



BOARD OF DIRECTORS MEETING FOR MAY 2026

HCRMA Board of Directors

Robert L. Lozano, Chairman

Juan Carlos Del Ángel, Vice-Chairman

Michael J. Williamson, Secretary/Treasurer

Jose Maria “Joe” Ochoa, Director

Joe Daniel Olivarez, Director

Javier Peña, Director

Nick Rhodes, Director

HCRMA Administrative Staff

Daniel Garcia, PE, Executive Director

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

Ruben Alfaro, PE, Development Eng.

General Engineering Consultant

HDR Engineering Inc.

Report on HCRMA Development Activities and Construction Activity

Chief Construction Engineer - Ramon Navarro IV, PE, CFM
Development Engineer - Ruben Alfaro, PE, CFM, PMP



Overview

- ❑ 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:

April 1, 2026 – April 30, 2026

	Current Year	2025	% CHANGE
Total Permits Issued:	6,342	5,635	12.55%
Total Amount Collected:	\$ 1,331,888.88	\$ 1,149,596.00	15.86%
■ Convenience Fees:	\$ 25,436.88	\$ 22,596.00	
■ Total Permit Fees:	\$ 1,306,452.00	\$ 1,127,000.00	
– Pro Miles:	\$ 19,026.00	\$ 16,905.00	
– TxDOT (On system):	\$ 1,110,484.20	\$ 944,707.75	
– Local (Off system):	\$ -	\$ 13,242.25	
– HCRMA:	\$ 176,941.80	\$ 152,145.00	16.30%

Effective January 1, 2026, permit fee increased from \$200 to \$206

Convenience fees: 3% of Credit Card Payment

Pro Miles: \$3 per Permit.

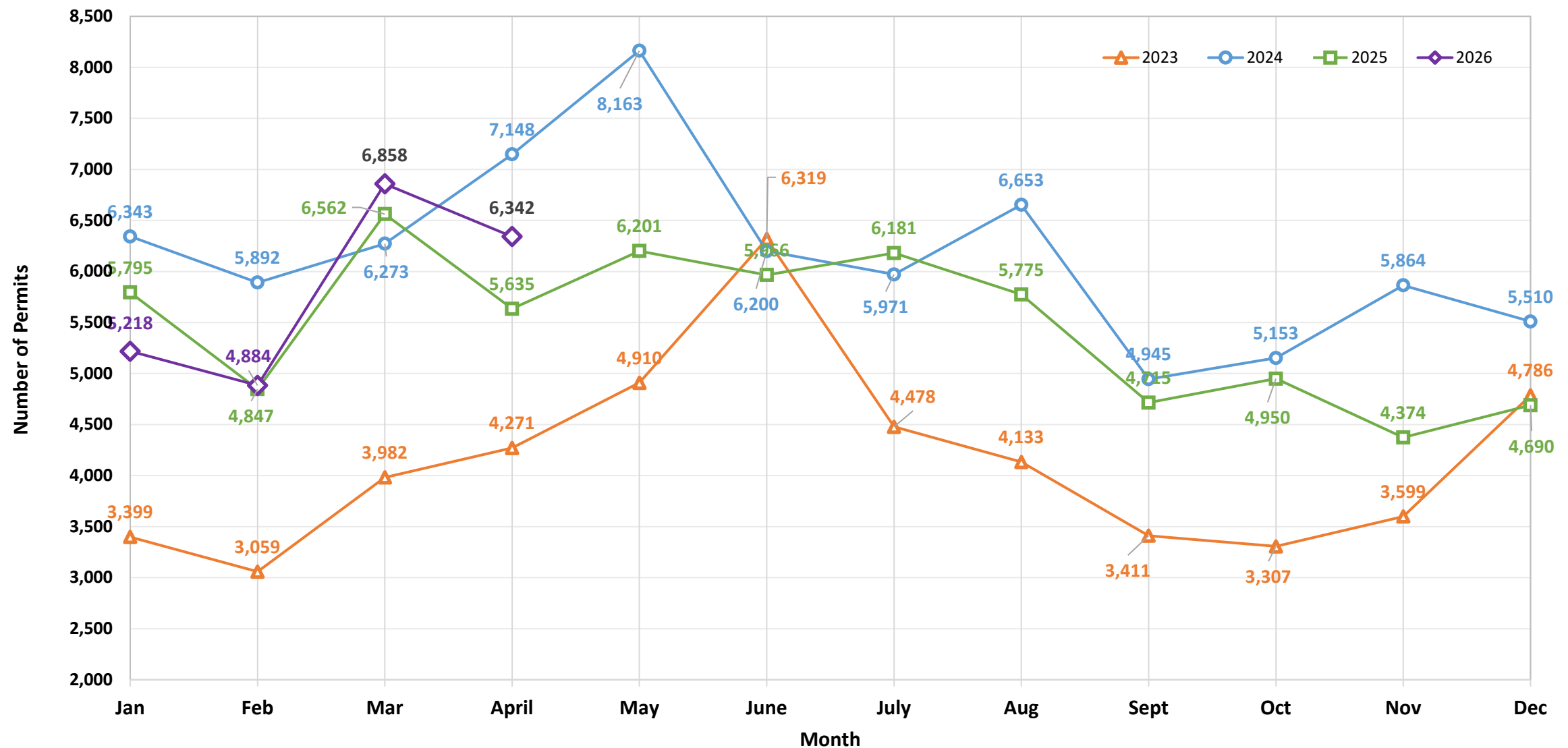
TxDOT & Local: 85% of Total Permit fees.

HCRMA: Remaining of Total Permit fees.



Permit Totals by Month (2023–2026)

Overweight/Oversized Permit Count
2023 - 2026 Monthly Comparison



TOP PERMIT USERS:

April 1, 2026 – April 30, 2026

	Company Name	Permit Count	Load Description
1	Pedro Espino Diaz	166	Food Products
2	Transportes Refrigerados Galvan SA de CV	145	Food Products
3	Servicios Aduanales RM	121	Food Products
4	Jesus M. Valdez Garcia	107	Food Products
5	Daniel Romero Garcia DBA Transportes DR	100	Food Products
6	VICE Negocios Agropecuarios y Asociados SA de CV	100	Food Products
7	Fletera Internacional ELGO SA de CV	90	Food Products
8	Sara Jimenez Gomez	88	Food Products
9	Logistica en Carga Refrigerada SA de CV	87	Food Products
10	Castelo Logistics SA de CV	86	Food Products



Current Year	2025	% CHANGE
Total Amount Collected	\$ 4,892,152.04	\$ 4,665,348.00 4.86%
Convenience Fees	\$ 93,458.04	\$ 97,548.00 -4.20%
Total Permit Fees	\$ 4,798,694.00	\$ 4,567,800.00 5.05%
Pro Miles	\$ 69,906.00	\$ 68,517.00 2.03%
TxDOT (On system)	\$ 4,078,889.90	\$ 3,828,958.35 6.53%
Local (Off system)	\$ -	\$ 53,671.65 -53.67%
HCRMA	\$ 649,898.10	\$ 616,653.00 5.39%

YEARLY OVERWEIGHT REPORT:

