAGEMENT CONSULTANT
DANNENBAUM
ENGINEERING CORPORATION
T.B.P.E. FIRM REGISTRATION #392
1108 MCALLEN, TEXAS 78501-0001, TX (956) 681-3677

L&G Engineering
Highway / Civil
Structural / Bridge
Environmental
Form No. 1-14300
100 S. Street Rd. Suite 100
Pharr, TX 78577
(956) 891-1881

S&B
S&B INFRASTRUCTURE, L.P.
TEXAS BOARD OF PROFESSIONAL ENGINEERS # 7-1892

CRDSI INFRASTRUCTURE GROUP
Consulting Engineers
100 S. Street Rd. Suite 100
Pharr, TX 78577
(956) 891-1881

LOCAL ENTITIES

| | |
|---|--------|
| HIDALGO COUNTY CONCURRENCE: | DATE: |
| NAME: | TITLE: |
| HIDALGO COUNTY DRAINAGE DISTRICT NO. 1 CONCURRENCE: | DATE: |
| NAME: | TITLE: |
| CITY OF MISSION CONCURRENCE: | DATE: |
| NAME: | TITLE: |
| CITY OF GRANJENO CONCURRENCE: | DATE: |
| NAME: | TITLE: |
| CITY OF MCALLEN CONCURRENCE: | DATE: |
| NAME: | TITLE: |
| CITY OF PHARR CONCURRENCE: | DATE: |
| NAME: | TITLE: |
| CITY OF SAN JUAN CONCURRENCE: | DATE: |
| NAME: | TITLE: |
| I.B.W.C. CONCURRENCE: | DATE: |
| NAME: | TITLE: |
| MCID NO. 2 IRRIGATION DISTRICT CONCURRENCE: | DATE: |
| NAME: | TITLE: |
| MCID NO. 19 IRRIGATION DISTRICT CONCURRENCE: | DATE: |
| NAME: | TITLE: |
| M.C.W.C. & J. D. NO. 3 CONCURRENCE: | DATE: |
| NAME: | TITLE: |

| | |
|---|---|
| APPROVED FOR LETTING: | APPROVED FOR LETTING: |
| HCRMA, CHAIRMAN | HCRMA, EXECUTIVE DIRECTOR |
| APPROVED FOR LETTING: | APPROVED FOR LETTING: |
| HCRMA, CHIEF CONSTRUCTION ENGINEER | HCRMA, CHIEF DEVELOPMENT ENGINEER |
| APPROVED FOR LETTING: | SUBMITTED FOR LETTING: |
| TxDOT, DISTRICT ENGINEER | DANNENBAUM ENGINEERING, PROGRAM MANAGER |
| SUBMITTED FOR LETTING: | SUBMITTED FOR LETTING: |
| L&G ENGINEERING, PROJECT MANAGER | S&B INFRASTRUCTURE, PROJECT MANAGER |
| SUBMITTED FOR LETTING: | |
| TEDSI INFRASTRUCTURE GROUP, PROJECT MANAGER | |

EXECUTIVE SUMMARY

- ❑ The Notice to Proceed (NTP) was issued to Pulice Construction Inc. (PCI) on February 15, 2022, with time charges commencing on March 17, 2022.
- ❑ The work under this contract shall be substantially completed within **1,264 CALENDAR** days [September 23, 2025] After Substantial Completion, Pulice will be allowed up to an additional 60 calendar days for Final Acceptance. Therefore, all improvements must be final accepted by [November 23, 2025].
- ❑ Working days will be charged Sunday through Saturday, including all holidays [with exception of:

New Year's Day (January 1st)

Independence Day (July 4th)

Labor Day (1st Monday in the month of September)

Thanksgiving Day and day after (4th Thursday and Friday in the month of November);

Christmas Eve and Day (December 24th and 25th)

Regardless of weather conditions, material availability, or other conditions not under the control of the Contractor, except as expressly provided for in the Contract. If Contractor fails to complete the work on or before the contract time, Pulice Construction Inc. agrees to pay the Authority \$16,500 per day as liquidated damages to cover losses, expenses and damages of the Authority for every calendar day which the Contractor fails to achieve substantial completion of the project.

- ❑ The total construction cost submitted \$295,932,420.25.

