HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

NOTICE OF AND AGENDA FOR A WORKSHOP AND REGULAR MEETING TO BE HELD BY THE BOARD OF DIRECTORS

DATE: **WEDNESDAY, SEPTEMBER 24, 2014**
TIME: **5:30 PM**
PLACE: **PHARR CITY HALL**
2nd FLOOR, CITY COMMISSION CHAMBERS
118 SOUTH CAGE BOULEVARD
PHARR, TEXAS 78577

PRESIDING: RANCE G. SWEETEN, CHAIRMAN

OATH OF OFFICE FOR RANCE G. SWEETEN, CHAIRMAN

PROCLAMATION – DENNIS BURLESON, BOARD OF DIRECTORS CHAIRMAN – 2006-2014

CALL TO ORDER FOR WORKSHOP

1. Present questions to staff regarding September 24, 2014, Regular Meeting Agenda, to be addressed at such meeting.
2. Review of Investment Grade Traffic and Revenue Study for State Highway 365 and International Bridge Trade Corridor Projects.
3. Review of Hidalgo County Regional Mobility Authority 2015-2019 Strategic Plan Update.

ADJOURMENT FOR WORKSHOP

CALL TO ORDER FOR REGULAR MEETING

PUBLIC COMMENT

1. REPORTS

A. Report on consultants on contract with the Hidalgo County Regional Mobility Authority, Pilar Rodriguez, HCRMA
B. Report on Program Manager Activity for SH 365 and IBTC – Louis Jones, Dannenbaum Engineering

2. CONSENT AGENDA (*All matters listed under Consent Agenda are considered to be routine by the Governing Body and will be enacted by one motion. There will be no separate discussion of these items; however, if discussion is desired, that item(s) will be removed from the Consent Agenda and will be considered separately. The Governing Body may also elect to go into Executive Session on any item on this agenda, whether or not such item(s) are posted as an Executive Session Item, at any time during the meeting when authorized by provisions of the Open Public Meeting Act.)*

A. Approval of Minutes for Regular Meeting held August 27, 2014.
B. Approval of Project & General Expense Report for the period from August 11, 2014 to September 10 2014.
C. Approval of Financial Report for August 2014.
D. Resolution 2014-91 – Authorization to solicit Request for Proposals to provide Underwriting Services for the Hidalgo County Regional Mobility Authority.
E. Resolution 2014-92 – Authorization to remove Dennis Burleson as a signatory and the addition of Rance G. Sweeten as an authorized signatory on all PlainsCapital Bank Accounts.
F. Resolution 2014-93 – Authorization to solicit Request for Proposals for Auditing Services for the Hidalgo County Regional Mobility Authority.
G. Resolution 2014-94 – Approval of Supplemental Number 1 to Professional Service Agreement with Halff Associates to provide Surveying Services for the International Bridge Trade Corridor Project to increase the maximum payable for all previously approved work authorizations.
H. Resolution 2014-95 – Approval of Supplemental Number 1 to Professional Service Agreement with Melden & Hunt to provide Surveying Services for the International Bridge Trade Corridor Project to increase the maximum payable for all previously approved work authorizations.

3. REGULAR AGENDA

A. Resolution 2014-80.1 – Approval of Amended and Restated Bylaws of the Hidalgo County Regional Mobility Authority.
B. Resolution 2014-87 – Acceptance of Investment Grade Traffic & Revenue Study for the State Highway 365, International Bridge Trade Corridor and State Highway 68 Projects.
C. Resolution 2014-88 – Approval of a Hidalgo County Regional Mobility Authority 2015-2019 Strategic Plan Update.
D. Resolution 2014-89 – Approval of Work Authorization Number 18 to Professional Service Agreement with Dannenbaum Engineering to provide non-destructive utility locations for the International Bridge Trade Corridor Project.

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E. Resolution 2014-90 – Approval of Supplemental Number 6 to Professional Service Agreement with Atkins North America to provide additional tasks required by the Texas Department of Transportation for the environmental clearance document for the State Highway 365 Project.
F. Resolution 2014-96 – Approval of Supplemental 6 to Professional Service Agreement with Dannenbaum Engineering to increase the maximum payable amount for Work Authorization Number 18.

4. CHAIRMAN'S REPORT

A. Report on future Texas Transportation Commission Meetings.

5. TABLED ITEMS

A. Resolution 2014-49 – Approval of Work Authorization Number 4 to Professional Service Agreement with L&G Engineering to provide final plans, specifications and estimates for the State Highway 365 Project from FM 396 (Anzalduas Highway) to FM 1016 (Conway Avenue).
B. Resolution 2014-70 – Approval of Interlocal Agreement with the City of Mission for participation with a waterline adjustment in conflict with the State Highway 365 Project Segment 4 from FM 396 to FM 1016.

6. EXECUTIVE SESSION, CHAPTER 551, TEXAS GOVERNMENT CODE, SECTION 551.071 (CONSULTATION WITH ATTORNEY), SECTION 551.072 (DELIBERATION OF REAL PROPERTY), AND SECTION 551.074 (PERSONNEL MATTERS)

A. Consultation with Board Attorney on legal issues pertaining to the deliberation of real property for the State Highway 365 and International Bridge Trade Corridor Projects (Sections 551.071 and 551.072 T.G.C.).
B. Consultation with Board Attorney on legal issues pertaining to Early Right of Way Acquisition and environmental clearance process for the State Highway 365 and International Bridge Trade Corridor Projects (Section 551.071 T.G.C).
C. Consultation with Board Attorney on legal issues pertaining to the proposed South Texas Class I Rail Project (Section 551.071 T.G.C.).
D. Consultation with Board Attorney on legal issues pertaining to an Interlocal Agreement with the Donna Irrigation District for the acquisition of real property and construction of improvements for the International Bridge Trade Corridor Project (Section 551.071 T.G.C.)

ADJOURNMENT OF REGULAR MEETING

PUBLIC COMMENT POLICY

Public Comment Policy: "At the beginning of each HCRMA meeting, the HCRMA will allow for an open public forum/comment period. This comment period shall not exceed one-half (1/2) hour in length and each speaker will be allowed a maximum of three (3) minutes to speak. All individuals desiring to address the HCRMA must be signed up to do so, prior to the open comment period. The purpose of this comment period is to provide the public an opportunity to address issues or topics that are under the jurisdiction of the HCRMA. For issues or topics which are not otherwise part of the posted agenda for the meeting, HCRMA members may direct staff to investigate the issue or topic further. No action or discussion shall be taken on issues or topics which are not part of the posted agenda for the meeting. Members of the public may be recognized on posted agenda items deemed appropriate by the Chairman as these items are considered, and the same time limitations (3 minutes) applies."

C E R T I F I C A T I O N

I, the Undersigned Authority, do hereby certify that the attached agenda of the Hidalgo County Regional Mobility Authority Board of Directors is a true and correct copy and that I posted a true and correct copy of said notice on the Hidalgo County Regional Mobility Authority Web Page (www.hcrma.net) and the bulletin board in the Hidalgo County Court House (100 North Closner, Edinburg, Texas 78539), a place convenient and readily accessible to the general public at all times, and said Notice was posted on the **18th** day of **September 2014** at **12:00 pm** and will remain so posted continuously for at least 72 hours preceding the scheduled time of said meeting in accordance with Chapter 551 of the Texas Government Code.

Flor E. Koll
Program Administrator

Note: If you require special accommodations under the Americans with Disabilities Act, please contact Flor E. Koll at 956-402-4762 at least 24 hours before the meeting.

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Workshop Item 1

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

AGENDA RECOMMENDATION FORM

BOARD OF DIRECTORS	**X**	**AGENDA ITEM**	**1**
PLANNING COMMITTEE		**DATE SUBMITTED**	**9/15/14**
FINANCE COMMITTEE		**MEETING DATE**	**9/24/14**
TECHNICAL COMMITTEE			

1. Agenda Item: **WORKSHOP ITEM 1 – PRESENT QUESTIONS TO STAFF REGARDING SEPTEMBER 24, 2014, REGULAR MEETING, TO BE ADDRESSED AT SUCH MEETING.**

2. Nature of Request: (Brief Overview) Attachments: X Yes ___ No

   Present questions to Staff regarding September 24, 2014, Regular Meeting, to be addressed at such meeting.

3. Policy Implication: Board Policy, Local Government Code, Texas Government Code, Texas Transportation Code, TxDOT Policy

4. Budgeted: ___ Yes ___ No X N/A

5. Staff Recommendation**: Questions only.**

6. Program Manager's Recommendation: ___ Approved ___ Disapproved **X** None

7. Planning Committee's Recommendation: ___ Approved ___ Disapproved **X** None

8. Board Attorney's Recommendation: ___ Approved ___ Disapproved **X** None

9. Chief Financial Officer's Recommendation: ___ Approved ___ Disapproved **X** None

10. Executive Director's Recommendation: ___ Approved ___ Disapproved **X** None

Workshop Item 2

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

AGENDA RECOMMENDATION FORM

BOARD OF DIRECTORS	**X**	**AGENDA ITEM**	**2**
PLANNING COMMITTEE		**DATE SUBMITTED**	**9/15/14**
FINANCE COMMITTEE		**MEETING DATE**	**9/24/14**
TECHNICAL COMMITTEE			

1. Agenda Item: **WORKSHOP ITEM 2 – REVIEW OF INVESTMENT GRADE TRAFFIC & REVENUE STUDY FOR STATE HIGHWAY 365, INTERNATIONAL BRIDGE TRADE CORRIDOR AND STATE HIGHWAY 68 PROJECTS.**

2. Nature of Request: (Brief Overview) Attachments: X Yes ___ No

   Presentation of Investment Grade Traffic and Revenue Study for SH 365, IBTC and SH 68 Projects.

3. Policy Implication: Board Policy, Local Government Code, Texas Government Code, Texas Transportation Code, TxDOT Policy

4. Budgeted: ___ Yes ___ No X N/A

5. Staff Recommendation**: Review only.**

6. Program Manager's Recommendation: ___ Approved ___ Disapproved **X** None

7. Planning Committee's Recommendation: ___ Approved ___ Disapproved **X** None

8. Board Attorney's Recommendation: ___ Approved ___ Disapproved **X** None

9. Chief Financial Officer's Recommendation: ___ Approved ___ Disapproved **X** None

10. Executive Director's Recommendation: ___ Approved ___ Disapproved **X** None



Investment Grade Traffic and Revenue Analysis for SH365 and IBTC

- DRAFT -

Presented to

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

DANNENBAUM
ENGINEERING CORPORATION

Submitted By:

C&M
C&M Associates, Inc.
10 years of reliable advice

September 2014

Investment Grade Traffic and Revenue Analysis for SH 365 and IBTC

Prepared For:

Hidalgo County Regional Mobility Authority
through
Dannenbaum Engineering Corporation

By:

C&M Associates, Inc.
10 years of reliable advice

Draft Report

September, 2014

Review History

Document: Investment Grade Traffic and Revenue Analysis for SH 365 and IBTC

Date: September 15, 2014

Prepared by: Axel Herrmann, M.S., Dipl.-Ing.
Roshna Ashraf, M.E., E.I.T.

Reviewed by:

Date	Details	Name/Position	Signature/ Initials
September 8, 2014	Draft Report V1	Shahram Bohluli, PE Vice President	SB
September 15, 2014	Draft Report V2	Shahram Bohluli, PE Vice President	SB

The results of this study constitute the opinion of C&M. This opinion is based on normal professional effort with respect to future traffic and revenue for the tolled facility, and subject to the time and budget constraints of the study's scope of work, and based on the information available to C&M at the time of execution of this study. C&M cannot guarantee or assure future events in connection to this traffic and revenue forecast.

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List of Acronyms and Abbreviations

Acronym/Abbreviation	Description
AADT	Annual Average Daily Traffic
ADT	Average Daily Traffic
AP	Attraction-to-Production
ATR	Automatic Traffic Recorder
BLS	Bureau of Labor Statistics
BPR	Bureau of Public Roads
C&M	C&M Associates, Inc.
CAGR	Compound Annual Growth Rate
CANACAR	Cámara Nacional de Autotransporte de Carga
CBEST	Center for Border Economic Studies
CBP	U.S. Customs and Border Protection
CMHCTDM	C&M Hidalgo County Travel Demand Model
CPI	Consumer Price Index
C-TPAT	Customs-Trade Partnership Against Terrorism
CV	Commercial Vehicle
DOT	Department of Transportation
EB	Eastbound
EDC	Economic Development Corporation
ETC	Electronic Toll Collection
FAST	Free and Secure Trade
FM	Farm-to-Market Road
FHWA	Federal Highway Administration
GDP	Gross Domestic Product
IH	Interstate Highway
HBH	Home-Based Home
HBO	Home-Based Other
HBW	Home-Based Work
HCMPO	Hidalgo County Metropolitan Planning Organization
HCRM	Hidalgo County Road Builders
HCRMA	Hidalgo County Regional Mobility Authority
HNW	Home-Based Non-Work
HOT	High Occupancy Toll
IBTC	International Bridge Trade Corridor
IDENT	Automated Biometric Fingerprint Identification System
IIRIRA	Illegal Immigration Reform and Immigrant Responsibility Act
ITE	Institution of Transportation Engineers

LOS	Level of Service
MCFTZ	McAllen Foreign Trade Zone
MD	Midday
Moody's	Moody's Analytics
MSA	Metropolitan Statistical Area
MTP	Metropolitan Transportation Plan
NAFTA	North American Free Trade Agreement
NHB	Non-Home-Based
NHTS	National Household Travel Survey
NPV	Net Present Value
NT	Nighttime
OBH	Other-Based Home
OBO	Other-Based Other
OBW	Other-Based Work
OD	Origin and Destination
PA	Production-to-Attraction
POE	Port of Entry
R^2	Coefficient of determination
RFID	Radio Frequency Identification
RFP	Request for Proposal
SENTRI	Secure Electronic Network for Travelers' Rapid Inspection
SH	State Highway
SIAVE	Sistema de Aforo Vehicular
SP	Stated Preference
T&R	Traffic and Revenue
TAZ	Traffic Analysis Zone
TDM	Travel Demand Model
TIP	Transportation Improvement Program
TOD	Time-of-Day
TSDC	Texas State Data Center
TTI	Texas Transportation Institute
TWDB	Texas Water Development Board
TxDOT	Texas Department of Transportation
US	U. S. Route
USA PATRIOT	United and Strengthening America by Providing Appropriate Tools Required to Intercept and Obstruct Terrorism
UTPA	University of Texas-Pan American
VMT	Vehicle Miles Traveled
VOT	Value of Time
W&P	Woods & Poole Economics

WBH	Work-Based Home
WBO	Work-Based Other
WBW	Work-Based Work
WHTI	The Western Hemisphere Travel Initiative
WiSE	Wireless Signal Extraction

Executive Summary

This Investment Grade Traffic and Revenue (T&R) Analysis summarizes C&M Associates', Inc. (C&M) efforts to carry out a T&R forecast for the proposed State Highway 365 (SH 365) and International Bridge Trade Corridor (IBTC) projects (The Projects) in Hidalgo County, Texas. This analysis was conducted to support possible financing of the Projects by the Hidalgo County Regional Mobility Authority (HCRMA).

ES.1. Study Background

The study area comprises the Rio Grande Valley region, specifically the area covering both sides of the U.S./Mexican border along the southern part of Hidalgo County. The location of Hidalgo County, in combination with the economic opportunities offered by the North American Free Trade Agreement (NAFTA), make this one of the most dynamically growing areas in the United States. Compared to other counties along the border, the state of Texas, and the United States as a whole, demographic growth in Hidalgo County has been among the highest. Employment in the county exhibited an average annual growth rate of 2.8 percent between 2001 and 2012, while population grew by 2.9 percent annually.

Hidalgo County and northern Mexico represent a highly integrated economic unit. Residents from both countries cross the border each day in search of consumer goods, personal services, and educational and employment opportunities. Businesses ship raw materials and unfinished goods to manufacturing facilities throughout the region for additional processing, final assembly, and distribution. Therefore, it is important to consider socioeconomic trends within the border area of Mexico, given the connection to activity in Hidalgo County.

Reynosa, the largest Mexican municipality near Hidalgo County, has shown a very fast rate of population growth in recent decades. From 1990 to 2000, the Reynosa municipality exhibited the second highest population growth rate in all of Mexico, with a CAGR of 4.48 percent. From 2000 to 2010, the Reynosa municipality became the fastest growing municipality in Mexico, with a reported CAGR of 3.6 percent.

The Projects are proposed to be open to traffic on July 1, 2018 and can be briefly described as follows:

- SH 365: 14.8 miles from Farm-to-Market Road 1016 (FM 1016/Conway Avenue) to U.S. Route 281 (US 281/Military Highway).
- IBTC: 12.3 miles from the intersection of SH 365 and FM 3072 (Dicker Road) to Interstate Highway 2 (IH2/US 83) and FM 493 to IH2 (US 83).

The Projects are being planned as a new toll road facility. C&M has delivered several T&R studies related to the Projects since 2008, when they were originally envisioned as a single project (i.e., the Hidalgo Loop). C&M performed an intermediate level T&R study for the Hidalgo Loop project in 2008. Then, in the second half of 2009, C&M studied traffic and revenue on two southern sections of the Loop—an east section and a west section—and presented HCRMA with an update of its earlier intermediate

T&R study. In 2010, C&M presented the first Investment Grade Study for the project. This study was then updated in 2013.

ES.2. Study Components

The current study effort involves the following key components:

- *Existing Data Collection*: C&M updated its databases of existing traffic data, which were collected in the previous studies, to analyze traffic pattern changes within the study area. The existing traffic data considered for this study include the historical data of nearby roadway networks and International Bridges, historical trends, and the current traffic pattern. Since the traffic pattern of the study area is strongly affected by the cross-border traffic, C&M took into consideration border trends and policies.

  According to the Texas Department of Transportation (TxDOT), the Annual Average Daily Traffic (AADT) on the two major freeways IH2 (US 83) and IH69C (US 281) has been growing by more than 3.0 percent per year during the 2000–2012 period.

- *Field Data Collection and Analysis*: Since 2008, C&M has been collecting field data in the study area specifically for the Projects. Based on these data, C&M has not only developed a user profile, but also gained a better understanding of traffic characteristics and travel patterns within the study area. The field work performed by C&M for the present investment grade analysis included: Economic Development Corporation's (EDC) survey in Hidalgo County, Automatic Traffic Recorder (ATR) counts, Travel time monitoring, cell phone metadata based Origin-Destination (OD) surveys and a Commercial vehicle survey on the US/Mexican Border.

- *Independent Socioeconomic Forecast*: The University of Texas-Pan American (UTPA) in Hidalgo County prepared the socioeconomic forecast for the study area. UTPA estimated the annual growth rate in population and employment for the year 2012–2035 to be 1.7 and 1.8 percent, respectively.

- *Model Development*: C&M developed the C&M Hidalgo County Travel Demand Model (CMHCTDM), updated the base year network for the year 2012, and created three future build networks for model years 2018, 2025, and 2035. A series of sensitivity tests were performed based on toll rates, value of time (VOT), and socioeconomic forecast scenarios.

- *Traffic and Revenue Forecast*: C&M modeled and prepared T&R forecasts for two different scenarios: a scenario for the proposed Projects (i.e., SH 365 and the IBTC), and an SH 365-Only scenario that includes only some highway segments of SH 365.

ES.3. Traffic and Revenue Assumptions

C&M's T&R forecast is based on the following set of post-processing assumptions, some of which may differ depending upon whether the traveler remains exclusively within the United States or crosses the U.S./Mexican border. C&M determined that of the Projects' potential users, approximately 20 percent of those will have their origins or destinations in Mexico.

The following T&R assumptions were used in this study:

- The Projects are expected to open to traffic by July 1, 2018.
- Traffic and revenue were forecasted for a 40-year period beginning in 2018.
- Trucks were assumed to have an average of 3.9 axles for internal trucks and 4.9 for external trucks.
- All revenues are expressed in nominal dollars. C&M used the average CPI from the Dallas Forth Worth and Houston Metropolitan Area forecasted by Moody's to inflate the revenue forecast.
- While a number of new toll roads are scheduled to open within the next five years in the Rio Grande Valley of South Texas, the fact remains that the region currently has no toll roads, and the only existing tolled facilities are the international bridges. Therefore, during its analysis, C&M was aware that many drivers in the area may be unfamiliar with the notion of road pricing and, consequently, reluctant to use the new toll roads. This may result in an extended ramp-up period (i.e., the time it takes for traffic volumes to reach their full potential after the opening of a new toll facility). For the analysis, trucks are expected to utilize the facilities at a slightly higher rate than cars throughout the ramp-up period. In addition, C&M also expected passenger car motorists on the U.S. side of the border to become familiar with the toll roads more quickly than those Mexican drivers crossing the border on a regular basis. Ramp-ups for cars and trucks start at a modest 50 and 60 percent, respectively, during the Projects' opening year.
- Tolls will be collected by means of ETC or video recognition. The video toll rates are assumed to be 150% of the ETC rates to compensate the offset of additional costs associated with the video tolling recognition and billing method.
- In the Projects' opening year, ETC penetration—referring to the percentage of all toll transactions collected electronically—was assumed to be 50–60 percent for U.S. customers (passenger vehicles and trucks) and 30–50 percent for border-crossing customers. These percentages were assumed to reach an eventual maximum of 80 percent for U.S. customers and 60–70 percent for border-crossing customers. In fact, C&M's SP survey in earlier projects found that more than 70 percent of automobile travelers said they would be likely to utilize the ETC system. ETC penetration for trucks was assumed to be higher than that for autos due to the operational characteristics of truck traffic.

- For this study, the ETC leakage rate was assumed to be 1 percent, enough to account for any uncollected revenue from ETC customers as a result of system deficiencies.
- A video violation rate was applied in order to make up for revenue lost as a result of deficiencies in the video transaction system and potential toll evaders. An effective video toll factor of 32 percent was assumed for all customers in the opening year.
- In order to obtain annual T&R figures, C&M estimated equivalent revenue days of 350 for cars (365 for border-crossing cars) and 280 for trucks (275 for border-crossing trucks), a result of its analysis of weekday and weekend traffic counts.
- Only the roadway improvements from the Hidalgo County MTP 2010–2035 and TIP have been implemented within the model.
- It was assumed that the use of alternative modes of transportation in the area of influence would remain unchanged during the forecast period.
- Gasoline availability and prices were assumed to remain at levels that would not significantly affect traffic.
- Federal and state fuel taxes would not change to a degree that would affect travel behavior.
- The proposed toll road would be efficiently maintained for the length of the forecast period.

ES.4. Traffic and Revenue Results

Table ES-1 and Table ES-2 present the predicted annual transactions for the Projects (Scenario 1) and the SH 365-Only scenario (Scenario 2), respectively. For Scenario 1, transactions are shown for SH 365, the IBTC, and both facilities combined. Table ES-3 and Table ES-4 present the predicted annual revenue for the Projects and the SH 365-Only scenario, respectively. All results are based on the most likely (i.e., Base) socioeconomic forecast and have the same toll rates per mile.

Table ES-1. SH365 and IBTC Annual Transactions– Base Scenario

Year	SH365 Annual Transactions (in Thousands)			IBTC Annual Transactions (in Thousands)			Total Annual Transactions (in Thousands)		
	Auto	Truck	Total	Auto	Truck	Total	Auto	Truck	Total
2018	1,895	420	2,315	565	150	715	2,460	570	3,030
2030	12,630	2,700	15,330	3,740	1,060	4,800	16,370	3,760	20,130
2035	14,560	3,170	17,730	4,580	1,300	5,880	19,140	4,470	23,610
2040	16,500	3,660	20,160	5,550	1,590	7,140	22,050	5,250	27,300
2050	20,430	4,710	25,140	7,470	2,190	9,660	27,900	6,900	34,800
2057	22,970	5,430	28,400	8,120	2,390	10,510	31,090	7,820	38,910

Table ES-2. SH365 only Annual Transactions- Scenario 2

Year	SH365 Annual Transactions (in Thousands)		
	Auto	Truck	Total
2018	1,315	205	1,520
2030	8,210	1,250	9,460
2035	9,190	1,420	10,610
2040	10,140	1,600	11,740
2050	12,120	2,000	14,120
2057	13,360	2,270	15,630

Table ES-3 SH365 and IBTC Annual Revenue– Base Scenario

Year	SH365 Annual Revenue (in Thousand Nominal Dollars)			IBTC Annual Revenue (in Thousand Nominal Dollars)			Total Annual Revenue (in Thousand Nominal Dollars)		
	Auto	Truck	Total	Auto	Truck	Total	Auto	Truck	Total
2018	$845	$630	$1,475	$390	$380	$770	$1,235	$1,010	$2,245
2030	$10,300	$6,340	$16,640	$4,400	$3,820	$8,210	$14,700	$10,160	$24,860
2035	$13,510	$8,310	$21,820	$5,910	$5,120	$11,030	$19,420	$13,430	$32,850
2040	$17,040	$10,670	$27,710	$7,960	$7,050	$15,010	$25,000	$17,720	$42,720
2050	$26,360	$17,190	$43,550	$13,290	$12,240	$25,530	$39,650	$29,430	$69,080
2057	$34,550	$23,130	$57,680	$16,880	$15,650	$32,530	$51,430	$38,780	$90,210

Table ES-4 SH365 only Annual Revenue- Scenario 2

Year	SH365 Annual Revenue (in Thousand Nominal Dollars)		
	Auto	Truck	Total
2018	$630	$305	$935
2030	$6,990	$3,020	$10,010
2035	$9,360	$3,900	$13,260
2040	$11,510	$4,900	$16,410
2050	$17,280	$7,670	$24,950
2057	$22,290	$10,190	$32,480

1.Introduction

This report documents the Investment Grade Traffic and Revenue (T&R) Analysis conducted by C&M Associates, Inc. (C&M)—acting as an independent T&R consultant—for the proposed State Highway 365 (SH 365) and International Bridge Trade Corridor (IBTC) projects (the Projects) in Hidalgo County, Texas. This analysis will support the Hidalgo County Regional Mobility Authority (HCRMA) in their effort to finance the Projects by providing an Investment Grade T&R forecast for the Projects over a 40-year period.

1.1. Study Background

Figure 1-1 shows the study area and the Projects' locations. Hidalgo County's proximity to major industrial and retail centers on both sides of the U.S./Mexican border promotes constant economic growth in this region. Alongside economic growth, population and employment in Hidalgo County have grown faster than those in other border counties in Texas. From 2001 to 2012, population and employment grew by 2.9 and 2.8 percent, respectively. The Milken Institute ranked this metro area as one of the top ten best performing U.S. cities from 2005 to 2011.[1] According to the University of Texas-Pan American (UTPA) forecast, the population in Hidalgo County is expected to grow, with an annual average growth rate of about 1.7 percent from 2012 to 2035. In the same period, employment is expected to grow at a Compound Annual Growth Rate (CAGR) of approximately 1.8 percent.[2]

As a result of economic and population growth, the transportation needs in this region have been increasing. According to the Texas Department of Transportation (TxDOT), the Annual Average Daily Traffic (AADT) on the two major roadways in the urban area—U.S. Route 83 (US 83) and US 281—has grown by more than 3.5 percent during the 2000–2012 period. As part of its study on emission trends in different Texas counties, the Texas Transportation Institute (TTI) estimated that Vehicle Miles Traveled (VMT) has grown by an average annual growth rate of more than 4 percent between 1990 and 2012.[3] The study forecasts that VMT in Hidalgo County will grow by approximately 46 percent by 2030.

Hidalgo County and northern Mexico represent a highly integrated economic unit. Residents from both countries cross the border each day in search of consumer goods, personal services, and educational and employment opportunities. Businesses ship raw materials and unfinished goods to manufacturing facilities throughout the region for additional processing, final assembly, and distribution. Therefore, it is important to consider socioeconomic trends within the border area of Mexico, given the connection to activity in Hidalgo County.

Reynosa, the largest Mexican municipality near Hidalgo County, has shown a very fast rate of population growth in recent decades. From 1990 to 2000, the Reynosa municipality exhibited the second highest population growth rate in all of Mexico, with a CAGR of 4.48 percent.[4] From 2000 to 2010, the Reynosa municipality became the fastest growing municipality in Mexico, with a reported CAGR of 3.6 percent.[5]

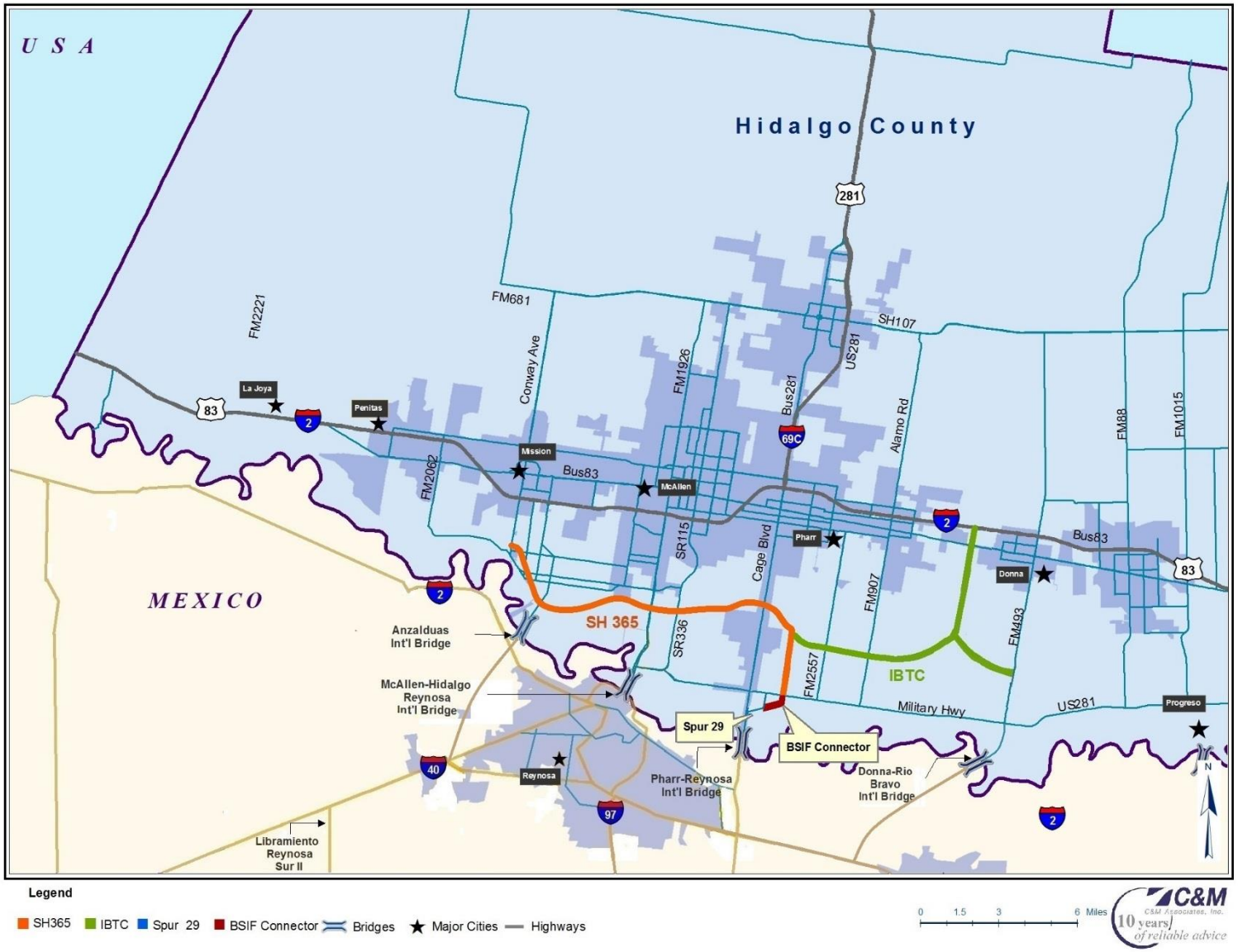

Figure 1-1. Project Location and Study Area

In addition to the truck traffic associated with the *maquiladora* industry, many other vehicles travel the roadways of the study area on a daily basis. These vehicles might include cross-border commuters destined for universities and other education centers, or commuters driving to their places of employment. Others might be crossing the border on their way to the many retail attractions located within the study area, or for other non-work related trips. Whatever the case, the combination of various traffic generators is unique to this region and has resulted in, and continues to contribute to, significant traffic growth in Hidalgo County. These conditions are expected to contribute to increasing congestion and pollution over time due to a lack of state funds with which to expand the existing, and already congested, traffic network.

To deal with future transportation needs, the Hidalgo Loop was proposed. Originally envisioned as a single project and now split into the proposed Projects, the Hidalgo Loop will eventually result in the formation of a loop around the metropolitan area of the cities of McAllen, Mission, Pharr, and Edinburg. In 2008, on behalf of Hidalgo County Road Builders (HCRB), C&M performed an intermediate level T&R study for the Loop project.[6] Then, in the second half of 2009, C&M studied traffic and revenue on two southern sections of the Loop—an east section and a west section—and presented HCRMA and First Southwest Company with an update of its earlier intermediate T&R study.[7] In 2010, C&M presented the first Investment Grade Study for the project.[8] This study was then updated in 2013.[9]

Based on the results of these studies, HCRMA decided to finance and build the following two projects:

- SH 365: 14.8 miles from Farm-to-Market Road 1016 (FM 1016/Conway Avenue) to US 281 (Military Highway).
- International Bridge Trade Corridor (IBTC): 12.3 miles from the intersection of SH 365 and FM 3072 (Dicker Road) to Interstate Highway 2 (IH2/US 83) and FM 493 to IH2 (US 83).

For the present T&R Investment Grade Analysis, C&M can build upon the previous knowledge and efforts related to the Projects, including the following traffic surveys:

- Commercial truck Origin and Destination (OD) and Stated Preference (SP) survey on the U.S./Mexican border crossings.
- Commercial company OD and SP survey.
- Regional intercept and off-side OD and SP survey using mail back, internet, and person-to-person interview methods.
- Person-to-person interviews with the Projects' stakeholders.
- A video license plate recording survey for vehicle OD on the major corridors.
- Several traffic count data collection efforts with automatic and manual counts, including turning movements and vehicle axle counts.

1.2. Objective and Scope of the Study

The aim of this Investment Grade T&R Analysis is to create traffic and revenue forecasts for the Projects. Results are expressed in annual toll transactions and toll revenue over a 40-year period beginning in 2018.

C&M T&R forecast methods and practices meet common standards and are accepted within the T&R business. Part of the scope for this study is an independent socioeconomic review of the study area conducted by a local economist from UTPA. Another improvement over previous studies is the possibility of a cellphone-based regional OD survey of the entire model area. The regional OD, as well as an extensive field data collection program, are the keys to calibrating the C&M Hidalgo County Travel Demand Model (CMHCTDM) to base year conditions. The field work scope includes traffic counts and a commercial truck OD survey on the U.S./Mexican Border. The CMCHTDM and socioeconomic forecast create the traffic demand for the Projects, which will ultimately lead to the final traffic and revenue figures.

1.3. Study Area

The focus of this study is on the southern part of Hidalgo County and includes both sides of the U.S./Mexican border. Figure 1-1 shows the study area and the location and alignment of the Projects. Major U.S. cities located within the study area include McAllen, Pharr, Mission, Alamo, and Donna in Texas; and Reynosa in Mexico. The study area features significant transportation generators such as industrial zones and shopping malls.

The area is served by two major roads: IH2 (US 83) and IH69C (US 281). IH2 is a major east-west travel corridor connecting the urban areas of Hidalgo County with those of neighboring Cameron County to the east and Starr County to the west. Many residential and commercial developments are located along the IH2 corridor.

IH69C is a north-south travel corridor which intersects US 83 just north of the City of Pharr, linking that city to the Pharr-Reynosa International Bridge located further south at the U.S./Mexican border. North of IH2, IH69C becomes a high speed roadway that connects Hidalgo County to northern destinations throughout the State of Texas and to the broader United States.

1.4. Project Description

The Projects will provide more efficient traffic movement and congestion relief for locals within the study area and for the traffic movements between the international bridges and IH2. The toll road will only have electronic and video toll systems installed, meaning that vehicles are not required to stop at any time when using this toll facility.

In the opening year, the Projects will be built with two mainlanes in each direction. They will be upgraded to three lanes per direction in 2035, providing a high-speed connection between the Pharr-Reynosa International Bridge, the Anzalduas International Bridge, the Alliance International Bridge, and IH2.

SH 365 is expected to be constructed as an extension from Military Road, west of FM 1016 towards the eastern section of S I Road crossing Cage Boulevard (US 281). It then runs north-south, meeting Military Highway (US 281) to the east of the Pharr International Bridge. SH 365 will have access to the Pharr International Bridge through Spur 29 at Cage Boulevard and the Border Safety Inspection Facility (BSIF) Connector at Military Highway, which is a toll-free road.

It is also expected that SH 365 will have an interchange with the IBTC, north of the Pharr Bridge, that will run west to east along FM 3072 (Dicker Road), allowing partial access to nearby intersecting roads, and that it will run from south to north before merging with US 83 between the cities of Alamo and Donna. Near Valley View Road, the IBTC will spur eastward and proceed to FM 493, which is the access road leading to the Alliance International Bridge. The existing FM 3072 has been developed as a frontage road for the IBTC.

1.5. Organization of the Report

This report is organized into six chapters, with the remaining chapters consisting of the following:

- Chapter 2 provides a review of existing traffic information, historical traffic trends and characteristics of existing traffic within the study area, including those typical of traffic crossing the U.S./Mexican border. Background information regarding the Mexican traffic network near the border, as well as a description of special programs that facilitate easier cross-border travel, are also provided in this chapter.
- Chapter 3 describes C&M's data collection efforts and the results of its traffic data analysis.
- Chapter 4 reviews and evaluates the study area's existing and projected socioeconomic data.
- Chapter 5 explains the travel demand modeling procedure undertaken by C&M in its effort to obtain traffic and revenue figures based on socioeconomic inputs and traffic characteristics within the study area.
- Chapter 6 summarizes the toll transactions and revenue projected by C&M for the proposed SH 365 and IBTC Projects, as well as an outline of results from various sensitivity analyses performed by C&M during the development of its T&R projections.

1.6. C&M Qualifications

C&M Associates, Inc. is a corporation founded by U.S. investors and by Cal y Mayor y Asociados, S.C., a premier Mexican engineering firm with offices and operations throughout Latin America. The combined experience of C&M Associates, Inc. and Cal y Mayor y Asociados, S.C., jointly referred to as C&M, comprises more than 25 years of U.S. and international T&R analysis. C&M's staff has vast experience in providing reliable and detailed traffic and revenue forecasts, as well as risk analysis, to turnpike authorities, trusts, bond underwriters, rating agencies, credit enhancers, bank lenders, and investors,

in both the United States and Latin America.

C&M's experience in P3 projects includes toll roads, toll tunnels, and toll bridges as well as HOT lanes, managed lanes, and projects with fixed, dynamic, and variable pricing, with a focus on congestion management and/or revenue maximization.