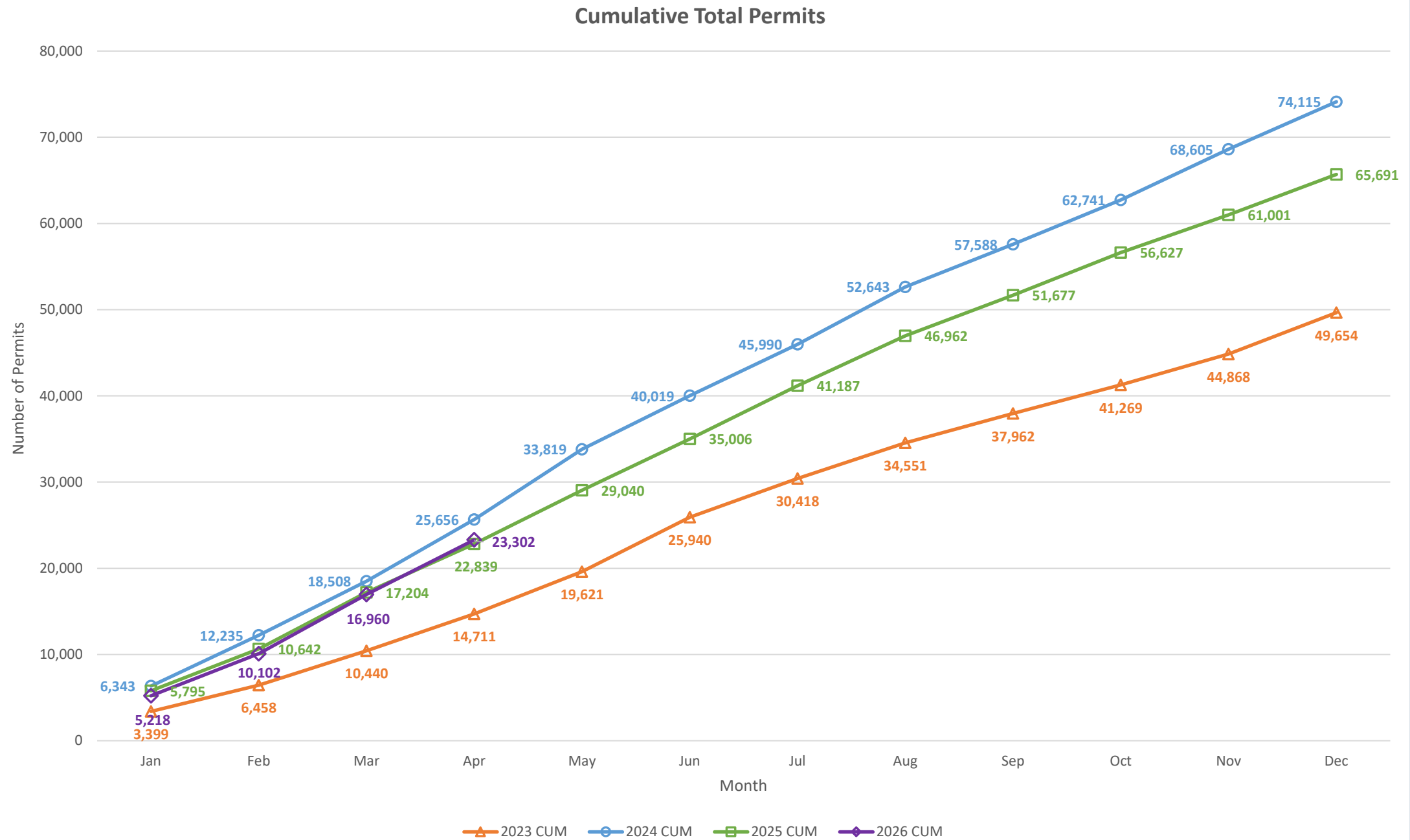
January 1, 2026 – April 30, 2026

	Current Year	2025	% CHANGE
Total Permits Issued:	23,302	22,839	2.03%
Total Amount Collected:	\$ 4,892,152.04	\$ 4,665,348.00	4.86%
■ Convenience Fees*:	\$ 93,458.04	\$ 97,548.00	
■ Total Permit Fees:	\$ 4,798,694.00	\$ 4,567,800.00	
– Pro Miles:	\$ 69,906.00	\$ 68,517.00	
– TxDOT (On system):	\$ 4,078,889.90	\$ 3,828,958.35	
– Local (Off system):	\$ -	\$ 53,671.65	
– HCRMA:	\$ 649,898.10	\$ 616,653.00	5.39%

Effective January 1, 2026, permit fee increased from \$200 to \$206
 Convenience fees: 3% of Credit Card Payment
 Pro Miles: \$3 per Permit.
 TxDOT & Local: 85% of Total Permit fees.
 HCRMA: Remaining of Total Permit fees.



Cumulative Permit Totals by Month (2023–2026)



ACCUMULATED OVERWEIGHT REPORT:

January 1, 2014 – April 30, 2026

Total Permits Issued:	477,816
Total Amount Collected:	\$ 86,535,320.04
■ Convenience Fees:	\$ 1,727,738.28
■ Total Permit Fees:	\$ 84,807,581.76
– Pro Miles:	\$ 1,407,618.00
– TxDOT (On system):	\$ 71,891,169.51
– Local (Off system):	\$ 153,497.30
– HCRMA:	\$ 11,355,297.30



DEVELOPMENT UPDATES:

- Completed Base Fee negotiations with Consor Engineers for Segments A, C, E and F. Scoping and schedule meetings completed, waiting on work authorization from Consor Engineers.





HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

BOARD OF DIRECTORS MEETING FOR MAY 2026

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Ruben Alfaro, PE, Development Eng.

Celia Gaona, CIA, Chief Auditor/Compliance Ofcr.

Jose Castillo, Chief Financial Ofcr.

General Engineering Consultant

HDR Engineering Inc.