HCRMA 365 TOLL PROJECT CSJ#0921-02-368: CHANGE ORDER SUMMARY

HCRMA 365 TOLL PROJECT CSJ#0921-02-368: CHANGE ORDER SUMMARY

fifteen(15) approved Changes Order(s): **[\$8,489,698.80]** +0 days

| | | | | | |
|--------|------------|----------------------------------|-----------|-------------------|---------|
| CO#1 | 11/11/2021 | entering VECP process | +000 days | \$000,000,000.00 | .0% |
| CO#2 | 12/21/2021 | VECP Plan Revisions | +000 days | \$(14,208,622.30) | (4.80%) |
| CO#3 | 04/26/2022 | VECP Contractor Risk | +000 days | \$000,000,000.00 | (0%) |
| CO#4 | 01/24/2023 | Drill Shafts | +000 days | \$171,516.59 | 0.06% |
| CO#5 | 06/24/2023 | VECP True Realized Savings | +000 days | \$4,325,130.78 | 1.44% |
| CO#6 | 07/09/2024 | Depot Road remove cul-de-sac | +000 days | (-\$30,843.33) | (0.01%) |
| CO#7 | 07/09/2024 | Mission waterline conflict | +000 days | \$13,075.83 | 0.004% |
| CO#8 | 07/09/2024 | drill shaft casing conflict | +000 days | \$20,932.00 | 0.01% |
| CO#9 | 07/09/2024 | irrigation PVC / LHPP | +000 days | (-\$1,782.00) | (0%) |
| CO#10 | 07/09/2024 | TCP amendments | +000 days | \$249,919.32 | 0.08% |
| CO#11 | 07/09/2024 | add McColl driveway | +000 days | \$23,450.97 | 0.008% |
| CO#12 | 07/09/2024 | City of Pharr waterline | +000 days | \$135,487.78 | 0.005% |
| CO#13 | 07/09/2024 | Traffic signal/cntrl cabinets | +000 days | \$212,599.20 | 0.717% |
| CO#14 | 12/17/2024 | Replace pre-cast manholes CIP | +000 days | \$492,363.86 | 0.185% |
| CO#14R | 01/24/2024 | Replace pre-cast manholes CIP | +000 day | (-42,927.50) | 0.016% |
| CO#15 | 01/24/2025 | Site Specific Remobilization Fee | +000 days | \$150,000.00 | 0.056% |
| CO#16 | 08/26/2025 | Type R Rip Rap Jackson Bypass | +000 days | \$65,012.89 | 0.024% |

Change Order No.1 Summary: November 10, 2021, Resolution 2021-54

- The Primary purpose of Change Order No. 1 is for the HCRMA and contractor to enter a defined VECP proves to reduce the overall cost of the project based on a 30% design furnished by the contractor.
- Cost to the Project include: 30% of 5% of the project savings to the project or direct costs to the contractor, whichever is less. These costs are intended to pay the contractor for design work achieve a 30% design.
- The HCRMA assumes ownership of all design work developed by the contractor, and cost savings are shared by the HCRMA and contractor by 40% and 60% respectively.

Change Order No. 2 Summary: December 20, 2021, Resolution 2021-78

- Change order No. 2 amended the contract price from \$295,932,420.25 to \$281,723,797.95.
- By execution of Change Order No. 1, the contractor completed a 30% design to an effort to estimate cost savings for the project. Payment for the contractor’s initial design work is \$613,285.06 in accordance with calculations presented in Change Order No. 1. This is the only cost due to the contractor based on the execution of Change Order No. 2 and is non-participating.
- Notice to proceed was issued 2/15/2022, the HCRMA reimburse the contractor for the remaining design costs to not exceed 5% of the total cost savings. Payments made will be based upon design milestones at 60%, 90% and 100% completion and acceptance.



| | | |
|---|------------------|---------------------------------|
| VECP calculations for Contract Price of | \$281,723,797.95 | |
| VECP Gross Savings | \$38,010,382.63 | |
| Less est. Total Design Cost | \$1,943,648.45 | (Schematics + Final Design) |
| Less Est. Owner's Fees | \$545,178.43 | (GEC, Environmental, T&R Costs) |
| VECP Net Savings | \$35,521,555.75 | |
| 60% Contractor Saving: | \$21,312,933.45 | Paid as Progress Payments |
| 40% Contractor Saving: | \$14,208,622.30 | Reduced from original Project |

Change Order No. 3 Summary: April 26, 2022, Resolution 2022-36

- As provided for Contract Amendment #1 and Change Order No. 2, the Contractor's share of the net savings includes the "Contractor Risk" that the actual costs of implementing the approved VECP concepts in Change Order No. 2 may not result in the saving approved by the parties. To the extent total actual costs exceed the total amount approved, all overages due to errors, oversights, omissions, additions, or corrections to final units, final quantities, or final unit prices or costs increases shall be deducted from Contractor 60% portion of the net savings.
- To the extent actual costs exceed the amounts presented in Exhibit A, Contractor agrees that such overages due to errors, oversight, omission additions, or corrections to final units, quantities or unit pricing shall be deducted from contractor's 60% portion of the net savings (the "Contractor Risk").
- Contractor VECP Savings Payments.