1.6.1. Traffic and Revenue Expertise

From 2005 to 2012, C&M has served as a prime traffic and revenue consultant, performing 142 traffic and revenue studies to date: 32 in the United States and the remainder in Mexico, Colombia, and Puerto Rico. This experience ranges from sketch to investment grade studies for the support of toll revenue bonds and bank debt on behalf of a variety of clients almost evenly distributed between public entities and private concessionaires. Of the 142 studies, 52 have been investment grade studies. More than $11 billion in bonds and debt, plus equity investments, have been supported by C&M's investment grade studies.

1.6.2. Recent Experience

Route 460 Investment Grade T&R Study, Virginia (2012) – Produced an investment grade T&R study to support the ultimate issuance of approximately $300 million in toll revenue bonds. The project consisted of constructing a 55-mile Greenfield toll road connecting the Richmond and Hampton Roads metropolitan areas.

PR-22 PR-5 and Dynamic Tolled Lanes Investment Grade T&R Study, Puerto Rico (2011) – As part of the investment grade traffic and revenue study performed on behalf of Citi Infrastructure Investors and CCR for the PR-22 and PR-5 in Puerto Rico privatization, C&M conducted an analysis of the proposed dynamic tolled lanes to be built in the western end of the San Juan metropolitan area. The work included a review of the operational implications of the added lanes and a T&R forecast.

North Tarrant Express Managed Lanes Investment Grade T&R Study, Texas (2008) – Provided forecasts to support the concession bid of Itinere North America. C&M's work included forecasting revenues for the concession period, an operational analysis—through micro-simulation—of the interaction between the managed lanes and the surrounding network and key interchanges, and presenting the results to financial advisors and lenders.

I-64 HOT Lanes Sketch Level T&R (2008) and Intermediate T&R (2012-2013) – Produced a preliminary T&R study of the possible development of I-64 High Occupancy Toll (HOT) Lanes by the Virginia Department of Transportation (DOT). The HOT lane analysis was performed in urban areas within a larger I-64 toll project in Virginia, from I-95 (east of Richmond) to the beginning of the Hampton Roads Bridge-Tunnel in Hampton Roads.

IH20 East Managed Lanes T&R (2008) – Produced sketch and subsequent intermediate T&R forecasts for the Public Private Initiative Program of the Georgia DOT. The analysis included the following: assessing the feasibility of a base case project and an extension alternative; forecasting traffic demand, project revenues, and the resulting toll rates of a free-flow throughput maximization strategy; interacting with the environmental review team to select geometric alternatives and ramp configurations; and conducting a micro-

simulation traffic operation analysis to identify potential issues in the interaction of the managed lanes with the general purpose lanes and surrounding network.

I-70 Mountain Corridor RFP Development and Proposal Review, Colorado (2012) – Provided the High Performance Transportation Enterprise division of the Colorado DOT with Request for Proposal (RFP) Language Development Assistance and RFP Response Evaluation Assistance regarding the scope and adequacy of traffic and revenue, and regarding conclusions presented by the proposers to develop managed lanes along the corridor as a co-development agreement.

Midtown Tunnel / Downtown Tunnel / MLK Freeway Extension T&R Study and Review (2009–2011) – Intermediate level T&R study, in which C&M advised the Virginia DOT in the procurement of the Downtown Tunnel / Midtown Tunnel / MLK Freeway Extension project in Norfolk and Portsmouth, Virginia. The project comprised a new two-lane tunnel parallel to the existing Midtown Tunnel, maintenance and safety improvements to the existing Midtown and Downtown Tunnels, and extension of the MLK Freeway to Interstate 264. C&M reviewed the project sponsor's T&R forecast and provided the Virginia DOT with advice during contract negotiations.

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[7] C&M Associates, Inc. (2009). *Hidalgo County Loop Intermediate T&R Forecast Update* [Memorandum]. Dallas, TX: Author.

[8] C&M Associates, Inc. (2010). *Hidalgo County International Bridge Trade Corridor Investment Grade Traffic and Revenue Study*. Dallas, TX: Author.

[9] C&M Associates, Inc. (2013). *Hidalgo County Loop (SH 365 and IBTC) Intermediate Traffic and Revenue Study***.** Dallas, TX: Author.

2. Existing Traffic Information

This chapter presents an overview of existing traffic-related data corresponding to the study area, including the historical data of nearby roadway networks and International Bridges, historical trends, and the current traffic pattern that has been used for the study's traffic forecast. The traffic pattern of the study area is strongly affected by the cross-border traffic; therefore, the last section of this chapter discusses border trends and policies.

C&M updated the existing traffic data, which were collected in the previous studies, to analyze traffic pattern changes within the study area. The following two sections discuss the existing roadway networks and related historical traffic data in Hidalgo County and in Mexico near the border (i.e., in and around the city of Reynosa), respectively.

2.1. Existing Roadway Network: Hidalgo County

Hidalgo County has two major traffic corridors: IH2 (US 83) traveling east-west and IH69C (US 281) traveling north-south. Additionally, a minor but nevertheless important east-west corridor is Military Highway (US 281), which serves as the major connection between Hidalgo County and Cameron County after IH2. Finally, given the high proportion of truck traffic in the study area, it is necessary to consider specific truck road corridors in Hidalgo County. The following sections describe the characteristics and functions of these corridors, as well as provide corresponding historical traffic data.

2.1.1. IH2 (US 83)

IH2 (US 83) is the major east-west limited-access regional highway in Hidalgo County, running parallel to the border with Mexico for approximately 48 miles. Within the study area of Hidalgo County, IH2 (US 83) extends from Sullivan City at the Starr County line on the west to the city of Mercedes at the Cameron County line on the east. Beyond the study area, the road continues out of Hidalgo County into the City of Harlingen in Cameron County to the east and to the City of Laredo in Webb County to the west.

IH2 (US 83) connects most of the major cities in Hidalgo County with outlying counties to the west and with Brownsville and South Padre Island to the east, making it a crucial industrial, retail, and recreational link within the region. Its traffic pattern is influenced not only by trucks coming from and going to the industrial zones within the study area, but also by retail shoppers driving to malls along the expressway, vacationers traveling to South Padre Island resorts, and daily commuters.

The only major interchange along IH2 (US 83) within the study area is located at the junction of IH69C (US 281), a leading roadway that provides access to northern destinations in Hidalgo County and the rest of Texas, as well as to southern destinations in Mexico. This interchange is currently working near capacity, with low speeds during peak times.

Within the study area, US 83 runs from approximately 1.5 miles east of Peñitas at its westernmost point, to the Cameron County line at its easternmost point, and functions as an expressway with overpasses, frontage roads, and entrance and exit ramps at major

crossroads. Figure 2-1 below presents historical Annual Average Daily Traffic (AADT) volumes at both ends of IH2 (US 83) within Hidalgo County and near its interchange with US 281. As expected, the traffic increases with proximity to the interchange. Overall, traffic has exhibited an average annual growth of about 3.0 percent since 2000 near the more densely populated areas west of US 281 and Mercedes. Near La Joya, the CAGR has remained at 0.0 percent since 2000.[1]

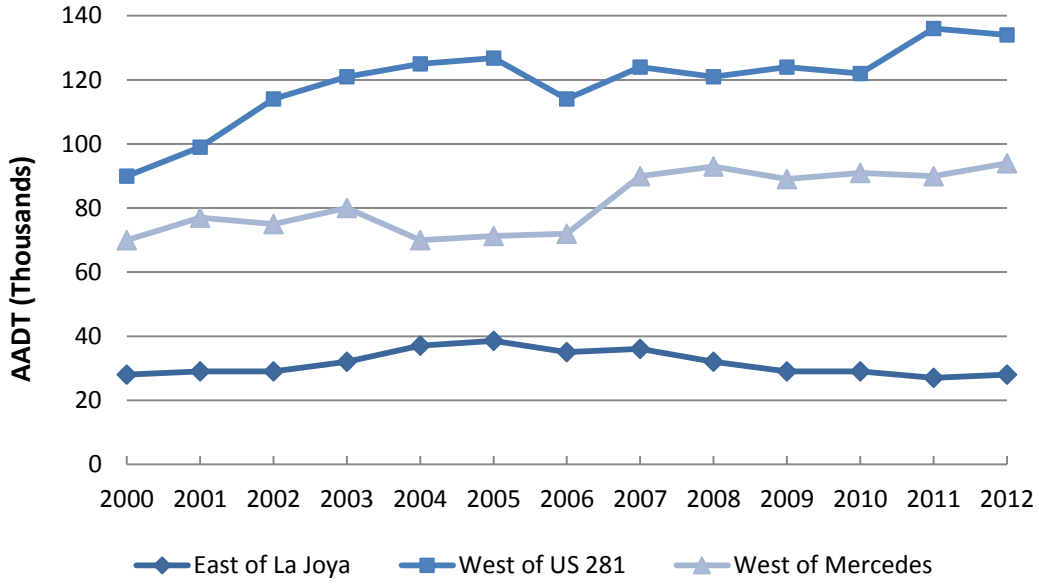


Figure 2-1. IH2 (US 83) AADT at Selected Locations

2.1.2. IH69C (US 281)

This section focuses on the north-south direction of IH69C (US 281) from the Pharr International Bridge to the north county line, approximately 50 miles to the northern end of Hidalgo County. The portion of US 281 known as Military Highway—the east-west direction between the Pharr International Bridge and the east county line—is described in the next section.

Just south of its interchange with IH2 (US 83), US 281 serves as a signalized main street through the City of Pharr. In addition to the numerous retail properties located near this corridor, there are also low density residential areas scattered along the southbound path of US 281, as well as agricultural and industrial zones where it approaches the international bridge at the US/Mexico border. North of IH2 (US 83), this facility becomes a limited-access highway—indeed, Hidalgo County's most crucial north-south route—connecting Hidalgo County not only to San Antonio and other northern Texas cities, but to the rest of the country.

IH69C plays a critical role within Hidalgo County: This single roadway is the county's link to the Pharr International Bridge, important industrial parks, major retail centers, IH2, and, by way of San Antonio, to the rest of Texas and the interstate highway system. Because IH69C (US 281) is the only major roadway within the study area by which long haul trucks can reach their nationwide destinations, the traffic pattern of this road is greatly influenced

by international trucks going to and coming from the study area's industrial zones. Traffic on IH69C (US 281) is also significantly affected by the large number of retail shoppers who use this roadway to access area malls, as well as by daily commuters.

The only interchange along IH69C (US 281) is where it meets IH2 (US 83). This interchange currently is working near or above capacity. The IH2 (US 83) and IH69C (US 281) interchange is by far the most congested within the study area during peak periods. According to INRIX's 2013 national traffic scorecard, the McAllen-Edinburg-Mission Metropolitan Area was ranked 78th in national congestion based on the congestion at the US 83/US 281 interchange.[2] Traffic congestion is mostly a result of the high volume of traffic that merges from IH2 (US 83) into IH69C (US 281). Figure 2-2 presents historical AADT volumes at selected locations along IH2 and US 281: south of Military Highway near the Pharr International Bridge, near the northern Hidalgo County line just south of FM 490, and north of IH2 (US 83). Similar to IH2 (US 83), IH69C (US 281) has exhibited a CAGR of 2.6 percent since 2000.[3]

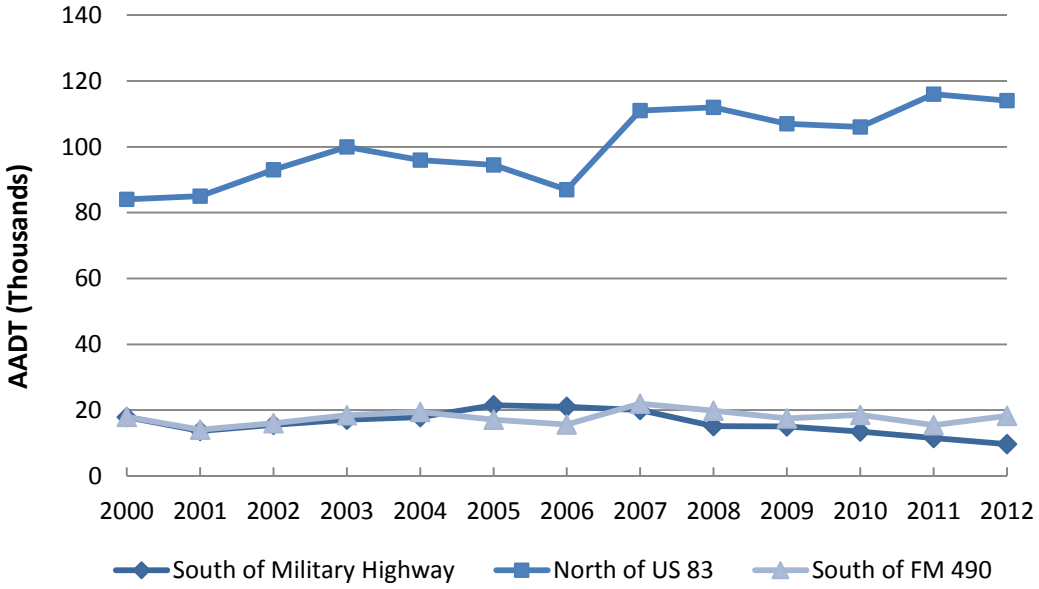


Figure 2-2. IH69C (US 281) AADT at Selected Locations

2.1.3. Military Highway (US 281)

In the past, Military Highway (US 281) was a major east-west truck corridor, but recently its traffic pattern has become more closely aligned with that of commuters, tourists, and retail shoppers. This has resulted in a reduced Level of Service (LOS) for truckers, forcing many of them to opt for alternate routes. Recent improvements on Military Highway east of US 281 Cage Blvd, in the form of bypass lanes, have improved the LOS for a few segments. Trucks now encounter large numbers of passenger cars traveling to and from the many residential and retail developments between the Pharr International Bridge and the Hidalgo International Bridge. West of the Pharr International Bridge, Military Highway is a four-lane local access road with traffic signals and turning bays at all major intersections. This section of the road is located near major shopping outlets, business

centers, and industrial parks. East of the Pharr International Bridge, Military Highway is a two-lane farm-to-market road primarily serving the agricultural needs of local farmers. Figure 2-3 presents historical AADT volumes at selected locations along Military Highway (US 281). As with the previous two corridors, traffic has exhibited high growth near the more densely populated or industrial areas, but the overall CAGR has been less than 1.0 percent since 2000.[3]

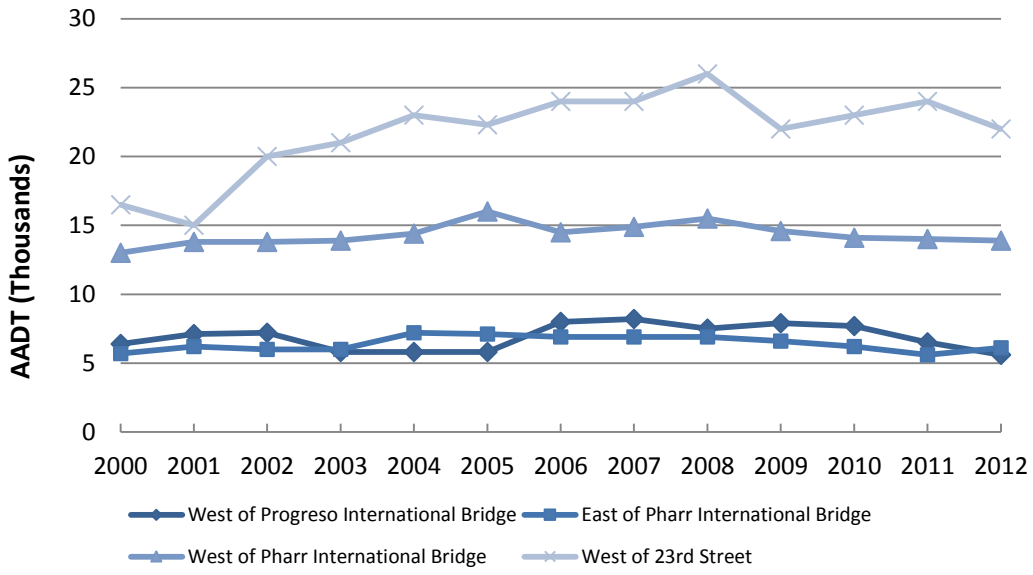


Figure 2-3. Military Highway (US 281) AADT at Selected Locations

2.1.4. Dicker Road/Jackson Road Corridor

Dicker Road and Jackson Road provide an alternative route to the congested Military Highway (US 281) for heavy trucks traveling north from the Pharr-Reynosa International Bridge. Typically, after crossing the Pharr-Reynosa International Bridge, most truckers will proceed north onto Jackson Road and then west on Dicker Road until they reach 10th Street and the McAllen Foreign Trade Zone (MCFTZ).

Both facilities are two-lane local access roads with traffic signals at major intersections. Although they have succeeded in helping reduce the high volume of truck traffic on Military Highway (US 281), the spillover of that traffic has caused these roadways to suffer the effects of increased heavy truck traffic, including reduced LOS and conflicts with passenger vehicles. Figure 2-4 depicts historical AADT volumes at selected locations along the Dicker/Jackson Road truck corridor. As with the other corridors, a high CAGR overall is observed here, with the section west of the Pharr International Bridge exhibiting a CAGR as high as 7.0 percent.[3]

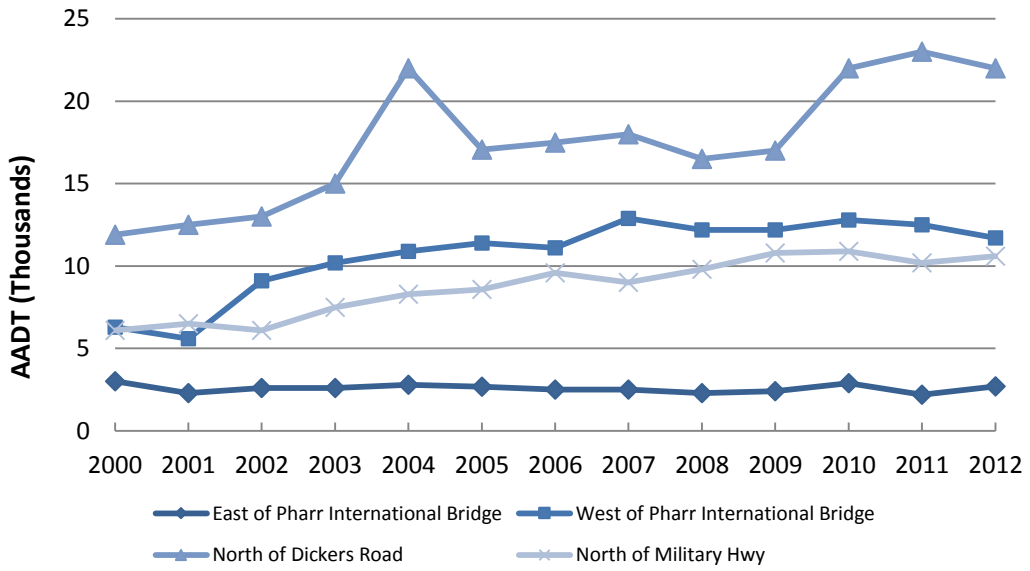
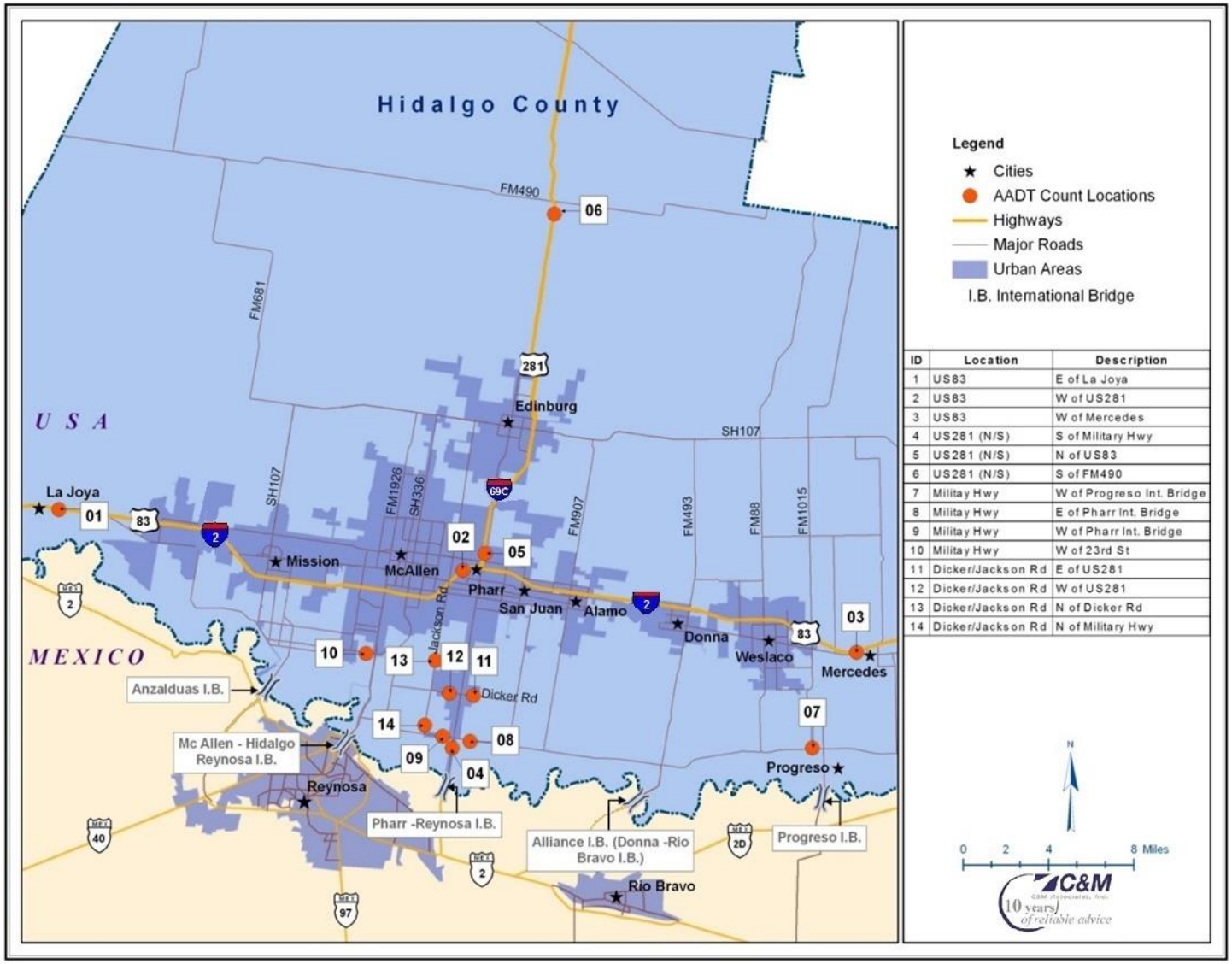


Figure 2-4. Dicker/Jackson Rd AADT at Selected Locations

Figure 2-5 below presents a map of the AADT count locations corresponding to the Hidalgo County roadway network facilities described above.



ID	Location	Description
1	US83	E of La Joya
2	US83	W of US281
3	US83	W of Mercedes
4	US281 (N/S)	S of Military Hwy
5	US281 (N/S)	N of US83
6	US281 (N/S)	S of FM490
7	Military Hwy	W of Progreso Int. Bridge
8	Military Hwy	E of Pharr Int. Bridge
9	Military Hwy	W of Pharr Int. Bridge
10	Military Hwy	W of 23rd St
11	Dicker/Jackson Rd	E of US281
12	Dicker/Jackson Rd	W of US281
13	Dicker/Jackson Rd	N of Dicker Rd
14	Dicker/Jackson Rd	N of Military Hwy

Figure 2-5. Representative AADT Locations

2.2. Existing Roadway Network: Reynosa, Mexico

The traffic network in and around the Mexican city of Reynosa comprises three major federal roads and two important toll roads. The following paragraphs discuss the major roads that impact the study area; Figure 2-6 presents a map of these roads.

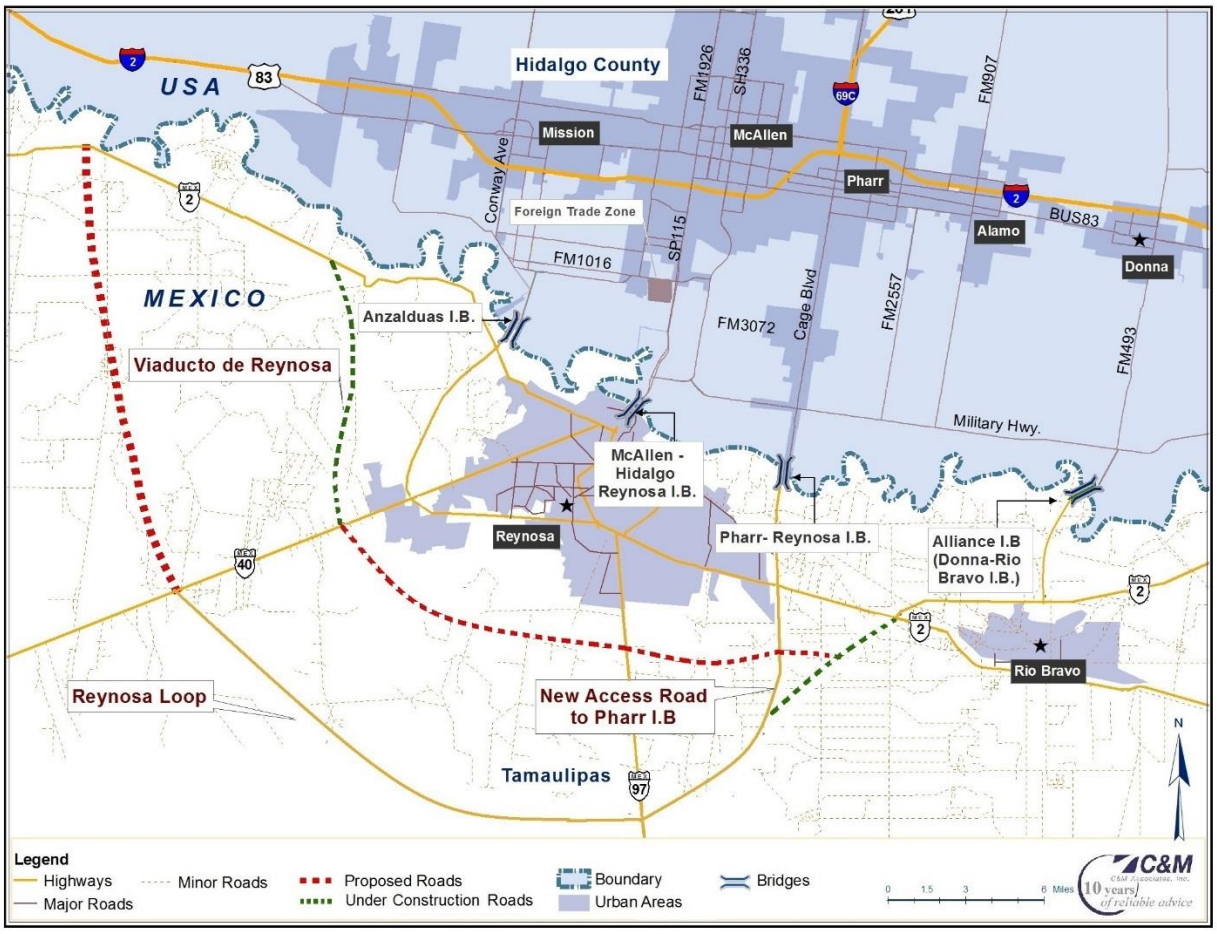


Figure 2-6. Mexican Road Network

2.2.1. Highway 40/40D: Cadereyta - Reynosa (MEX40/40D)

Highway 40/40D connects the City of Reynosa to the City of Monterrey, Mexico's leading industrial center located in the State of Nuevo Leon. Highway 40 is a four-lane facility with turning bays and traffic signals in the vicinity of Reynosa. On the state line between Tamaulipas and Nevo Lean, this Highway becomes a toll road (Highway 40D). This road meets Highway 2 (discussed below), thereby allowing access to the McAllen-Hidalgo-Reynosa International Bridge and the Pharr-Reynosa International Bridge. AADT on the free highway section near the state limit is approximately 12,000.[4]

2.2.2. Highway 2/2D: Reynosa Matamoros (MEX2/Med2D)

Highway 2/2D connects Reynosa to Nuevo Laredo, in the Mexican state of Tamaulipas, on the west and to Matamoros, also in Tamaulipas, on the east. Highway 2 is a four-lane facility with turning bays and traffic signals in the vicinity of Reynosa. A portion of Highway 2 runs through downtown Reynosa, connecting it to the McAllen-Hidalgo-Reynosa International Bridge by way of local streets. There is a major interchange east of Reynosa which connects Highway 2 to the Pharr-Reynosa International Bridge, and further east, minor access roads provide access to the Progresso International Bridge. Highway 2 divides east of Reynosa into the toll-free Highway 2 and the toll road Highway 2D; these two roads join again west of the city of Matamoros. AADT on Highway 2 west of Reynosa is approximately 8,000.[4] Toll Road 2D links Highway 2 with the Progreso International Bridge and the *maquiladora* area of Rio Bravo, in the Mexican state of Tamaulipas. Toll Road 2D is a four-lane limited-access highway with overpasses at major crossroads in the area. AADT on this road is approximately 3,000.[4]

2.2.3. Highway 97 (MEX97)

Highway 97 not only connects the City of Reynosa with Ciudad Victoria, the capital city of the State of Tamaulipas, but also provides access to Mexican ports along the Gulf of Mexico and to the rest of the state. Highway 97 is a four-lane facility with turning bays and traffic signals in the vicinity of Reynosa. This road connects to Highway 2, thereby allowing access to the McAllen-Hidalgo-Reynosa International Bridge and the Pharr-Reynosa International Bridge. AADT on this road is approximately 4,500.[4]

2.2.4. Reynosa Loop (Libramiento Reynosa Sur II)

Traffic using the McAllen-Hidalgo-Reynosa International Bridge previously had to use the congested local streets of Reynosa City. With the opening of the Anzalduas International Bridge, the Alliance International Bridge, and the Ryenosa Loop (Libramiento Sur II), travelers from outside Reynosa are able to avoid the local streets of Reynosa on their way to the United States. Trucks also have a direct connection between the Pharr International Bridge and the Reynosa Loop, which has especially improved the connection for trucks coming or going to Monterrey. The average travel speed is estimated to be approximately 56 mph. Due to the wide shoulder, this operates as a super two-lane highway, which gives slower vehicles the possibility to move to the far right of the extra-large shoulder to let faster vehicles pass.

2.2.1. Historical AADTs and Seasonality

Figure 2-7 shows the AADT growth on Highway 40D and 2D from 2006 to 2012, and Figure 2-8 presents the seasonal variation at selected locations.

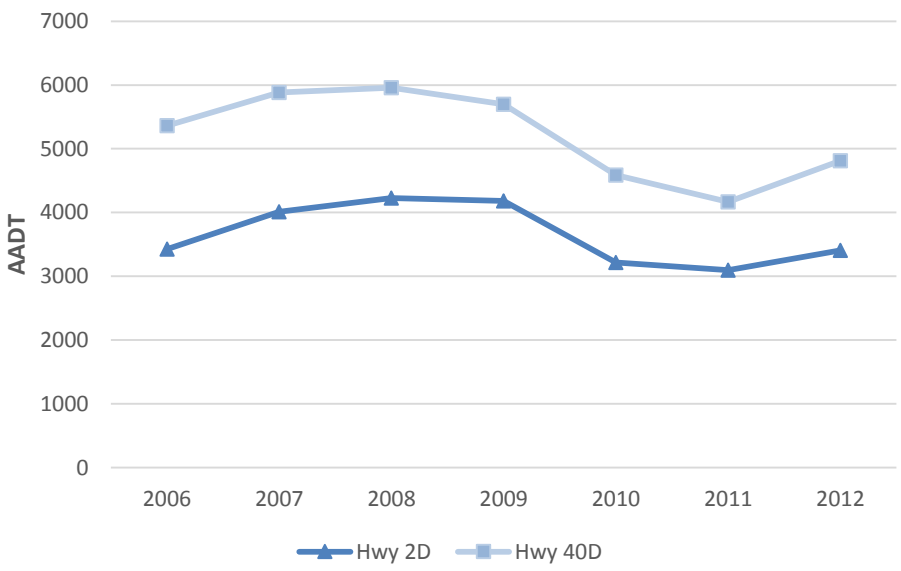


Figure 2-7. AADT at Highway 2D and 40D

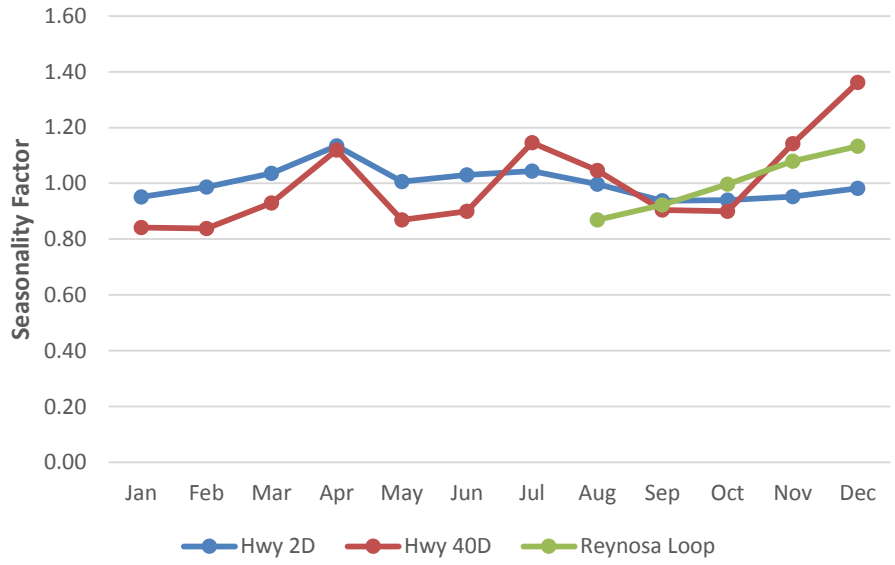


Figure 2-8. Seasonal Variation of Highway 2D, 40D, and Reynosa Loop

On the above presented graphs it can be seen that the national traffic volumes towards Reynosa were also affected by *Operation Michoacán*, the escalation of drug violence, further discussed in this chapter. In terms of seasonality, it can be observed that the highest traffic volume is in the months typically associated with vacations such as Easter, summer, and Christmas.

2.3. International Bridges

2.3.1. Hidalgo County Bridges

There are five international bridges connecting Hidalgo County to the Mexican city of Reynosa, thus providing access to retail, industrial, and educational centers on both sides of the border. A map showing the location of these bridges along Hidalgo County's southern border with Mexico can be found in Chapter 1: Introduction (Figure 1-1). Information about each of these bridges, based on visits and interviews with stakeholders, can be summarized as follows:

- Anzalduas International Bridge: This bridge is operated by the City of McAllen and connects the McAllen Foreign Trade Zone-MCFTZ and surrounding industrial areas (via a new access road at Bryan Road and US 83) to Reynosa's western *maquiladora* parks and Mexican highway 40. The bridge has one four-lane span, as well as immigration, customs, and TxDOT facilities. This bridge has a Secure Electronic Network for Travelers' Rapid Inspection (SENTRI) lane in the U.S. portion. The Bridge only serves passenger cars, since trucks will not be allowed to use it until 2015.
- McAllen-Hidalgo-Reynosa International Bridge: This bridge is operated by the City of McAllen and connects Hidalgo County to downtown Reynosa. This bridge has two spans, with four lanes in the southbound direction and four lanes in the northbound direction. It also includes a SENTRI lane that became operational in August 2006 and a READY lane, which is a special lane that uses Radio Frequency Identification (RFID) technology to speed up the border crossing process. The bridge also has immigration and customs facilities as well as the highest passenger car volumes in Hidalgo County. Trucks have not been allowed to use the northbound direction of this bridge since 1996.
- Pharr-Reynosa International Bridge: This bridge is operated by the City of Pharr and connects Reynosa's eastern *maquiladora* parks and Mexican Highway 2 to the Pharr Industrial Park, the MCFTZ, and local retail and tourist centers. It is currently the biggest truck traffic crossing within the study area. It has one four-lane span as well as immigration, customs, and TxDOT facilities. The Free and Secure Trade (FAST) lane program began to operate in late 2004. This bridge has a SENTRI lane and a recently opened READY lane.
- Alliance International Bridge: This bridge was completed in December 2010. It is operated by the City of Donna and links that city to the *maquiladora* industrial area in the Mexican city of Rio Bravo, as well as to toll road 2D in Mexico. The bridge has four lanes in each direction and permits access to only passenger cars. Trucks will also be allowed access by the time the Projects are built. This bridge includes a READY lane and also has immigration, customs, and TxDOT facilities.
- Progreso International Bridge: This privately-owned bridge is operated by the B&P Bridge Company and connects the U.S. border city of Progreso with the Mexican border city of Nuevo Progreso, linking the retail, medical, and tourist centers of both sides. Within the study area, this bridge is the primary means by which trucks

transport bulk materials back and forth across the border. This bridge has two spans: one with four lanes for passenger vehicles (two lanes in each direction) and one with two lanes for trucks. Both spans have immigration and customs facilities.

Table 2-1 presents annual data regarding northbound passenger vehicles and trucks crossing Hidalgo County bridges.[5] The data show a steady decline in passenger car crossings after the events of September 11, 2001, when excessive delays at the border became commonplace, forcing many travelers to consolidate their trips. The current state of the economy has also played a role in reducing the number of passenger cars crossing bridges at the border. In contrast, truck crossings have experienced steady growth rates since 1994, when the North American Free Trade Agreement (NAFTA) went into effect.

Table 2-1. Yearly Traffic for Hidalgo County International Bridges since 1995: Northbound

Hidalgo County Bridges		
Year	Passenger Cars (Thousands)	Trucks (Thousands)
1995	6,553	198
1996	7,122	229
1997	7,599	254
1998	8,192	282
1999	9,471	342
2000	9,866	386
2001	8,685	388
2002	9,350	414
2003	8,321	426
2004	8,305	477
2005	7,974	515
2006	7,491	489
2007	7,819	528
2008	7,859	520
2009	6,969	465
2010	6,172	503
2011	5,706	496
2012	5,849	526
2013	5,848	553

Source: RITA

Table 2-2 shows the percentage share of Hidalgo County bridges. The Pharr-Reynosa International Bridge opened in 1995, attracting trips from the other two area bridges. It specifically removed trucks from the northbound direction of the McAllen-Hidalgo-Reynosa International Bridge, which no longer accepts trucks. The Pharr-Reynosa International Bridge is now the main point of entry for international trucks in the area, averaging an annual growth rate of 2.4 percent between 2000 and 2013.