www.hcrma.net

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

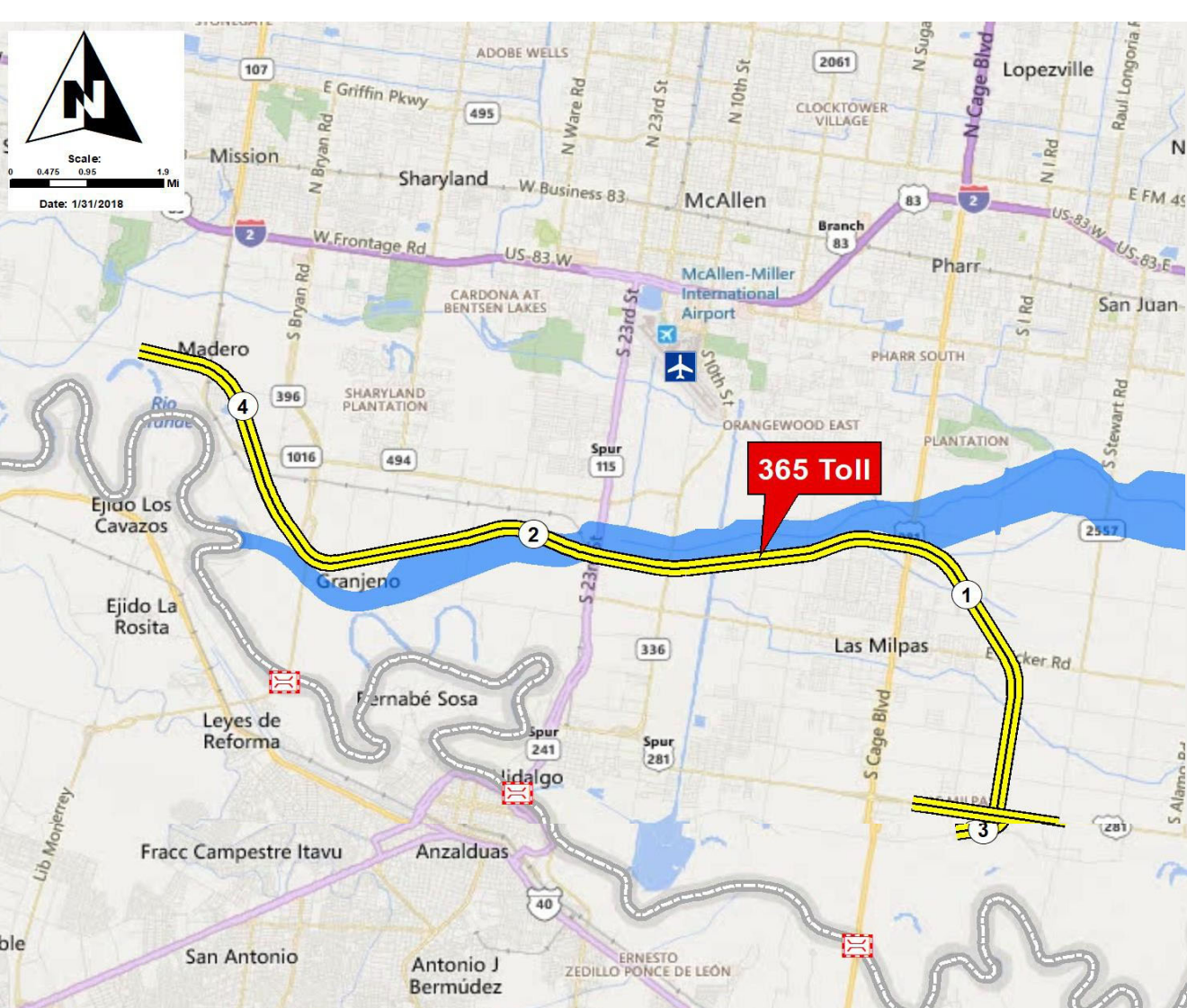
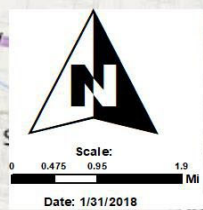


- ❑ 365 Toll Intergration Project
- ❑ 365 Tollway Civil Project

MISSION STATEMENT:

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





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



365 TOLL SEGS. 1 & 2 LIMITS FROM FM 396 / ANZ. HWY.
TO US 281 / BSIF CONNECTOR (365 SEG. 3)
365 TOLL SEG. 4 LIMITS FROM FM 1016 / CONWAY AVE
TO FM 396 / ANZ. HWY. (FUTURE CONSTRUCTION)



365 TOLLWAY COLLECTION SYSTEM INSTALLATION, INTEGRATION & MAINTENANCE PROJECT



365 Tollway Implementation Board Progress Report

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY
203 W. Newcombe Ave Pharr, Texas 78577



April 28, 2026



Project Background

365 Tollway – Toll System Integration

Project Description

The Toll System Integration project includes the preliminary design, final design, development, deployment, testing, and commissioning of the 365 Toll System.

- 4 Mainline Gantries
- 5 Ramp Gantries
- Roadside Collection System
- Commercial Back-Office System
- Integration with third-party back-office and customer service center (HCTRA/CCRMA) for revenue collection

<https://www.hcrma.net>



Toll System Integrator responsible for:

- Development, implementation, and testing
- Operations & Maintenance
- Roadside Equipment
- Operational Back Office



Tolling Consultant responsible for:

- Preliminary Design
- Oversight of final design, development and testing
- Cost estimates and toll system cash flow forecasting
- Training and development of HCRMA staff

Project Background

365 Tollway – Toll System Integration

Contract Status

- SICE Tolling
 - Competitive bid process with 5 proposers
 - Lowest bid **and** Highest Value
- Notice to Proceed: July 6, 2023

Cost	Original Contract	Current Contract
Capital Cost	\$8,228,923.00	\$8,874,094.00
Operations (5 yrs)	\$5,751,746.00	\$5,751,746.00
Total Cost	\$13,980,669.00	\$14,625,840.00

- Cost to-Date: \$4.7M (53% of capital cost)

Change Orders

Change Order 1

- Mono-Gantry Solution and Large Truck Classification
- Reduce infrastructure and increase revenue
- Cost: \$645,171

Change Order 2

- Modified Go-Live Date
- Implement Soft-Go-Live three months early
- Cost: Under Review