Contractor's share of the savings shall be calculated and paid out as progress payments under the terms of the contract, as follows:

| Construction Progress | Proposed Savings Payment |
|-----------------------|--------------------------|
| 20% Completion | \$4,262,586.69 |
| 40% Completion | \$4,262,586.69 |
| 60% Completion | \$4,262,586.69 |
| 80% Completion | \$4,262,586.69 |
| Final Acceptance | <u>\$4,262,586.69</u> |
| | \$21,312,933.45 |

The parties agrees that if the savings are not apparent or justified during a designated progress period, all, or part of any such Savings Payment, on the recommendation of the General Engineering Consultant, may be (i) deferred to the next progress period or (iii) reduced to reflect the Contractor's Risk for unrealized savings/overages.

Change Order No. 4 Summary: January 24, 2023, Resolution 2023-05

Change Order No. 4 removes 1,524LF of Item 416-6005 Drill Shaft (42") introduces 48" drill shafts to incorporate detailed, finalized quantities and unit costs, and establishes State/Federal participation on modified unit costs, assuring compliance with the standard specifications included within the contract.

Change Order No. 4 introducing 1,585LF of Item 416-6006 Drill Shaft (48 IN) at a unit cost of \$308.39 LF for a net cost of \$171,516.59 to be fully paid by HCRMA [Owner].

Change Order No. 5 Summary: July 24, 2023, Resolution 2023-30

In lieu of \$38,010,382.63 savings, Contractor only can truly account for \$30,565,888. Contractor is claiming that of the \$7,444,494.63 shortfall, only \$3,186,525.45 is from Contractor's 60% at risk pool; additional \$4,257,969.18 are contributable to busts in original plans, design errors, and quantity mistakes and are to be attributed to HCRMA contingency [\$ 5,000,000.00 >>\$570,514.23].

- As provided for Contract Amendment #1 and Change Order No. 2, the Contractor's share of the net savings includes the "Contractor Risk" that the actual cost of implementing the approved VECP concepts in Change Order No. 2 may not result in the saving approved by the parties. To the extent, total actual costs exceed total amount approved, all overage due to errors, oversights, omissions, additions, or corrections to final units, final quantities, or final unit prices or costs increases, shall be deducted from Contractor 60% portion of the net savings. **The unrealized savings presented are \$3,186,525.45.**
 - To the extent actual costs exceed the amounts presented in Exhibit A, contractor agrees that such overages due to errors, oversight, omission additions, or corrections to the final units, quantities or unit pricing shall be deducted from contractor's 60% portion of the net savings (the "Contractor Risk"),
 - Contractor VECP Savings Payments **are amended, as such:**

Contractor's share of the saving shall be calculated and paid out as progress payments under the terms of the contract, as follows:

| Construction Progress | Proposed Savings Payment | Paid Date |
|-----------------------|---|-----------|
| **20% Completion | \$4,262,586.69 | 12/22/22 |
| 40% Completion | \$4,262,586.69 \$3,728,764.51 | 01/17/24 |
| 60% Completion | \$4,262,586.69 \$3,728,764.51 | 12/26/24 |
| 80% Completion | \$4,262,586.69 \$3,728,764.51 | Not Paid |
| Final Acceptance | \$4,262,586.69 \$3,728,764.52 | Not Paid |
| | \$21,312,933.45 \$19,177,644.74 | |

**[\$19,177,644.74 - \$11,720,115.71 = \$7,457,529.02] Remaining Balance

Change Order No. 6 - 13 Summary: July 9, 2024, Resolution 2024-27

The sum of change orders proves a net cost increase of \$ 622,839.77 to be fully paid by the HCRMA [Owner]. Establishing a new revised contract price of \$286,843,285.09 with no additional time; and incorporates detailed, finalized quantities and unit costs; and establishes State/Federal participation on modified unit costs, assuring compliance with the standard specifications included within the contract. These are compilations of various Field Changes:

Change Order No. 6 Summary: (-\$30,843.33)

The scope of this change is to compensate for the changes related to Depot Road (southbound frontage road for SP115) which will remain in place at the directive of TxDOT. The existing SB frontage road (Depot) will be left in place in lieu of obliteration and cul-de-sac. As a result, the proposed levee will be reduced, guard rail and rail Ty T80PP will be added to protect columns. In addition, the TCP is revised to allow for the phased additional work.