Table 2-2. Hidalgo County Bridge Percentages Shares

Year	Passenger Cars					Trucks	
	Hidalgo	Pharr	Anzalduas	Donna	Progreso	Pharr	Progreso
2000						97%	3%
2001						95%	5%
2002						94%	6%
2003						95%	5%
2004	63%	24%			13%	95%	5%
2005	67%	21%			13%	95%	5%
2006	64%	23%			13%	94%	6%
2007	64%	23%			13%	92%	8%
2008	63%	26%			11%	91%	9%
2009	65%	23%	1%		11%	90%	10%
2010	51%	24%	16%	1%	9%	91%	9%
2011	40%	22%	17%	7%	15%	91%	9%
2012	35%	22%	18%	8%	16%	92%	8%
2013	33%	22%	17%	10%	18%	92%	8%

Truck traffic has suffered under the pressure of the economic downturn, when it experienced a CAGR of -12.0 percent at the end of 2009, signaling a considerable reversal of the positive trend it had enjoyed since 1995, when truck traffic grew at a CAGR of 8.0 percent. While this downward trend was cause for concern, it has begun to show signs of easing since 2010.

2.3.2. Cameron County Bridges

There are four international bridges connecting Cameron County to the Mexican city of Matamoros, thus providing access to retail, industrial, and educational centers on both sides of the border. A map showing the location of these bridges along Cameron County's southern border with Mexico can be found in Chapter 1: Introduction (Figure 1-1). Information about each of these bridges, according to TxDOT,[6] can be summarized as follows:

- Brownsville & Matamoros International Bridge: This privately-owned bridge is operated by the B&M Bridge Company and connects the U.S. border city of Brownsville with the Mexican border city of Matamoros. There are two bridges at this crossing. The old bridge consists of a single railroad track and two commercial lanes, one in each direction. The new bridge expansion consists of four lanes, two in each direction. It is used exclusively for noncommercial vehicles. The southbound pedestrian sidewalk is located on the old bridge, while the northbound pedestrian sidewalk is located on the new bridge expansion. Trucks have not been allowed to use this bridge since 1999. All commercial vehicles began using the Veterans International Bridge at Los Tomates.
- Gateway International Bridge: This is operated by the City of Brownsville and consists of two bridges, with a total of four lanes. One bridge has two lanes for southbound traffic, while the other has two lanes for northbound traffic.

Commercial vehicles are no longer allowed on either bridge. This crossing stopped processing northbound commercial vehicles on April 30, 1999. Southbound commercial vehicles were stopped on February 28, 2001. At that time, all commercial vehicles in the area began using only the Veterans International Bridge. Oversize/overweight commercial vehicles with permits can travel on SH 48/SH 4 between this bridge and the Port of Brownsville. This bridge includes a READY lane.

- Veterans International Bridge: This four-lane bridge, operated by the City of Brownsville, carries commercial vehicles, passenger vehicles, and pedestrians. A FAST lane opened in 2004 and a SENTRI lane became operational in August 2006.
- Los Indios International Bridge: This four-lane bridge is owned jointly by Cameron County and the Cities of Harlingen and San Benito. It connects the U.S. border city of Los Indios with the Mexican border city of Matamoros.[7]

Table 2-3 presents annual data regarding northbound passenger vehicles and trucks crossing Cameron County bridges.[8] As with Hidalgo County, the data show a steady decline in passenger car crossings after the events of September 11, 2001. Table 2-4 shows the percentage share of Cameron County bridges.

Table 2-3. Yearly Traffic for Cameron County International bridges since 1995: Northbound

Cameron County Bridges		
Year	Passenger Cars (Thousands)	Trucks (Thousands)
1995	5,768	224
1996	6,074	226
1997	6,161	248
1998	6,513	277
1999	7,579	304
2000	7,877	299
2001	7,548	252
2002	7,897	249
2003	7,220	229
2004	7,211	226
2005	7,104	235
2006	6,968	243
2007	6,477	239
2008	6,567	222
2009	5,513	190
2010	4,640	207
2011	4,123	208
2012	4,262	218
2013	4,277	208

Source: RITA

Table 2-4. Cameron County Bridge Percentages

Year	Passenger Cars				Trucks	
	B&M	Gateway	Veterans	Free Trade	Veterans	Free Trade
2000	34%	30%	27%	8%	79%	21%
2001	30%	30%	31%	9%	89%	11%
2002	26%	31%	33%	10%	90%	10%
2003	24%	31%	34%	10%	90%	10%
2004	24%	32%	34%	11%	90%	10%
2005	23%	31%	35%	11%	89%	11%
2006	24%	31%	35%	11%	89%	11%
2007	26%	31%	32%	11%	84%	16%
2008	36%	27%	26%	12%	84%	16%
2009	43%	24%	24%	9%	88%	12%
2010	29%	27%	32%	12%	86%	14%
2011	29%	29%	31%	10%	85%	15%
2012	31%	29%	30%	10%	87%	13%
2013	35%	30%	26%	9%	89%	11%

2.3.3. Shipment Types by Bridge

C&M noted in previous studies that for a future truck forecast, it is crucial to not only look at the overall growth pattern, but to observe the growth trends of the goods that are shipped on every single bridge. Along the entire Mexican/U.S. border, the International Port of Entries have specialists for certain types of goods. This specialization for certain goods affects the historical growth rates as well as the future forecast of the truck crossings. Figure 2-9 through Figure 2-11 illustrate historical trends regarding the amount of goods imported, by category.

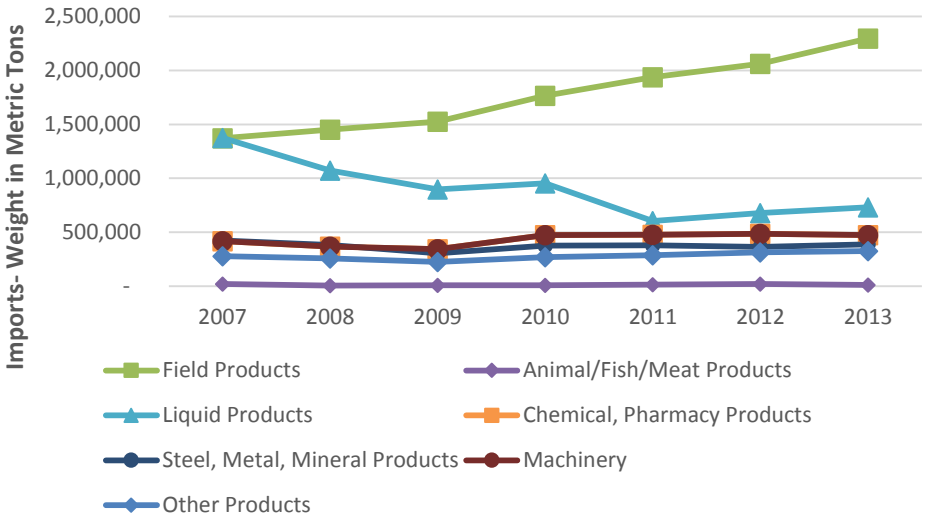


Figure 2-9 Hidalgo Bridge – Import Weights in Metric Tons

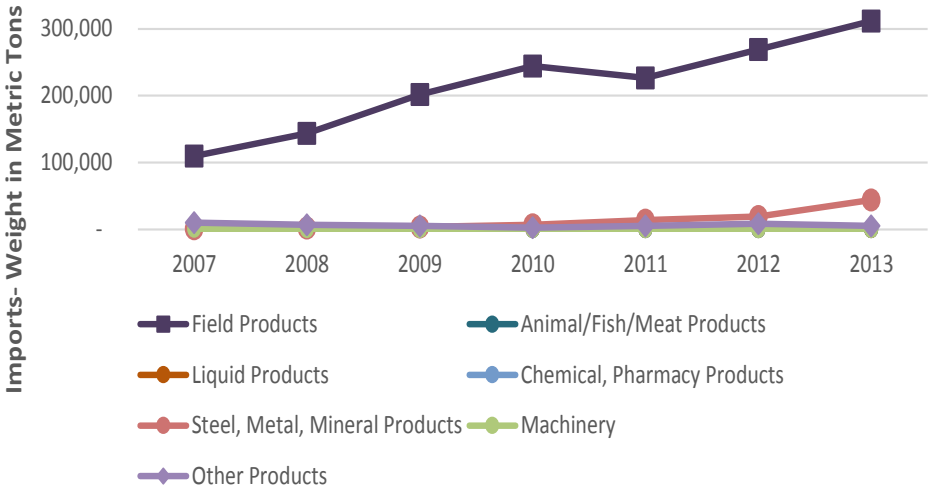


Figure 2-10 Progreso Bridge – Imports Weights in Metric Tons

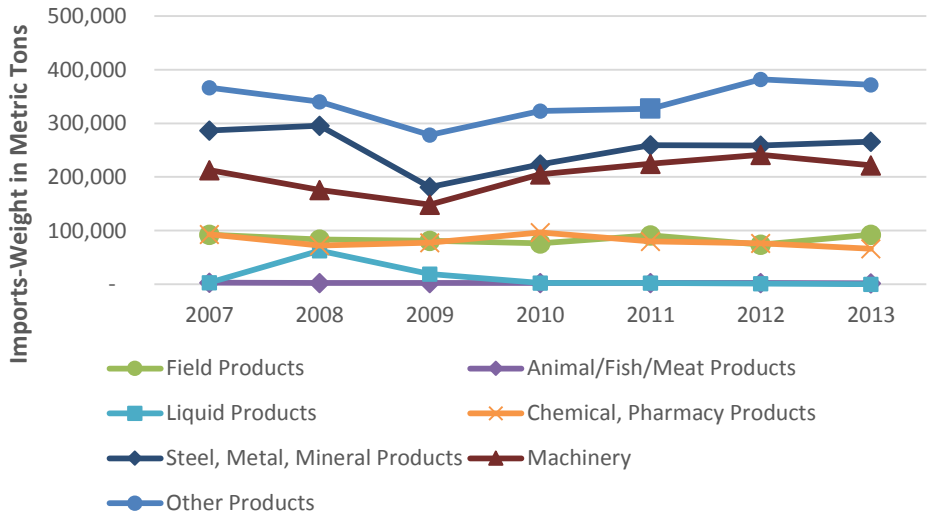


Figure 2-11 Brownsville Bridge – Imports Weights in Metric Tons

As can be seen from Figure 2-9, Hidalgo Bridge imports a majority of field products, followed by liquid products and machinery, and Figure 2-10 shows that more than 85 percent of imports on Progreso Bridge consist of field products. For Brownsville Bridge, the primary import is miscellaneous products followed by steel/metal/mineral products and machinery, as shown in Figure 2-11. It is also important to note that the weight magnitude of imports is much higher through the Hidalgo Bridge compared to the other two bridges.

2.4. Seasonality

Seasonal variation is an important factor to consider when making annual projections, as it can have a significant impact on traffic patterns. The following information outlines the effects of seasonal changes on traffic patterns within the study area.

2.4.1. International Bridge Crossing Seasonality

Figure 2-12 and Figure 2-13 depict monthly passenger vehicle factors for Hidalgo and Cameron county bridges, respectively, from 2010-2013, while Figure 2-14 and Figure 2-15 presents similar data for trucks.[9]

For both counties, passenger vehicle patterns indicate an increase in traffic during the Christmas and Easter months, seasons of the year when Mexican citizens typically go on holiday. From 2011 to 2013, the seasonal traffic is highest in December for passenger vehicles in both counties. Average monthly factors for passenger vehicles range from 0.91 to 1.13 for Hidalgo County and 0.91 to 1.09 for Cameron County, which show a distinct seasonality. For corresponding truck data, monthly factors show a greater variation of 0.9 to 1.14 for Hidalgo County and 0.87 to 1.1 for Cameron County, which indicate strong seasonality. Truck volumes are at their lowest during the summer months and during the December holiday season; the highest volumes are observed primarily in March or April.

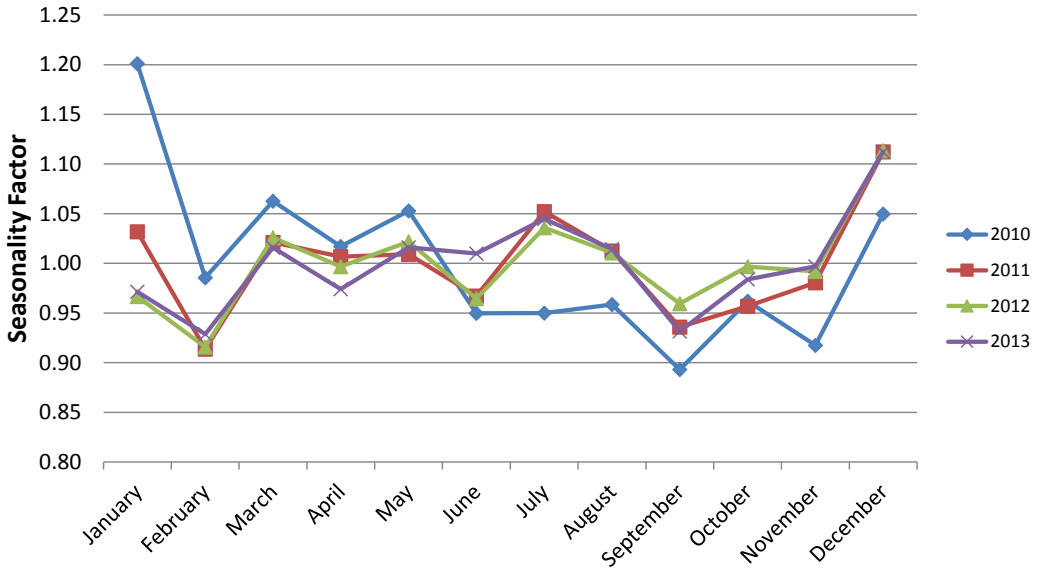


Figure 2-12. Passenger Vehicle Seasonality Factors at Hidalgo County Bridges

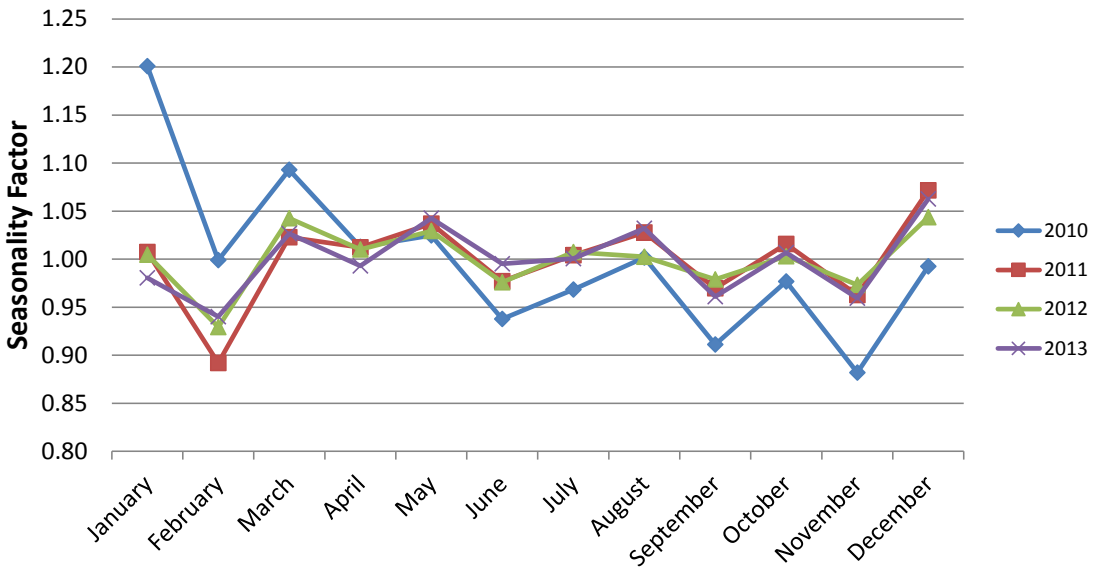


Figure 2-13. Passenger Vehicle Seasonality Factors at Cameron County Bridges

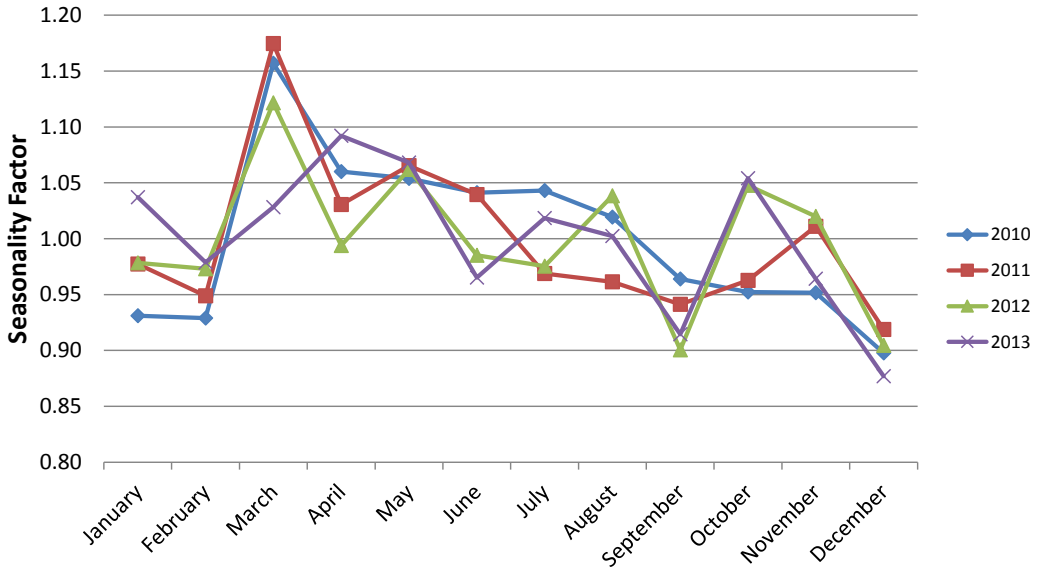


Figure 2-14. Truck Seasonality Factors at Hidalgo County Bridges

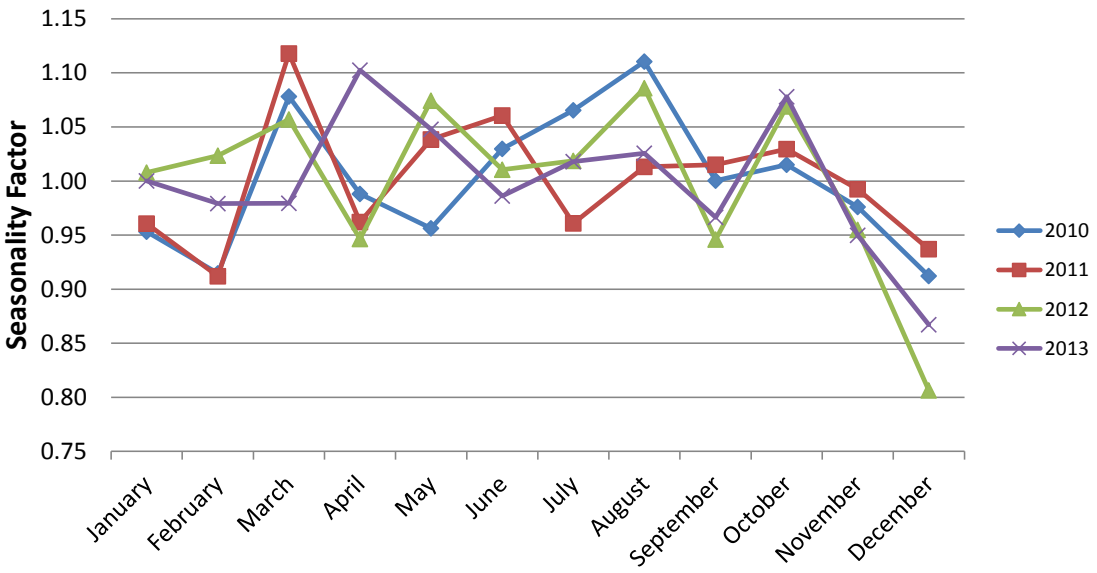


Figure 2-15. Truck Seasonality Factors at Cameron County Bridges

2.4.2. Seasonal Data in Other Locations in the Study Area

TxDOT maintains 10 permanent counting stations in the Pharr District (see Figure 2-16). Selected stations relevant to this study are listed below.

- US 83: 0.2 miles west of FM1426 in Pharr, Texas: Station S143
- US 83: 0.2 miles west of SP374 in Mission, Texas: Station S159
- US 281: 7.4 miles south of U.S.83 in Pharr, Texas: Station S173
- BU83S: 1.3 miles east of U.S.281 in Pharr, Texas: Station A327
- US 281: 7.4 miles south of U.S.83 in Pharr, Texas: Station S2102
- US 281: 9.3 miles north of SH186 in N of Edinburg, Texas: Station S235
- FM 396: 0.6 miles south of FM 1016 in Hidalgo, Texas: Station S300
- SH 336: 3.5 miles south of SH107 in McAllen, Texas: Station S69
- US 281: 0.1 miles east of FM1015 in Progreso, Texas: Station S2103

Numbers from these locations are reported as seasonal variation in Average Daily Traffic (ADT) by month, so their patterns are characteristic of both commuter and commercial traffic, as described in previous sections.

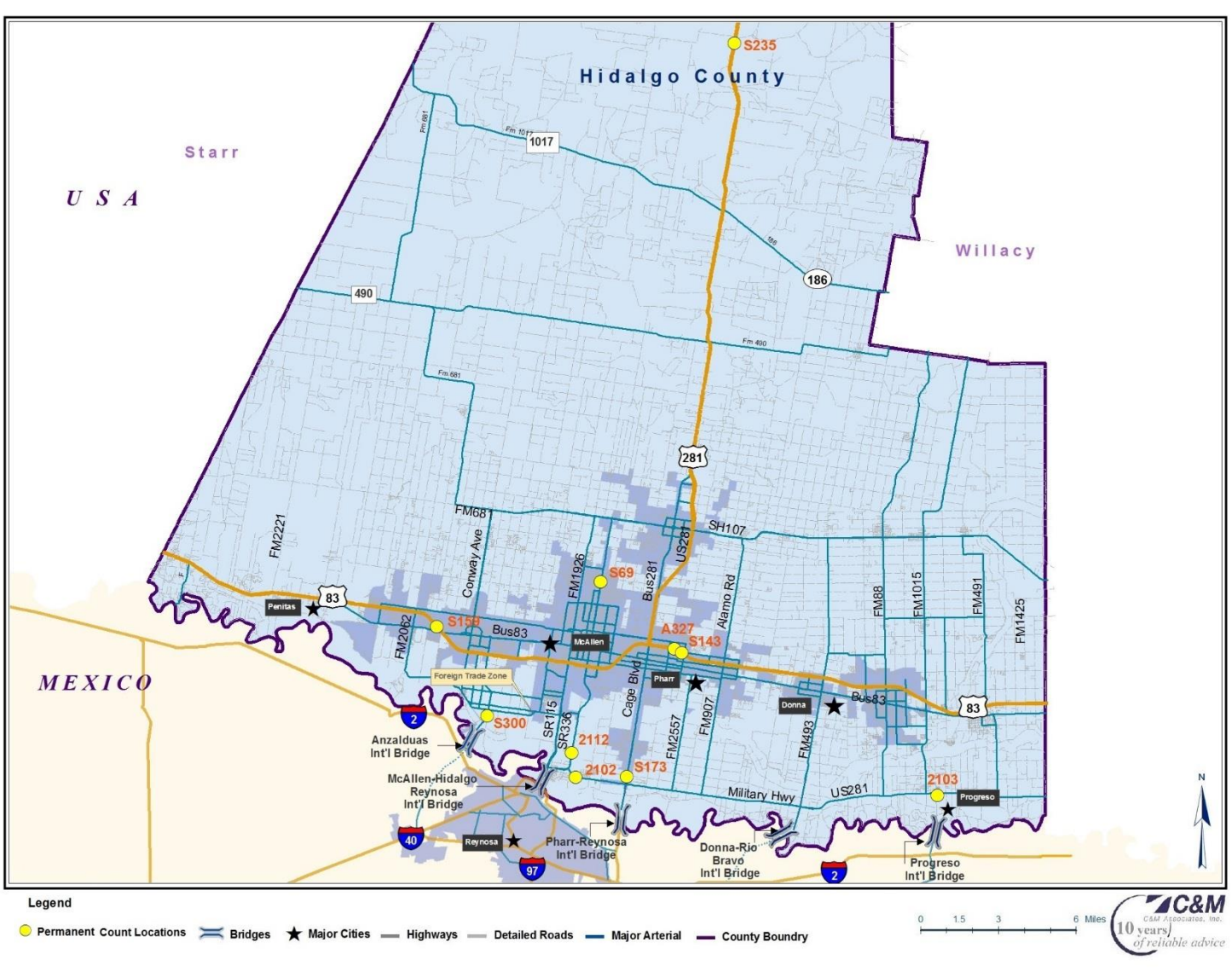


Figure 2-16. Permanent Count Locations

Figure 2-17 and Figure 2-18 show seasonal variations at mentioned stations within and outside the Projects area. Average monthly factor ranges from 0.93 to 1.09 for these stations, which indicates strong seasonality, with the Easter season standing out as a high traffic period and the summer months reflecting the lowest numbers.[10]

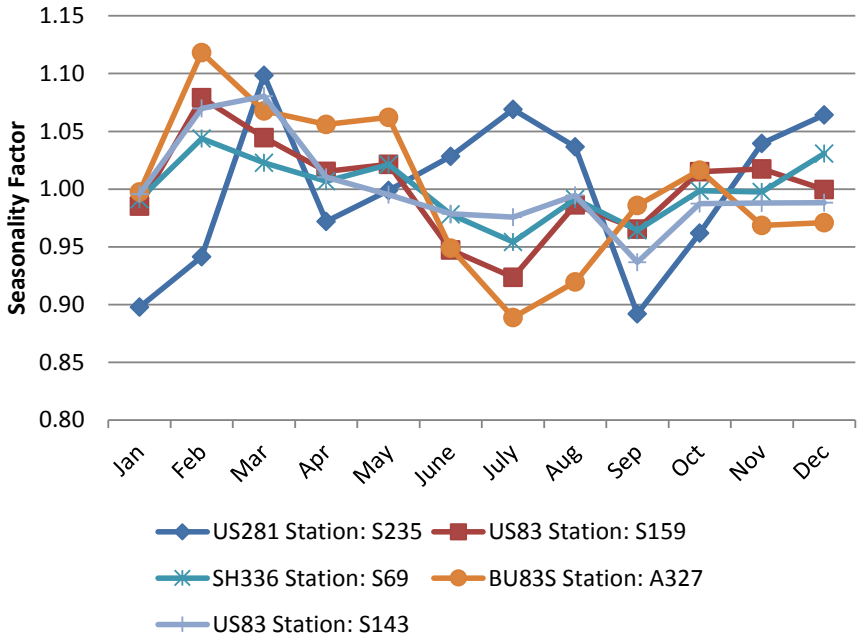


Figure 2-17 Seasonal Variations at Selected Permanent Count Stations

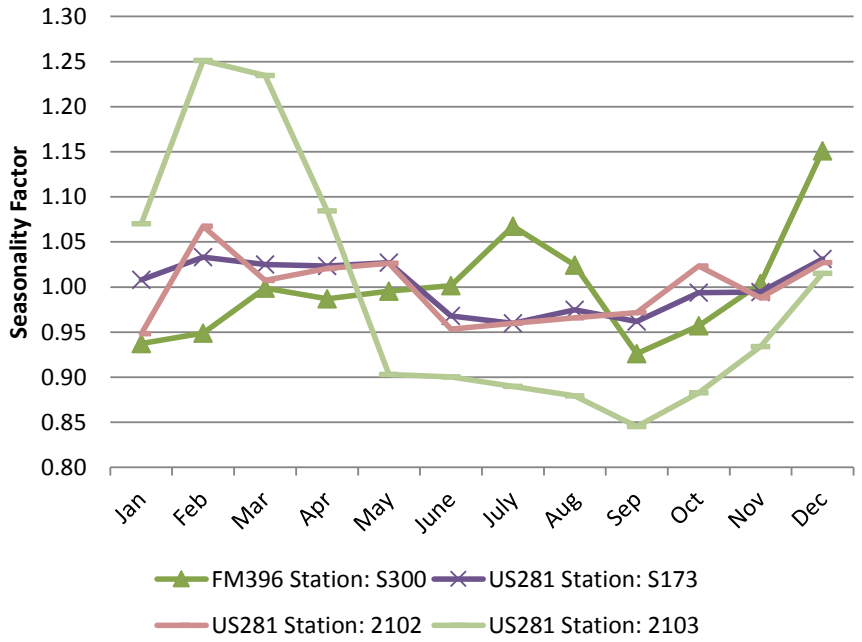


Figure 2-18 Seasonal Variations at Other Selected Permanent Count Stations

Figure 2-19 presents weekly traffic profiles for a subset of the mentioned stations. As can be seen, weekdays exhibit more traffic than weekends. Traffic trends and magnitudes are similar in both directions except for US 281 Station S235, which is far north of US 83.

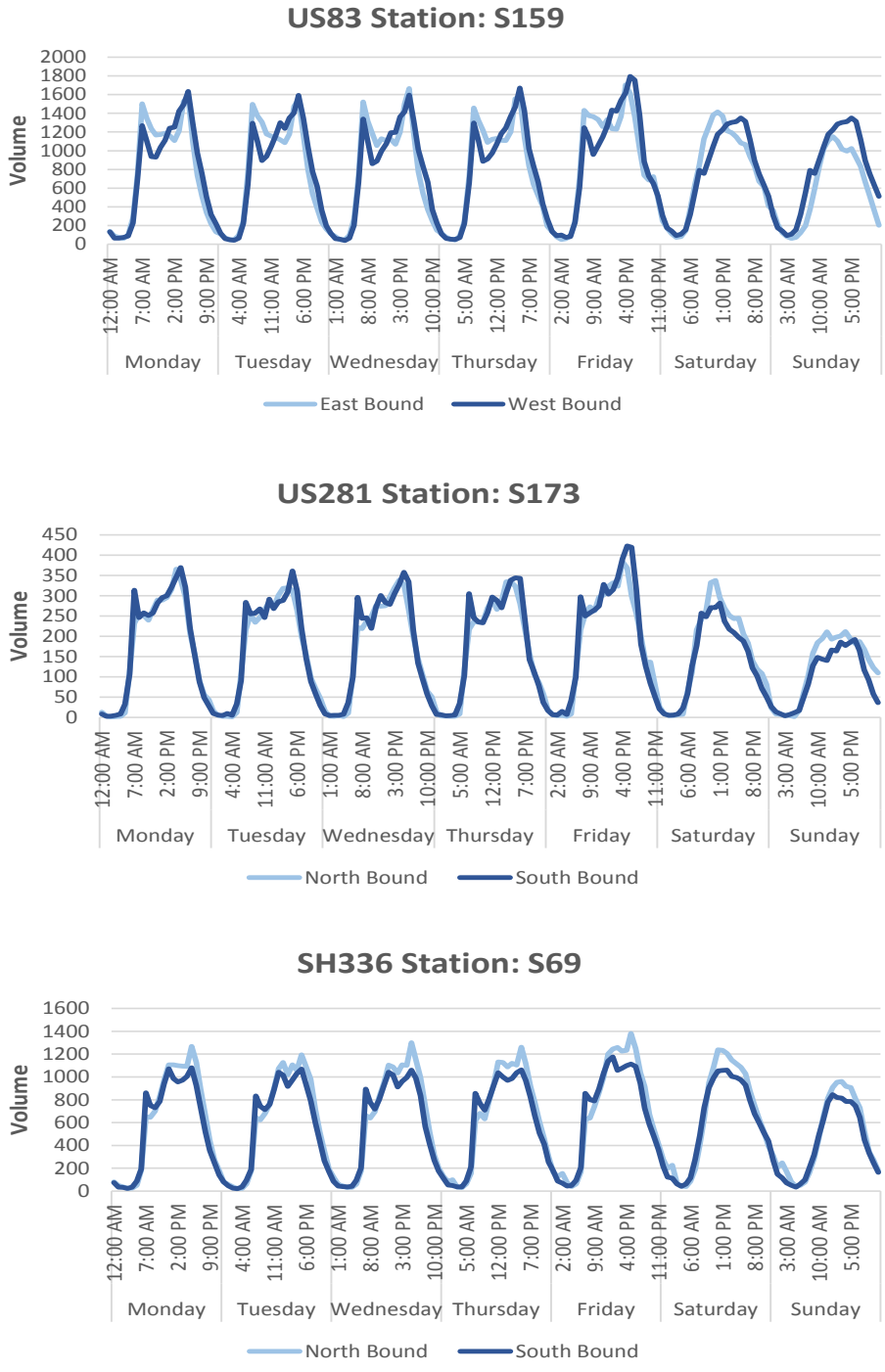


Figure 2-19. Weekly Traffic Profile at Selected Stations

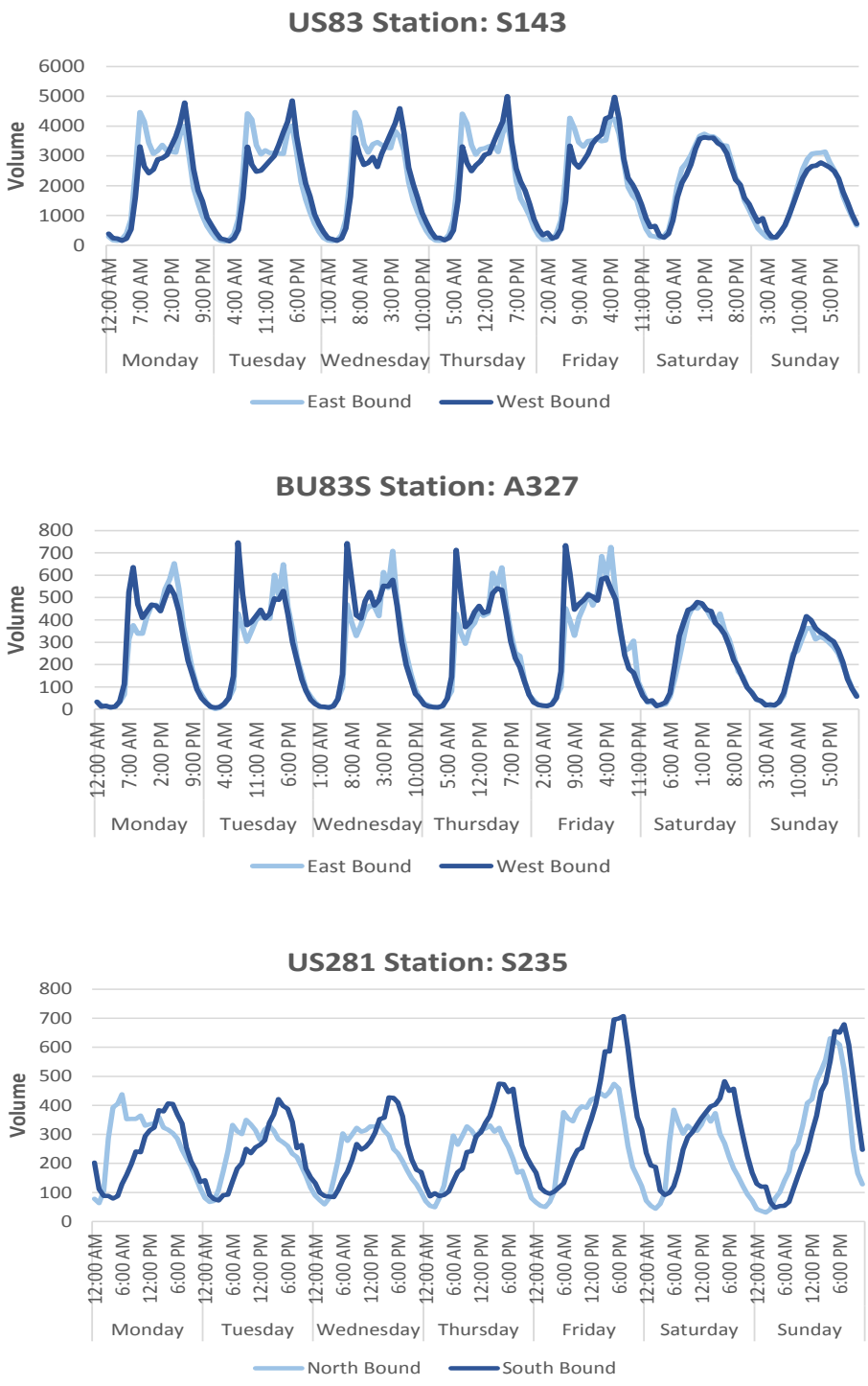


Figure 2-17 Weekly Traffic Profile at Selected Stations (Cont'd.)

2.5. Border Traffic Trends

Given that the traffic characteristics of the study area are influenced by Mexican/U.S. border traffic, the following sections discuss border traffic trends and policies.

2.5.1. Passenger Cars

The Hidalgo County metropolitan statistical area (MSA) has a unique traffic composition of local commuters and national and international visitors. Local vehicles exhibit typical commuter patterns of home-to-work trips in the morning and afternoon. Major origins and destinations are the urban areas along US 83. Visitor traffic on its way to the shopping and recreational destinations in the study area make up an important part of the economy in Hidalgo County, and of particular interest are passenger cars from Mexico. The MSA of Hidalgo County has been ranked by the Texas Comptroller as 3rd in Texas for Sales Tax collections per household and 4th in per capita sales tax, which demonstrates the high amount of non-local visitors to the area.

Passenger car crossings on the international bridges tend to be higher during the weekends, due mostly to Mexican visitors on their way to retail malls in the study area, with a smaller fraction on their way to touristic areas such as South Padre Island.

Passenger cars from the United States and Mexico also use these bridges in typical commuter patterns, such as workers traveling to industrial parks on both sides of the border in the morning and returning home in the afternoon. In addition, some Mexican drivers travel north to American schools and universities, creating familiar school trip patterns across the bridges. These traffic patterns also impact other roadways such as US 83 and US 281 within the traffic network, though not significantly.

2.5.2. Truck Traffic

Regarding the composition of international trade and truck travel patterns, each region along the U.S./Mexican border has its own specific characteristics and markets. In the case of the Reynosa/Hidalgo County region, international trade is driven by two different market segments: the local *maquiladora* trade and fruit imports from Mexico to the United States. Figure 2-20 presents the industrial parks in the United States and the *maquiladora* parks in Mexico.[11,12] Many Texas produce shippers have already invested in farming operations in Mexico, and produce already crosses the border into the lower Rio Grande Valley for distribution throughout the United States and Canada.[13] Cameron and Hidalgo counties are seeing a greater amount of imported produce shares, with estimates as high of 40 percent in the past five years.[14] The produce shippers are using the already-existing logistic infrastructure that allows Texas, as one of the important U.S. agricultural producers, to distribute produce imported from Mexico throughout the entire United States.