SICE INC. - CONSTRUCTION PHASE

Contract Amount **\$9,754,067.62**

Invoice Number	Date	365 Toll Collection System Installation Integration	Billing Amount	Retainage	Invoice Amount	Percentage %
365TCS- INV-0001	8/1/2023	Contract Signature & Performance Bond, Monthly Mgmt. Fee, and Delivery of Payment & Performance Bond	\$ 734,715.04	\$ (73,471.50)	\$ 661,243.54	6.78%
365TCS- INV-0002	9/1/2023	Milestone Draw Request	\$ 197,153.58	\$ (19,715.36)	\$ 177,438.22	1.82%
365TCS-INV-0003	10/1/2023	Milestone Draw Request	\$ 223,885.56	\$ (22,388.56)	\$ 201,497.00	2.07%
365TCS-INV-0004	11/1/2023	Milestone Draw Request	\$ 157,550.80	\$ (15,755.08)	\$ 141,795.72	1.45%
365TCS-INV-0005	12/1/2023	Milestone Draw Request	\$ 38,742.00	\$ (3,874.20)	\$ 34,867.80	0.36%
365TCS-INV-0006	1/1/2024	Milestone Draw Request	\$ 38,742.00	\$ (3,874.20)	\$ 34,867.80	0.36%
365TCS-INV-0007	2/1/2024	Milestone Draw Request	\$ 38,742.00	\$ (3,874.20)	\$ 34,867.80	0.36%
365TCS-INV-0008	3/1/2024	Milestone Draw Request	\$ 84,285.22	\$ (8,428.52)	\$ 75,856.70	0.78%
365TCS-INV-0009	4/1/2024	Milestone Draw Request	\$ 209,935.38	\$ (20,993.54)	\$ 188,941.84	1.94%
365TCS-INV-0010	5/1/2024	Milestone Draw Request	\$ 53,593.10	\$ (5,359.31)	\$ 48,233.79	0.49%
365TCS-INV-0011	5/31/2024	Milestone Draw Request	\$ 53,593.10	\$ (5,359.31)	\$ 48,233.79	0.49%
365TCS-INV-0012	7/11/2024	Milestone Draw Request	\$ 38,742.00	\$ (3,874.20)	\$ 34,867.80	0.36%
365TCS-INV-0013	7/18/2024	Milestone Draw Request	\$ 70,424.50	\$ (7,042.45)	\$ 63,382.05	0.65%
365TCS-INV-0014	8/20/2024	Milestone Draw Request	\$ 38,742.00	\$ (3,874.20)	\$ 34,867.80	0.36%
365TCS-INV-0015	9/20/2024	Milestone Draw Request	\$ 38,742.00	\$ (3,874.20)	\$ 34,867.80	0.36%
365TCS-INV-0016	10/22/2024	Milestone Draw Request	\$ 53,593.10	\$ (5,359.31)	\$ 48,233.79	0.49%
365TCS-INV-0017	11/18/2024	Milestone Draw Request	\$ 66,464.36	\$ (6,646.44)	\$ 59,817.92	0.61%
365TCS-INV-0018N	1/1/2025	Milestone Draw Request	\$ 38,742.00	\$ (3,874.20)	\$ 34,867.80	0.36%
365TCS-INV-0019	1/20/2025	Milestone Draw Request	\$ 38,742.00	\$ (3,874.20)	\$ 34,867.80	0.36%
365TCS-INV-0020	3/1/2025	Milestone Draw Request	\$ 58,543.62	\$ (5,854.36)	\$ 52,689.26	0.54%
365TCS-INV-0021	4/1/2025	Milestone Draw Request	\$ 121,908.16	\$ (12,190.82)	\$ 109,717.34	1.12%
365TCS-INV-0022	5/1/2025	Milestone Draw Request	\$ 484,299.12	\$ (15,891.91)	\$ 468,407.21	4.80%
365TCS-INV-0023	6/1/2025	Milestone Draw Request	\$ 1,031,888.71	\$ (98,175.96)	\$ 933,712.75	9.57%
365TCS-INV-0024	6/18/2025	Milestone Draw Request	\$ 38,742.00	\$ (3,874.20)	\$ 34,867.80	0.36%
365TCS-INV-0025	8/1/2025	Milestone Draw Request	\$ 38,742.00	\$ (3,874.20)	\$ 34,867.80	0.36%
365TCS-INV-0026	9/1/2025	Milestone Draw Request	\$ 97,167.10	\$ (3,874.20)	\$ 93,292.90	0.96%
365TCS-INV-0027	10/16/2025	Milestone Draw Request	\$ 166,346.84	\$ (16,634.68)	\$ 149,712.16	1.53%
365TCS-INV-0028	11/3/2025	Milestone Draw Request	\$ 38,742.00	\$ (3,874.20)	\$ 34,867.80	0.36%
365TCS-INV-0029	12/4/2025	Milestone Draw Request	\$ 400,187.37	\$ (24,046.74)	\$ 376,140.63	3.86%
365TCS-INV-0030	1/13/2026	Milestone Draw Request	\$ 38,742.00	\$ (3,874.20)	\$ 34,867.80	0.36%
365TCS-INV-0031	2/6/2026	Milestone Draw Request	\$ 402,207.19	\$ (40,220.72)	\$ 361,986.47	3.71%
365TCS-INV-0032	3/13/2026	Milestone Draw Request	\$ 88,859.98	\$ (8,886.00)	\$ 79,973.98	0.82%
365TCS-INV-0034	5/11/2026	Milestone Draw Request	\$ 687,617.54	\$ (68,761.75)	\$ 618,855.79	6.34%
Totals			\$ 5,909,123.37	\$ (531,546.92)	\$ 5,377,576.45	55.13%

SICE INC. - MAINT. PHASE

Contract Amount **\$5,751,746.00**

	Date	365 Toll Collection System Maintenance	Billing Amount	Retainage	Invoice Amount	Percentage %
Totals			\$ -	\$ -	\$ -	0.00%

Construction Phase		
Schedule A	Implementation Services	\$ 2,140,236.98
Schedule B	Hardware	\$ 2,288,685.26
Schedule C	Software	\$ 203,430.08
Schedule E	Performance Bond & Payment Bond	\$ 142,000.00
Change Order CO	Change Order Progress	\$ 541,116.85
		\$ 5,315,469.17

Amount Paid

Construction	\$ 5,315,469.17
Material On Hand	\$ 593,654.20
Maintenance	\$ -
Less Retainage	\$ (531,546.92)
Total Amount Paid	\$ 5,377,576.45

SCH	Name	
MOH	Material on Hand	\$ 593,654.20
		\$ 593,654.20

Construction Phase

Amount Billed	\$ 5,909,123.37
Retainage	\$ (531,546.92)
Amount Paid	\$ 5,377,576.45
Total Construction Phase Amount:	\$9,754,067.62
Remaining Bal for Const. Phase	\$4,376,491.17

Maintenance Phase		
Schedule D	Maintenance	\$ -
		\$ -

Maintenance Phase

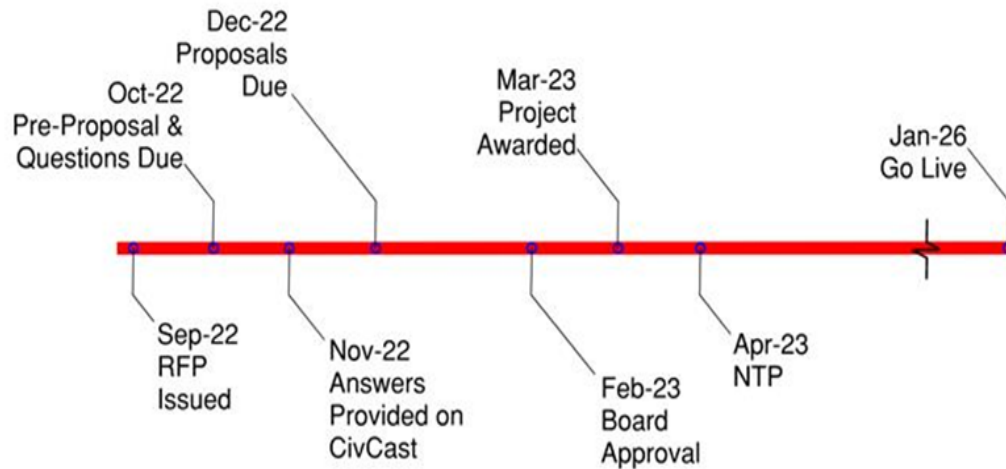
Total Maintenance Phase Amount:	\$5,751,746.00
Amount Paid	\$0.00
Total Maintenance Phase Amount:	\$5,751,746.00
Remaining Bal for Maint. Phase	\$5,751,746.00

Total Remaining Balance
for Const./Maint. including Retainage

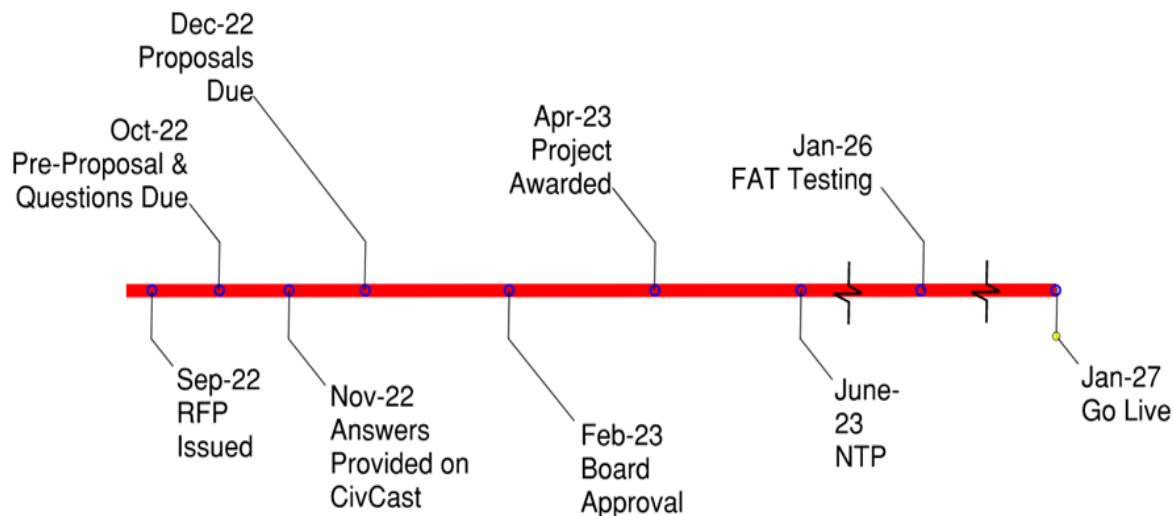
\$10,128,237.17

Project Schedule and Milestones

Original



Current



Milestone	Date
NTP	July 6, 2023
Final Design Document	February 2024
Final System Design Document (Roadside)	May 2024
Business Rules Development	November 2024
Final Installation Plans	March 2025
MTG 1 Constructed	August 2025
MTG 1 Fact. Acc. Test	January 2026
Toll Site Commissioning	September 2026
Go Live and SAT	October 2026
Final System Acceptance	April 2027