Change Order No. 7 Summary: \$13,075.83

This change resolves an unanticipated utility conflict between the city of Mission 16" waterline casing and proposed drainage line at station 649+00. In lieu of the proposed 5' x 5', an 8'x8' Conflict Manhole must be installed to accommodate construction.

Change Order No. 8 Summary: \$20,932.00

The 60" drill shafts from FM 494 Bent 2 conflict with placed 24" water line casing. The existing 24" RCP CL V water line casing would need to be removed and relayed using the same pipe. Estimated damaged pipe would need to be new RCP.

Change Order No. 9 Summary: (-\$1,782.00)

Due to existing field conditions, the irrigation line from station 752+36.15 to 760+66.11 increased from 18" Pressure Irrigation PVC pipe to 36" LHPP. CO#5 instrumented replacement to 36" LHPP. However, due to immediate material need and unavailability, a 30" LHPP was placed in lieu of 36".

Change Order No. 10 Summary: \$249,919.32

Pertinent plan sheets depicted traffic control plan implementing portable concrete traffic barriers and crash cushion appurtenances for safety of traveling public; however, items were not included in estimate.

Change Order No. 11 Summary: \$23, 450.97

This change adjusts items per driveway revisions on McColl Rd. The proposed NW driveways were revised to provide better access for the local businesses and to add end treatment components for safety purposes at driveway intersections.

Change Order No. 12 Summary: \$135,487.78

The scope of this change is to add and adjust items related to the 18" waterline relocation. Items were accounted in plans but not placed on estimate.

Change Order No. 13 Summary: \$212,599.20

TS pole mounted cabinets (TY 2 CONF 2) to be installed, attached to the vertical mast of existing and proposed traffic signal poles. Installing ITS cabinets on traffic signal poles is not per TxDOT standard. Cabinets are to be installed as ground mounted to specifications.

Change Order No. 14 Summary: January 24, 2025: Resolution 2025-07 \$449,436.36

PCI was directed to replace pore-cast manholes originally bin in contract to meet third party governmental agency demand for cast-in-place manholes within jurisdictional boundaries.

***Change Order No. 15 Summary: January 24, 2025: Resolution 2025-08 \$150,00.00**

Due to ongoing requests from third party governmental agency, unanticipated parameters and numerous conditional changes in requirements, untimely review of requested changes, and unavailability of service lines various subcontractors of Pulice Construction Inc. have encountered scheduling delays. These delays incur expenses in scheduling crews and mobilizing specialized equipment. The presented conditions are beyond their control.

The sum of Change Orders proves a net cost increase \$622,839.77 to be fully paid by HCRMA [Owner]. Establishing a new revised contract price of \$287,442,721.45 with no additional time; and incorporates detailed finalized quantities and unit costs; and establishes State/Federal participation on modified unit costs, assuring compliance with the standard specifications included within the contract.

Change Order No. 16 Summary: August 26, 2025: Resolution 2025-55 \$65,012.89

On 12/20/2024 HCRMA received request (third party) to extend scour protection along the canal base and interior side slopes of proposed Jackson by-pass. RipRap (Stone TY R) (DRY) (12IN) was not included in the original Contract. C.O. amends riprap type from "common" to TY R (dry) total of 196 CY [\$331.70 per CY] for total cost of \$65,012.89.

PROJECT PRODUCTION

❑ CAPTURING VECP PACKETS

02/08/23 VECP Team met, exchanged concepts, formats
03/08/23 VECP meeting formal report submitted
04/20/23 VECP concepts completed and negotiations underway
07/07/23 New revised baseline schedule
07/10/23 CO#5 terms and conditions
02/23/24 CO#6 conditions and negotiations
07/09/24 CO#6 - 13 various
01/24/25 CO#14 rev CIP manholes
01/24/25 CO#15 site specific remobilization fees

❑ FORMAL SUBMITTALS, REVIEW OF DOCUMENTS

- RFIs 257
- SUBMITTALS 243

❑ TESTING [Soils/Concrete]

- Levees / embankment / select fill
- Drill shafts / bents / slab
- Roadway: limed subgrade / cement treated base / CRCP / SSCB
- MSE Backfill
- Irrigation Structures

❑ ENVIRONMENTAL JUSTICES [SW3Ps] Archeological Sites

❑ EMBANKMENT: Shary / SH336 / SP115 / Jackson/ Dicker/ Highline / McColl / Anaya / Cage

❑ UNDERGROUND WORK: Storm Sewer / Irrigation structures / Tolling Conduit

❑ LEVEE Work: Ware / Jackson / US281

❑ Bridge Substructure FM494 / Floodway / SP115 / SH336/ McColl / Ditch Bridge / Highline / Anaya

- BEAMS SET: McColl / Canal Bridge / Floodway- SP115 / FM494/ SH336 / Anaya / Dicker

❑ RETAINING WALLS Highline / Anaya / SP115 / SH336 / Jackson / US281



S. CAGE 18" WATER LINE RELOCATION STA. 1087+93



IRD AT THOMAS INTERSETION LOOKING N.W.