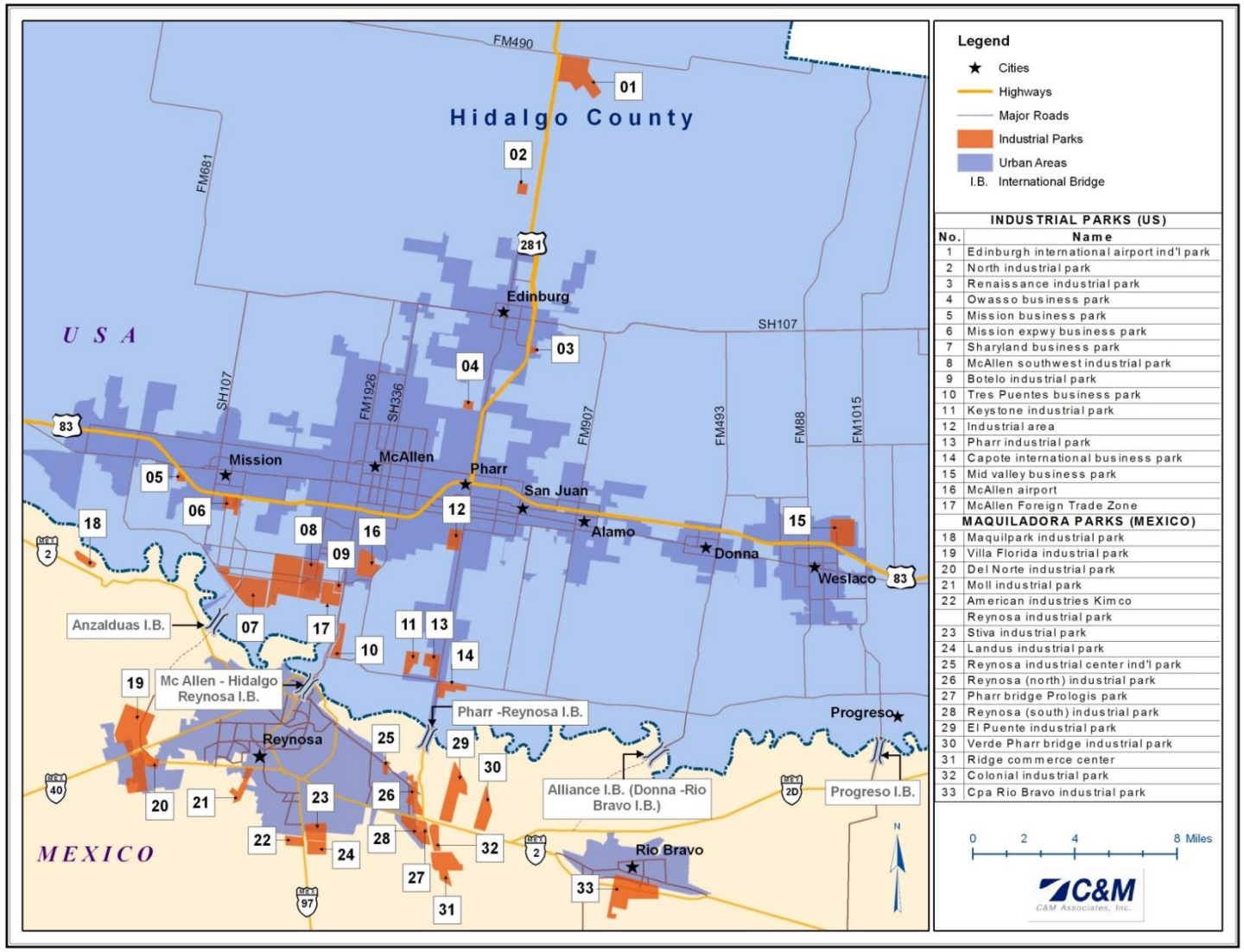


Figure 2-20. Industrial and Maquiladora Parks in the Study Area

Truck travel patterns between the Mexican city of Reynosa and Hidalgo County in the United States are generally short haul in nature, known within the industry as "cartage" or "transfer" hauling. The less frequent long haul truck movements typically originate further south in Monterrey, Mexico's leading industrial city and capital of the northern state of Nuevo Leon.

The *maquiladora* trade activity is accomplished by means of short haul truck movements. Typically, these trucks pick up products from their origins at *maquiladora* plants in the Mexican city of Reynosa and haul them across the border to interim distribution centers in Hidalgo County and surrounding areas. Conversely, trucks on the U.S. side of the border pick up components from warehouses in Hidalgo County and surrounding areas and deliver them to *maquiladora* plants in Reynosa to the south.

Short haul truck movements are also attractive for the produce industry because in Mexico, trucks are allowed to carry 125,000 pounds, whereas in the United States, trucks heavier than 80,000 pounds are required to have an overweight permit. When these overweight Mexican produce arrive at the border, they typically re-distribute their cargo to other trucks in order to cross the border. Table 2-5 presents the current truck standards in the United States and Mexico.

Table 2-5. U.S. and Mexican Truck Regulations

Standard	Height	Width	Weight
U.S.	14 ft	8.5 ft	80,000 lbs
Mexico	15 ft, 6 in	12 ft	125,000 lbs

Source: U.S. Department of Transportation

In January 2014, Hidalgo County established an overweight permit, which covers travel over selected Hidalgo County roads for vehicles weighing no more than the Mexican legal weight limit. This overweight permit makes it theoretically unnecessary for trucks coming from Mexico to re-distribute their loads.

2.5.3. Government Policies

This section discusses a number of government policies that can aid in understanding factors other than the economy that have an impact on border crossings. These policies and their impacts on border crossings are listed in Table 2-6.

Table 2-6. Border Policies and their Effect on Border Crossings

Item	Year	Effect
North American Free Trade Agreement (NAFTA)	1994	Positive
The Illegal Immigration Reform and Immigrant Responsibility Act (IIRIRA)	1998	Negative
Secure Electronic Network for Travelers Rapid Inspection (SENTRI)	2010	Positive
Free and Secure Trade (FAST)	2004	Positive
Laser Visas (Mexican Border Crossing Cards)	2001	Negative
The Uniting and Strengthening America by Providing Appropriate Tools Required to Intercept and Obstruct Terrorism Act (USA PATRIOT)	2001	Negative
The Enhanced Border Security and Visa Entry Reform Act	2002	Negative
The Western Hemisphere Travel Initiative (WHTI)	2008	Negative
Ready Lane	2010	Positive
México's Policies Against Organized Crime	2006	Negative
Sistema de Aforo Vehicular (SIAVE)	2011	Negative
U.S. Truck Restrictions	2010	Negative

These policies are explained in detail below.

- **North American Free Trade Agreement (NAFTA)**

U.S./Mexican economic integration boomed in the 1980s and 1990s, beginning with Mexico pursuing a unilateral liberalization of its economy—after decades of protectionism—and then a regional strategy which, in 1994, resulted in the implementation of NAFTA. This signature piece of legislation not only enhanced U.S./Mexican economic integration, but also resulted in an annual bilateral trade growth rate of 17.4 percent, the value of which doubled before the end of the decade. However, since 2000, a number of regional and global factors have slowed the pace of integration, reducing the average annual increase in trade by 9.5 percent. Still, NAFTA has served as a model of production sharing and cross-border investment among the three North American countries, making their economies an example of profound interdependence. This is especially evident in Hidalgo County, where production sharing through maquiladoras is an important part of the economy and where truck traffic across the U.S./Mexican border increased from approximately 5.0 billion in 1994 (pre-NAFTA) to approximately 19.9 billion in 2006 and 23.5 billion in 2011.

- **The Illegal Immigration Reform and Immigrant Responsibility Act (IIRIRA)**

In 1996, Congress began addressing the need for greater border security by passing the IIRIRA, under which border security provisions were concentrated along the U.S./Mexican border with the intent of increasing border enforcement. At the same time, to facilitate legitimate travel to the United States, IIRIRA sought to address the persistent problem of long delays at each port of entry (POE) by authorizing the hiring of enough inspectors in 1997 and 1998 to ensure full staffing during peak crossing hours. The act also authorized

the U.S. Attorney General to formulate six inspection projects—such as the construction of dedicated commuter lanes—aimed at speeding up the border-crossing process for frequent crossers paying a fee.

In an effort to stem illegal immigration, IIRIRA not only authorized the expansion of border barriers, but also gave the Attorney General the authority to acquire and use all available federal equipment in the government's attempt to reduce the flow of illegal immigrants into the United States. This legislation also authorized appropriations for the nationwide expansion of the Automated Biometric Fingerprint Identification System (IDENT) in order to include the fingerprints of all illegal or criminal aliens apprehended at the border. IIRIRA also contained a first-time provision requiring biometrics as one form of identity on certain travel documents. Specifically, the act required that the Secretary of State issue border-crossing cards bearing a biometric identifier that is machine readable and, furthermore, that the biometric identifier must match the biometric characteristic of the card holder in order for that person to enter the United States.

- **Secure Electronic Network for Travelers Rapid Inspection (SENTRI)**

The SENTRI program from U.S. Customs and Border Protection (CBP) is a program for pre-approved, low-risk travelers that have access to specific, dedicated primary lanes into the United States. Participants in the program wait for shorter periods of time than those in regular lanes when entering the United States through a land POE, even at the busiest time of day. Critical information required in the inspection process is provided to the officer in advance of the passenger's arrival to the inspection booth, thus reducing the inspection time from an average of 30–40 seconds to an average of 10 seconds.[15] CBP's goal is that the waiting time for users in these dedicated lanes will not exceed 30 minutes.

Applicants have to voluntarily go through a biographical background check against criminal, law enforcement, customs, immigration, and terrorist databases, with an additional 10-fingerprint law enforcement check and a personal interview with a CBP officer. An approved SENTRI applicant will be issued an RFID that will identify its record and status in the CBP database upon arrival at the U.S. POEs. Additional to the personal identification document, a transponder is also issued to the applicant's vehicle or motorcycle. Anecdotal evidence suggests that some border crossers are reluctant to go through the detailed screening process for privacy or residency concerns. This, in combination with the high price, serves as a barrier to higher utilization rates for this program.

SENTRI was first implemented at the Otay Mesa POE on November 1, 1995. SENTRI lanes are available to passenger cars at the Pharr-Reynosa International Bridge (since 2010), the McAllen-Hidalgo-Reynosa International Bridge, the Veteran international bridge (since 2006), and the Anzalduas International Bridge (since 2009). The Alliance International Bridge, opened in December 2010, has applied to the SENTRI program and expects approval soon.[16]

- **Free and Secure Trade (FAST)**

The FAST program is a commercial clearance program for known low-risk shipments entering the United States from Canada and Mexico. Initiated after the events of September 11, 2001, this trusted traveler/trusted shipper program allows expedited processing for commercial carriers who have completed background checks and fulfill certain eligibility requirements. More than 78,000 commercial drivers are currently enrolled in the FAST program nationwide.[17] The FAST program is open to enrollment by U.S., Canadian, and Mexican commercial vehicle (CV) drivers.

The FAST program was first implemented in December, 2002 in U.S./Canadian land POEs. The first dedicated FAST lanes on the U.S./Mexican border are located in El Paso, Texas. CBP officers began the initial processing of CVs through FAST lanes on October 27, 2003. The Pharr International Bridge and Veteran International Bridge have mixed FAST lanes from 2004, and the Anzalduas International Bridge is expected to have FAST lanes only once it opens to trucks in 2015.

Participation in FAST requires that every link in the supply chain—from manufacturer to carrier to driver to importer—is certified under the Customs-Trade Partnership Against Terrorism (C-TPAT) program. C-TPAT is a voluntary government-private sector partnership in which companies involved in commerce destined for the United States demonstrate that they have implemented enhanced security measures within their facilities and day-to-day operations to prevent terrorists and weapons of mass effect from infiltrating the supply chain. At about 25 percent, the percentage of CVs meeting all requirements of the FAST program is low when compared to the number of CV shipments that meet at least one of the C-TPAT program requirements (35 percent).

The benefits of FAST members are dedicated access lanes for faster crossing time and efficiency in the processing of transporter shipments, a reduced number of inspections resulting in reduced delays at the border, and priority (front of the line) processing for CBP inspections.

- **Laser Visas (Mexican Border Crossing Cards)**

Since 1953, the United States has made special accommodations for Mexican nationals who visit the country frequently and conduct business in border communities. Mexican nationals applying for admission to the United States as visitors are required to obtain a visa or possess a Mexican border crossing card, now referred to as a laser visa. The laser visa is valid for 10 years and can be used multiple times by citizens of Mexico desiring short-term entry (up to six months) for business or tourism in the United States. Mexican citizens can obtain a laser visa from the Department of State Bureau of Consular Affairs if they are otherwise admissible as B-1 (business) or B-2 (tourism) nonimmigrants. As of October 1, 2001, first-time laser visa applicants are required to present a valid Mexican passport as primary evidence of their citizenship and identity.

Most Mexican entrants with laser visas are not required to obtain an I-94 arrival/departure form if CBP officers determine that they do not intend to travel more than 25 miles into the country or stay more than 30 days. If it is determined by a CBP officer that a Mexican citizen intends to exceed either limit, the entrant is then referred to a secondary inspection point at the POE, where he or she will be subject to U.S.-VISIT requirements and issued

an I-94 form, if no grounds are found on which to deny the application. Figure 2-21 depicts the limits of the 25-mile zone in the San Diego region.

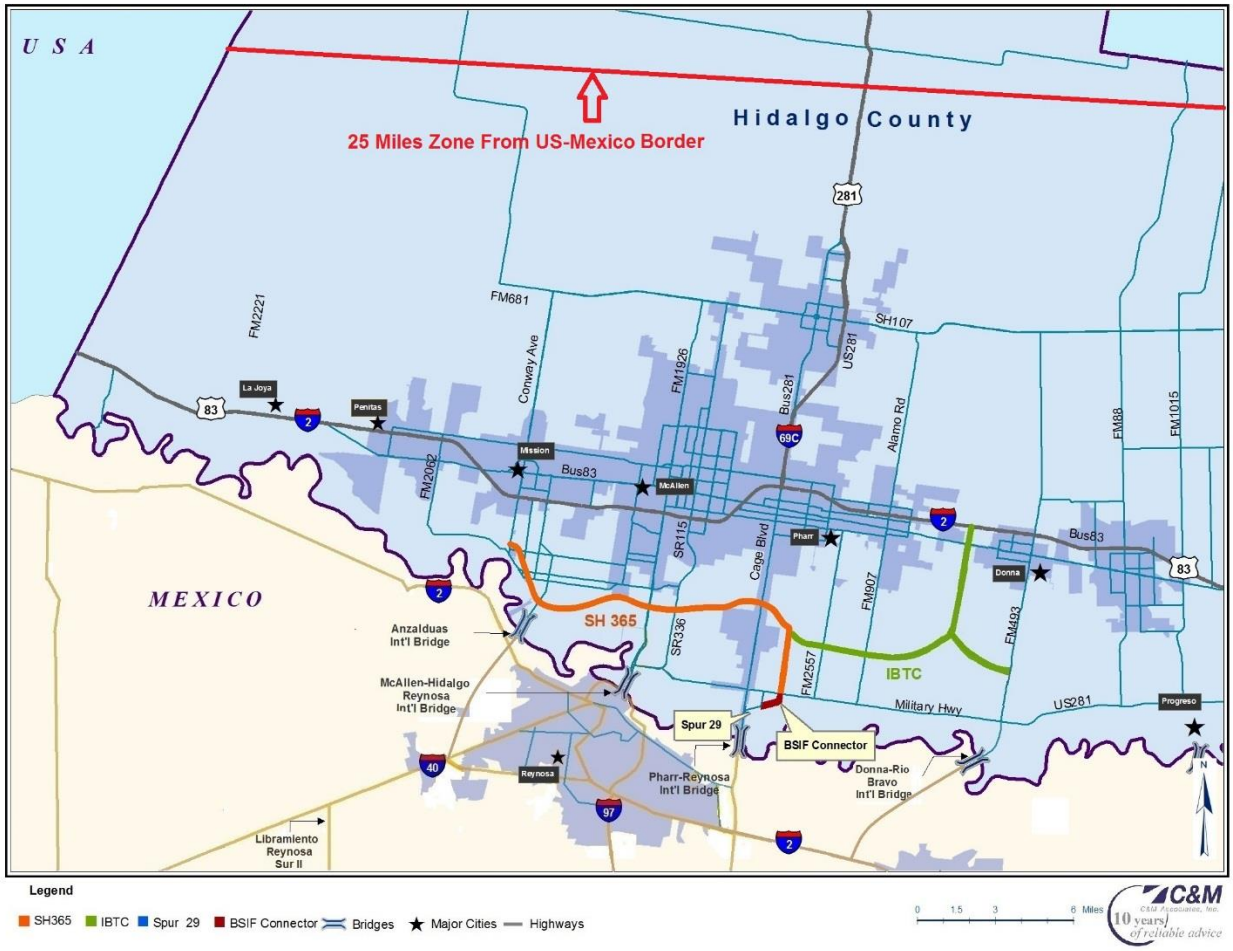


Figure 2-21. Twenty-Five Mile Zone From the U.S./Mexican Border

The I-94 form is valid for six months and allows travel throughout the country. In recognition that a large number of Mexican citizens may need to go beyond the 25-mile zone during the holiday season, travelers can obtain an I-94 form up to 30 days before travel for a $6 fee. This process is intended to avoid congestion at the POE secondary inspection facilities during holidays and is not meant as an everyday crossing mechanism.

- **The Uniting and Strengthening America by Providing Appropriate Tools Required to Intercept and Obstruct Terrorism Act (USA PATRIOT)**

The 2001 USA PATRIOT Act called for the immediate implementation of an integrated entry and exit data system and required that the system be interoperable with other law enforcement data systems. Moreover, the act required the Attorney General and the Secretary of State to develop and certify a technology standard that could be used to verify the identity of people seeking a visa to enter the United States. The mandate to implement an integrated entry and exit data system and the requirement that travel documents contain a biometric identifier have had direct implications on most foreign nationals seeking entry into the United States at the U.S./Mexican border.

- **The Enhanced Border Security and Visa Entry Reform Act**

The 2002 Enhanced Border Security and Visa Entry Reform Act called on the Attorney General (now the Secretary of Homeland Security) to take additional measures in the government's effort to secure U.S. borders. Specifically, this act mandated the installation of biometric data readers and scanners at all POEs and extended a previously set deadline requiring border crossing identification cards (laser visas) to contain a biometric identifier matching a biometric characteristic of the card holder.

- **The Western Hemisphere Travel Initiative (WHTI)**

In April 2005, the U.S. Departments of State and Homeland Security unveiled their Western Hemisphere Travel Initiative (WHTI), pursuant to section 7209 of the Intelligence Reform and Terrorism Prevention Act of 2004 (the "9/11 Intelligence Bill"). As a result of this initiative, all travelers to and from the Americas—including Canada, Mexico, Central America, and South America—and to the Caribbean and Bermuda were required to possess a valid passport, or other accepted document or combination of documents, in order to enter or re-enter the United States. Phase one of WHTI, which instituted passport requirements for air travel, went into effect in 2007, followed by Phase two on June 1, 2009, which instituted passport requirements for land and sea travel into the United States. In addition, under the terms of WHTI, as of January 31, 2008, CBP officers ended their practice of accepting verbal declarations of citizenship from U.S. travelers at land POEs and instead began requiring each traveler to produce a secure document in order to enter or depart the country. It is suspected that these measures have had a negative impact on the number of trips taken by U.S. citizens into Mexico. Indeed, according to the WHTI Final Programmatic Environmental Assessment, while 43 percent of all U.S./Mexican border crossings in 2004 were made by U.S. citizens, 68 percent of those travelers were estimated to not possess passports.[18] Cost and convenience factors may have played a role in these findings, as currently it can take two–six weeks for passport applications to be processed, at a cost of $135 each.

- **Ready Lane**

The Ready program, or "Ready Lane," is a dedicated primary vehicle lane for travelers entering the United States at land POEs. Travelers who obtain and travel with a WHTI-compliant RFID-enabled travel document may receive the benefits of utilizing a Ready Lane. The Ready Lane border crossing stations are able to scan the card from 10–30 feet away. Travelers simply need to hold the RFID card up to the windshield while driving

through the station. The CBP officer is then able to read all related information to the scanned user in a monitor, which makes the passport control process faster. CBP launched the Ready Lane program in 2010 at the Ambassador Bridge port of entry in Detroit, Michigan. The Pharr-Reynosa international bridge, McAllen-Hidalgo-Reynosa Bridge, Donna International Bridge, and Gateway international bridge have Ready Lanes. CBP expects that, as travel documents undergo a renewal cycle, in the near future 100 percent of all border crossers will have RFID, which will decrease waiting times at POEs.

Ready Lane users experience, on average, 15–20 seconds less processing time than travelers with no RFID.

- **Mexico's Policies Against Organized Crime**

In 2006, Mexican President Felipe Calderon ordered 6,500 federal troops into the State of Michoacán in an effort to end the rampant drug violence there. Known as *Operation Michoacán*, this step was regarded as the first major initiative against organized crime in México and, as such, was generally viewed as the starting point in the combat by the Mexican government against drug cartels. This combat continues today and has resulted in large scale violence that affects the border region and its citizens on a daily basis, particularly as drug cartels engage not only the Mexican government, but also each other, in their attempt to control drug trafficking routes into the United States. As with many U.S./Mexican border towns, violence along the border in Tamaulipas and Nuevo Leon has had a detrimental effect on the entertainment and tourism industries of Mexico, as many U.S. citizens have chosen to stay away from Reynosa to avoid unnecessary risk. According to surveys conducted in 2010 by C&M in Mexico's northeast border region, the perception of insecurity has translated into lower traffic volumes.[19] Likewise, travelers living in the interior sections of the United States or Mexico are more often choosing to fly into or out of airports away from the Mexican border region rather than cross the border by land. Recent trends have shown a decline in drug cartel related crime in Reynosa and Matamoros,[20] which could be one of the reasons that the passenger car crossings are not declining like they have in previous years.

- **Sistema de Aforo Vehicular (SIAVE)**

The growing drug-related violence in Mexico has led to increased southbound inspections at many ports of entry, as part of the U.S. and Mexican governments' attempts to slow the shipment of firearms and money linked to illicit activities in Mexico. In addition, the Mexican government has instituted Sistema de Aforo Vehicular (SIAVE), a program by which the actual weight of a vehicle is compared against a database; when a vehicle is discovered during inspection to be outside a prescribed weight range, it becomes subject to further scrutiny.[21] In addition, on the U.S. side of the border, CBP conducts random inspections of vehicles before they cross into Mexico in an effort to intercept firearms and dirty money made from the sale of illegal drugs. These individual efforts—SIAVE and random inspections conducted by CBP—not only have added stress to a system that was not meant to handle southbound inspections, but they have resulted in increased wait times at the border.

- **U.S. Truck Restrictions**

For many years, the system by which goods are shipped back and forth across the U.S./Mexican border generally has involved three types of trucks. Typically, a Mexican long-haul truck is the first vehicle involved, delivering a container of goods to a location near the U.S. border. There, a so-called drayage service is employed to carry the goods across the border in a short-haul truck where, finally, a U.S.-based long-haul truck picks up the goods and delivers them to their final destination. In the case of maquiladoras operating in Reynosa, the process involves only the last two steps. The U.S. Department of Transportation estimates the cost of drayage at between $100 and $200 per trip, which—when multiplied by the 4.7 million CVs that crossed the U.S. border in 2010—puts the approximate cost of the drayage system at between $0.5 and $1 billion dollars a year.[22]

Under the terms of NAFTA, the United States agreed to allow Mexican CVs to transport goods into the United States, starting in 1995 with the border-states and extending throughout the country by 2000. Likewise, Mexico offered the same access to U.S. trucks. However, in 1995, President Clinton delayed implementation of those trucking provisions out of what his administration considered to be a legitimate concern for safety. Clinton's action was followed in 2001 by a NAFTA arbitration panel ruling in which the United States was declared out of compliance with its NAFTA obligations. In a renewed effort to implement cross-border trucking, President Bush took steps in 2002 to address the Clinton administration's safety concerns; however, Bush's attempts were thwarted by a series of legal challenges, which delayed the implementation of cross-border trucking until 2007. That year, a small pilot program was launched, thereby allowing a select few Mexican trucking companies to move beyond the designated 25-mile border zone they had been accessing since before NAFTA. In 2009, Congress put an end to the pilot program, and in March 2011, President Obama announced a breakthrough on the issue, which resulted in a plan granting U.S. access to Mexican CVs capable of meeting stringent safety standards. In October 2011, Transportes Olympic, based in Apodaca in the Mexican state of Nuevo León, became the first Mexican trucking company to be granted permission to make deliveries throughout the United States. Since then, only two other firms have received similar permission: Distribuidora Marina El Pescador and Grupo Behr de Baja California, both based in Tijuana.

While it is too early to tell how the lifting of restrictions on Mexican commercial vehicles will affect freight operations within the Hidalgo County-Reynosa region, an interview with a local delegate of the national Mexican Association of Commercial Vehicles— Cámara Nacional de Autotransporte de Carga (CANACAR)—suggests there will be little impact in the short term.[23] This prediction was due not only to uncertainties surrounding the new program, but also to questions about its chances of becoming permanent. Indeed, with an investment of about $10,000 per truck needed to obtain permission to deliver beyond the current geographical limits within the United States, most of the industry is adopting a wait-and-see attitude. Nevertheless, in the long term, analysts believe transportation costs will go down and bilateral trade between the United States and Mexico will be stimulated.[24]

Officials within the U.S. and Mexican governments are pushing ahead with their "21st Century Border" project. This project builds on the Bush administration's "Smart Border Initiative," which seeks to give a broader definition to the meaning of "border," moving it beyond the notion of a simple line to a concept of secure flows.[25]

The programs, initiatives, and legislation outlined in the preceding section detail the lengths to which the U.S. and Mexican governments have gone in order to ensure border security in an age of international terrorism and drug trafficking. How these measures affect life and business along the U.S./Mexican border is difficult to quantify; however, acknowledging their role is vital to the task of being able to accurately analyze border crossing trends and make predictions about the future of this region.

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3. Data Collection and Analysis

Since 2008, C&M has been collecting field data in the study area specifically for the Projects. Based on this data, C&M has not only developed a user profile, but also gained a better understanding of traffic characteristics and travel patterns within the study area, all of which provided critical support for the travel demand model described in Chapter 5. The field work performed by C&M for the present Investment Grade study included:

- Field reconnaissance
- Economic Development Corporation's (EDC) survey in Hidalgo County
- Automatic Traffic Recorder (ATR) counts
- Travel time monitoring
- Origin-Destination (OD) surveys
- Commercial vehicle survey

3.1. Field Reconnaissance and Monitoring

Using publicly available satellite imagery and aerial photography, as well as data gathered through field observation and reconnaissance, C&M determined the general geometric inventory of the traffic network on both sides of the border—including information such as number of lanes and ramp locations. This information was used to create the base year road network.

Field reconnaissance was focused primarily on IH2 (US 83), US 281, the industrial zones, international bridges, and on the major roads and *maquiladora* parks of Mexico.

C&M staff members made several trips during the AM, PM and off-peak hours to the major roadways discussed in the previous chapter. Field observations revealed that traffic across the study area is greatly influenced by large numbers of trucks originating in and destined for Hidalgo County. Interaction between trucks and passenger vehicles, combined with competition for space on the roadways, has a significant negative impact on level of service (LOS).

Field reconnaissance on the region's international bridges and within the related industrial zones found that truck traffic reaches its peak during the midday hours every Monday through Friday, thus confirming its relationship to the *maquiladora* industry in Mexico and to the long wait times experienced by travelers at the U.S./Mexican border.

3.2. EDC Survey

C&M, in cooperation with the University of Texas-Pan American (UTPA), conducted an EDC survey to estimate future developments in Hidalgo County. The focus of the survey was to detect future developments in Hidalgo County that might not have been included within the socioeconomic data forecast. UTPA visited the most important EDCs within Hidalgo County, listed below.

- City of Edinburg
- City of McAllen
- City of San Juan
- City of Weslaco
- City of Mission
- City of Pharr
- City of Mercedes

The survey consisted of questions relating to new businesses that are coming to the cities in the coming years. The survey did not request the names of specific businesses, but rather an approximated number of companies, types, and sizes.

The outcome of this survey has been growth indicators for each City area, which are a direct input for the socioeconomic forecast models.

3.3. Automatic Vehicle Classification Counts

Automatic vehicle classification counts were collected by C&M at more than 120 locations on both sides of the border from 2008 to 2012. For the present Investment Grade study, C&M collected traffic data from 35 count locations, as shown in Figure 3-1. All counts were performed over a seven-day period.

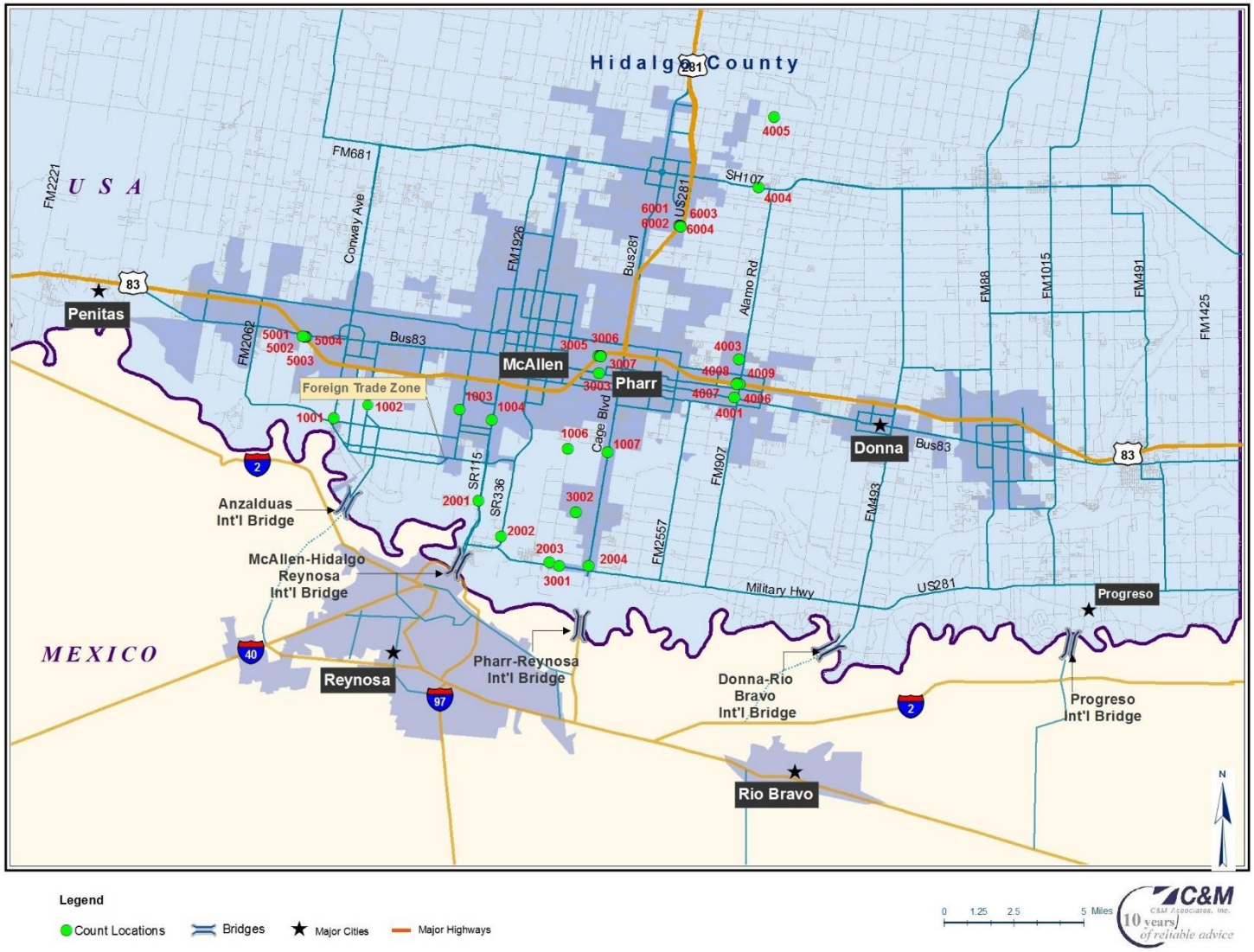

Figure 3-1. Field Data Collected in the Study Area

The observed traffic patterns are similar to C&M's observations in previous years. The study area locations have the same traffic profile over weekdays and weekends. Table 3-1 shows the ADTs and truck percentages over these selected locations. As can be seen, the majority of locations have high truck percentages.

Table 3-1. ADT and Truck Percentages at Selected Locations

ID	Description	ADT	Truck Percentage
1001	FM 1016 (S Convey Ave) North of Los Indios Rd	6,275	13.1%
1002	FM 396 (Bryan Rd) South of Trinity Rd	5,665	6.1%
1003	FM 2220 (S Ware Rd) North of Rio Grande Road	13,680	10.2%
1004	FM 115 (S 23rd St) North of Elmira Ave	19,500	11.1%
1005	FM 336 (S 10th St) North of W Military Hwy	10,650	11.0%
1006	FM 2061 (S Jackson Rd) North of Main Floodway	21,174	13.5%
1007	US 281 (S Cage Blvd) South of W El Rancho Blanco Rd	17,255	4.6%
2001	SPUR115 - (23rd St/International Blvd) South of Dicker Rd	16,585	6.6%
2002	SR336 (10th Street) North of US 281/ Military Hwy	10,733	17.5%
2003	SR2061 (Jackson Rd) North of Military Hwy	8,887	11.9%
2004	US 281 (Cage Blvd) North of Military Hwy	7,276	19.5%
3001	US 281/Military Hwy East of Jackson Rd	9,884	25.8%
3002	SR 3072/ Dicker Dr West of S Plata Ln	8,154	12.0%
3003	Center Ave (SR 374/US Business US83) East of Sugar Rd	9,851	7.2%
3004-3007	US 83 (I-2) - Frontage Road West of N Sugar Rd	9,987	13.8%
3005-3006	US 83 (I-2) - Mainlanes West of N Sugar Rd	126,656	10.6%
4001	Bus 83 West of FM 907	4,216	5.1%
4002	US281 West of FM 907 (S Alamo Rd)	4,454	23.3%
4003	FM 495 West of FM 907 (S Alamo Rd)	4,230	13.4%
4004	SR 107 (University Drive SR 107 West of SR 907	15,167	7.1%
4005	FM 1925 (E Monte Cristo Rd) West of FM 907 (N Alamo Rd)	8,002	13.2%
4006-4009	US 83 (I-2) - Frontage Road West of FM 907 (N Alamo Rd)	15,413	5.2%
4007-4008	US 83 (I-2) - Mainlanes West of FM 907 (N Alamo Rd)	106,411	8.6%
5001-5004	US 83 (I-2) - Frontage Road South of Bus 83	20,985	12.8%
5002-5003	US 83 (I-2) - Mainlanes South of Bus 83	43,242	17.4%
6001-6004	US 281 - Frontage Road South of E Canton Rd	12,258	4.3%
6002-6003	US 281 - Mainlanes South of E Canton Rd	71,610	11.4%

Figure 3-2 shows the weekly traffic profile in selected locations along IH2 (US 83), IH69C (US 281), and within the study area. US 83 has more traffic in the eastbound direction, whereas US 281 shows a similar trend in both directions and traffic dampens during the weekends. These weekly profiles aid in verifying the revenue days used for the present study. The observed weekend to weekday ratio for these selected road ways is presented in Table 3-2.