Executive Summary

365 Tollway – Toll System Integration

Last Month (March 2026):

- Factory Acceptance Test Report received and accepted
- Additional toll equipment installation continues

Next Month (April 2026):

- Additional toll equipment installation
- CBOS configuration for interfacing with Fuego

Challenges

- Civil construction delays shifted go-live.
- Continuing to evaluate civil contractor schedule for fiber optic network and power availability for future gantry testing.

Successes

- Single gantry implementation reduced capital and operations expenses – (Approved by board 11/28/23)
- Addition of height to vehicle classification expected to increase revenue (Approved by board 11/28/23)
- All design documentation received on-time and accepted by HCRMA on-schedule (October 2025)

INDEX DATA
SHEET ON PAGE 2

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

PLANS OF PROPOSED ROADWAY IMPROVEMENT

FEDERAL AID PROJECT NO. DMO 2013 (420)

365 TOLL

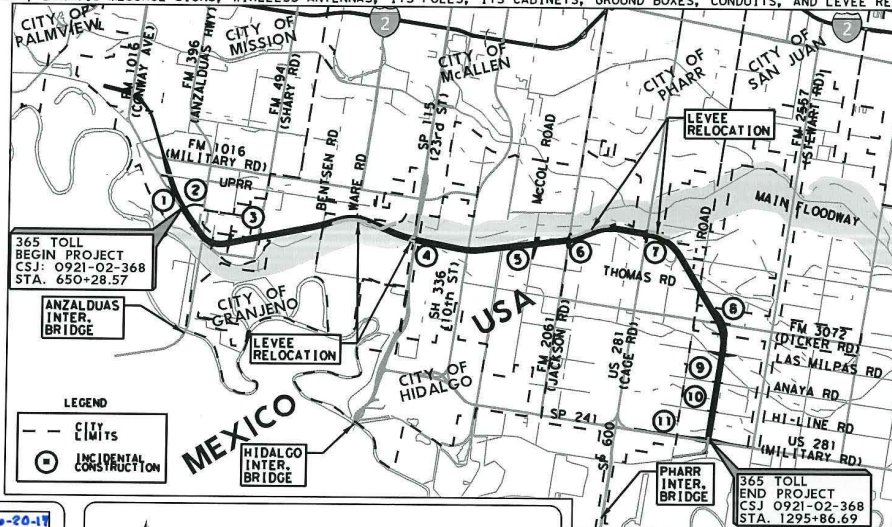
LEVEE RELOCATION:
12,232.62 FT • 2.32 MI.

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)

CONSTRUCTION OF

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, PAYMENT 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



SCALE: 1"=2 MI.



ROADWAY OF INCIDENTAL CONSTRUCTION	BEGIN INCIDENTAL CONSTRUCTION	END INCIDENTAL CONSTRUCTION
1 365 TOLL EB FRGT 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 ROAD	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 1338+00

DESIGN SPEED:
MAIN LANES - 70 MPH
FRONTAGE ROADS - 50 MPH
RAMPS - 50 MPH
GSA CONNECTOR - 45 MPH
GLASSCOCK ROAD - 30 MPH
FM 494 (SHARY RD) - 55 MPH
WARE ROAD - 30 MPH
SP 115 (23RD ST) - 55 MPH
MCCOLL ROAD - 60 MPH
FM 2061 (JACKSON RD) - 55 MPH
US 281 (CAGE BLVD) - 55 MPH
FM 3072 (DICKER RD) - 55 MPH
ANAYA ROAD - 50 MPH
HI-LINE - 45 MPH

PROJECT DATA

RAILROAD CROSSINGS: NONE

EQUATIONS:

STA 1080+25.77 BK

STA 1080+00.00 AH

EXCEPTIONS: NONE

FUNCTION CLASS:

PRINCIPAL ARTERIAL (FREEWAY)

BRIDGE:

TOTAL = 23 BRIDGES

(SEE INDEX SHEET FOR DETAILS)

TDLR INSPECTION SHALL

NOT BE REQUIRED

REGISTERED ACCESSIBILITY SPECIALIST (RAS) INSPECTION REQUIRED.

TDLR 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).

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:
HCD NO. 2 IRRIGATION DISTRICT CONCURRENCE:	DATE:
NAME:	TITLE:
HCD NO. 19 IRRIGATION DISTRICT CONCURRENCE:	DATE:
NAME:	TITLE:
H. C. W. C. & I. 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	



TEXAS Department of Transportation

L&G Engineering

TEDSI INFRASTRUCTURE GROUP

PROGRAM MANAGEMENT CONSULTANT
DANNENBAUM
ENGINEERING CORPORATION

S&B
INFRASTRUCTURE, LTD.

TEXAS ROAD & PROFESSIONAL ENGINEER #17-1582

This sheet was not changed as part of the VECP design process and remains in its original IFC state.



DATE: 6/8/2017 11:06:23 AM

FILE: G:\projects\hcrma\hcrma\work\17\rob\17-1582\365-0030-TITLE.dgn

COUNTY: HIDALGO PROJ. NO: 365 TOLL LETTING DATE: 6/14/17

DATE: 6/8/2017 11:06:23 AM

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 was to 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.

- ❑ 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

Twenty-one (22) approved Changes Order(s): [\$5,918,249.85**] +208 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)	(5.04%)
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	1.51%
CO#6 07/09/2024 Depot Road rmve cul-de-sac	+000 days	(-\$30,843.33)	(0.01%)
CO#7 07/09/2024 Mission waterline conflict	+000 days	\$13,075.83)	0.00%
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	0.09%
CO#11 07/09/2024 add McColl driveway	+000 days	\$23,450.97	0.01%
CO#12 07/09/2024 City of Pharr waterline	+000 days	\$135,487.78	0.05%
CO#13 07/09/2024 Traffic signal/central cabinets	+000 days	\$212,599.20	0.08%
CO#14 01/21/2025 CIP Manholes	+000 days	\$449,436.36	0.16%
CO#15 01/21/2025 Site specific re-mobilization	+000 days	\$150,000.00	0.05%
CO#16 09/23/2025 Riprap (Stone TY R) (DRY) (12IN)	+000 days	\$65, 012.89	0.02%
CO#17 01/27/2026 Kill Switches	+000 days	\$99,430.28	0.04%
CO#18 02/24/2026 San Juan Main Canal Sheet Piling	+000 days	\$1,408,666.85	0.50%
CO#19 02/24/2026 C361 LHPP	+000 days	\$524,621.53	0.19%
CO#20 02/24/2026 Irrigation Hardware	+000 days	\$77,699.30	0.03%
CO#21 03/24/2026 Concrete Driveway	+000 days	\$21,923.60	0.03%
CO#22 04/28/2026 CIP Well Structures	+000 days	\$374,094.50	0.13%

CHANGE ORDERS:

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	\$35,521,555.76	
60% Contractor Saving:	\$21,312,933.45	Paid as Progress Payments
40% Owner Savings:	\$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:

<u>Construction Progress</u>	<u>Proposed Savings Payment</u>
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: June 24, 2023 Resolution 2023-30

In Lieu of \$38,010,382.63 savings, they only can truly account for \$30,565,888. They are claiming that of the \$7,444,494.63 shortfall, only \$3,186,525.45 is from their 60%; additional \$4,325,130.78 are contributable to busts in original plans, design errors and quantity mistakes and are to be attributed to HCRMA contingency [\$14,037,105.71].