N.W. OF DICKER RD. LOOKING SOUTH



Business: HCRMA
Project Name: 365 TOLL PROJECT CSJ:0921-02-368 ALN#20.205
Project Description: GREENFIELD PROJECT, PRINCIPAL ARTERIAL, CONTROLLED ACCESS HIGHWAY, TOLL IMPROVEMENT, CSJ: 0921-02-368 ALN#:20.205
Prime Contractor: PULICE CONSTRUCTION, INC.
Notice to Proceed Date: 2/15/2022
Construction Start Date: 3/17/2022
Awarded Project Amount: \$ 295,932,420.25
Net Change by Change Orders: \$ (29,362,401.47)
Authorized Project Amount: \$ 266,570,018.78

Payment History:

| Payment Number | Pay Period Start | Pay Period End | Payment Amount | Payment To Date | Payment Status | Monthly Production % | Cummulative % |
|----------------|------------------|----------------|--------------------------|-------------------|----------------|----------------------|---------------|
| 40 | 7/1/2025 | 7/31/2025 | \$ 2,860,565.47 | \$ 184,567,440.22 | Pending | 1.07 | 69.24 |
| 39 | 6/1/2025 | 6/30/2025 | \$ 3,118,773.69 | \$ 181,706,874.75 | Paid | 1.17 | 68.16 |
| 38 | 5/1/2025 | 5/31/2025 | \$ 3,864,124.73 | \$ 178,588,101.06 | Paid | 1.45 | 66.99 |
| 37 | 4/1/2025 | 4/30/2025 | \$ 1,945,776.17 | \$ 174,723,976.33 | Paid | 0.73 | 65.55 |
| 36 | 3/1/2025 | 3/31/2025 | \$ 5,405,968.53 | \$ 172,778,200.16 | Paid | 2.03 | 64.82 |
| 35 | 2/1/2025 | 2/28/2025 | \$ 6,298,109.35 | \$ 167,372,231.63 | Paid | 2.36 | 62.79 |
| 34 | 12/29/2024 | 1/31/2025 | \$ 5,697,310.43 | \$ 161,074,122.28 | Paid | 2.14 | 60.42 |
| 33 | 12/1/2024 | 12/28/2024 | \$ 5,656,543.46 | \$ 155,376,811.85 | Paid | 2.12 | 58.29 |
| 32 | 10/16/2024 | 11/30/2024 | \$ 8,822,222.41 | \$ 149,720,268.39 | Paid | 3.31 | 56.17 |
| 31 | 9/16/2024 | 10/15/2024 | \$ 3,169,850.18 | \$ 140,898,045.98 | Paid | 1.19 | 52.86 |
| 30 | 8/16/2024 | 9/15/2024 | \$ 3,999,289.82 | \$ 137,728,195.80 | Paid | 1.50 | 51.67 |
| 29 | 7/16/2024 | 8/15/2024 | \$ 5,786,638.29 | \$ 133,728,905.98 | Paid | 2.17 | 50.17 |
| 28 | 6/16/2024 | 7/15/2024 | \$ 2,006,402.82 | \$ 127,942,267.69 | Paid | 0.75 | 48.00 |
| 27 | 5/16/2024 | 6/15/2024 | \$ 3,637,006.93 | \$ 125,935,864.87 | Paid | 1.36 | 47.24 |
| 26 | 4/16/2024 | 5/15/2024 | \$ 2,271,351.76 | \$ 122,298,857.94 | Paid | 0.85 | 45.88 |
| 25 | 3/16/2024 | 4/15/2024 | \$ 5,798,909.13 | \$ 120,027,506.18 | Paid | 2.18 | 45.03 |
| 24 | 2/16/2024 | 3/15/2024 | \$ 2,969,884.58 | \$ 114,228,597.05 | Paid | 1.11 | 42.85 |
| 23 | 1/16/2024 | 2/15/2024 | \$ 4,352,674.67 | \$ 111,258,712.47 | Paid | 1.63 | 41.74 |