Table 3-2. Weekend-Weekday Ratio Selected Locations

Station	Description	ADT		Weekend-Weekday Ratio
		Weekday	Weekend	
3005-3006	US 83 (I-2) - Mainlanes West of N Sugar Rd	131,697	114,054	87%
6002-6003	US 281 - Mainlanes South of E Canton Rd	78,238	57,605	74%
4007-4008	US 83 (I-2) - Mainlanes West of FM 907 (N Alamo Rd	110,638	95,844	87%
1004	FM 115 (S 23rd St) North of Elmira Ave	20,171	17,823	88%
1007	US 281 (S Cage Blvd) South of W El Rancho Blanco R	17,840	15,794	89%

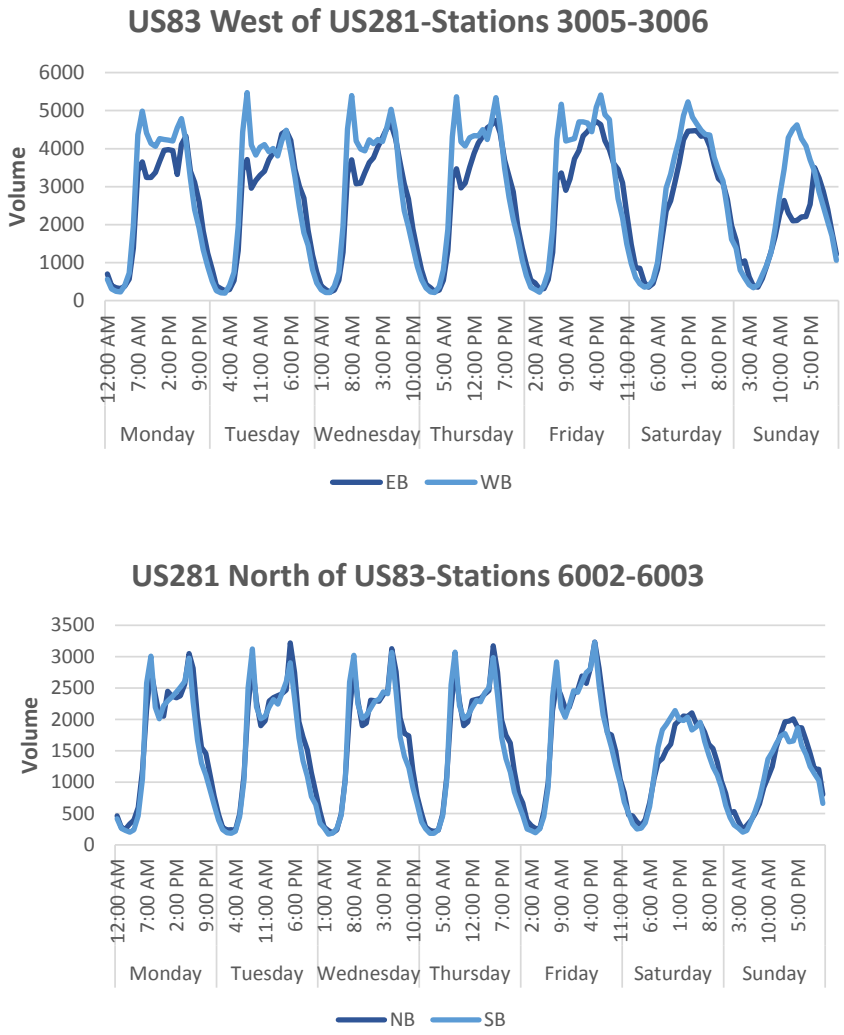

Figure 3-2. Weekly Traffic Profile at Selected Locations

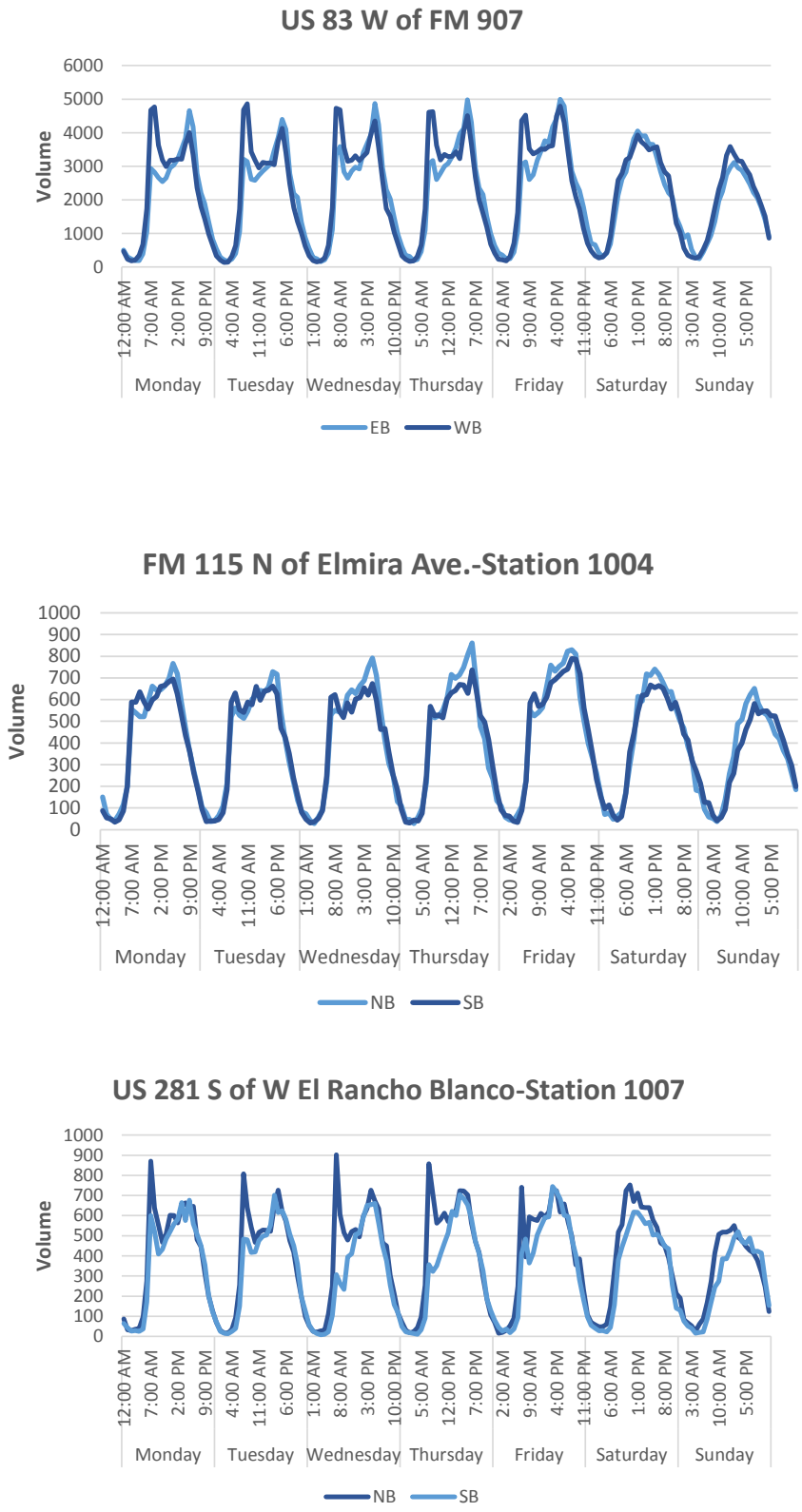

Figure 3-2. Weekly Traffic Profile at Selected Locations (Cont'd.)

3.4. Speed Monitoring

The purpose of a travel time study is to evaluate the quality of traffic movement along a route and determine the locations, types, and extent of traffic delays. C&M's data streaming program gathers the travel time of predefined road segments every five minutes from Google Maps. This travel time streaming process can be used to compare operational conditions before and after roadway or intersection improvements have been made. It can also be used as a tool to assist in prioritizing projects by analyzing the magnitude of operational deficiencies (such as delays and stops) for the project under consideration.

An analysis of traffic congestion was performed over a full day period by collecting travel times for selected segments of IH69C (US 281), IH2 (US 83), and several available local roads. For each segment, the average speed was calculated during a selected five-minute interval for each time period throughout the day. The present study used the full data output of this streaming program conducted over several months.

Figure 3-3 and Figure 3-4 represent exemplary speed heat maps for AM and PM peak periods in eastbound (EB) direction. Each heat map shows a color-coded representation of the average vehicle speed during the time period from May to August 2014; green represents speeds greater than 55 mph, yellow represents speeds from 35 to 55 mph, and red represents speeds lower than 35 mph.

During the AM and PM peak period, heavy congestion is observed on IH2 (US 83) in the EB directions just before IH69C (US 281). C&M used the raw data from the monitoring program and, after reviewing and validating it, incorporated the acquired speeds into the CMHCTDM validation.

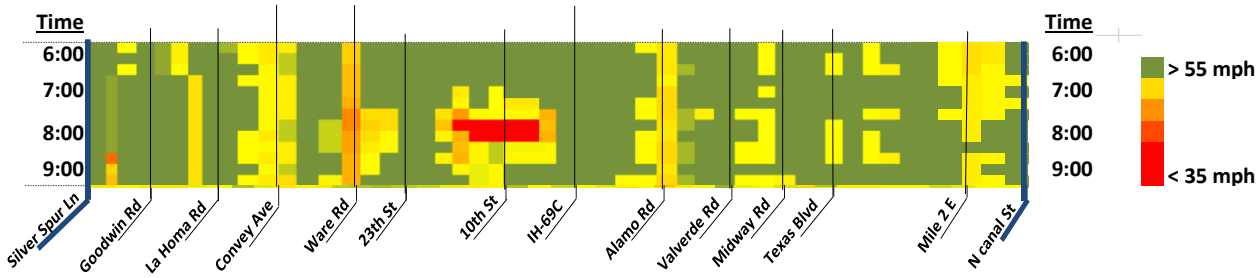

Figure 3-3. AM Speed Heat Map for IH2 East Bound

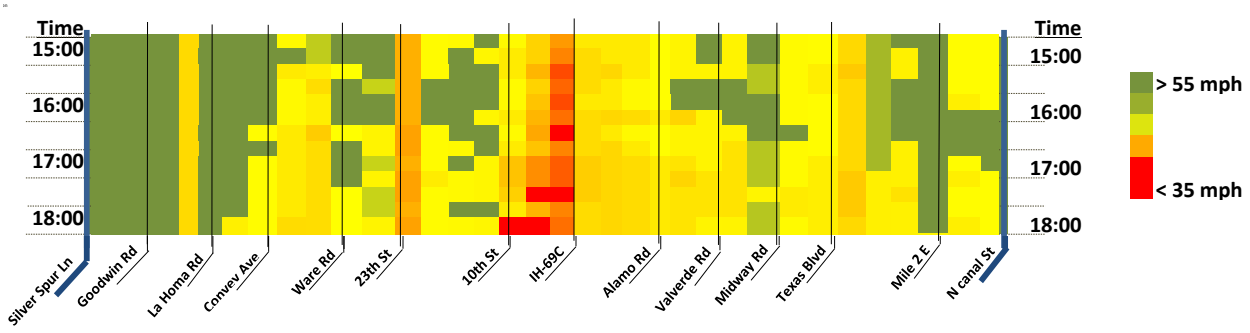

Figure 3-4. PM Speed Heat Map for IH2 East Bound

3.5. Origin-Destination Surveys

C&M designed a regional OD survey for Hidalgo and Cameron County and a commercial truck survey for truck crossings into Hidalgo County. The regional OD Survey was performed by AirSage, Inc. (AirSage) based on mobile device data. Since such data can only track the movement of people (e.g., cell phone owners), C&M added a commercial truck survey to acquire ODs specifically from trucks entering Hidalgo County. The following sections describe the two surveys in more detail.

3.5.1. Airsage OD Survey

The regional OD survey was performed by AirSage using Wireless Signaling Extraction (WiSE) technology that compiles data from select wireless carrier networks as generated by mobile devices. This technology anonymizes the data and performs multiple stages of analysis to monitor the location and movement of mobile devices.

AirSage uses a modular, multi-step methodology to derive useful information and analytics from wireless signaling data provided by its wireless carrier partners. The core components of the data collection, processing, and delivery process include the following:

- *Device Location Processing:* Time-stamped locations (latitude/longitude) are generated for each mobile device (e.g., a cellphone), utilizing the network signaling data generated each time a mobile device interacts with the mobile network. This interaction occurs not only when devices are in use, but also when they are in idle mode.
- *Activity Pattern Analysis:* The data are run through a series of pattern recognition and statistical clustering algorithms to determine repeated and irregular trip patterns and primary activity locations for a device. This information can then be used to classify trip purpose.
- *Activity Point Generation*: Each device location is combined with other recent sightings and known activity locations to further refine the location, determine if the device is moving or stationary, and calculate additional attributes to create individual "Activity Points." These are then combined to create "Trip Legs," which eventually allow the creation of a network of travel behaviors.

- *Population Synthesis:* A full population is synthesized from the original set of data collected by considering device quality and the penetration rates, which is the ratio of number of residents observed by AirSage in a given geographical area to the 2010 census population.
- *Trip Analysis*: Each trip is analyzed and classified into various categories such as resident class of subscriber, trip purpose, time of day, and day of week.
- *Data Aggregation and Packaging:* A unique study area is further subdivided into analysis zones, and the trip ends (Activity Points) are assigned to these zones. All of the trip ends within these zones are also assigned a purpose and time of day during which they took place. All of these data are then packaged in the form of an OD Matrix.

The OD data was processed for 145 aggregated traffic analysis zones (TAZs) for Hidalgo and Cameron County from mid-October to mid-November, representing an average month of the study area in terms of traffic volumes. The population covered approximately 1,300,000 people. The OD survey was created for weekdays (Tuesday through Thursday) and for weekend trips separately. The coefficient of determination (R^2) between the obtained OD trip volume of the aggregated TAZs within the two counties and the volume from the calibrated TDM was 0.95, indicating a good model fit. Figure 3-5 to Figure 3-8 shows origin and destination trip density comparison of the AirSage versus the CMHCTDM.

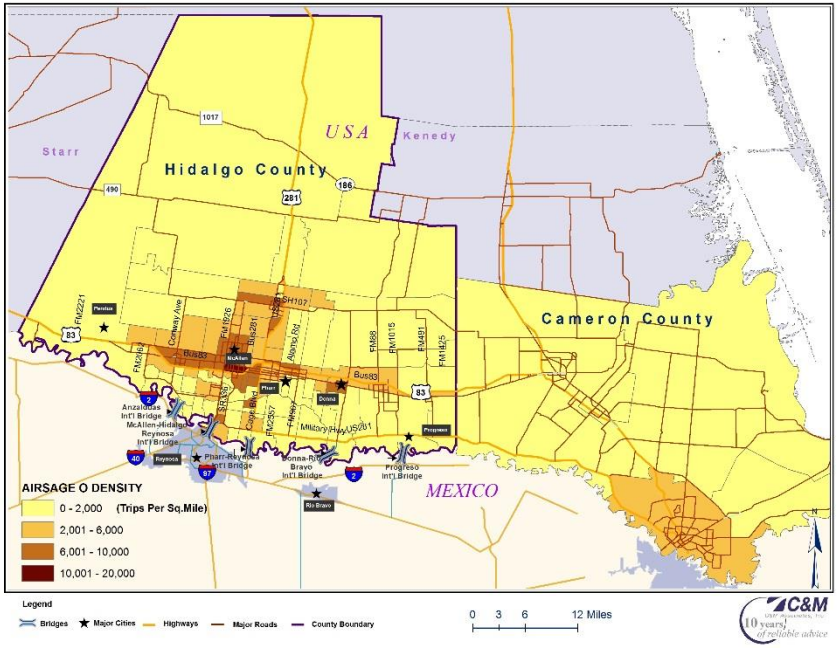

Figure 3-5. Airsage Trip Density Origin

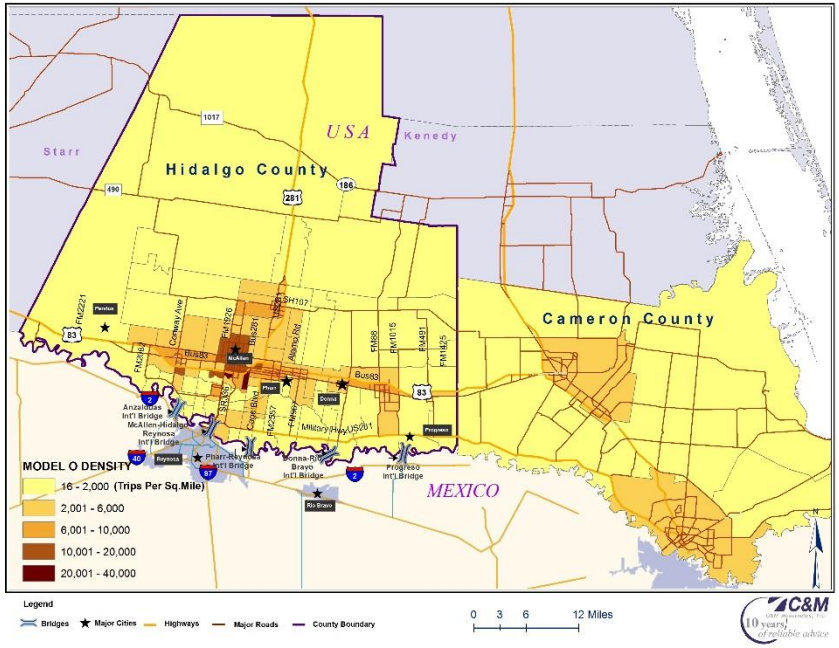

Figure 3-6. CMHCTDM Trip Density Origin

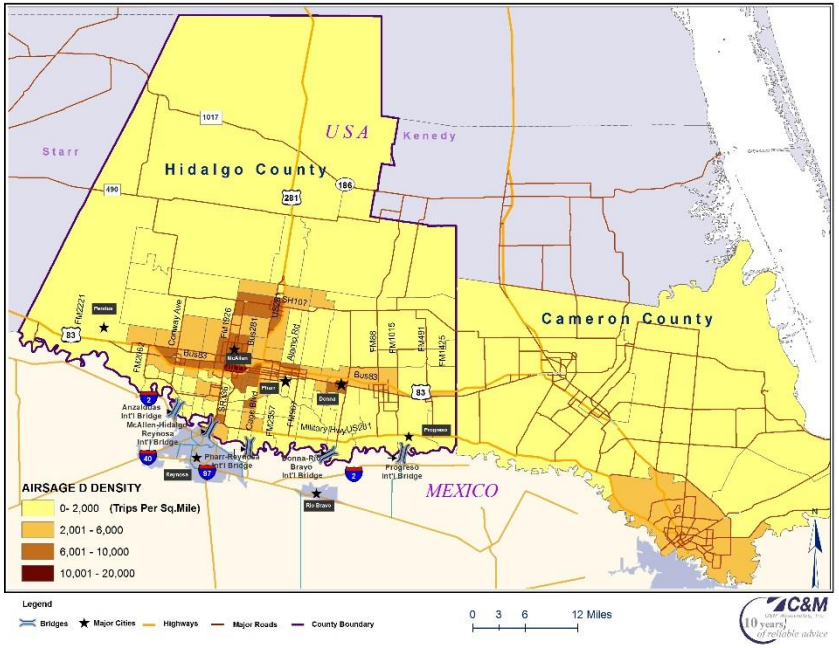

Figure 3-7. Airsage Trip Density Destination

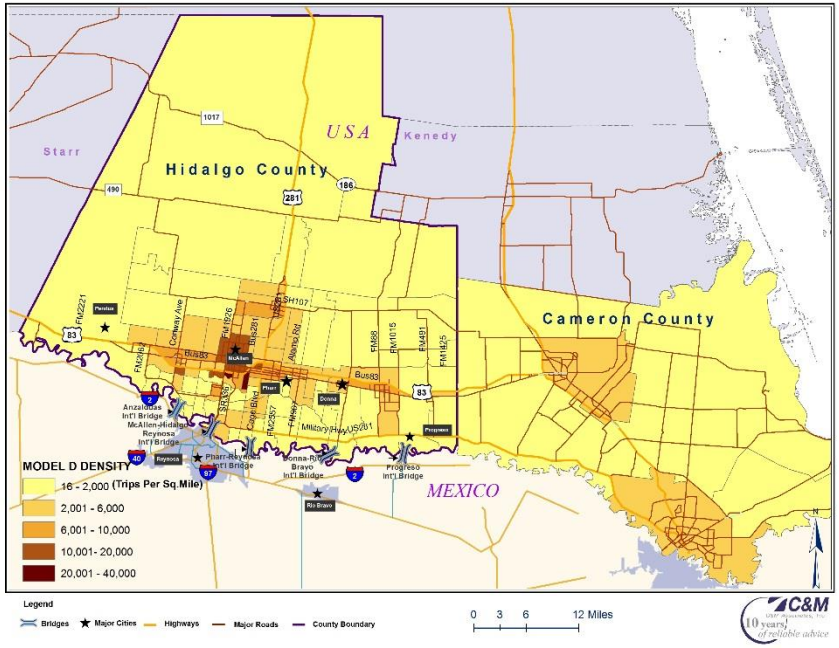

Figure 3-8. CMHCTDM Trip Density Destination

Besides the pure OD data from this survey, C&M obtained additional information that has also been used in model development and validation. Based on the location, length of stay, and the time of day, the mobile device OD survey determined the OD matrix also by trip purposes. The following trip purposes were included in this survey: Home-Based Work (HBW), Home-Based Other (HBO), Work-Based Other (WBO), Worked-Based Home (WBH), Worked-Based Work (WBW), Home-Based Home (HBH), Other-Based Home (OBH), Other-Based Work (OBW), and Other-Based Other (OBO).

C&M used the aggregated version of trip purpose information to validate the Trip Tables from the CMHCTDM by time period, as shown in Table 3-3. It can be observed that the distribution over the daily time periods for the aggregated trip purposes HBW, Home-Based Non-Work (HNW), and Other are similar.

Table 3-3. Comparing Model vs Survey Trip Purpose Distribution by Time Period

Item	Type	AM	PM	MD	NT
Model Shares	HBW	31%	26%	22%	21%
	HNW	12%	23%	45%	20%
	Other	13%	24%	44%	19%
Survey Shares	HBW	29%	21%	30%	20%
	HNW	15%	21%	35%	29%
	Other	15%	22%	42%	21%

Note: AM = Morning Period, PM = Afternoon Period, MD = Mid Day Period, NT = Night Time Period

The obtained trip length distribution from the OD survey is compared to the model distribution in Chapter 5. Other data that have been very useful for model development include the separation of the OD matrix into 16 income groups. Based on these data, C&M could identify for every OD pair the percent of trip volume by these income groups, which provides a significant improvement to the toll diversion model of the CMHCTDM. Comparing the total trip volume from AirSage by income group to the Census household income group distribution of Cameron and Hidalgo County shows a similar pattern, as can be seen in Figure 3-9.

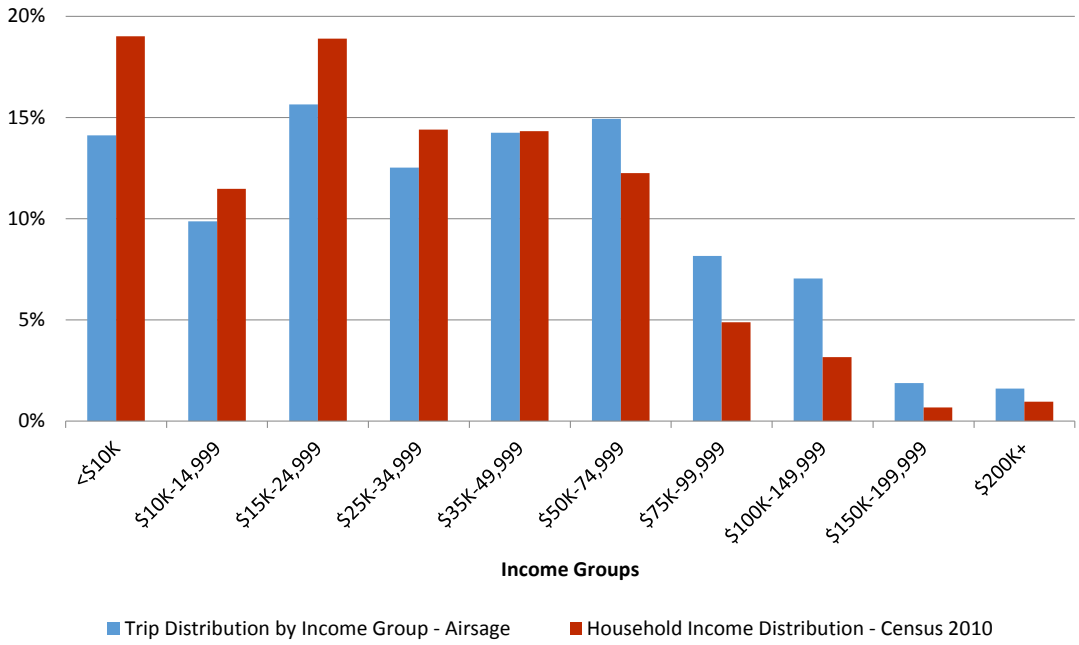

Figure 3-9. Income Group Distribution Comparison

3.5.2. Commercial Truck survey

C&M performed a commercial truck survey on the two truck-carrying international bridges in Hidalgo County: Pharr and Progresso International Bridge. C&M surveyed the trucks crossing from Mexico into the United States. The survey was conducted for one week in May 2014. Existing data regarding truck crossings on Hidalgo County international bridges indicate that May is a representative month in terms of traffic volumes. Due to the project schedule, there was no possibility to survey trucks based on specific load types, because the types of goods imported to the United States vary throughout the year. C&M obtained permission to survey truck drivers south of the Mexican/U.S. border while they were in the queue waiting to cross into the United States. The survey materials included a paper-and-pencil questionnaire and a Projects location map. Figure 3-10 shows example images of the surveying process.



Figure 3-10. Truck Survey Images

The survey sample size was 615 truck drivers on the Pharr International Bridge and 140 truck drivers on the Progresso International Bridge, which makes around 33 and 80 percent of the daily truck trips. The achieved sample size is a statistically significant proportion of the truck populations for these bridges.

The survey included not only questions about origin and destination, but also trip frequency, trip duration, cargo type, and general information of the truckers' company and logistics. Selected statistics from the survey are summarized below.

Who pays the Tolls?

For the question regarding who pays the fee to use a toll road, the majority of respondents answered that each route is pre-determined by the driver's company, and if there are tolls involved, each driver is expected to pay the tolls and receive company reimbursement later.

Average Duration of the Trip

Figure 3-11 and Figure 3-12 present the average hourly duration of a trip for truck drivers using Pharr and Progreso International Bridge, respectively. As can be seen, the respondents on both bridges gave similar answers regarding trip duration.

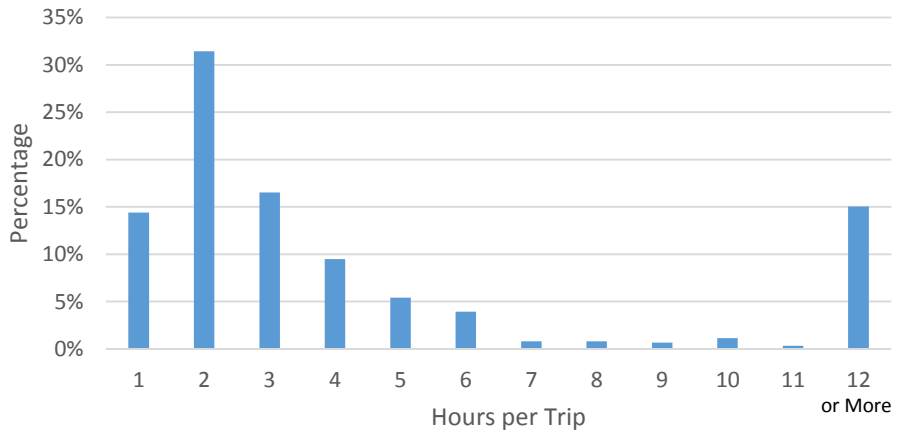

Figure 3-11. Trip Duration – Pharr Bridge

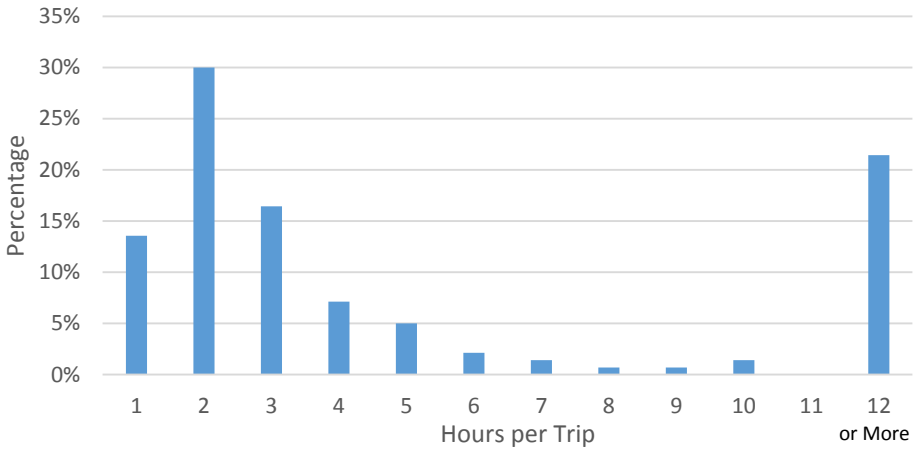

Figure 3-12. Trip Duration – Progreso Bridge

Average Number of Truck Axles

Figure 3-13 and Figure 3-14 show the number of truck axles crossing Pharr and Progreso International Bridge, respectively. Results indicated that the majority of trucks on both bridges have five axles, and the Progreso International Bridge has not been used by trucks with less than five axles.

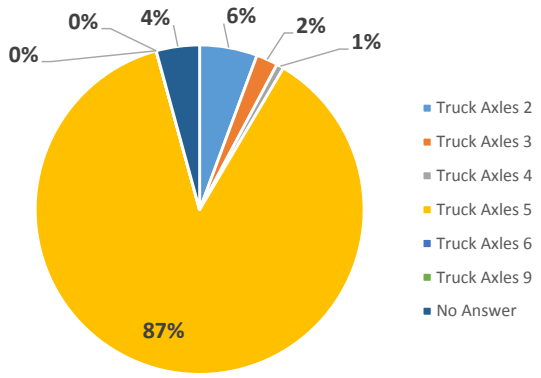

Figure 3-13. Number of Axles – Pharr

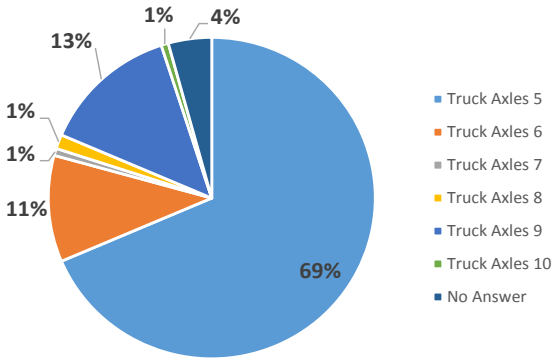

Figure 3-14. Number of Axles – Progreso

Load Type

Figure 3-15 and Figure 3-16 show the types freight the trucks carry on Pharr and Progreso International Bridge, respectively. Fruits and Vegetables were the major imported products on both bridges, and a greater variety of freight is carried over the Pharr International Bridge. However, as noted earlier, these types of freight imported are subject to change throughout the year.

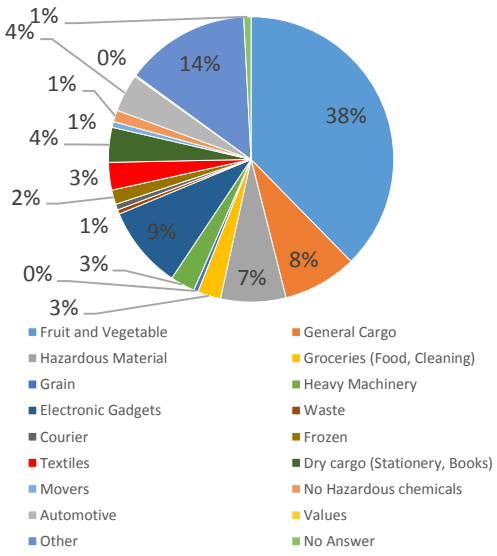

Figure 3-15. Load Type – Pharr

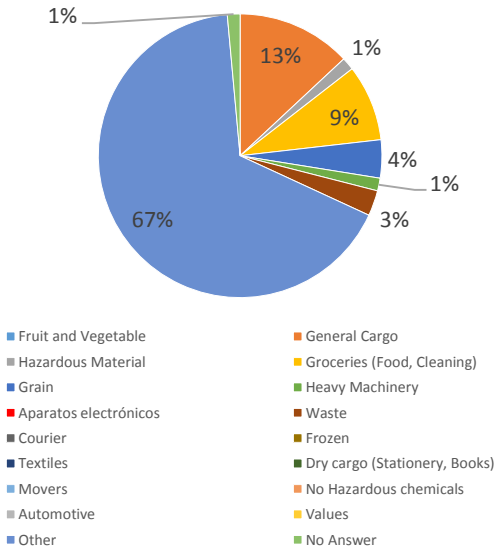

Figure 3-16. Load Type – Progreso

Other Relevant Statistics

- 49% of drivers at Progreso Bridge and 34% of drivers at Pharr Bridge perform this trip on a weekly basis.
- 94% of drivers at Progreso Bridge and Pharr Bridge have the cost of crossing the bridges paid for by their companies.
- 89% of drivers at Progreso Bridge and 52% of drivers at Pharr Bridge were not coming from a Maquiladora or an industrial park.
- 53% of trucks at Progreso Bridge and 74% of trucks at Pharr Bridge are owned by a Company or an Association.
- 55% of trucks at Progreso Bridge and 48% of trucks at Pharr Bridge do not belong to a fast driving program.
- 64% of drivers at Progreso Bridge and 44% of drivers at Pharr Bridge do not face any traffic congestion once they cross the U.S. border.
- 36% of trucks crossing the Pharr International Bridge from the United States to Mexico are three-axle trucks.

4. Socioeconomic Evaluation and Projection

This chapter provides an evaluation of current and future socioeconomic data within Hidalgo County and surrounding areas relevant to the Projects. Special emphasis was placed on factors that impact transportation activities and drive traffic demand within the area of the Projects, particularly population, employment, number of households, median household income, and gross domestic product (GDP).

C&M based its socioeconomic evaluation on a study carried out by the Center for Border Economic Studies (CBEST) at the University of Texas-Pan American (UTPA). CBEST is a public policy research unit of the College of Business Administration at UTPA; it is dedicated to the study of problems and issues unique to the U.S./Mexican border economy. CBEST conducts interdisciplinary research that supports economic development, trade, entrepreneurship, innovation, social mobility, and access.

C&M's evaluation process not only included a study of historical growth within Hidalgo County, but within the region as a whole. In addition, C&M considered other data and projections in the evaluation process, and a number of private economic research and forecast groups were consulted, among them Moody's Analytics and Woods & Poole Economics. Information from the previous CMHCTDM – 2012 Update was also used.

As part of its socioeconomic evaluation of the study area, C&M personnel took the following steps:

- Reviewed historical and forecasted socioeconomic data.
- Determined countywide population and employment growth rates between 2012 and 2035.
- Determined population and employment growth at the census tract level.
- Prepared Traffic Analysis Zone (TAZ)-level socioeconomics for all future model years using socioeconomic data provided by UTPA.

The following sections summarize the results of C&M's socioeconomic evaluation, beginning with a description of population data.

4.1. Population

The baseline assessment of population was derived from county and city data, including datasets on population and land use, all of which were collected and analyzed. Additional data were gathered from the following local, state, and federal agencies:

- Texas State Data Center (TSDC)
- U.S. Census Bureau (Census)
- HCMPO/C&M Model
- Reports and studies produced for cities within Hidalgo County
- Moody's Analytics (Moody's)

- Woods & Poole Economics (W&P)
- Texas Water Development Board (TWDB)

4.1.1. Historical Population Trends

The population of Hidalgo County has expanded rapidly in the last four decades, particularly in the 1990s following the implementation of NAFTA. As seen in Table 4-1, Hidalgo County has added 237,537 residents since 2000, with a Compound Annual Growth Rate (CAGR) of about 3 percent. In comparison, the state's overall CAGR is 1.9 percent for the same time period. With a 2012 population of 807,000 Hidalgo County is fast becoming the state's most populous border region.

Table 4-1. Hidalgo County Historical Population Trend

Item	1970	1980	1990	2000	2009	2010	2012
Hidalgo Population	181,535	283,229	383,545	569,463	741,200	774,769	807,000
CAGR		4.5%	3.1%	4.0%	3.0%	4.5%	2.1%

Source: US Census

Population growth in Hidalgo County has been influenced by two key demographic variables: high birth-rate and domestic in-migration. The high birth rate within the area is most likely due to the county's relatively young population. Indeed, its median age of 28.7 years is notably less than that of 33.6 registered for Texas and 36.9 for the United States. In addition, unlike its neighboring counties, Hidalgo County has a positive domestic in-migration, meaning that more people move into the county than move out. This ability to attract residents is a result not only of Hidalgo County's successful economic development programs and quality of life, but also of its booming economy, a by-product of its close relationship with the Mexican city of Reynosa on its southern border.

4.1.2. Population Projections by Outside Sources

In its analysis, C&M studied population projections and compared CAGR forecasts from a variety of outside sources, including W&P, Moody's, the TSDC, and the TWDB. It was found that W&P predicts the fastest rate of growth for the area, whereas the TSDC predicts the slowest growth, as seen in Table 4-2. UTPA population estimates are smaller than those presented by W&P and Moody's. UTPA argues that one key factor behind their lower estimates is lower population growth rates reported by the Census for 2011 and 2012. While the average yearly population growth rate between 2000 and 2010 has been 3.1 percent, for 2011 and 2012 this growth rate dropped to 1.9 and 1.6 percent, respectively.

Table 4-2. Hidalgo County Population Projections from Different Sources

Source	CAGR			Population
	2012-2018	2018-2025	2025-2035	2035
Moody's	2.1%	2.0%	1.8%	1,251,850
W&P	2.0%	2.0%	1.9%	1,270,862
C&M Model	1.7%	1.7%	1.5%	1,176,810
UTPA	1.9%	1.7%	1.5%	1,174,081
TSDC	1.5%	1.4%	1.3%	1,091,697
TWDB*	2.4%	2.3%	2.0%	1,353,520

Note: *Populations for 2012, 2018, and 2035 from the TWDB are calculated via linear interpolation from available data for 2010, 2020, 2030, and 2040.

4.1.3. Population Projections by UTPA

The research conducted by UTPA utilized panel statistical techniques to create "Optimistic," "Conservative," and "Most Likely" population estimates in Hidalgo County for the years 2012 through 2050. Table 4-3 presents UTPA's forecasts and C&M's adopted forecast.

Table 4-3. UTPA Population Forecasts for Hidalgo County

Population Forecast	2012	2018	2025	2035
Conservative	797,947	880,852	956,631	1,025,793
Most Likely	797,468	893,825	1,009,047	1,174,081
Optimistic	796,989	906,798	1,061,464	1,324,631
C&M Model	**809,552**	**895,597**	**1,011,213**	**1,176,810**
CAGR		2010-2018	2018-2025	2025-2035
Conservative		1.7%	1.2%	0.7%
Most Likely		1.9%	1.7%	1.5%
Optimistic		2.2%	2.3%	2.2%
C&M Model		**1.7%**	**1.7%**	**1.5%**

After evaluating UTPA's methodology and findings, C&M adopted the projections of this economic forecasting firm for use in its travel demand model (TDM).

4.1.4. Population at the Census Tracts Level

Using the existing proportions within the census tract as a base, population forecasts were assigned to each census tract. Figure 4-1 presents 2012 population density at the census tract level. Figure 4-2, Figure 4-3, and Figure 4-4 illustrate projected population density for the years 2018, 2025, and 2035, respectively.