- 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. **The unrealized savings presented are \$1,911,468.20**
 - 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"), **revised shall be \$19,401,465.25**

Contractor VECP Savings Payments are amended, as such:

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	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	\$3,840,674.77	TBD
Final Acceptance	\$4,262,586.69	\$3,840,674.77	TBD
	<u>\$21,312,933.45</u>	\$19,401,465.25	

**[\$19,401,465.25 - \$11,720,115.71 = \$7,681,349.54] REMAINING BALANCE

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

These are a compilation of various Field Changes: Attached exhibits provide current assessment and breakdown.

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

The scope of this change is to compensate them for 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 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 are in 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

Third party governmental agency is requiring cast-in-place manholes within jurisdictional boundaries.

Change Order No. 15 Summary, January 24, 2025 Resolution 2025-08: \$150,000.00

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.

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.

Change Order No. 17 Summary, January 27, 2026 Resolution 2026-18: \$99,430.28

Change Order Number Sixteen (17) adds a new line item to contract to compensate Contractor for the addition of thirty-two (32) unfused switch boxes, all added components, and labor required for installation and compliance. Additional time request was mentioned but never formally submitted. The sum of Change Order#17 proves a maximum cost increase of \$99,430.28.

The sum of Change Orders proves a net cost increase of \$1,386,719.30 to be fully paid by 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.

Change Order No. 18 Summary, February 24, 2026 Resolution 2026-26: \$1,408,666.85

HCID #2 agreed to proceed with Option 2 of the San Juan Main Canal, which no longer required a bypass but instead uses sheet piling to install the necessary substructures required for the construction of the Pharr/San Juan Canal Bridge. This change order introduces the sheet piling installation and removal items needed to complete this work. Contractor agrees to coordinate directly with utility to complete the work in a timely manner

Change Order No. 19 Summary, February 24,2026 Resolution 2026-27: \$524,621.53

Implementing ASTM C361 materials and requirements for Item 476 tunneling operation and placement of reinforced concrete low head pressure pipe and increasing number of concrete well connections. The sum of Change Order#19 proves a maximum cost increase of \$524,621.53. Contractor agrees to coordinate directly with utility to complete the work in a timely manner.

Change Order No. 20 Summary, February 24,2026 Resolution 2026-28: \$77,699.30

The original slide gates that were acquired did not meet Buy America requirements and could not be incorporated into the project. Hidalgo County Irrigation District #2 [HCID2] required stainless steel components, which did comply with Buy America requirements, to be incorporated onto their irrigation structures. This change order will compensate Pulice Construction Inc. [PCI] for acquiring new slide gates containing stainless steel components and installing appurtenances into HCID2's irrigation structures as required in the project plans and as agreed to with HCID2. Additional time request was mentioned but never formally submitted.

Change Order No. 21 Summary, March 24,2026 Resolution 2026-31: \$21,923.60

CO introduces a line item to the contract to compensate Contractor for the addition of a concrete driveways. This particular change includes driveway to the the City of Mission's infrastructure along the Anzalduas Connector.

Change Order No. 22 Summary, April 28,2026 Resolution 2026-48: \$374,094.50

CO#22 is for all added components, labor required for installation and compliance in accordance to demanded betterments as agreed to with the Hidalgo County Irrigation District #2 for the addition of 5 cast-in-place irrigation wells [CIP Type A Gate Well Structures (12" walled) with hot galvanized grate tops]. The sum of Change Order#22 proves a maximum cost increase of \$374,094.50

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 275
- SUBMITTALS 253

□ TESTING [Soils/Concrete]

- Levees / embankment / select fill
- Drill shafts / bents / slab
- Roadway, limed subgrade / cement treated base / CRCP / SSCB
- MSE Backfill
- Irrigation Structures
- FORENSICS [MSE panels / Bridge substructures]

□ 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



San Juan Main Canal sheet piling





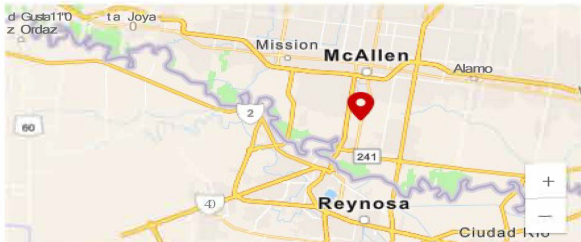
Overview

General Information

Project: 365 Tollway Project Segments I & II

Work Type
Heavy Highway

Location



Texas Parks & Wildlife, CONANP, Esri, Tom... Powe e-cfbv 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
\$268,143,128.71

Approved Changes
-\$27,789,291.54

Description

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

Amount Paid

Amount paid so far
\$197,252,937.06

67% of your
Awarded
\$295,932,420.25

74% of your
Authorized
\$268,143,128.71

100% of your
Approved Payments
\$197,252,937.06

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: 1499 Days

Time Remaining: -27 Days

Amount Posted: \$179,764,891.58

Awarded Amount: 295,932,420.25

Amount Posted: \$179,764,891.58

Authorized Amount: 268,143,128.71

Total Retainage
\$0.00

Retainage Released
\$0.00

Liquidated Damages
\$99,000.00

Cost Comparison

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: \$ (27,789,291.54)
Authorized Project Amount: \$ 268,143,128.71
% Complete Paid Awarded Amount: 66.655
% Complete Paid Authorized Amount: 73.563
LDs CURRENTLY APPLIED: \$99,000.00 6.00
Payment History:

Payment Number	Pay Period Start	Pay Period End	Payment Amount	Payment To Date	Monthly Production	Cummulative Production	Payment Status
50	4/1/2026	4/30/2026	\$ 6,260,484.81	\$ 203,513,421.87	2.35	76.30	PENDING
49	3/1/2026	3/31/2026	\$1,385,128.07	\$ 197,252,937.09	0.52	73.95	Paid
48	2/1/2026	2/28/2026	\$1,926,963.06	\$ 195,867,808.99	0.72	73.43	Paid
47	1/1/2026	1/31/2026	\$ 1,551,875.45	\$ 193,940,845.93	0.58	72.71	Paid
46	12/24/2025	12/31/2025		\$ 192,388,970.48	0.00	72.13	Paid
45	12/1/2025	12/23/2025	\$ 783,205.30	\$ 192,388,970.48	0.29	72.13	Paid
44	11/1/2025	11/30/2025	\$ 913,544.12	\$ 191,605,765.18	0.34	71.83	Paid
43	10/1/2025	10/31/2025	\$ 1,941,473.96	\$ 190,692,221.06	0.73	71.49	Paid
42	9/1/2025	9/30/2025	\$ 1,844,308.10	\$ 188,750,747.10	0.69	70.76	Paid
41	8/1/2025	8/31/2025	\$ 2,338,998.78	\$ 186,906,439.00	0.88	70.07	Paid
40	7/1/2025	7/31/2025	\$ 2,860,565.47	\$ 184,567,440.22	1.07	69.20	Paid
39	6/1/2025	6/30/2025	\$ 3,118,773.69	\$ 181,706,874.75	1.17	68.12	Paid
38	5/1/2025	5/31/2025	\$ 3,864,124.73	\$ 178,588,101.06	1.45	66.95	Paid
37	4/1/2025	4/30/2025	\$ 1,945,776.17	\$ 174,723,976.33	0.73	65.50	Paid
36	3/1/2025	3/31/2025	\$ 5,405,968.53	\$ 172,778,200.16	2.03	64.78	Paid
35	2/1/2025	2/28/2025	\$ 6,298,109.35	\$ 167,372,231.63	2.36	62.75	Paid
34	12/29/2024	1/31/2025	\$ 5,697,310.43	\$ 161,074,122.28	2.14	60.39	Paid
33	12/1/2024	12/28/2024	\$ 5,656,543.46	\$ 155,376,811.85	2.12	58.25	Paid
32	10/16/2024	11/30/2024	\$ 8,822,222.41	\$ 149,720,268.39	3.31	56.13	Paid
31	9/16/2024	10/15/2024	\$ 3,169,850.18	\$ 140,898,045.98	1.19	52.82	Paid
30	8/16/2024	9/15/2024	\$ 3,999,289.82	\$ 137,728,195.80	1.50	51.63	Paid
29	7/16/2024	8/15/2024	\$ 5,786,638.29	\$ 133,728,905.98	2.17	50.14	Paid
28	6/16/2024	7/15/2024	\$ 2,006,402.82	\$ 127,942,267.69	0.75	47.97	Paid
27	5/16/2024	6/15/2024	\$ 3,637,006.93	\$ 125,935,864.87	1.36	47.21	Paid
26	4/16/2024	5/15/2024	\$ 2,271,351.76	\$ 122,298,857.94	0.85	45.85	Paid
25	3/16/2024	4/15/2024	\$ 5,798,909.13	\$ 120,027,506.18	2.17	45.00	Paid
24	2/16/2024	3/15/2024	\$ 2,969,884.58	\$ 114,228,597.05	1.11	42.82	Paid
23	1/16/2024	2/15/2024	\$ 4,352,674.67	\$ 111,258,712.47	1.63	41.71	Paid
22	12/16/2023	1/15/2024	\$ 3,798,704.58	\$ 106,906,037.80	1.42	40.08	Paid
21	11/16/2023	12/15/2023	\$ 7,678,808.97	\$ 103,107,333.22	2.88	38.66	Paid
20	10/16/2023	11/15/2023	\$ 6,172,155.46	\$ 95,428,524.25	2.31	35.78	Paid
19	9/16/2023	10/15/2023	\$ 5,115,697.33	\$ 89,256,368.79	1.92	33.46	Paid
18	8/16/2023	9/15/2023	\$ 7,157,089.08	\$ 84,140,671.46	2.68	31.54	Paid
17	7/16/2023	8/15/2023	\$ 5,532,158.94	\$ 76,983,582.38	2.07	28.86	Paid
16	6/16/2023	7/15/2023	\$ 2,803,225.26	\$ 71,451,423.44	1.05	26.79	Paid
15	5/16/2023	6/15/2023	\$ 2,402,150.75	\$ 68,648,198.18	0.90	25.74	Paid
14	4/16/2023	5/15/2023	\$ 1,672,812.23	\$ 66,246,047.43	0.63	24.84	Paid
13	3/16/2023	4/15/2023	\$ 2,302,505.87	\$ 64,573,235.20	0.86	24.21	Paid
12	2/16/2023	3/15/2023	\$ 1,571,621.63	\$ 62,270,729.33	0.59	23.35	Paid
11	1/16/2023	2/15/2023	\$ 1,519,297.77	\$ 60,699,107.70	0.57	22.76	Paid
10	12/16/2022	1/15/2023	\$ 943,705.68	\$ 59,179,809.93	0.35	22.19	Paid
9	11/15/2022	12/15/2022	\$ 8,892,613.75	\$ 58,236,104.25	3.33	21.83	Paid
8	10/15/2022	11/14/2022	\$ 4,085,602.35	\$ 49,343,490.50	1.53	18.50	Paid
7	9/16/2022	10/14/2022	\$ 1,427,873.36	\$ 45,257,888.15	0.54	16.97	Paid
6	8/19/2022	9/15/2022	\$ 657,136.92	\$ 43,830,014.79	0.25	16.43	Paid
5	7/20/2022	8/18/2022	\$ 378,458.17	\$ 43,172,877.87	0.14	16.19	Paid
4	6/21/2022	7/19/2022	\$ 2,793,575.17	\$ 42,794,419.70	1.05	16.04	Paid
3	6/1/2022	6/20/2022	\$ 2,336,832.39	\$ 40,000,844.53	0.88	15.00	Paid
2	5/1/2022	5/31/2022	\$ 14,029,200.82	\$ 37,664,012.14	5.26	14.12	Paid
1	2/15/2022	4/30/2022	\$ 23,634,811.32	\$ 23,634,811.32	8.86	8.86	Paid
Total:			\$ 203,513,421.87				
			MOH to 3/31/26				
			TOTAL	RECOVERED	PENDING		
			\$56,364, 038.58	\$32,516,508.34	\$23,847,530.24		

Police Construction v. HCRMA
Critical Path Delay due to Sheet Piling San Juan Canal - September 30, 2025 and February 28, 2026 Schedule Updates