| 22 | 12/16/2023 | 1/15/2024 | \$ 3,798,704.58 | \$ 106,906,037.80 | Paid | 1.43 | 40.10 |
| 21 | 11/16/2023 | 12/15/2023 | \$ 7,678,808.97 | \$ 103,107,333.22 | Paid | 2.88 | 38.68 |
| 20 | 10/16/2023 | 11/15/2023 | \$ 6,172,155.46 | \$ 95,428,524.25 | Paid | 2.32 | 35.80 |
| 19 | 9/16/2023 | 10/15/2023 | \$ 5,115,697.33 | \$ 89,256,368.79 | Paid | 1.92 | 33.48 |
| 18 | 8/16/2023 | 9/15/2023 | \$ 7,157,089.08 | \$ 84,140,671.46 | Paid | 2.68 | 31.56 |
| 17 | 7/16/2023 | 8/15/2023 | \$ 5,532,158.94 | \$ 76,983,582.38 | Paid | 2.08 | 28.88 |
| 16 | 6/16/2023 | 7/15/2023 | \$ 2,803,225.26 | \$ 71,451,423.44 | Paid | 1.05 | 26.80 |
| 15 | 5/16/2023 | 6/15/2023 | \$ 2,402,150.75 | \$ 68,648,198.18 | Paid | 0.90 | 25.75 |
| 14 | 4/16/2023 | 5/15/2023 | \$ 1,672,812.23 | \$ 66,246,047.43 | Paid | 0.63 | 24.85 |
| 13 | 3/16/2023 | 4/15/2023 | \$ 2,302,505.87 | \$ 64,573,235.20 | Paid | 0.86 | 24.22 |
| 12 | 2/16/2023 | 3/15/2023 | \$ 1,571,621.63 | \$ 62,270,729.33 | Paid | 0.59 | 23.36 |
| 11 | 1/16/2023 | 2/15/2023 | \$ 1,519,297.77 | \$ 60,699,107.70 | Paid | 0.57 | 22.77 |
| 10 | 12/16/2022 | 1/15/2023 | \$ 943,705.68 | \$ 59,179,809.93 | Paid | 0.35 | 22.20 |
| 9 | 11/15/2022 | 12/15/2022 | \$ 8,892,613.75 | \$ 58,236,104.25 | Paid | 3.34 | 21.85 |
| 8 | 10/15/2022 | 11/14/2022 | \$ 4,085,602.35 | \$ 49,343,490.50 | Paid | 1.53 | 18.51 |
| 7 | 9/16/2022 | 10/14/2022 | \$ 1,427,873.36 | \$ 45,257,888.15 | Paid | 0.54 | 16.98 |
| 6 | 8/19/2022 | 9/15/2022 | \$ 657,136.92 | \$ 43,830,014.79 | Paid | 0.25 | 16.44 |
| 5 | 7/20/2022 | 8/18/2022 | \$ 378,458.17 | \$ 43,172,877.87 | Paid | 0.14 | 16.20 |
| 4 | 6/21/2022 | 7/19/2022 | \$ 2,793,575.17 | \$ 42,794,419.70 | Paid | 1.05 | 16.05 |
| 3 | 6/1/2022 | 6/20/2022 | \$ 2,336,832.39 | \$ 40,000,844.53 | Paid | 0.88 | 15.01 |
| 2 | 5/1/2022 | 5/31/2022 | \$ 14,029,200.82 | \$ 37,664,012.14 | Paid | 5.26 | 14.13 |
| 1 | 2/15/2022 | 4/30/2022 | \$ 23,634,811.32 | \$ 23,634,811.32 | Paid | 8.87 | 8.87 |
| Total: | | | \$ 184,567,440.22 | | | | |

| MOH: | | |
|-----------------|-----------------|-----------------|
| PAID | RECOVERED | REMAINING |
| \$49,395,124.20 | \$25,193,891.40 | \$24,201,232.80 |

General Information

Project

Work Type
Heavy Highway

Location



Texas Parks & Wildlife, CONANP, Esri, Tom... Powered by Esri

Coordinates
26.14052384945899, -98.24062242016183

Location
FM-396 (ANZALDUAS HIGHWAY) TO US-281 MILITARY HIGHWAY

Esri Integration
On

Management

Prime Contractor
PULICE CONSTRUCTION, INC.

Project Manager
Ramon Navarro, IV., P.E.