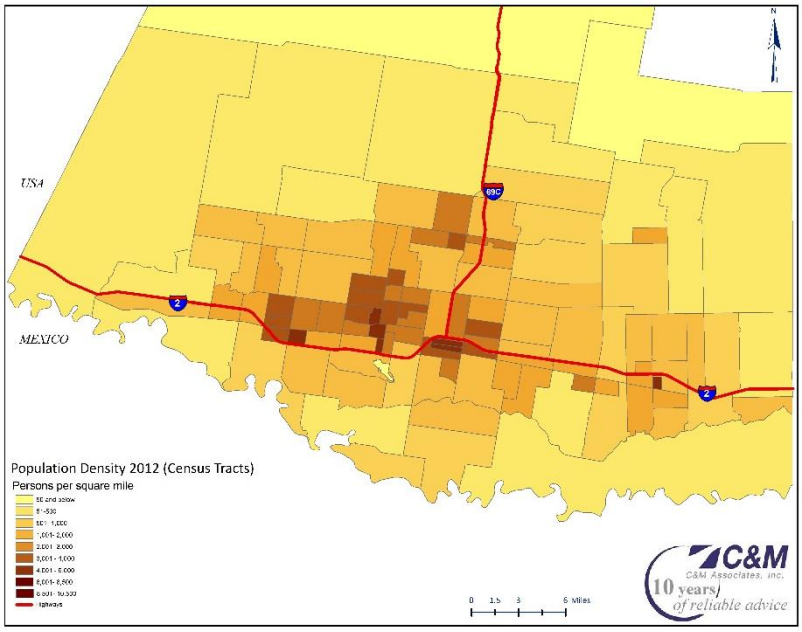

Figure 4-1. Population Density Map – 2012

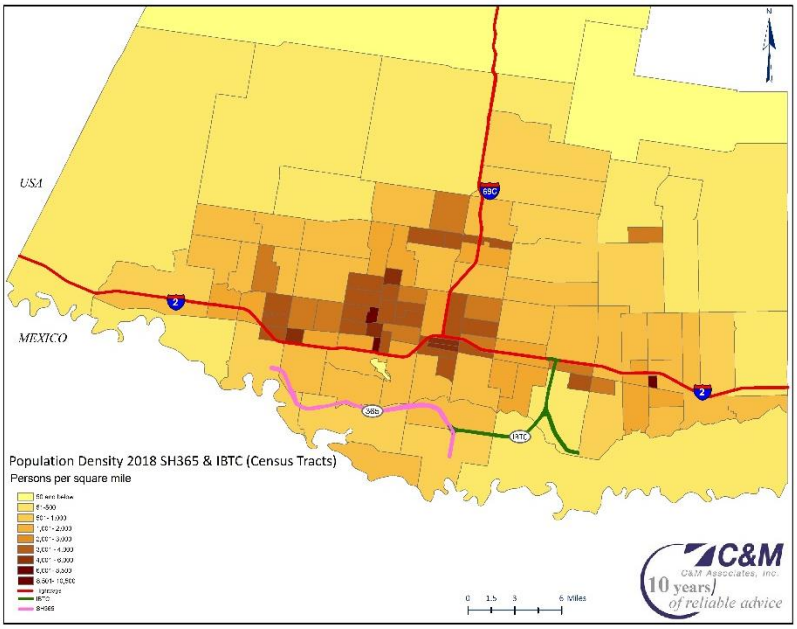

Figure 4-2. Population Density Map – 2018

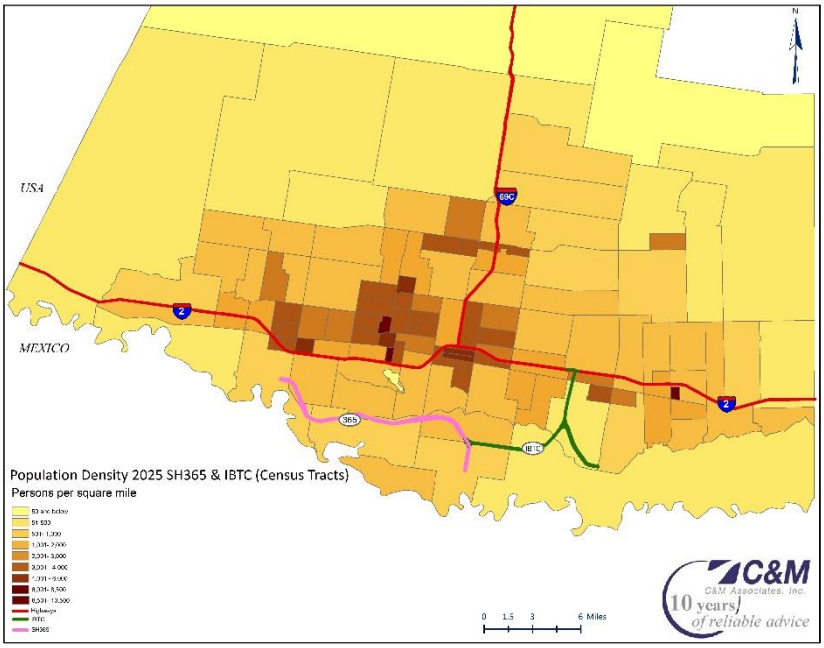

Figure 4-3. Population Density Map – 2025

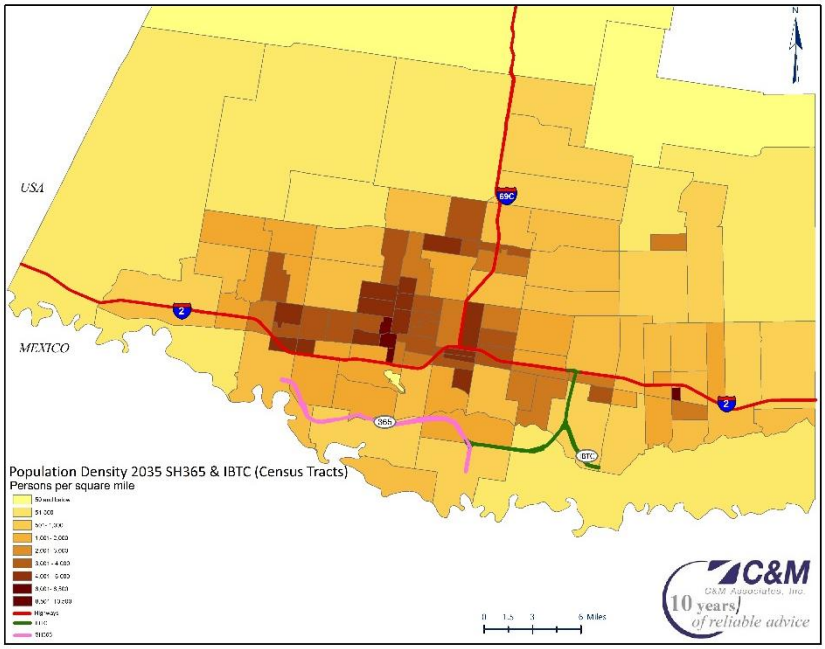

Figure 4-4. Population Density Map – 2035

4.2. Employment

From a transportation planning perspective, workplace-based employment in a region provides a more straightforward picture of trip destinations. In an effort to develop such a picture, C&M studied and evaluated Hidalgo County's current job market, the area's employment history, and available projections for the county. Based on that information, employment forecasts were developed for the greater Hidalgo County area, specifically for those census tracts within the study area. The final employment forecast took into account information obtained through interviews with Hidalgo County stakeholders. These interviews not only provided valuable insights into the current trends within the area, but they also provided an indication of what might lie ahead in the future.

4.2.1. Historical Employment Trends

C&M collected and analyzed county and city data pertaining to employment and labor force size within Hidalgo County. Additional employment information was then gathered from local, state, and federal agencies, as well as from the following private economic research and forecasting groups:

- Bureau of Labor Statistics (BLS)
- Moody's
- W&P

Table 4-4 below depicts Hidalgo County's employment growth pattern since 1990. The findings indicate that, with the exception of 2009, the area has consistently experienced an increase in jobs. In fact, until 2008 employment in Hidalgo County was growing at a faster rate than the population. During recent years, both employment and population have grown at similar rates.

Table 4-4. Hidalgo County Historical Employment Trends

Item	1990	2000	2005	2006	2007	2008	2009	2012
Total Nonfarm Employment	101,408	156,875	194,492	202,158	211,842	219,258	217,475	228,900
CAGR		4.5%	4.4%	3.9%	4.8%	3.5%	-0.8%	1.7%

Source: Bureau of Labor Statistics (BLS)

From 2000–2012, when compared to other counties along the Texas-Mexico border, as well as to the State of Texas and the nation as a whole, Hidalgo County experienced a substantially higher rate of population and employment expansion, as seen in Figure 4-5.

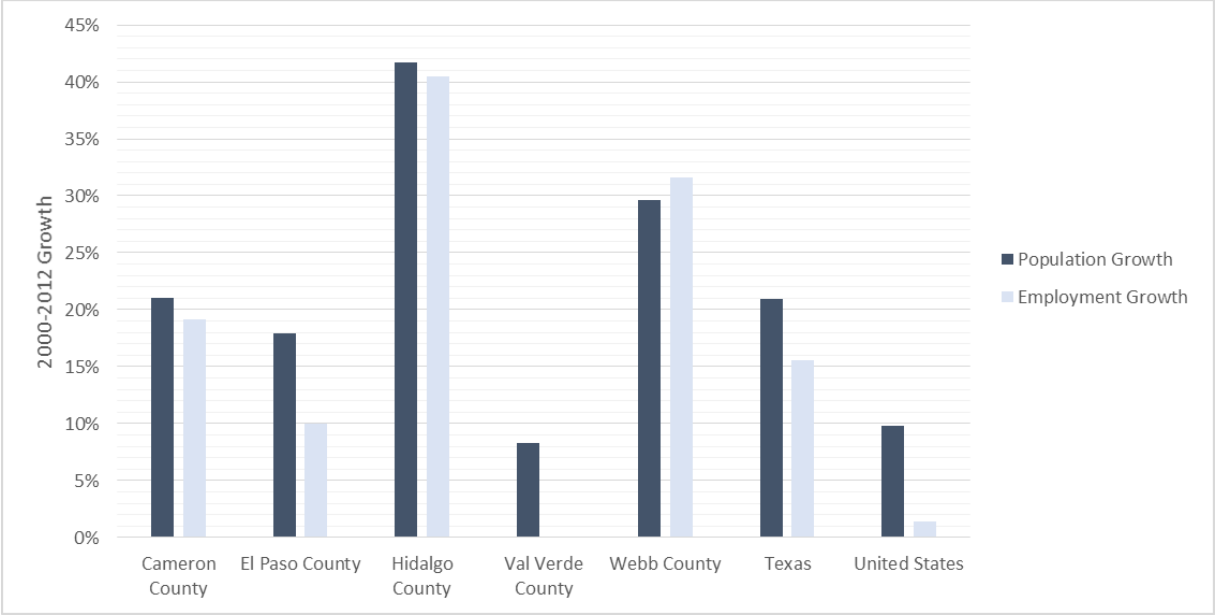

Figure 4-5. Comparison of Hidalgo Demographic Growth with Other Areas

4.2.2. Employment Projections by Outside Sources

C&M reviewed employment projections provided for Hidalgo County by Moody's and W&P, as seen in Table 4-5 below. While the findings reveal a significant difference between the two firms regarding employment growth during the first few years, both sources forecast similar overall growth by the year 2035.

Table 4-5. Hidalgo County Employment Projections from Different Sources

Source	Forecasted CAGR		
	From 2012 to 2018	From 2018 to 2025	From 2025 to 2035
Moody's	3.3%	1.6%	2.2%
W&P	2.2%	2.2%	2.1%

4.2.3. Employment Projections by UTPA

Providing a short-term and long-term economic forecast for employment within the project area required a review of current macroeconomic trends such as the national economic recession, inflation, trade deficits, and others, all of which impact local economic activity. Also factored into this economic equation were existing and planned activities in Hidalgo County and the Mexican city of Reynosa.

The national economy is an important driver for Hidalgo County's short-term economic outlook; indeed, national and international trends are proving to have a major impact on the health status of an increasing number of local firms. The area's close proximity to northern Mexico's many manufacturing and export assembly plants (i.e., *maquiladoras*) has led to a robust trade industry; as a result, the long-term forecast calls for Hidalgo County to remain an attractive location for residents and businesses alike. Therefore,

long-term population and employment projections outlined in this report represent realistic estimates of Hidalgo County's growth potential. Accordingly, employment projections are expected to follow historical growth patterns as illustrated in Table 4-6, which shows the Most Likely, Optimistic, and Conservative forecast levels used by UTPA to gauge Hidalgo County's employment through 2035.

Table 4-6. UTPA Employment Forecasts for Hidalgo County

Employment Forecast	2012	2018	2025	2035
Conservative	230,846.06	301,164	323,206	335,776
Most Likely	230,951	260,676	296,086	346,922
Optimistic	231,079	263,520	307,570	379,904
C&M Model	**230,951**	**260,676**	**296,086**	**346,922**
CAGR		**2018-2010**	**2025-2018**	**2035-2025**
Conservative		4.5%	1.0%	0.4%
Most Likely		2.0%	1.8%	1.6%
Optimistic		2.2%	2.2%	2.1%
C&M Model		**2.0%**	**1.8%**	**1.6%**

Hidalgo County's employment growth has closely mirrored its growth in population. In fact, over the past 20 years, employment in the area has expanded at a CAGR of about 3.8 percent. By the year 2035, UTPA's Most Likely scenario projects 346,922 jobs within the Hidalgo County area.

4.2.4. Employment at Census Tract Level

Forecasted county-wide employment totals served as the control for assigning employment figures at the census tract level. Total employment figures were estimated by job category to match the input fields for C&M's TDM. Basic, retail, and service employment categories contribute to about 14, 14, and 72 percent of the total employment, respectively. Education sector employment was included in the service sector.

Figure 4-6 presents employment density in 2012 at the census tract level. Figure 4-7, Figure 4-8, and Figure 4-9 illustrate employment density for the years 2018, 2025, and 2035 based on the build scenarios for the IBTC and SH 365.

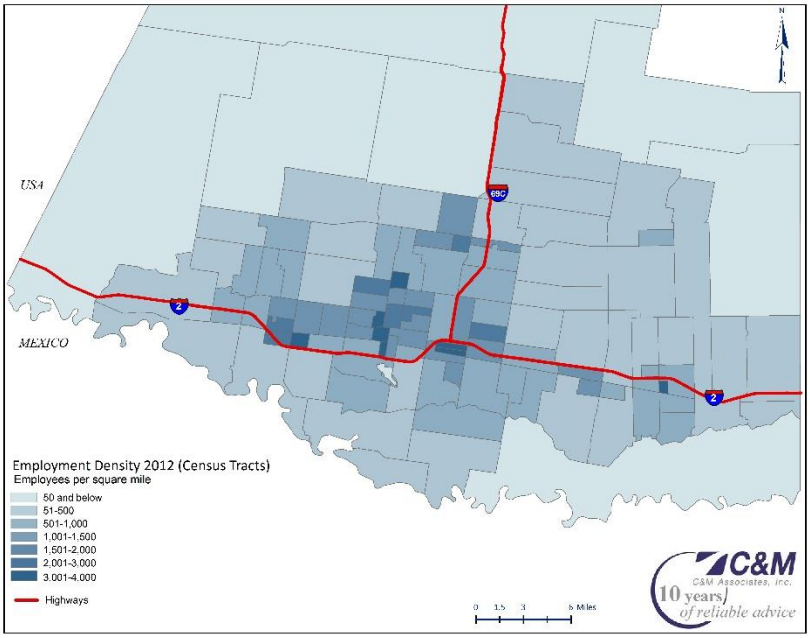

Figure 4-6. Employment Density Map – 2012

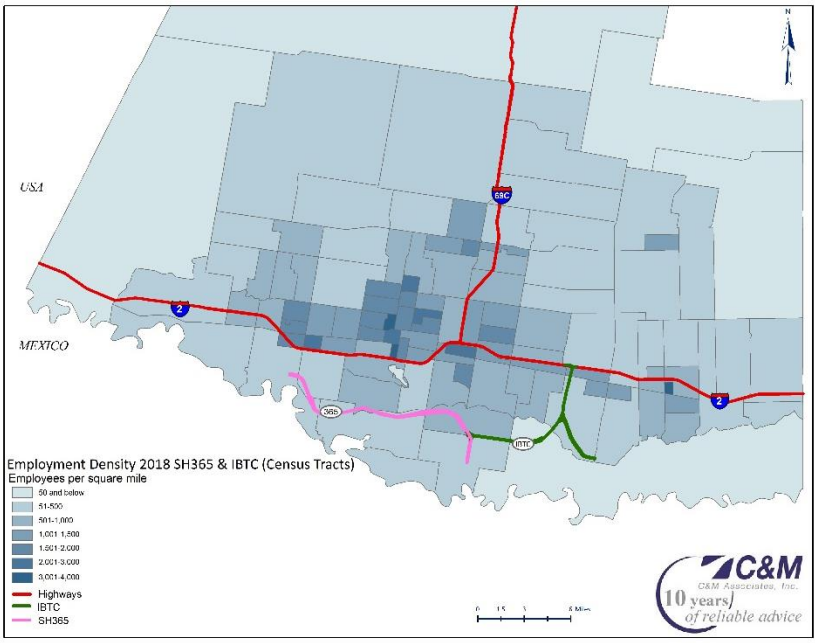

Figure 4-7. Build Scenario Employment Density Map – 2018

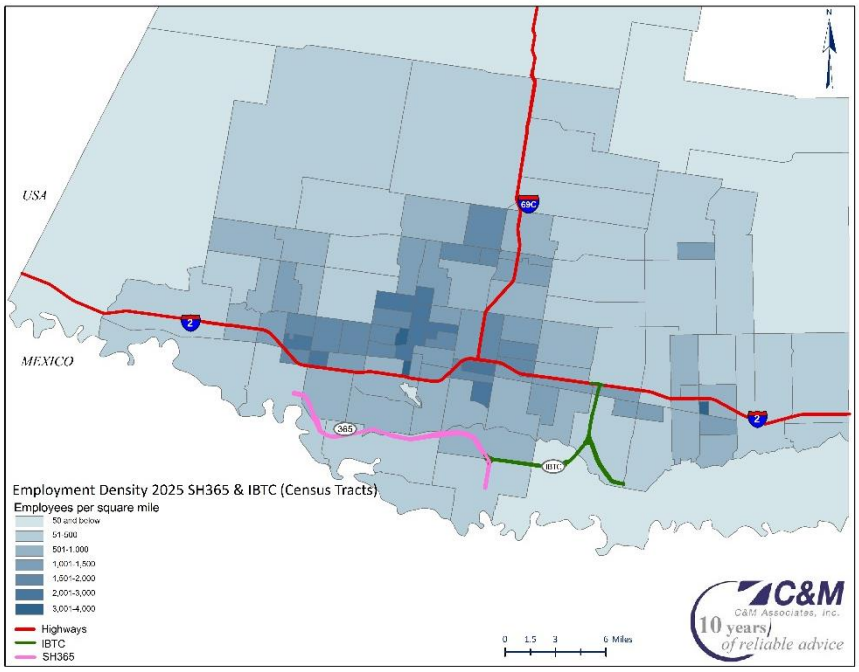

Figure 4-8. Build Scenario Employment Density Map – 2025

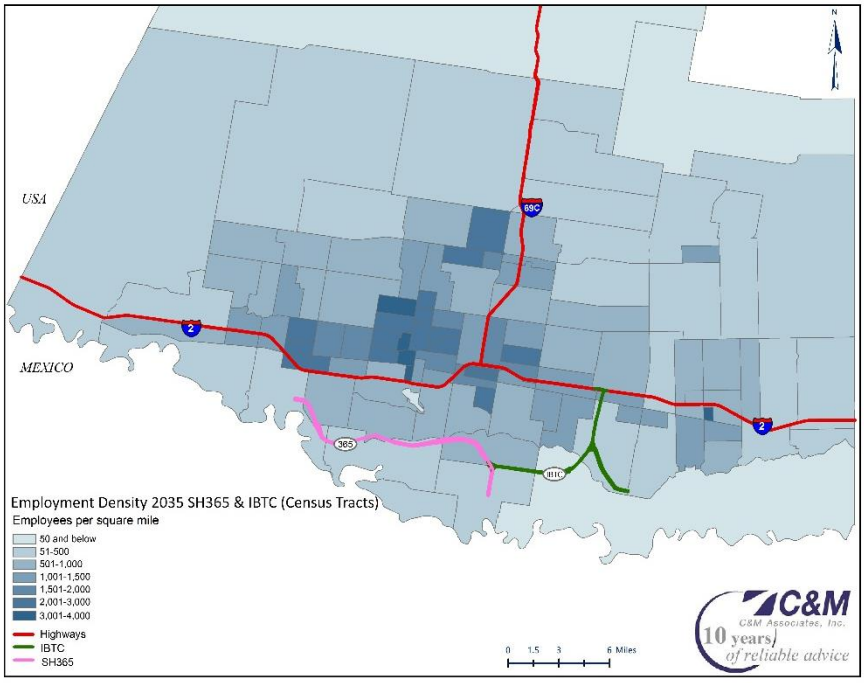

Figure 4-9. Build Scenario Employment Density Map – 2035

4.3. Cross Border Economic Activity

Hidalgo County and northern Mexico represent a highly-integrated economic unit. Each day, residents from both countries travel across the border in search of consumer goods, personal services, and educational and employment opportunities. Businesses ship raw materials and unfinished products to manufacturing facilities throughout the region, where they await additional processing, final assembly, and eventual distribution. Therefore, socioeconomic trends in Mexico and the border region have a profound impact on activity within Hidalgo County, stimulated in large part by the fast-growing Mexican city of Reynosa, located just across the border. From 2000–2010, Reynosa's population experienced a CAGR of 3.8 percent.[1] Figure 4-10 compares Reynosa's recent population boom with the populations of other major urban areas in Mexico, as well as with the State of Tamaulipas and the nation as a whole.[2]

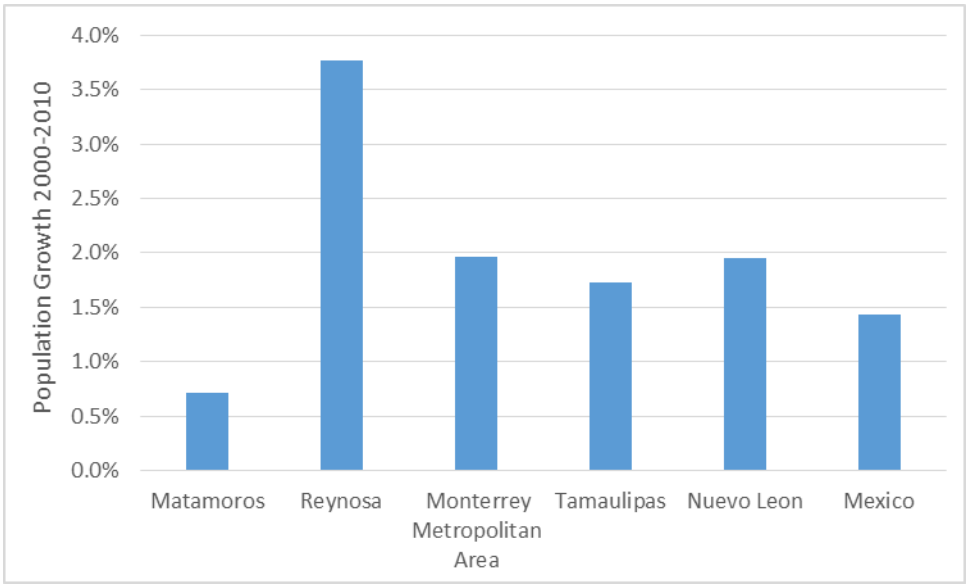

Figure 4-10. 2000 to 2010 Population Growth in Representative Mexican Regions

4.3.1. Median Household Income Trends and Projections

Median household income is another socioeconomic variable used as an input in travel demand modeling. Data pertaining to Hidalgo County's median household income were obtained from a variety of sources. Historical trends, current figures, and future projections were compared in order to ensure consistency. Historical and forecasted median household income for Hidalgo County is presented in Figure 4-11 below.

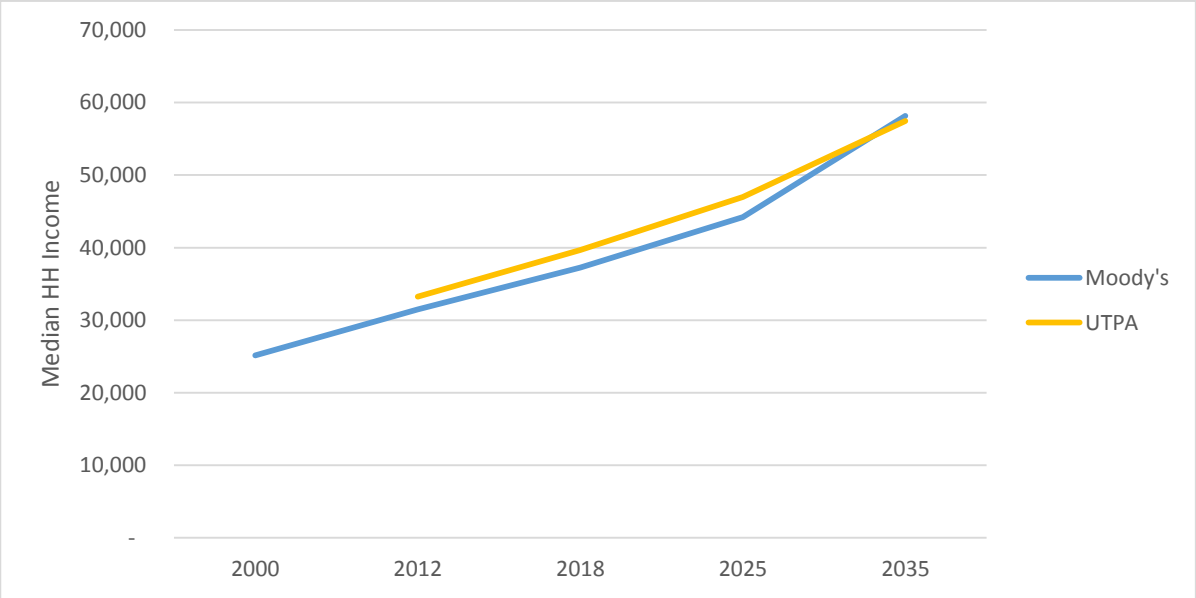

Figure 4-11. Historical and Projected Median Household Income by Source

4.4. Gross Domestic Product

Gross Domestic Product (GDP) is widely seen as the most comprehensive measure of economic activity. An industry's GDP, or its value added, is calculated as the sum of incomes earned by labor and capital and the costs incurred in the production of goods and services.

Consistent with a growing economy, Hidalgo County's GDP has reached the levels experienced prior to the Great Recession: over $13.8 billion. As with other socioeconomic information, C&M adopted UTPA's projections for future GDP trends. Figure 4-12 presents historical and future GDP per-capita trends for Hidalgo County according to UTPA.

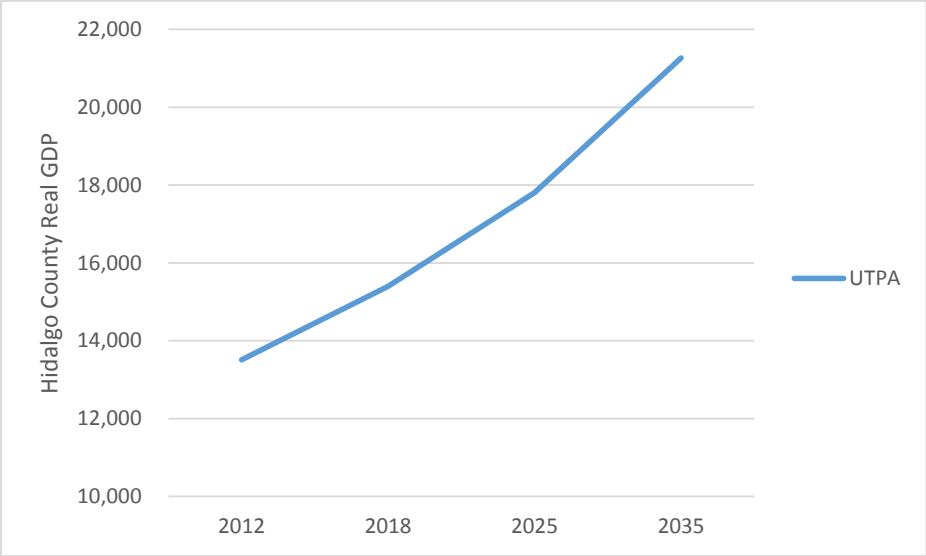

Figure 4-12. UTPA's Hidalgo County Real GDP Projections

Moody's provided Texas GDP based on historical growth and other economic factors. Figure 4-13 presents historical and future GDP forecasts from Moody's.

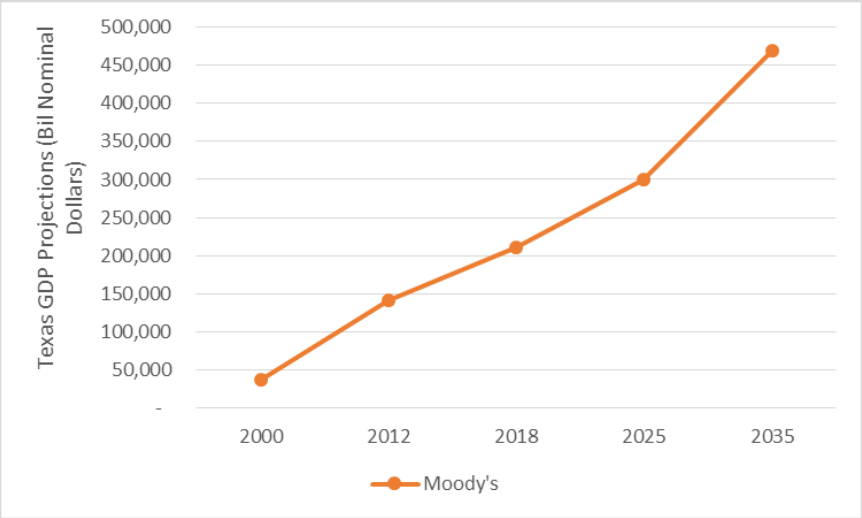

Figure 4-13. Moody's Texas GDP Projections

4.5. Consumer Price Index

The Consumer Price Index (CPI) measures the average price of consumer goods and services purchased by households, as well as price change for a constant market quantity of goods and services from one period to the next within the same region. The annualized percent change in CPI is a means of estimating inflation. Usually, economic indicators such as GDP are forecasted in nominal terms by different economists. CPI is used to deflate this forecast to dollars of one base year so that the real growth in such indicators

can be understood. C&M used percent changes in CPI projections provided by Moody's to obtain the real growth in per capita GDP and, in turn, real growth in toll rates for the Projects throughout the concession period.

Figure 4-14 illustrates historical CPI for the State of Texas as well as future projections adjusted to the year 2012.

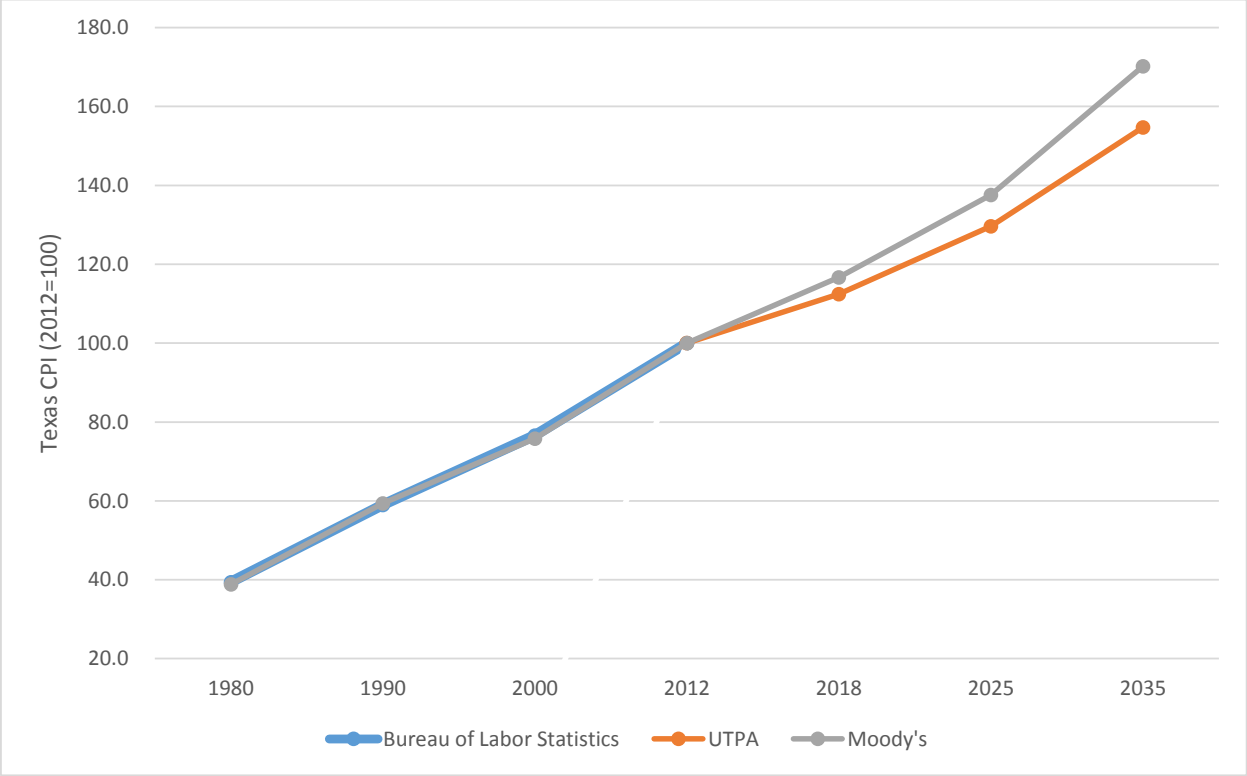

Figure 4-14. Historical and Projected CPI by Source

[1]Instituto Nacional de Estadística y Geografía, Mexico (n.d.). Datos de la Población Mexicana. Retrieved August 4, 2014 from http://www.inegi.org.mx/inegi/default.aspx

[2] City Population (n.d.). Mexico: Metropolitan areas. Retrieved August 5 2014 from http://www.citypopulation.de/Mexico-Agglo.html

5. Modeling Approach

This chapter outlines the steps undertaken by C&M in its effort to model travel demand for the proposed Projects. For this study, C&M updated the existing C&M four-step travel demand model (TDM) on the TransCAD 6.0 build 6025 platform. C&M evaluated and updated all four steps of the TDM based on current transportation data, future road network improvements, travel demand, and traffic patterns available within the project area.

The model was calibrated to existing traffic conditions within the area and subsequently used in the development of future year networks for 2018, 2025, and 2035. For those years falling in between the modeled years, and for those after 2035, T&R figures were calculated by interpolating and extrapolating the results of the models and applying them to projected years. The model area is divided into 926 Traffic Analysis Zones (TAZs): 900 internal zones and 26 external zones. The external zones comprise 16 major highways and 10 international bridges, as presented in Figure 5-1.

The following sections describe the development of the C&M Hidalgo County TDM (CMHCTDM) as well as the time of day methodology, model calibration, and toll diversion.

5.1. Travel Demand Model Development

The CMHCTDM development included updating the model transportation networks as well as updating and validating the four-step model methodology. The following section outlines the process undertaken by C&M to update the 2012 base year model network and the future roadway networks within the project area.

5.1.1. Network Coding

Base Year Network

C&M reviewed the CMHCTDM 2012 base year network with existing information. The major source for the network update has been the Hidalgo County Metropolitan Planning Organization (HCMPO) Thoroughfare Plan from February 20, 2014,[1] supplemented by other publicly available satellite images, with a specific focus on the study area around the Projects.

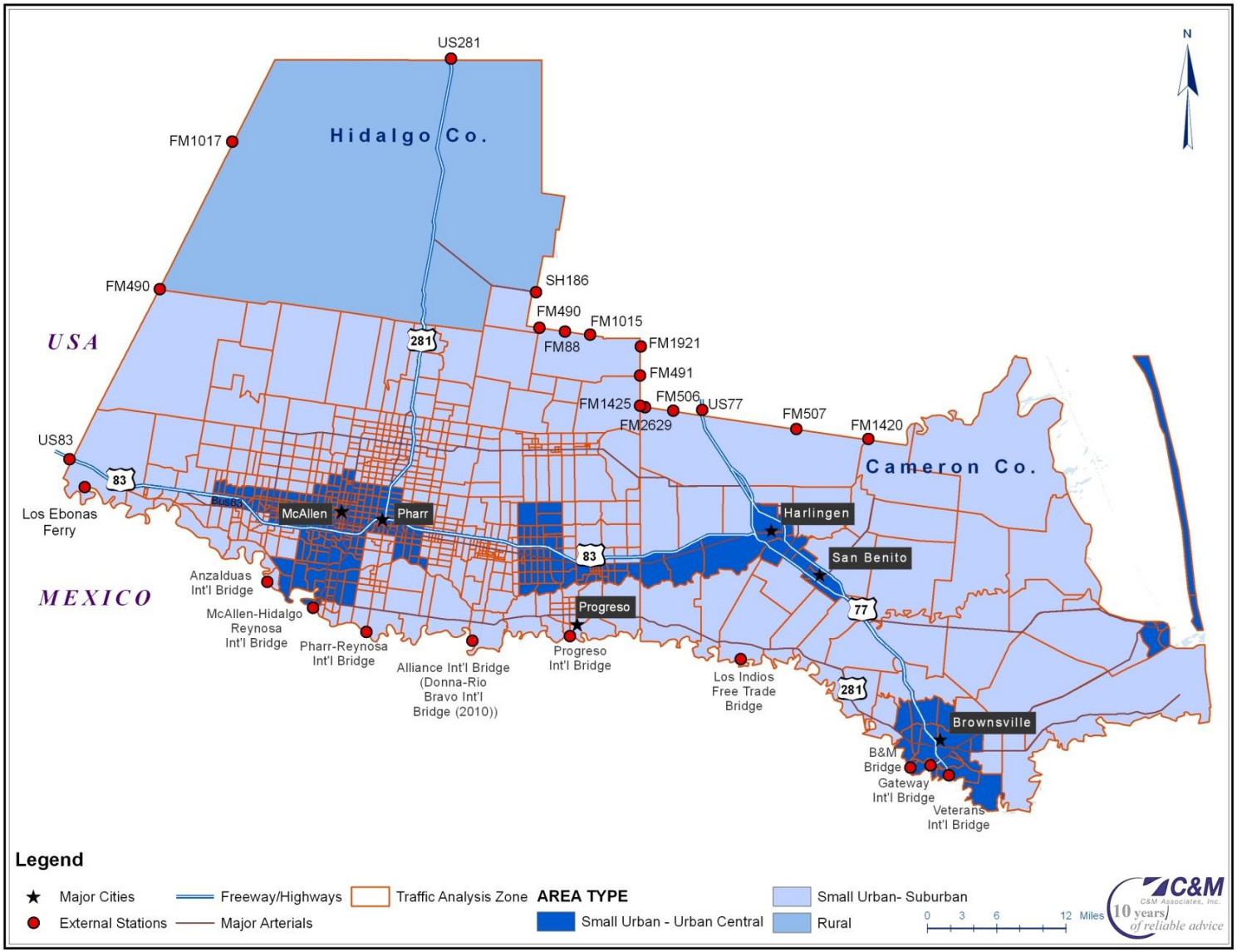

Figure 5-1. CMHCTDM Traffic Analysis Zones

The CMHCTDM roadway links have seven classes based on their individual functions within the transportation network. Every road class has its own free flow speed and hourly capacity per lane, depending on the kind of area in which the roadway link is located. Table 5-1 presents the speed and daily capacity per lane for every road class. Figure 5-2 depicts the functional classes of the CMHCTDM base year roadway network.