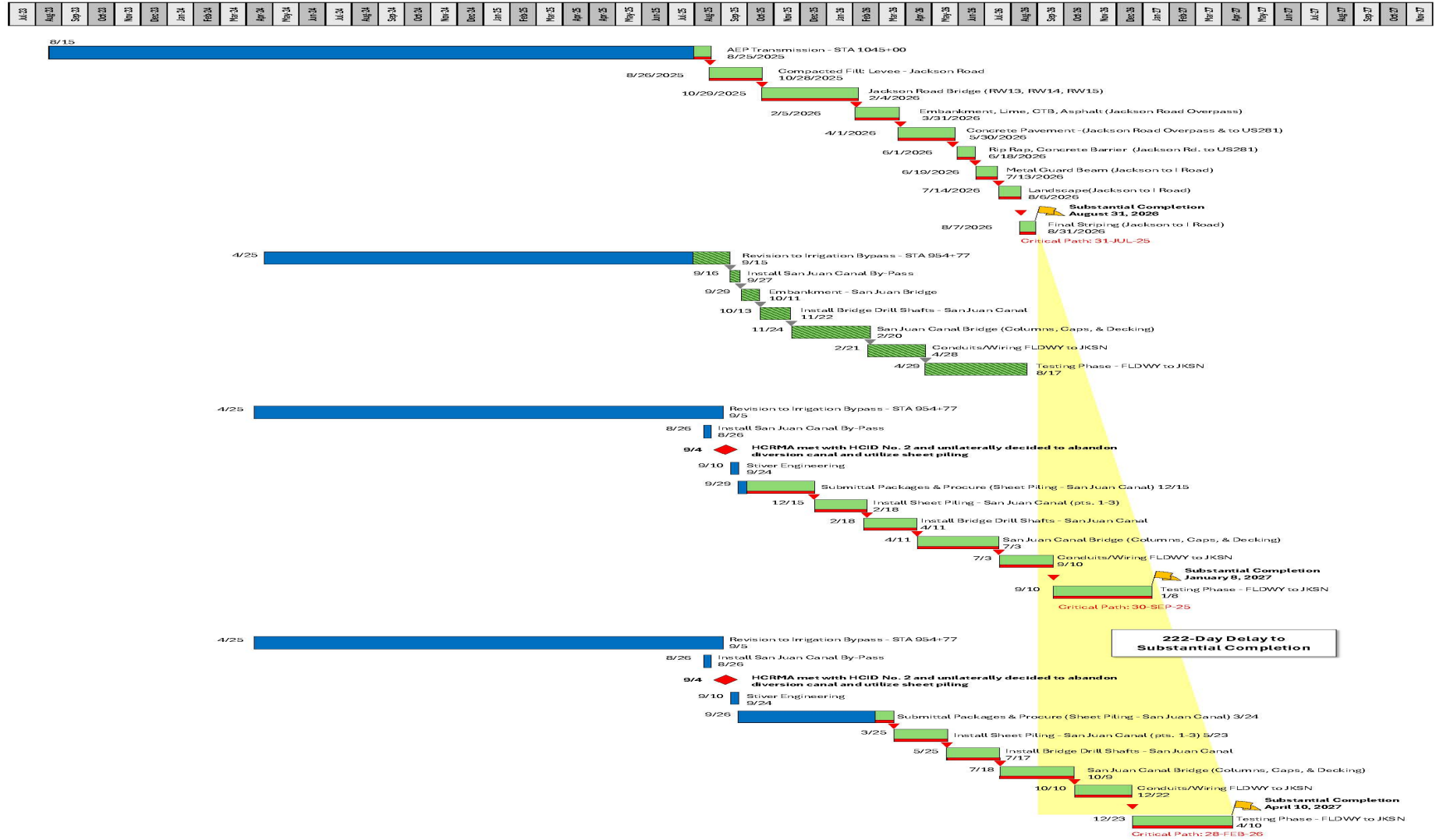


TABLE 4 – GENERAL CONTRACTOR ACTUAL AND PLANNED EXPENDITURES

PCI ACTUAL & ESTIMATED EXPENDITURES					
Month	Draw	Actual PCI Monthly Expenditures	Cumulative PCI Monthly Expenditures	Original PCI Cumulative Expenditures	Cumulative Revised PCI Estimated 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	5,405,969	172,778,200	249,050,000	
Apr-25	37	1,945,776	174,723,976	254,690,000	
May-25	38	3,864,125	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	

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Aug-25	41	2,338,999	186,906,439	269,970,000	
Sep-25	42	1,884,308	188,790,747	273,300,000	
Oct-25	43	1,901,474	190,692,221	275,230,000	
Nov-25	44	913,554	191,605,775	277,520,000	
Dec-25	45	783,205	192,388,980	279,970,000	
Jan-26	46 & 47	1,551,875	193,940,856	281,723,798	
Feb-26	48	1,926,963	195,867,819	281,723,798	195,867,819
Mar-26	49			281,723,798	205,242,852
Apr-26	50			281,723,798	214,617,886
May-26	51			281,723,798	223,992,919
Jun-26	52			281,723,798	233,367,953
Jul-26	53			281,723,798	242,742,986
Aug-26	54			281,723,798	252,118,019
Sep-26	55			281,723,798	261,493,053
Oct-26	56			281,723,798	270,868,086
Nov-26	57			281,723,798	280,243,119
Dec-26	58			281,723,798	289,618,153

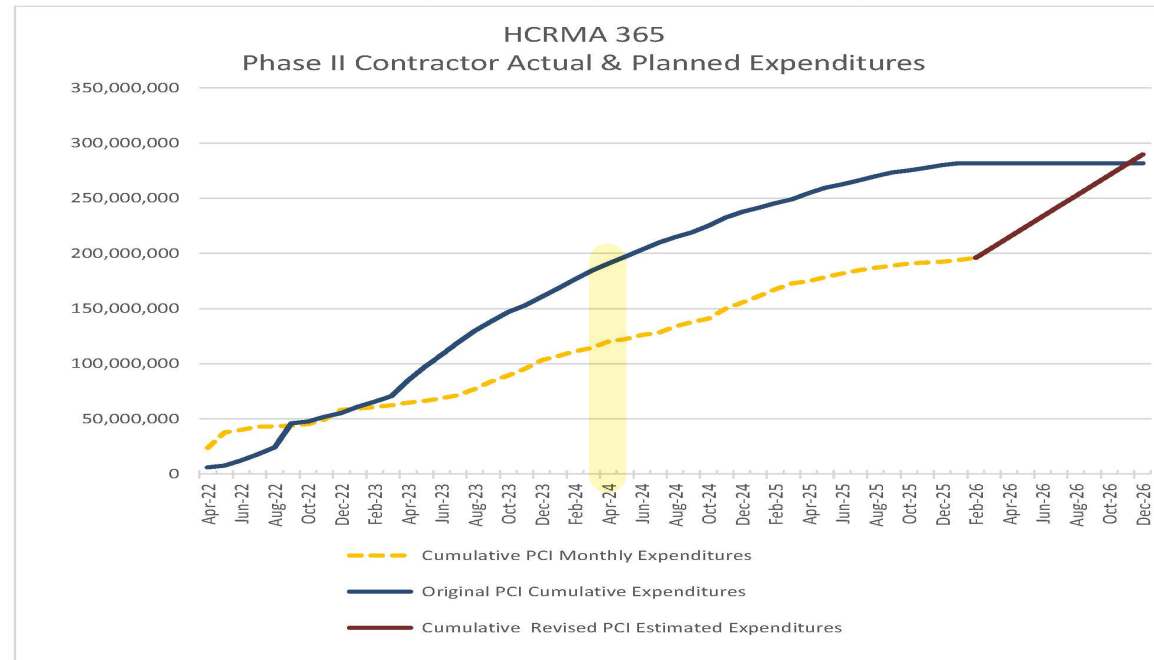
Notes:

- 1) "Original PCI Cumulative Expenditures" denote PCI's original expenditure plan and total amount after VE adjustments (after CO#1, CO#2, & CO#3)(\$281,723,798)
- 2) "Cumulative Revised PCI Estimated Expenditures" denote PCI's contract amount (including all COs) as of the end of this reporting period (\$289,618,153)

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Figure 2 and Table 4 provide PCI's actual and estimated construction expenditures from NTP to Final Acceptance. Currently, PCI's actual cumulative expenses are behind original planned expenditures. Note that the information below has not yet been modified to reflect the new Substantial Completion and Final Acceptance dates but will be updated once agreed upon dates are finalized via a Change Order. For this reporting period, the final draw is assumed to be invoiced on December 2026.

FIGURE 2 – GENERAL CONTRACTOR ACTUAL AND PLANNED EXPENDITURES



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