Managing Office
HCRMA Construction Department

Created By
Sergio Mandujano

Awarded Amount
\$295,932,420.25

Authorized Amount
\$266,570,018.78

Approved Changes
-\$29,362,401.47

Description

GREENFIELD PROJECT, PRINCIPAL ARTERIAL, CONTROLLED ACCESS HIGHWAY, TOLL IMPROVEMENT, CSJ: 0921-02-368
ALN#:20.205

Amount Paid

Amount paid so far
\$181,706,874.75

61%

of your
Awarded
\$295,932,420.25

68%

of your
Authorized
\$266,570,018.78

100%

of your
Approved Payments
\$181,706,874.75

Important Dates

Date Created
Apr 22, 2022

Notice to Proceed
Feb 15, 2022

Construction Start
Mar 17, 2022

Work Completion
Sep 23, 2025

Progress

Time Complete: 1231 Days

Time Remaining: 33 Days

97%

Amount Posted: \$161,938,408.56

55%

Awarded Amount: \$295,932,420.25

Amount Posted: \$161,938,408.56

61%

Authorized Amount: \$266,570,018.78

Total Retainage
\$0.00

Retainage Released
\$0.00

Liquidated Damages
\$0.00

Figure 2 and Table 4 provides PCI's actual and estimated construction expenditures from NTP to Final Acceptance. Currently, PCI's actual cumulative expenses are behind original planned expenditures.