Table 5-1. Hourly Capacity and Speed Table

Road Class	Area Type					
	Small Urban - Suburban		Small Urban - Urban Central		Rural	
	Capacity	Speed	Capacity	Speed	Capacity	Speed
Highways	1,600	65	1,400	65	1,400	70
Major Arterials	800	45	600	50	600	55
Minor Arterials	800	35	700	40	600	45
Collectors/Local St.	600	30	600	35	400	40
Frontage Road	1,000	35	800	35	800	35
Ramps	1,500	35	1,500	35	1,500	35
Centriod Connectors	9,000	35	9,000	35	9,000	55

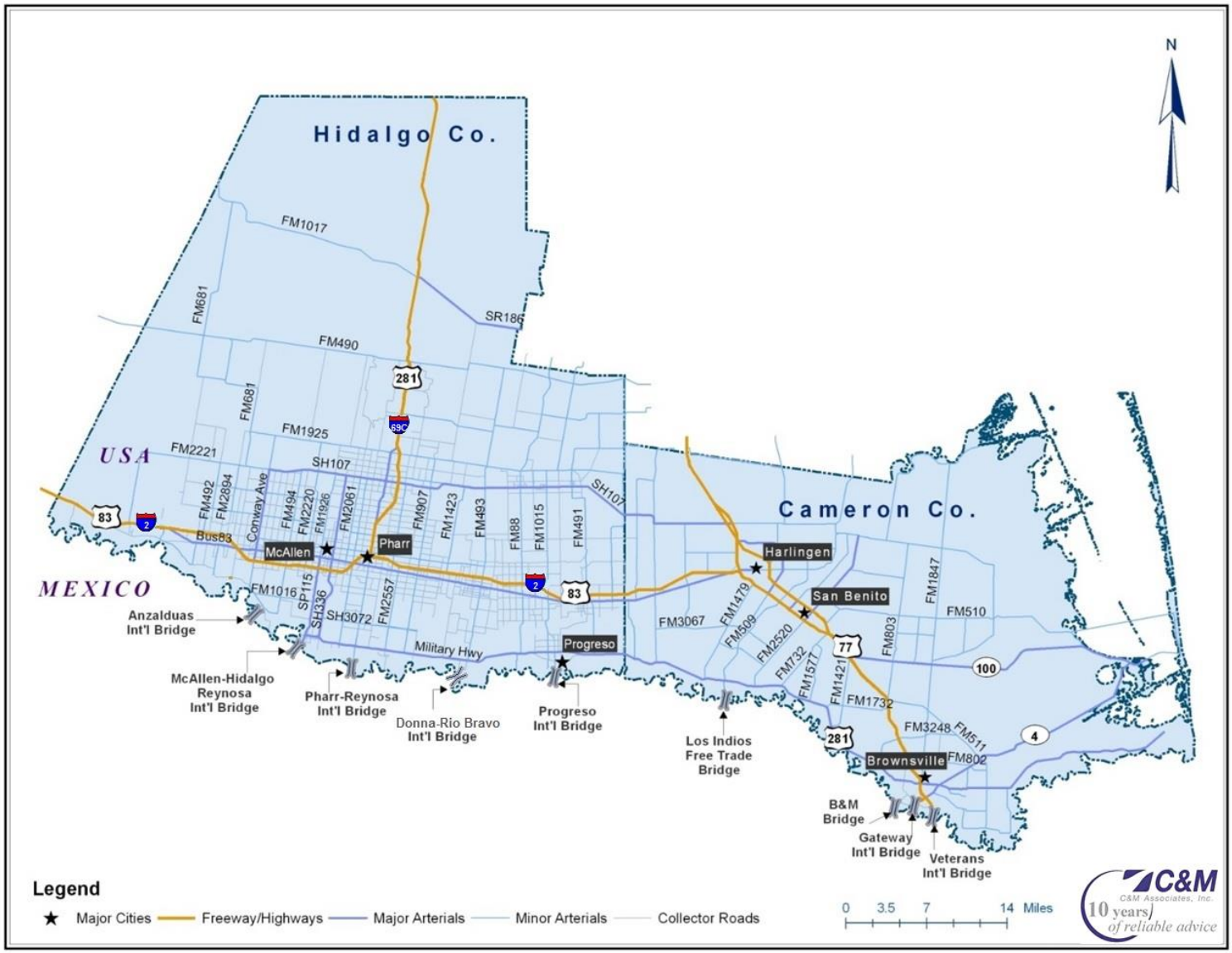

Figure 5-2. CMHCTDM Base Year Roadway Network

Future Year Networks

C&M developed model roadway networks for 2018 (Opening year), 2025, and 2035, taking into consideration the HCMPO Long Range Metropolitan Transportation Plan (MTP) 2035[2] and the Transportation Improvement Program (TIP) outlined in the MTP for fiscal year 2013–2016[3] (Amendment #5). All network improvements inside the study area that were assumed in developing future year network improvements are illustrated in Table 5-2 and Figure 5-3.

Build Networks

The Projects are expected to open in 2018. C&M coded the Projects' alignments inside the 2018, 2025, and 2035 model roadway networks based on the design drawings provided by Dannenbaum Engineering, Inc. Roadway characteristics corresponding to the Highway road class were assigned to the Projects.

As per design drawings, the Projects will have two lanes in each direction during the opening year and will be improved to three lanes in each direction by 2035. C&M assigned a free flow speed of 75 mph. Figure 5-3 shows the Projects' alignments and includes the future network improvements.

Table 5-2. Network Improvements in the Study Area from 2010–2030

HCMPO Project ID	Roadway	From	To	Number of Lanes and Year				
				2012	2018	2025	2030	2035
HC-10	FM 1925	Kenyon	FM 907 (Alamo Rd)	2	4	4	4	4
HC-106	Dove (Owassa)	Jackson	US 281	2	4	4	4	4
HC-113	FM 3461 (Nolana)	FM 2061 (McColl Rd)	US 281	4	4	6	6	6
HC-117A	FM 676 (Mile 5 N)	FM 492 (Doffing)	SH 364 (La Homa Rd)	2	2	2	2	4
HC-117B	FM 676 (Mile 5 N)	SH 364 (La Homa Rd)	SH 107 (Conway)	2	2	2	4	4
HC-117C	FM 676 (Mile 5 N)	SH 107 (Conway)	Taylor Rd	2	2	4	4	4
HC-119	FM 907 (Alamo Rd)	Nolana	US 83	2	2	4	4	4
HC-125	Hutto Rd	US 83	Bus 83	2	2	2	4	4
HC-12A	FM 1925	FM 907 (Alamo Rd)	3rd St	2	2	4	4	4
HC-12B	FM 1925	3rd St	FM 493 (La Blanca)	2	2	2	4	4
HC-13	FM 1925	FM 493 (La Blanca)	FM 88	2	2	2	2	4
HC-130	Jackson Ave	S Bicentennial Ave	S 2nd St	2	2	2	4	4
HC-14	FM 1925	FM 88	FM 491 (Mile 1 W)	2	2	2	2	4
HC-144	Mile 5 N	Taylor Rd	Ware Rd	2	2	4	4	4
HC-148B	Mile 6 W Rd	Mile 11 N	SH 107	2	2	2	2	4
HC-152a	Nolana Loop	FM1426 (Raul Longoria)	East of FM 907	2	2	4	4	4
HC-152b	Nolana Loop	East of FM 907	East of FM 1423	2	2	4	4	4
HC-152C	Nolana Loop	East of FM 1423	East of FM 493	2	2	2	4	4
HC-152D	Nolana Loop	East of FM 493	FM 88	2	2	2	4	4
HC-155A	Nolana Loop	FM 2220 (Ware Rd)	SH 336 (10th St)	4	4	4	6	6
HC-166	Schunior Ave	Sugar Rd	4th St	2	2	2	2	4
HC-167	Sioux Rd	I Rd	FM 1426 (Raul Longoria)	2	2	2	4	4
HC-170	Sprague Ave	Sugar Rd	SH 336 (N 10th St)	2	2	2	4	4
HC-171	Sugar Rd	SH 107	Schunior Ave	2	2	2	4	4
HC-177A	Trenton Rd	US 281	FM 1426 (Raul Longoria)	2	2	2	4	4
HC-178B	US 83	0.5 Mi E of Bus 83	FM 1427 (Abram)	4	4	6	6	6
HC-18	FM 2062 (Bentsen Palm)	US 83S	Bus 83	2	2	2	4	4
HC-182AB	SH 364 (La Homa)	FM 1924 (Mile 3 N)	FM 2221	2	2	2	2	4
HC-19B	FM 2220 (Ware Rd)	FM 1924 (Mile 3 N)	Mile 5 N (Auburn Ave)	4	6	6	6	6
HC-19A	FM 2220 (Ware Rd)	Mile 5 N (Auburn Ave)	SH 107	4	4	4	6	6
HC-224	SH 107 (Conway)	FM 495	FM 1924 (Mile 3 N)	4	4	4	6	6
HC-225	SH 107 (Conway)	FM 1924 (Mile 3 N)	FM 676 (Mile 5 N)	4	4	4	6	6
HC-244	Mile 4 1/2 W Rd	US 83	Mile 9 N Rd	2	2	4	4	4
HC-248	E Yuma Ave	Jackson Rd	McColl Rd	2	2	2	4	4
HC-249B	SH 336 (10th st)	Trenton Rd	SH 107	4	4	6	6	6
HC-253	Trenton Rd	FM 1926 (23rd st)	SH 336 (10th St)	4	4	6	6	6
HC-254	Wisconsin Rd	7th street	2nd st			4	4	4
HC-256	Taylor Rd	US 83	Bus 83	2	2	2	4	4
HC-257	Taylor Rd	Bus 83	Mile 2N	2	2	2	2	4
HC-258	Taylor Rd	Mile 2 N	Lark Ave (Mile 4 N)	2	2	2	2	4
HC-264	Mile 10 North	Westate (Mile 6)	FM 1015	2	2	2	2	4
HC-282	Inspiration Rd	US 83	FM 1924 (Mile 3 N)	2	4	4	4	4
HC-284A	Liberty Blvd (Phase I)	US 83	Mile 3 Rd	2	2	4	4	4
HC-286A	Mile 3 N (Phase I)	East Goodwin Rd	Tom Gill Rd	2	2	4	4	4
HC-286B	Mile 3 N (Phase II)	Tom Gill Rd	FM 2221					2
HC-286B	Liberty Blvd (Phase II)	Mile 3 Rd	FM 2221	2	2	2	2	4
HC-290	FM 1925	10th St	McColl Rd	2	2	4	4	4
HC-291	Dicker Road	Spur 115 (23rd St)	FM 2061 (Jackson Rd)	2	2	4	4	4
HC-292A	FM 494 (Shary Rd)	Mile 5 N (FM 676)	Mile 7	2	2	4	4	4
HC-292B	FM 494 (Shary Rd)	Mile 3 N (FM 1924)	Mile 5 N (FM 676)	2	2	2	2	4
HC-295C	SH 68	US 83	FM 1925		4	4	4	4
HC-34A	FM 493 (La Blanca)	Mile 10 N Rd	Mile 14 N Rd	2	2	4	4	4
HC-34B	FM 493 (La Blanca)	Mile 14 N Rd	SH 107	2	2	2	4	4
HC-39CB	FM 88	SH 107	FM 1925	2	2	2	4	4
HC-40	FM 907 (Alamo Rd)	SH 107	Nolana	2	2	2	2	4
HC-48B	SH 364 (La Homa)	FM 495	FM 1924 (Mile 3 N)	2	4	4	4	4
HC-51A	SP 115 (S 23rd St)	US 83	FM 1016 (Military Hwy)	4	4	4	6	6
HC-60C	US 83 La Joya Relief	FM 886 (El Faro Rd)	Showers Rd		4	4	4	4
HC-62A	FM 495	2nd St (McAllen)	US 281	4	6	6	6	6
HC-79	10th St	SH 107	FM 1925 (Monte Cristo)	2	4	4	4	4
HC-80BA	2 Mile Line N Rd	SH 364	Moorefield Rd.	2	4	4	4	4
HC-80BB	2 Mile Line N Rd	Moorefield Rd	Inspiration Road	2	4	4	4	4
HC-80A	2 Mile Line N Rd	Inspiration Rd	SH 107 (Conway)	2	4	4	4	4
HC-83	6th St (Weslaco)	Westgate Drive	Bus83	2	2	2	4	4
HC-85	Airport Drive (Weslaco)	Bus 83	US 83	2	2	2	4	4
HC-87	Alberta Rd	McColl Rd	US281	2	2	2	2	4
HC-92	Border Ave	S 18th St (Mile 6 N)	Bus 83	2	2	2	4	4
HC-93	Bridge Ave	10th St	Pike Blvd	2	2	2	4	4
RMA-1AB	US 281 Military Highway	Spur 600	FM 2557 (Stewart Rd)	2	4	4	4	4

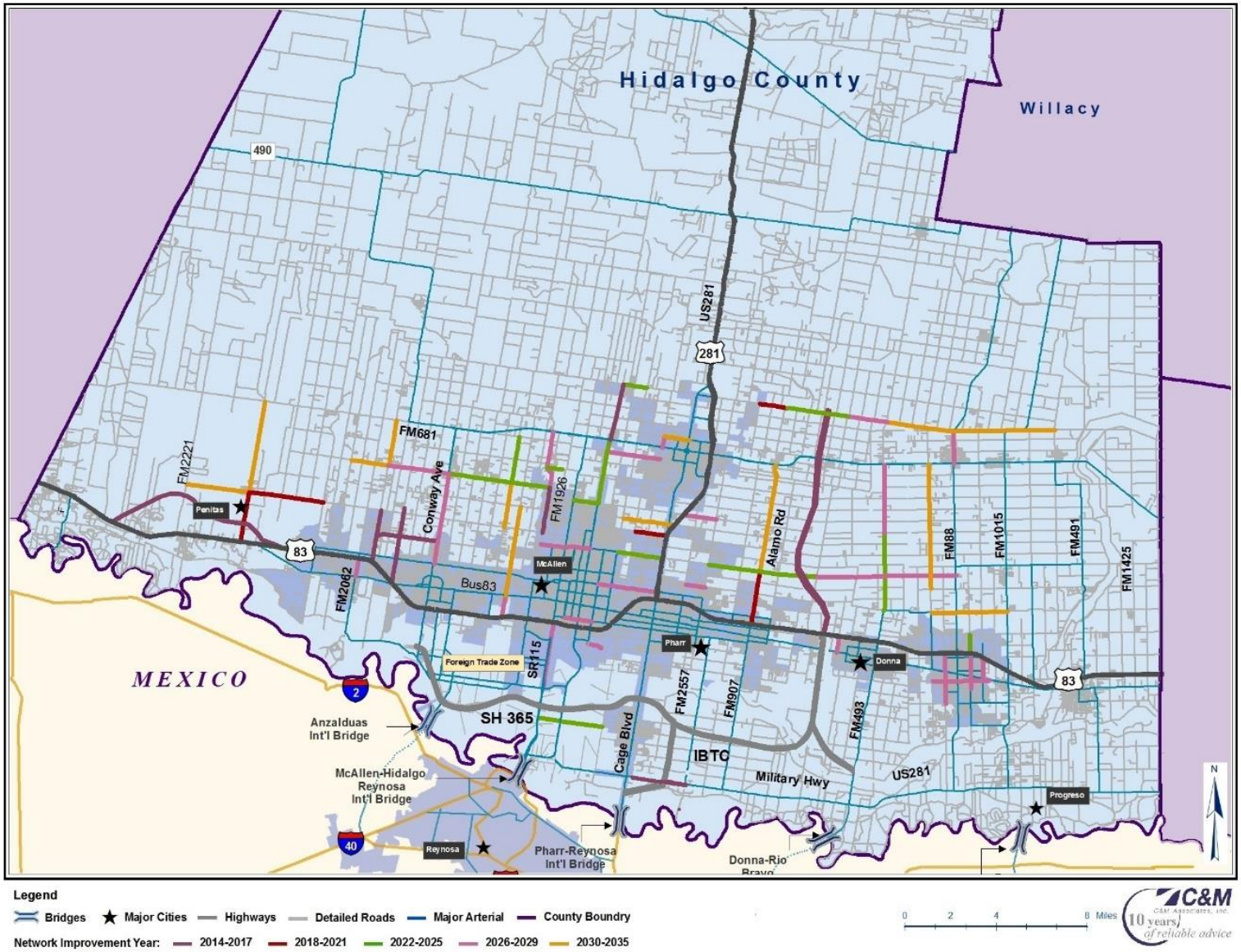

Figure 5-3. Network Improvements in the Study Area from 2010–2030

5.1.2. Four-Step Travel Demand Modeling

This section outlines the updating process of the CMHCTDM. Each of the four modeling steps is briefly discussed below.

Trip Generation

The trip generation process estimates the productions and attractions for each trip purpose. Trip production represents the number of trips originating in each TAZ and trip attraction represents the number of trips ending in each TAZ.

C&M estimated trip production and attraction using the cross-classification method model. The cross-classification method separates an urban area population into relatively homogenous groups based on certain socioeconomic characteristics. Average trip production rates per household are then empirically estimated for each classification. C&M employed the default NCHRP365 trip rates. A list of independent variables used in the model is provided below.

Trip Production:

- Population
- Number of households
- Median household income

Trip Attraction:

- Number of households
- Basic, retail, and service employment
- Area type
- Special generators

C&M prepared trip productions and attractions for the following trip purposes: Home-Based Work Auto (HBW Auto), Home-Based Non-Work Auto (HNW Auto), Non-Home-Based Auto (NHB Auto), and Internal Trucks (Trucks).

The 2012 model trip productions and attractions have been evaluated at the census tract level and by trip purpose, with the production rates provided by the 2009 National Household Travel Survey (NHTS). Figure 5-4 presents the coefficient of determination (R^2) between the resulting average model trip rates and NHTS trip rates of the TDM area by census tract. The resulting R-squared (R^2) of 0.92 indicates a good model fit.

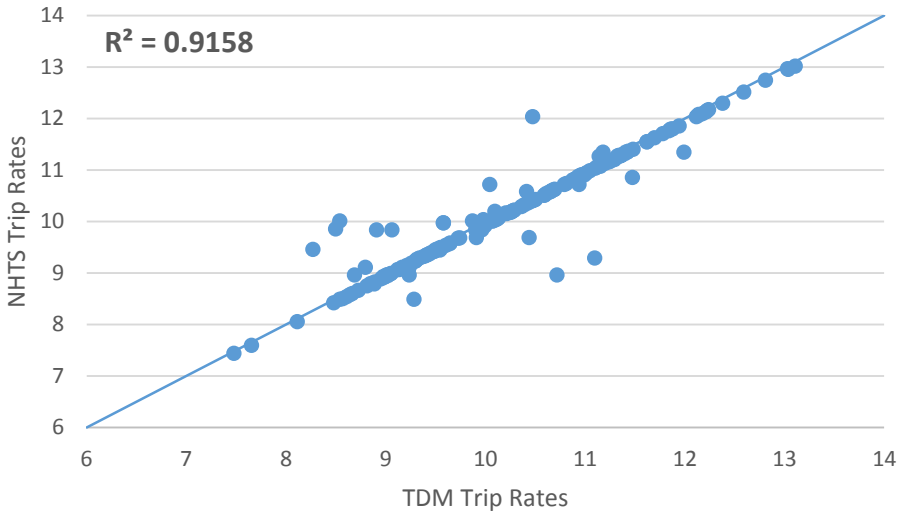

Figure 5-4. Comparison of Trip Rates by Census Tract between the TDM and NHTS

The model's distribution of person trips by trip purpose was within the range of trip shares from various publicly available travel surveys, as presented in Table 5-3, and also within the range of AirSage's OD Survey, as presented in Chapter 3.

Table 5-3. Trip Share by Purpose from CMHCTDM versus from Various Sources

Purpose	CMHCTDM	Rio Grande Valley	Cameron - Hidalgo[1]	Houston[2]	Dallas/ Ft.Worth[2]	Denver[2]	Atlanta[2]
	2012 Model	2004 Model	2004-2005 Survey	1985 Model	1984 Travel Survey	1985 Travel Survey	1980 Travel Survey
HBW	16%	26%	14%	18%	27%	26%	18%
HBNW	57%	47%	52%	51%	48%	47%	54%
NHB	28%	27%	34%	31%	25%	27%	28%

Sources: 1. Texas Transportation Institute,[4] 2. TMIP Manual[5]

Within the trip generation modeling step, C&M incorporated the special generators from the Hidalgo County MPO. The generated trips are based on the Institute of Transportation Engineers (ITE) trip rate calculator. In addition to the HCMPO special generators, C&M utilized 2013 land use maps in order to extend the special generators to special commercial vehicle destinations and origins, such as warehouses and industrial areas. Special generators from existing models of the region, such as the Texas State Analytical Model and the Rio Grande Valley Regional TDM, have been reviewed and added to the special generators in the case that they have not been considered within the previous process. Figure 5-5 shows the locations of commercial vehicle special generators extracted from the HCRMA land use maps.

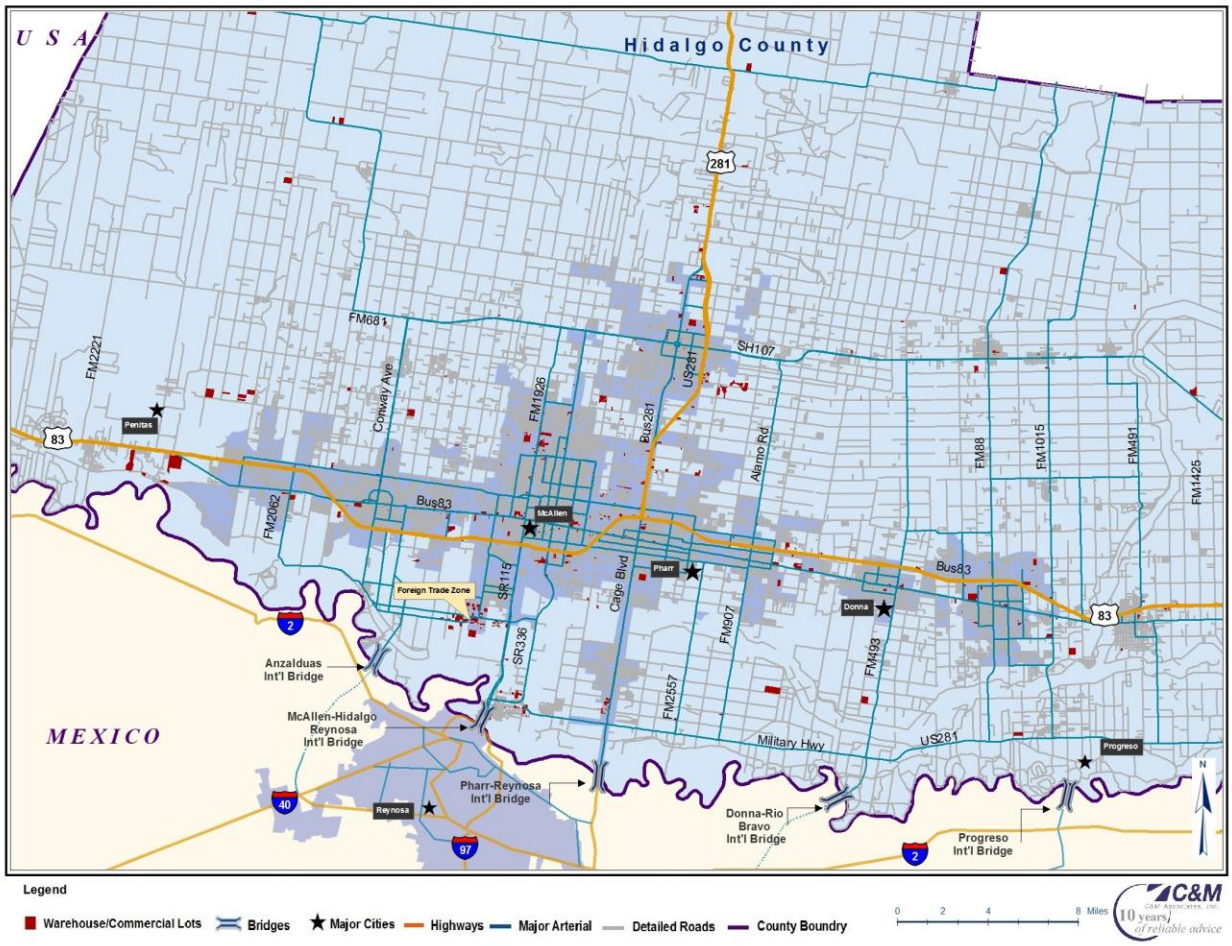

Figure 5-5. Special Generators for Trucks Based on HCRMA Land Use Maps

Internal Truck Trip Generation

The Internal truck trips are generated with guidance from the Quick Response Freight Manual,[6] along with the additional trips generated by the implemented special generators. Within the calibration process, the final CMHCTDM trip rates were adjusted to reproduce the overall truck volume observed from real-world traffic counts.

External Auto and Truck Trips

The CMHCTDM has 26 external stations. The external trip volume for autos and trucks is based on a variety of current and historical data sources:

- TxDOT AADT maps
- TxDOT truck AADT flow-band maps
- Federal Highway Administration (FHWA) border crossing data
- TTI classification counts
- C&M classification counts

The future growth rates of every external station were determined by applying several

different time series forecast methodologies, including the use of the following parameters:

- Historical traffic growth rate at each external station;
- Historical and projected growth rates from socioeconomic parameters such as population, employment, and maquiladora industry production growth rates from Texas, Hidalgo County, Cameron County, and Reynosa;
- Historical and projected growth of manufactured goods shipments; and
- Historical and projected GDP growth

The international border crossings of Hidalgo County have to be mentioned separately from the other external stations of the model. In the last year, C&M has submitted two studies focusing solely on the border crossings of Hidalgo County: one study for the HCRMA and one for the City of Donna. Based on the experience gathered from these two projects, C&M developed the future forecast of the Hidalgo County international bridges, as shown in Table 5-4 .

Table 5-4 Border Crossing Forecast – Northbound and Southbound

Bridge	Year	Autos	Trucks	Total	Auto (Average Weekday)	Truck (Average Weekday)
Pharr	2012	2,537,000	963,000	3,500,000	7,249	3,439
	2018	2,639,000	639,000	3,278,000	7,540	2,282
	2035	3,159,000	860,000	4,019,000	9,026	3,071
Progresso	2012	1,908,000	89,000	1,997,000	5,227	318
	2018	2,010,000	60,000	2,070,000	5,507	214
	2035	2,409,000	69,000	2,478,000	6,600	246
Hidalgo	2012	4,130,000	0	4,130,000	11,315	0
	2018	4,429,000	0	4,429,000	12,134	0
	2035	5,318,000	0	5,318,000	14,570	0
Donna	2012	975,000	0	975,000	2,671	0
	2018	1,043,000	94,000	1,137,000	2,858	336
	2035	1,224,000	136,000	1,360,000	3,353	486
Anzalduas	2012	2,147,000	0	2,147,000	6,134	0
	2018	2,444,000	565,000	3,009,000	6,983	2,018
	2035	2,950,000	836,000	3,786,000	8,429	2,986
Total 2012 All		**11,697,000**	**1,052,000**	**12,749,000**	**32,597**	**3,757**
Total 2018 All		**12,565,000**	**1,358,000**	**13,923,000**	**35,021**	**4,850**
Total 2035 All		**15,060,000**	**1,901,000**	**16,961,000**	**41,978**	**6,789**
2012-2035 CAGR (%)		1.1%	2.6%	1.2%	1.1%	2.6%

The trip destination at each external station was extracted from the AirSage mobile device OD survey and applied to each external station. Regarding the commercial trips of the Pharr and the Progreso International Bridge, C&M obtained truck trip destinations from C&M's commercial vehicle border survey.

Trip Distribution and Mode Choice

Trip distribution is the second component of a four-step TDM. After estimating the total number of trip productions and attractions, the trip distribution step is performed in order to determine the number of trips between each pair of TAZs. C&M used gravity models specific to each trip purpose to determine trip distribution. The trips between each pair of TAZs are a function of trip production in the TAZ of origin, trip attraction in the destination TAZ, and the travel impedance between these two TAZs. The CMHCTDM employed an exponential function as a travel impedance function to estimate trip exchange by trip purpose between two given TAZs. C&M used generalized travel costs as measures of impedance. The parameters in this function were different for each trip purpose. The initial parameters were taken from the CMHCTDM, and C&M adjusted them within the model calibration process in order to bring the model volumes more in line with observed traffic counts.

Figure 5-6 presents the trip length distribution from the CMHCTDM versus the observed trip length from the AirSage cell phone OD survey.

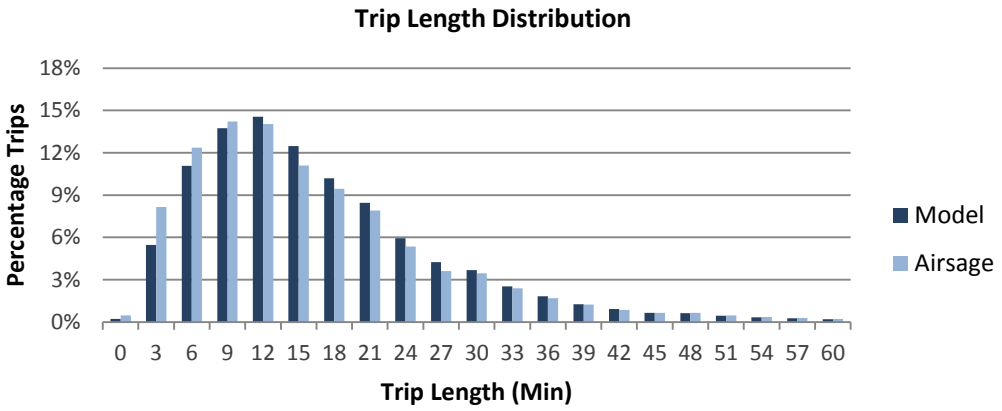

Figure 5-6. Observed vs CMHCTDM Trip Length Distribution

It can be observed that the trip distribution of the CMHCTDM accurately represents the surveyed trip distribution of the model area.

Mode choice is typically the third component of a four-step TDM. However, due to the lag of mass transportation infrastructure and the low share of public transport in the model area, C&M has not considered a specific mode choice model within the CMHCTDM.

Traffic Assignment

Traffic assignment is the final component of the four-step travel demand modeling process. For the purpose of travel forecasting, the traffic assignment step seeks to project which routes will be used by travelers within a variety of transportation networks. The model was first calibrated to the traffic conditions during different time periods of the day.

Link volumes were determined within the traffic assignment iterative process using

volume-delay functions developed by the Bureau of Public Roads (BPR). Coefficients of the BPR functions were calibrated such that the model reasonably replicated existing traffic conditions.

Finally, a number of iterations were performed in which the network-loaded travel times from traffic assignment were fed back into trip distribution; the change in model volumes was checked between iterations for the purpose of ensuring a reasonable overall convergence within the final assigned volumes.

5.2. Time of Day Travel Demand Model Preparation

C&M developed a Time-of-Day (TOD) model in order to evaluate the effects of peak and off-peak traffic conditions on the Projects and to gain a better understanding of what impact congestion has on a traveler's decision to choose a toll route over a free route.

To implement such a model, an average weekday was divided into four time periods, each representing different traffic conditions in terms of congestion and trip patterns. Then, using recent traffic counts, C&M defined each time period, traffic distribution, and the trip factors involved. The four time periods analyzed in this study are listed below.

- AM Peak period: 7:00 a.m. – 9:00 a.m.
- MD (Midday) period: 9:00 a.m. – 4:00 p.m.
- PM Peak period: 4:00 p.m. – 7:00 p.m.
- NT (Nighttime) period: 7:00 p.m. – 7:00 a.m.

The TOD trip tables were created from the daily trip tables using the TOD factors from National Cooperative Highway Research Program (NCHRP) Report 365[7] as a base. C&M adjusted these factors based on the traffic profile in the study area obtained from field traffic counts and directionality at individual count locations. Figure 5-7 depicts the TOD distribution of Production-to-Attraction (PA) and Attraction-to-Production (AP) trips for Home-Based Work (HBW), Home-Based Non-Work (HNW), and Non-Home-Based (NHB) trip purposes. Table 5-5 and Table 5-6 give the numbers in tabular format. For internal trucks, a profile matching the NHB trips was used. The daily external trip tables were also split into TOD trip tables using factors from the hourly profiles at the external stations.

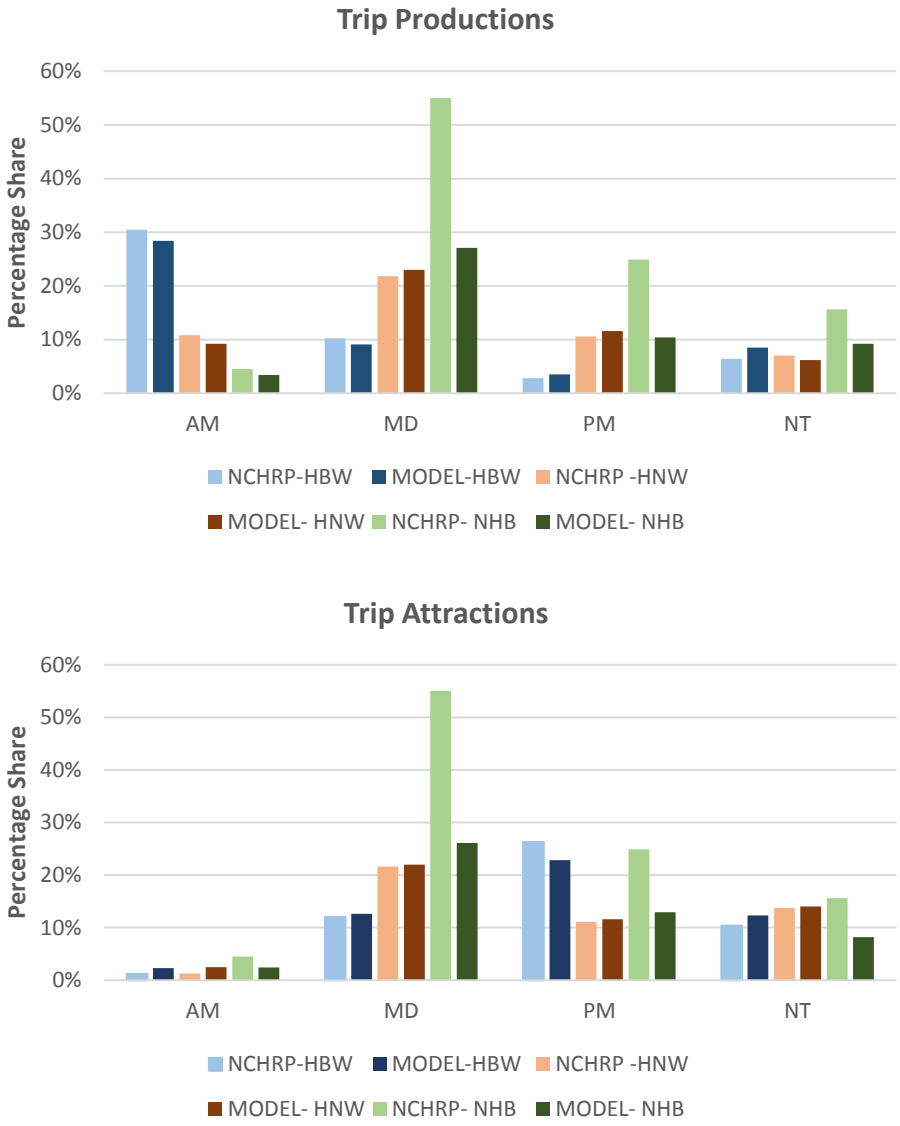

Figure 5-7. Time of Day Profiles Used for TOD Model

Table 5-5. NCHRP Percentage Share of Trip Purposes

NCHRP		AM	MD	PM	NT
Trip Productions	HBW	30.5%	10.2%	2.8%	6.4%
	HNW	10.8%	21.8%	10.6%	7.0%
	NHB	4.5%	55.0%	24.9%	15.6%
Trip Attractions	HBW	1.2%	12.0%	26.3%	10.4%
	HNW	1.3%	21.6%	11.1%	13.7%
	NHB	4.5%	55.0%	24.9%	15.6%

Table 5-6 Model Percentage Share of Trip Purposes

MODEL		AM	MD	PM	NT
Trip Productions	HBW	28.4%	9.1%	3.5%	8.5%
	HNW	9.2%	23.0%	11.6%	6.2%
	NHB	3.4%	27.1%	10.4%	9.2%
Trip Attractions	HBW	2.3%	12.6%	22.8%	12.3%
	HNW	2.5%	22.0%	11.6%	14.0%
	NHB	2.4%	26.1%	12.9%	8.2%

5.3. Model Calibration and Validation

Calibration of the base year model was performed with the aim of matching modeled traffic conditions with observed traffic counts. This was accomplished through the use of "screenline" analysis within the project corridor—validation checkpoints along imaginary lines which count the total number of vehicles that cross particular locations within the roadway system of a given project area. Moreover, additional traffic counts at individual locations spread throughout the study area were also factored into the calibration (for detailed information about traffic count locations, see Chapter 3).

As mentioned earlier, C&M calibrated and validated the model using the 2012 socioeconomic data, roadway network data, and traffic data. C&M's 2014 traffic counts, as well as TxDOT's 2012 AADTs, were also used for calibration purposes (for a description of C&M's traffic data collection effort, see Chapter 3). Truck counts from C&M vehicle classification counts and from TxDOT's truck flow-band maps were used for validation. The model projection results were later validated with the latest 2014 traffic counts.

In order to replicate base year traffic conditions and to match the modeled volumes with those observed at count locations, some of the link characteristics (e.g., speed and capacity parameters) were adjusted within the corresponding network links. Based on the findings of C&M's initial analysis, eight major traffic screenlines were chosen for the study area: four capturing east-west travel and four capturing north-south travel. These screenlines are illustrated in Figure 5-9.

Following the TOD traffic assignment, link volumes on each screenline were determined and then used to validate the results of the traffic assignment step and the calibration process.

The daily differences between the screenline count and model volumes fall within the acceptable range recommended by the FHWA8 and the Model Validation and Reasonableness Checking Manual.[9]

Table 5-7 and Table 5-8 compare the model volumes with observed traffic counts along each screenline daily and by time period, respectively. Figure 5-8 shows the National Cooperative Highway Research Program (NCHRP) criteria for screenline calibration, all screenlines are under the NCHRP deviation criteria.