FIGURE 2 – GENERAL CONTRACTOR ACTUAL AND PLANNED EXPENDITURES

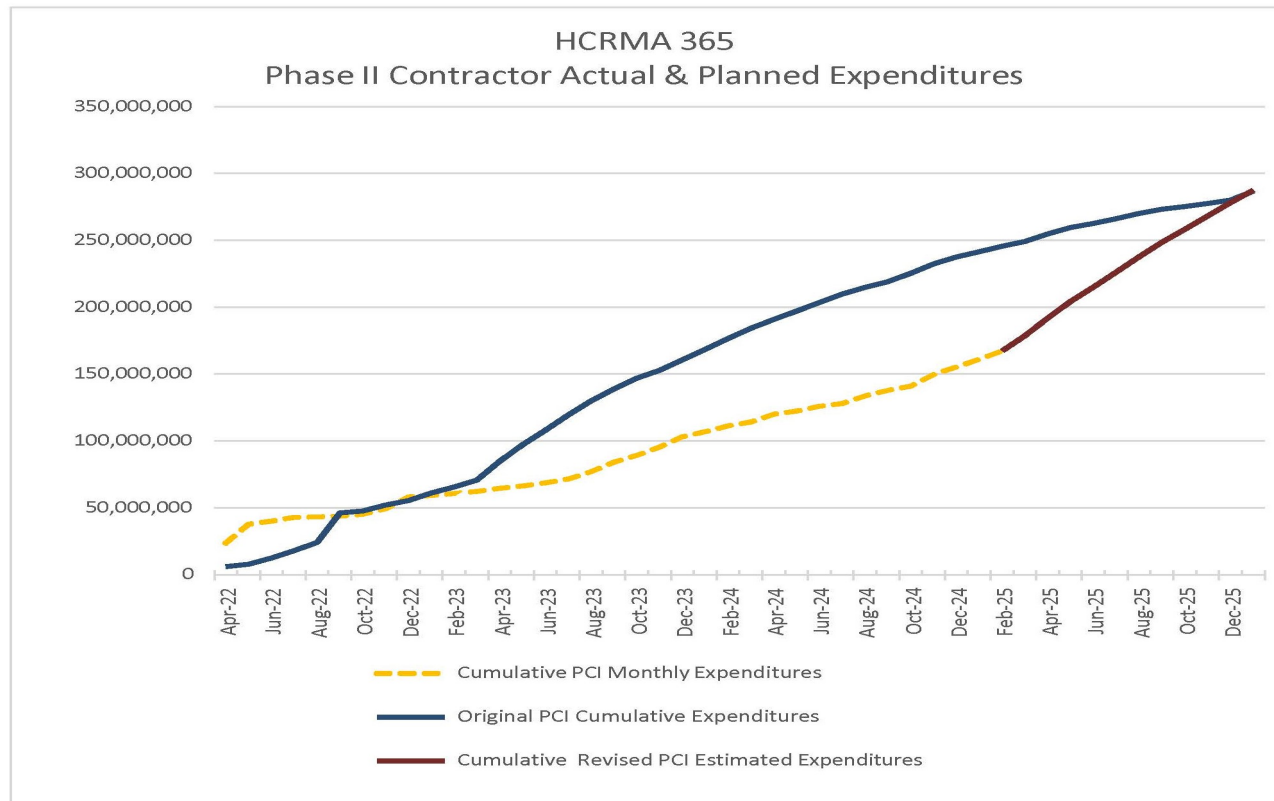


TABLE 4 – GENERAL CONTRACTOR ACTUAL AND PLANNED EXPENDITURES

| PCI ACTUAL & ESTIMATED EXPENDITURES | | | | |
|-------------------------------------|------|---------------------------------|-------------------------------------|--------------------------------------|
| Month | Draw | Actual PCI Monthly Expenditures | Cumulative PCI Monthly Expenditures | Original PCI Cumulative Expenditures |
| Apr-22 | 1 | 23,634,811 | 23,634,811 | 6,000,000 |
| May-22 | 2 | 14,029,201 | 37,664,012 | 7,600,000 |
| Jun-22 | 3 | 2,336,832 | 40,000,845 | 12,250,000 |
| Jul-22 | 4 | 2,793,575 | 42,794,420 | 17,790,000 |
| Aug-22 | 5 | 378,458 | 43,172,878 | 24,090,000 |
| Sep-22 | 6 | 657,137 | 43,830,015 | 46,010,000 |
| Oct-22 | 7 | 1,427,873 | 45,257,888 | 47,550,000 |
| Nov-22 | 8 | 4,085,602 | 49,343,491 | 51,870,000 |
| Dec-22 | 9 | 8,892,614 | 58,236,104 | 55,240,000 |
| Jan-23 | 10 | 943,706 | 59,179,810 | 61,000,000 |
| Feb-23 | 11 | 1,519,298 | 60,699,108 | 65,460,000 |
| Mar-23 | 12 | 1,571,622 | 62,270,729 | 70,520,000 |
| Apr-23 | 13 | 2,302,506 | 64,573,235 | 84,700,000 |
| May-23 | 14 | 1,672,812 | 66,246,047 | 97,140,000 |
| Jun-23 | 15 | 2,402,151 | 68,648,198 | 107,920,000 |
| Jul-23 | 16 | 2,803,225 | 71,451,423 | 119,350,000 |
| Aug-23 | 17 | 5,532,159 | 76,983,582 | 129,760,000 |
| Sep-23 | 18 | 7,157,089 | 84,140,671 | 138,670,000 |
| Oct-23 | 19 | 5,115,697 | 89,256,369 | 146,910,000 |
| Nov-23 | 20 | 6,172,155 | 95,428,524 | 152,800,000 |
| Dec-23 | 21 | 7,678,809 | 103,107,333 | 160,500,000 |
| Jan-24 | 22 | 3,798,705 | 106,906,038 | 168,310,000 |
| Feb-24 | 23 | 4,352,675 | 111,258,712 | 176,590,000 |
| Mar-24 | 24 | 2,969,885 | 114,228,597 | 184,260,000 |
| Apr-24 | 25 | 5,798,909 | 120,027,506 | 190,740,000 |
| May-24 | 26 | 2,271,352 | 122,298,858 | 196,970,000 |
| Jun-24 | 27 | 3,637,007 | 125,935,865 | 203,410,000 |
| Jul-24 | 28 | 2,006,403 | 127,942,268 | 209,700,000 |
| Aug-24 | 29 | 5,786,638 | 133,728,906 | 214,770,000 |
| Sep-24 | 30 | 3,999,290 | 137,728,196 | 218,930,000 |
| Oct-24 | 31 | 3,169,850 | 140,898,046 | 225,190,000 |
| Nov-24 | 32 | 8,822,222 | 149,720,268 | 232,390,000 |
| Dec-24 | 33 | 5,656,543 | 155,376,812 | 237,510,000 |
| Jan-25 | 34 | 5,697,310 | 161,074,122 | 241,320,000 |
| Feb-25 | 35 | 6,298,109 | 167,372,232 | 245,540,000 |
| Mar-25 | 36 | 5,405,968 | 172,778,200 | 249,050,000 |
| Apr-25 | 37 | 1,945,776 | 174,723,976 | 254,690,000 |
| May-25 | 38 | 3,864,124 | 178,588,101 | 259,550,000 |
| Jun-25 | 39 | 3,118,774 | 181,706,875 | 262,560,000 |
| Jul-25 | 40 | 2,860,565 | 184,567,440 | 266,140,000 |
| Aug-25 | | | | 269,970,000 |
| Sep-25 | | | | 273,300,000 |
| Oct-25 | | | | 275,230,000 |
| Nov-25 | | | | 277,520,000 |
| Dec-25 | | | | 279,970,000 |
| Jan-26 | | | | 286,723,798 |

Notes:

1) "Original PCI Cumulative Expenditures" denote PCI's original expenditure plan and totals amount after VE adjustments (\$281,723,798)