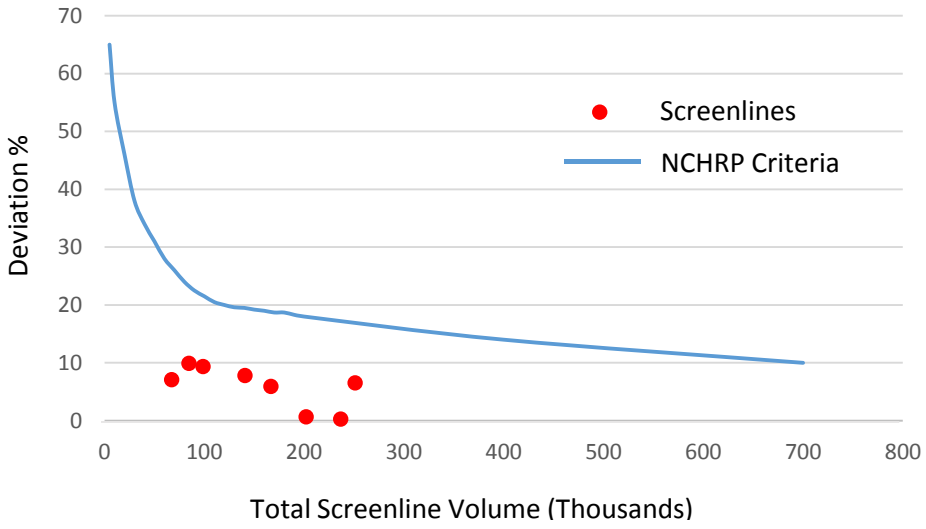

Figure 5-8. Comparison of Screenline Counts with Maximum Desirable Deviation

Table 5-7. Comparison of Daily Screenline counts and Model Volume

Screenline	Screenline Counts	Model Volume	Difference (Percentage)
Screenline NS1	70,708	65,386	-7.5%
Screenline NS2	102,370	112,439	9.8%
Screenline NS3	254,820	237,237	-6.9%
Screenline NS4	144,384	132,552	-8.2%
Screenline EW1	88,061	78,903	-10.4%
Screenline EW2	205,488	207,351	0.9%
Screenline EW3	240,366	241,496	0.5%
Screenline EW4	170,463	159,656	-6.3%

Table 5-8. Comparison of the Modeled and Observed Traffic Volume by Time Period

	AM			MD			PM			NT		
Screenline	Counts	Model Volume	Difference	Counts	Model Volume	Difference	Counts	Model Volume	Difference	Counts	Model Volume	Difference
NS1	9,899	8,857	-10.5%	31,227	28,200	-9.7%	15,056	15,400	2.3%	14,525	12,929	-11.0%
NS2	14,802	15,573	5.2%	43,424	49,198	13.3%	22,603	27,336	20.9%	21,540	20,332	-5.6%
NS3	38,387	33,345	-13.1%	105,109	100,203	-4.7%	56,944	55,131	-3.2%	54,380	48,558	-10.7%
NS4	21,765	18,854	-13.4%	61,843	56,403	-8.8%	33,143	30,767	-7.2%	27,633	26,528	-4.0%
EW1	11,829	10,998	-7.0%	36,897	33,506	-9.2%	19,130	18,734	-2.1%	20,205	15,665	-22.5%
EW2	27,422	28,746	4.8%	86,841	87,047	0.2%	45,272	47,048	3.9%	45,953	44,510	-3.1%
EW3	31,784	34,037	7.1%	103,686	101,060	-2.5%	50,239	54,492	8.5%	54,657	51,907	-5.0%
EW4	24,989	23,792	-4.8%	72,632	64,873	-10.7%	37,470	34,015	-9.2%	35,371	36,976	4.5%

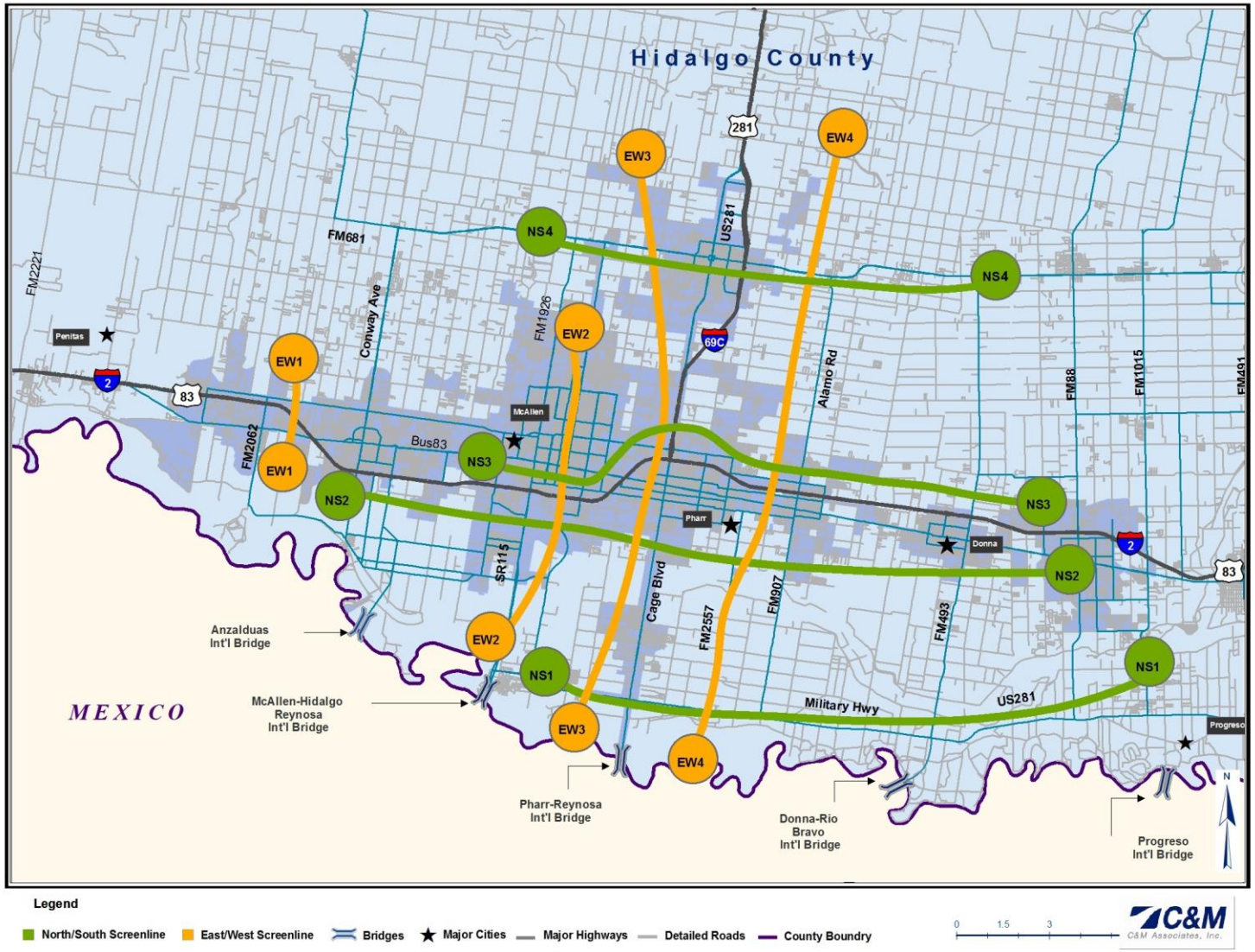

Figure 5-9. Map of Screenlines

5.4. Toll Diversion Model

As discussed in earlier sections, C&M modeled the Projects as a toll road in the model years 2018, 2025, and 2035. In the development of its model, C&M took into account the likelihood of induced travel demand within the study area following the Projects' opening. The section below provides a summary of the toll diversion methodology used by C&M in the design and implementation of its model.

5.4.1. Implementation of C&M's Toll Diversion Model

Toll diversion models are used to estimate traffic demand for facilities such as toll roads, toll bridges and managed lanes. C&M's toll diversion models are structured as logit functions, dividing toll and non-toll trips on the basis of travel time savings and toll costs with respect to the socioeconomic characteristics of the individual traveler. The final product of the logit models is a probability that reflects the share of toll and non-toll trips between any given OD pair that may utilize the toll facility.

C&M created a new toll diversion model while making the cost coefficient dependent on income of the origin. C&M uses a general binary logit model as follows:

$$PT = 1 / (1+ eU)$$

Where:

PT = Probability of selecting a tolled facility

e = Base of Natural Logarithm

$$U = (CT * \Delta T + CC * Cost + C)$$

Where:

CT = Coefficient of time savings

CC = Coefficient of cost

TT = Travel time on toll route in minutes

TF = Travel time on free route in minutes

$\Delta T = TT - TF$

Cost= Toll in Dollar

C = Constant

As described in Chapter 3, the AirSage OD survey provided OD matrices between the TAZs by 16 income groups. These 16 income groups, combined with trip purposes, have been used to create 53 different trip tables for the toll diversion model. This creates a higher sensitivity towards the probability function within the C&M toll diversion methodology, thereby creating a higher sensitivity regarding which users are allowed to use the toll road.

To create the probability function based on the income groups, C&M analyzed the raw data from the Stated Preference (SP) survey conducted for the 2010 investment grade study in Hidalgo County. The values of time (VOTs) by trip purpose have been in a fairly close range to the VOTs considered in the previous study.

The auto and truck toll diversion models discussed above were incorporated into the traffic assignment procedure with the help of TransCAD macro language (GISDK). This macro performs a number of iterations each time, distributing total trips into toll trips and non-toll trips and then assigning them to corresponding network configurations accordingly.

The results from the toll diversion model can be observed on the screenlines EW2, EW3 and EW4 which are the screenlines that cross the Projects. Table 5-9 presents the daily screenline share for the toll and toll-free scenario as well as the volume retention from the Projects.

Table 5-9. CMHCTDM -Daily Screenline Share and Toll Retention 2012, 2018 and 2035

Screenlines	Road	2012	2018		2035	
		Free	Free	Toll	Free	Toll
EW2	**SH365**	**0%**	**13%**	**3%**	**20%**	**7%**
	IH2	47%	45%	48%	41%	46%
	BS83	9%	8%	9%	7%	8%
	Other	44%	34%	40%	32%	40%
	Retention			**22%**		**32%**
EW3	**SH365**	**0%**	**12%**	**3%**	**13%**	**3%**
	IH2	46%	39%	43%	34%	37%
	BS83	4%	6%	7%	6%	6%
	Other	50%	43%	48%	47%	53%
	Retention			**20%**		**23%**
EW4	**IBTC**	**0%**	**10%**	**3%**	**12%**	**4%**
	IH2	57%	48%	51%	39%	43%
	BS83	6%	6%	6%	6%	6%
	Other	37%	37%	40%	43%	47%
	Retention			**29%**		**33%**

5.4.2. Travel Time Benefits from the Projects

When the Projects open to traffic, they are expected to provide travel time savings as well as reliability and safety benefits for toll road users. Major competitors for the Projects will be IH2 (US 83) and Military Highway in the eastbound and westbound directions, and US 281 and FM 493 in the northbound and southbound directions. Travel time benefits may increase in future years when the Projects will feature three lanes in each direction and, as a result, higher free flow speeds. At the same time, growing congestion on competing roadways is expected to result in additional time savings for toll road users. Table 5-10 illustrates the expected the maximum travel time savings of trips using SH 365 or the IBTC in the AM and PM peak between two selected OD pairs in the opening year as well as in 2035. In 2018, travelers using SH 365 and the IBTC are predicted to achieve time savings of 11.39 and 8.13 minutes, respectively. In 2035, the predicted time savings for SH 365 and the IBTC increase to 13.42 and 11.15 minutes, respectively. For each case, the tolled path and an alternative toll-free path are shown in Figure 5-10 and Figure 5-11.

Table 5-10. Travel Time Savings During AM/PM Peak for Selected Origin-Destination Pairs

Trip	Origin	Destination	Toll Path	Free path	Length (miles)		Time (minutes)		Time Savings (minutes)
					Toll Path	Free Path	Toll Path	Free Path	
Year 2018									
A	Pharr International Bridge	S Inspiration Rd. and S Mile Road	SH365	FM1016 and S Inspiration Road	20.54	17.50	23.56	34.95	11.39
B	Pharr International Bridge	FM493 and BU83	IBTC	Military Highway and FM493	17.39	16.97	19.55	27.68	8.13
Year 2035									
A	Pharr International Bridge	S Inspiration Rd. and S Mile Road	SH365	FM1016 and S Inspiration Road	20.54	17.50	23.85	37.27	13.42
B	Pharr International Bridge	FM493 and BU83	IBTC	Military Highway and FM493	17.39	16.97	19.84	30.99	11.15

The toll for Trip A's tolled path is $2.95, whereas Trip B is $2.24. This means, for example, that all users who have a VOT equal to or higher than $12.00 in the year 2035 would choose the toll option over the toll-free option.

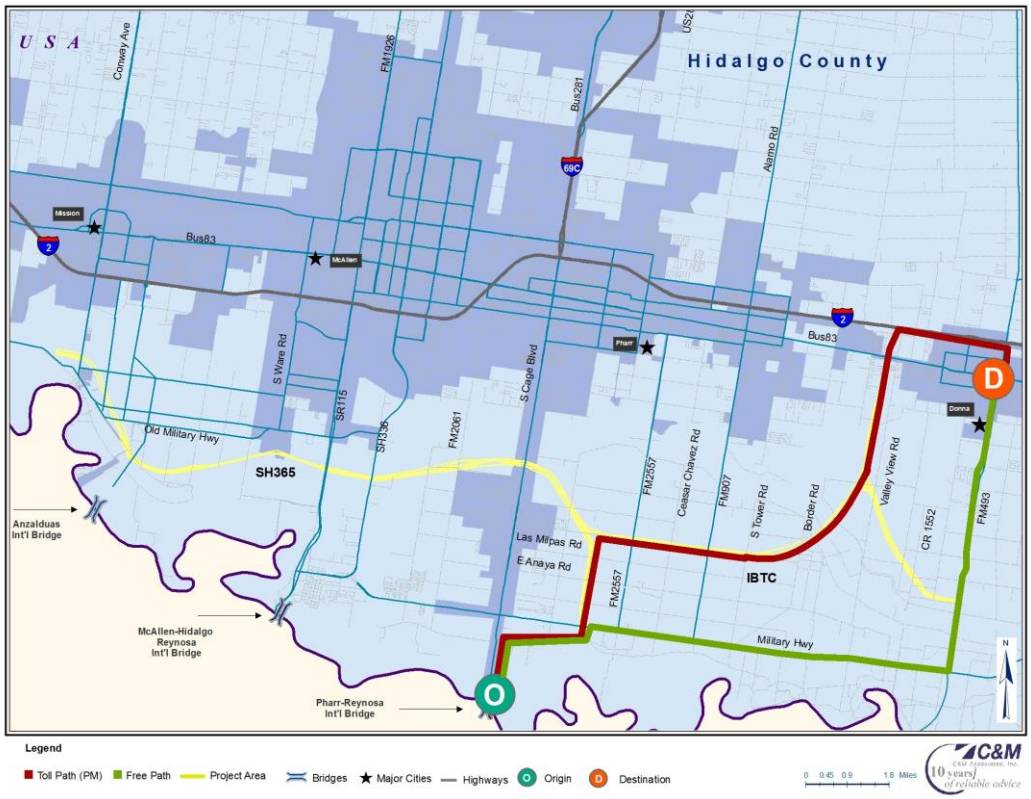

Figure 5-10. Toll and Toll-Free Path for Trip A

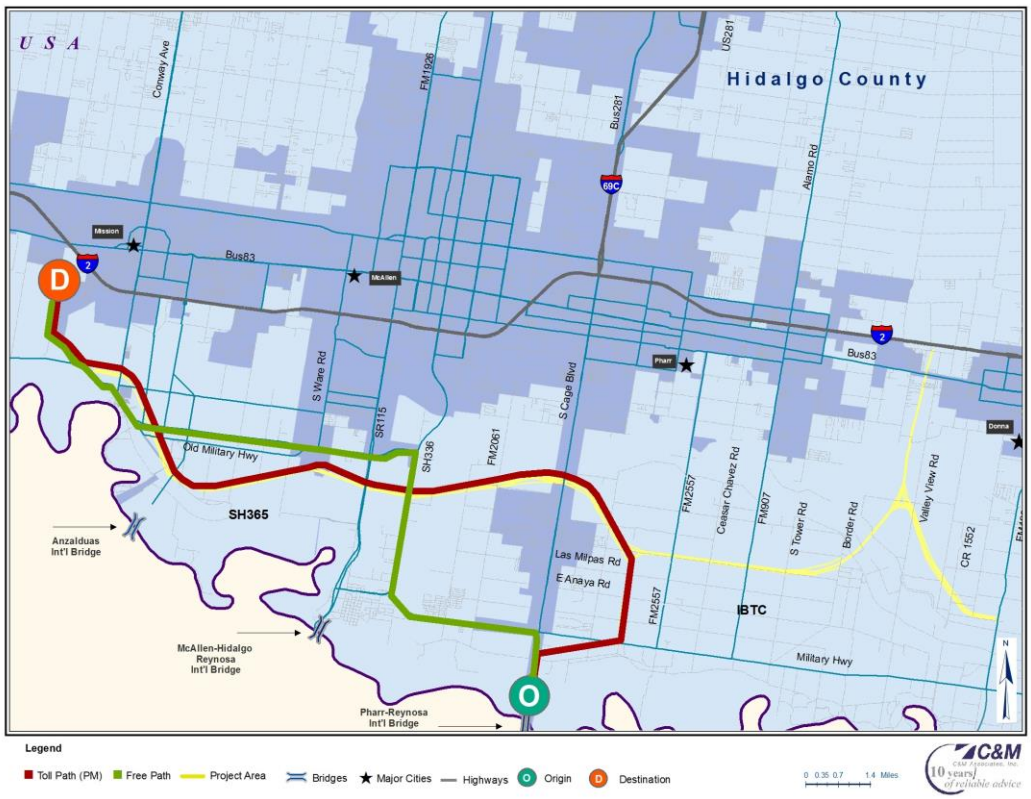

Figure 5-11. Toll and Toll-Free Path for Trip B

[1] Hidalgo County Metropolitan Planning Organization (2014, August 25). *Hidalgo County Thoroughfare Plan*. Retrieved from http://www.hcmpo.org/home/files/2114/0898/2104/Thoroughfare_Plan_new_2014.pdf

[2] Hidalgo County Metropolitan Planning Organization (2010). *2010 – 2035 Metropolitan Transportation Plan*. Retrieved from http://www.hcmpo.org/home/mtp/

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[7] Transportation Research Board, National Research Council (1998). *National Cooperative Highway Research Program (NCHRP) Report 365: Travel estimation techniques for urban planning.* Springfield, VA: U.S. Department of Commerce, National Technical Information Service. Retrieved from http://ntl.bts.gov/lib/21000/21500/21563/PB99126724.pdf

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6. Traffic and Revenue Forecast

The following chapter presents the traffic and revenue (T&R) estimates for the Projects in Hidalgo County for a forecast period of 40 years. C&M employed the CMHCTDM to model the traffic and revenue for a typical working day, as well as perform future scenario runs to project traffic for the years 2018, 2025, and 3035. The details of this modeling effort are discussed in Chapter 5.

After the travel forecast for a typical working day was created, C&M incorporated this information into its post-processing model designed to project traffic and revenue on an annual basis. The traffic was interpolated between the three model years and extrapolated after the 2035 model year to cover the entire forecast period. C&M also incorporated the results of its traffic data analysis and, based on experience with existing toll road facilities, utilized a series of assumptions regarding toll system implementation and enforcement.

C&M modeled various sensitivity T&R scenarios based on roadway network configurations and socioeconomic projections. Two scenarios were modeled for different project alignments: the proposed scenario in which the Projects are open in 2018, and an SH 365-Only scenario added by C&M. This additional scenario is further explained in this chapter.

In addition, C&M's T&R analysis was conducted with the assumption that exit ramps for the Projects will be designed with proper geometric configuration and traffic control to ensure that traffic is not negatively affected. Other assumptions used in the development of the post-processing model, as well as assumptions pertaining to the toll collection system, are discussed in this chapter.

6.1. Toll Collection System and Schedule

The Projects are scheduled to open to traffic on July 1, 2018. Initial toll rates have been determined by using a toll maximization methodology, and rates are based on each vehicle's number of axles. In addition, the analysis assumed that tolls would be collected by means of electronic toll collection (ETC) and video recognition systems only. This system relies on transponders mounted inside vehicles using the toll road, which—when detected by overhead gantries—electronically identify each vehicle, thus registering the appropriate toll and making it possible for travelers to proceed without having to stop. In addition to their ETC function, these gantries are also expected to have video capability, allowing them to photograph the license plates of vehicles not equipped with transponders. Once these license plate images are processed, toll bills can then be sent by mail to vehicle owners informing them of the charges they owe. Toll gantry locations were chosen with the intent of capturing all travelers using the Projects.

6.2. Toll Treatment

After analyzing several different toll systems, C&M configured the toll system presented in Figure 6-1. Under this configuration, the entire length of the toll road comprised eight toll segments, with one mainline gantry located on each segment. Additional gantries

were placed at selected entry and exit ramps in order to ensure that all possible vehicle movements were tolled.

In 2018, tolls will be charged at a total of seven mainlane gantry locations in both travel directions and 11 ramp gantries. In 2035, there will be a total of eight mainlane gantry locations and no additional ramp locations. Table 6-1 lists the toll segments along with the length of each segment and the opening year.

Table 6-1. Description of Toll Segments

Segment ID	Project	From	To	Length	Opening Year
1	SH365	Military Road (FM1016)	Anzalduas GSA Connector	2.7	2018
2		Anzalduas GSA Connector	Spur 115 (23rd Road)	4.3	2018
3		Spur 115 (23rd Road)	US 281 (S. Carge Blvd)	4.0	2018
4		US 281 (S. Carge Blvd)	IBTC	2.0	2018
5		IBTC	US 281 (Miltary Hwy)	1.8	2018
6	IBTC	SH365	CR1821	6.0	2018
7		CR1821	IH2 (US83)	3.3	2018
8		CR1821	US 281 (Miltary Hwy)	2.9	2035

C&M used a toll rate maximization method to define the toll rate per mile for the Projects. According to this analysis, the initial toll rate (i.e., the toll rate at the opening of the Projects), would be 20 cents per mile in 2012 dollars, a rate which is assumed to increase every year based on CPI.

Trucks (i.e., vehicles with more than four tires), are charged at a higher rate than passenger cars, with each truck paying the passenger car rate multiplied by $N-1$, where N is the number of axles. For the purposes of C&M's analysis, the minimum toll charged at any gantry was $0.20 (in 2012 dollars), and tolls were rounded to the nearest one cent.

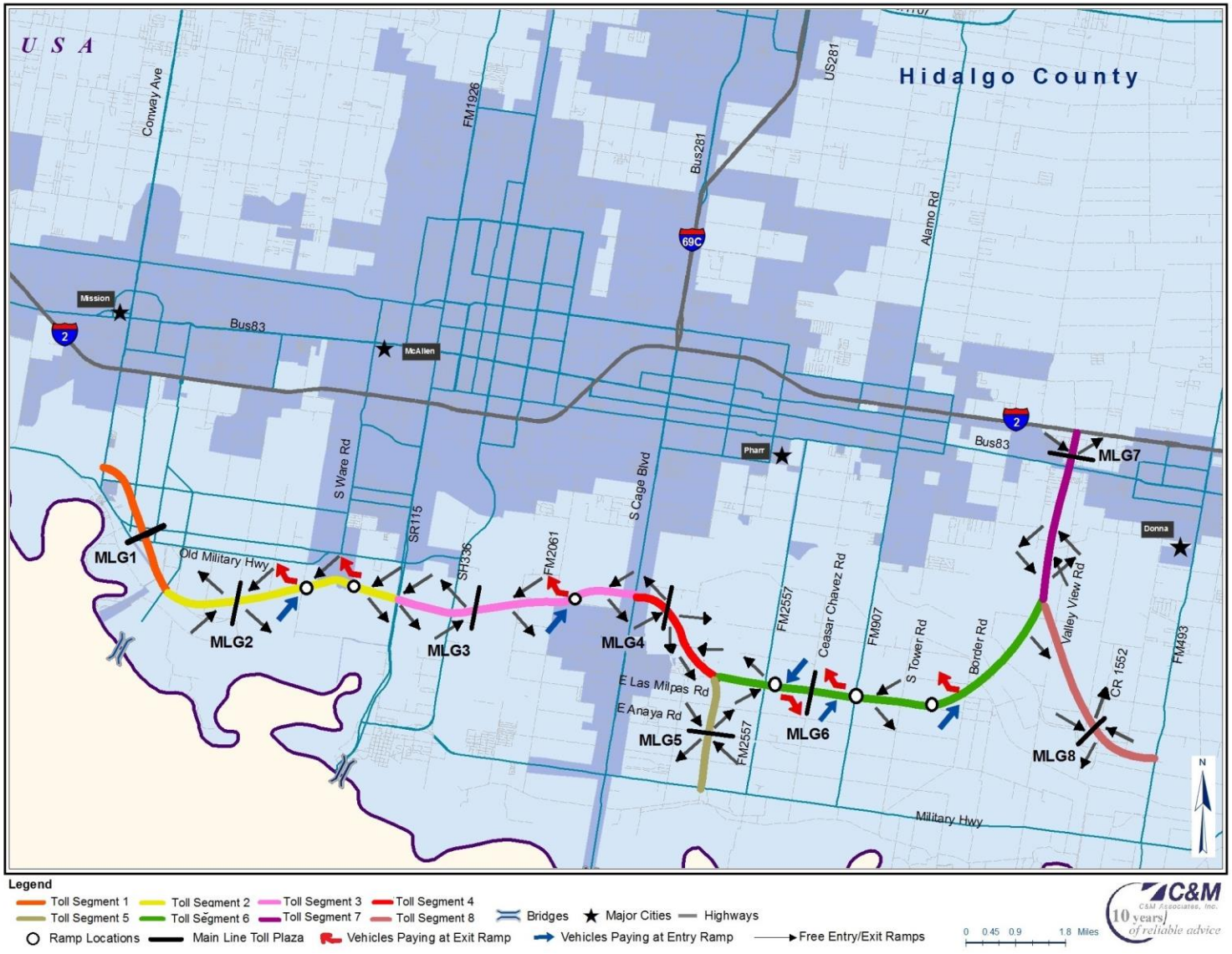


Figure 6-1. Final Toll Treatment

Figure 6-2 and Figure 6-3 list the toll rates of all gantries for the opening year and 2035, respectively. Please refer Figure 6-1 for the labels of mainlane and ramp gantries.

Based on 2014 prices, Figure 6-4 compares the initial toll rate used in this analysis to the ETC toll rates of various other toll roads across the United States. While these findings indicate that the Projects' proposed toll rate falls within the range of other toll roads, it is important to note that this comparison was intended only as a benchmark since it did not include all U.S. toll roads. It is also worth noting that the toll roads listed in Figure 6-4 differ significantly from one another based on their function (urban vs. interurban), length, land use, and the socioeconomics of their individual geographic regions.

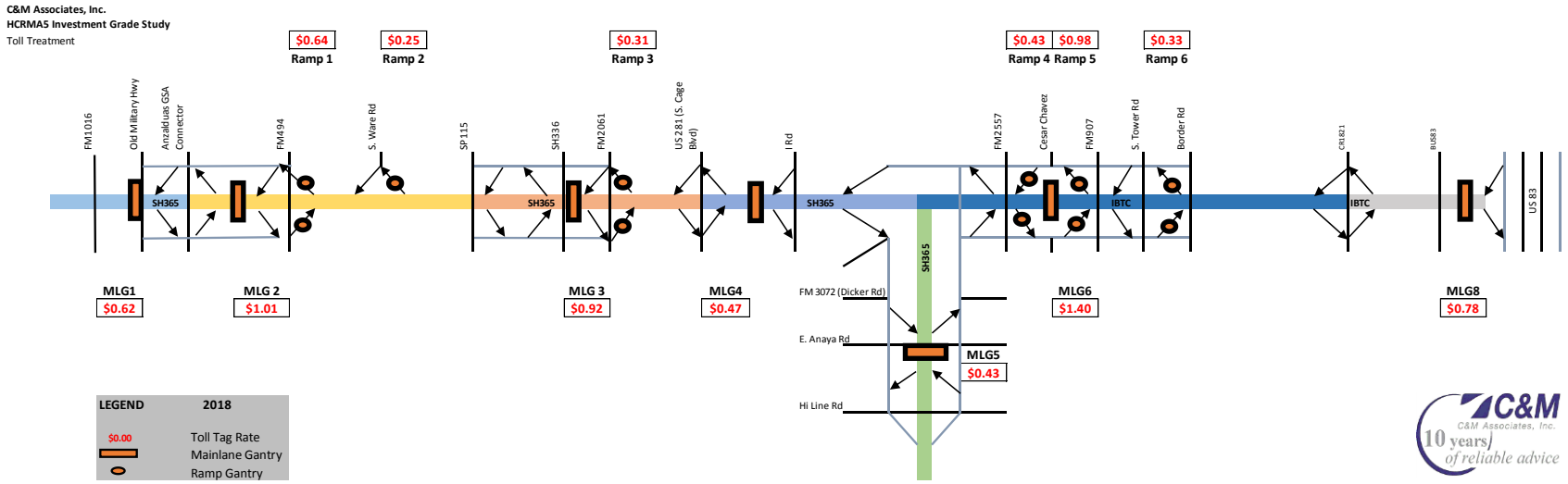


Figure 6-2. Toll Rates by Gantry 2018

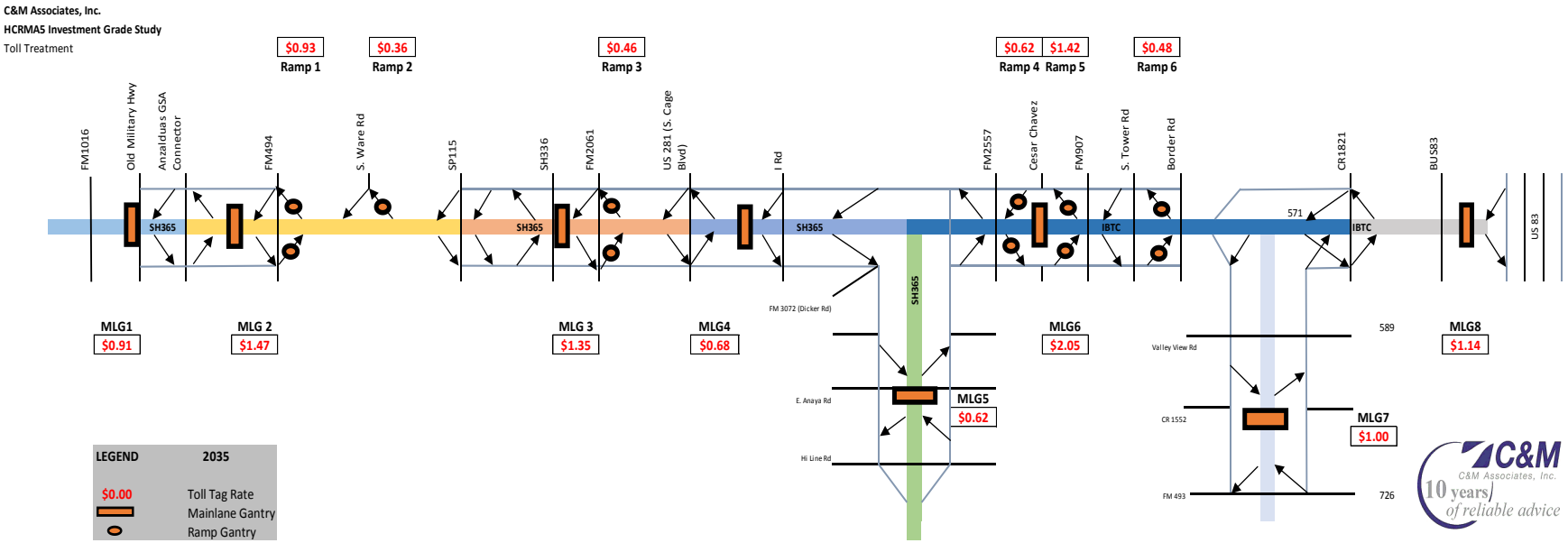


Figure 6-3. Toll Rates by Gantry 2035

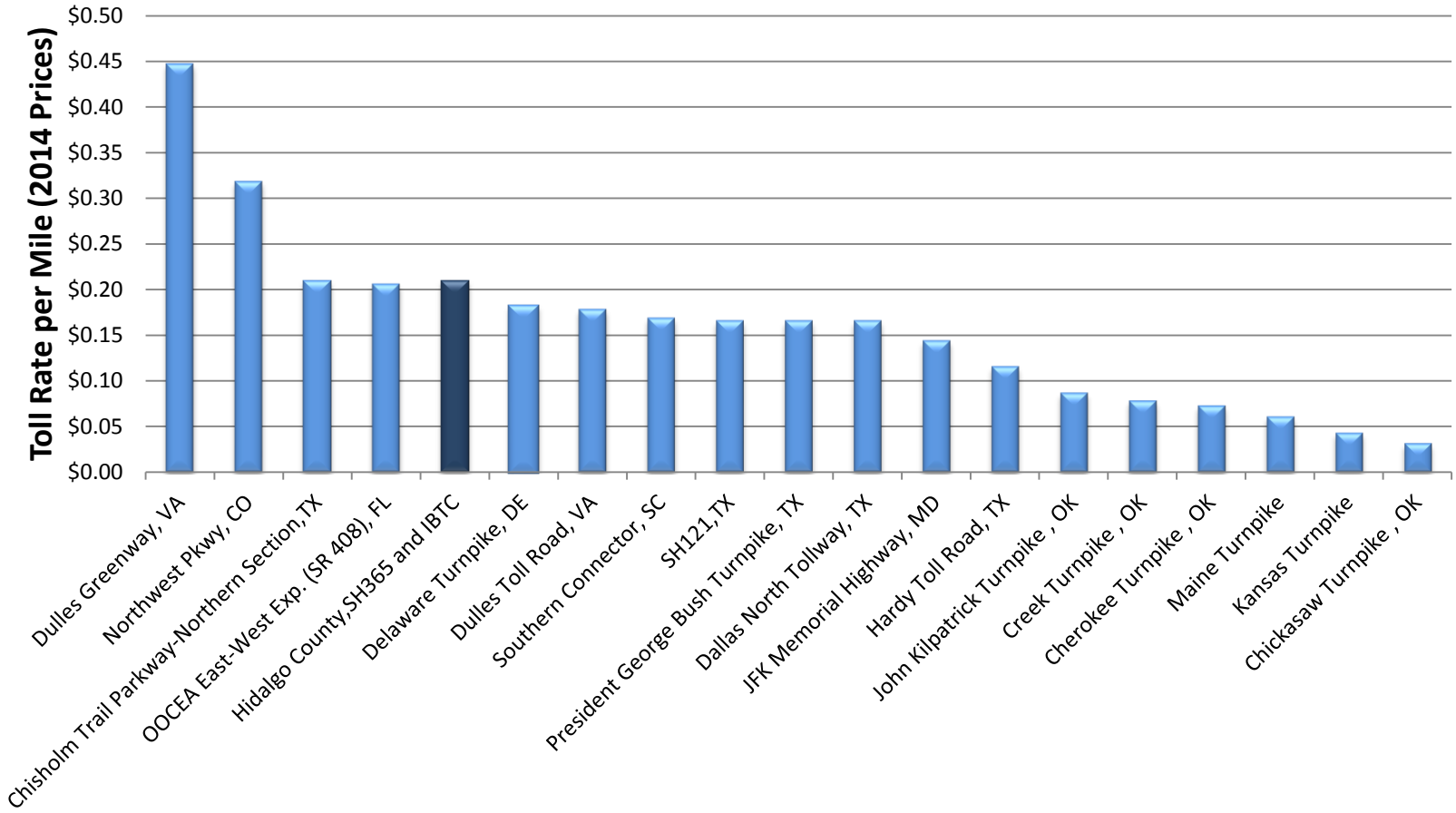


Figure 6-4. Comparison of ETC Toll Rates among Various U.S. Toll Roads

6.3. Sensitivity Analysis

C&M performed sensitivity analyses regarding toll rate, value of time (VOT),and different demographic future scenarios for the Projects.

The toll sensitivity analysis, which is accomplished by altering the toll rate, was not only used to show sensitivity to revenue, but also to determine the maximum toll rate and, ultimately, the optimum toll rate for the Projects. The VOT sensitivity analysis assumes an increase and decrease of the model VOT by fifteen percent. As presented in Chapter 4, C&M created three different demographic forecasts: Low (Conservative), Base (Most Likely), and High (Optimistic) case scenarios. While the Most Likely case scenario is used to create the T&R, the other demographic scenarios are used within the sensitivity analysis.

The following section outlines the variables for these sensitivity analyses and presents the results.

6.3.1. Toll Rate

C&M conducted a series of model runs in order to find the optimum toll rate per mile, increasing the toll rate per mile for all gantries simultaneously. This analysis was performed for model years 2018 and 2035. Figure 6-5 illustrates the sensitivity of transactions vs revenue by different toll rates per mile. Toll rates and daily revenue are shown in 2012 dollars. A variety of models featuring different times of the day was used in this analysis, enabling C&M to gather total daily revenue and transaction data and graph it against the toll rate. This analysis was performed using the Base scenario forecast for demographic variables. The daily revenue was maximized at approximately $0.30 per mile in both 2018 and 2035.

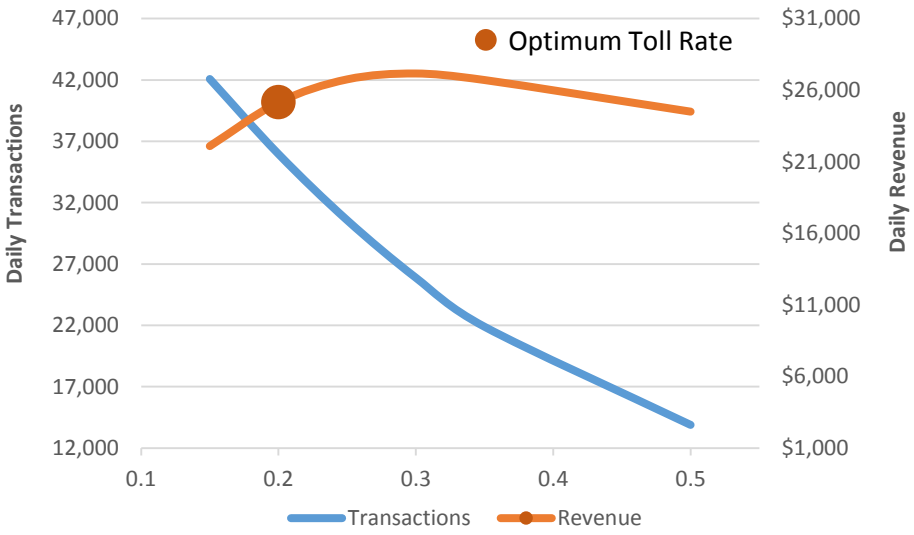


Figure 6-5. 2018 Toll Revenue Sensitivity to Toll Rate

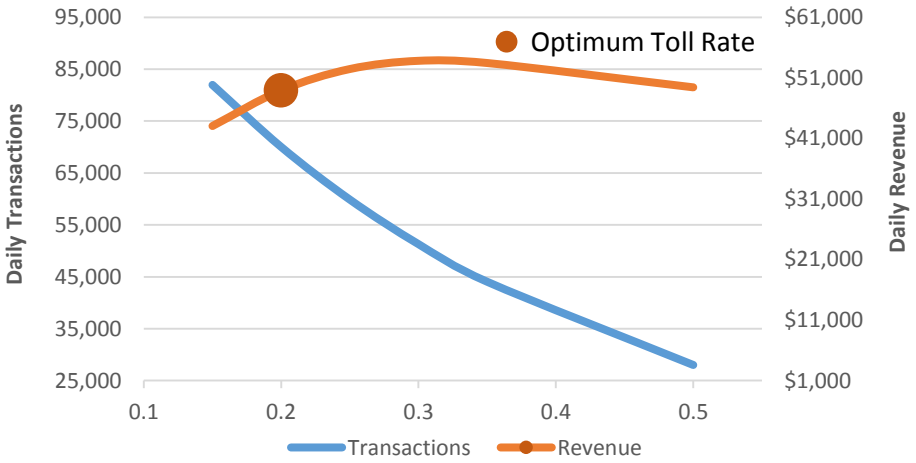


Figure 6-6. 2035 Toll Revenue Sensitivity to Toll Rate

In the final analysis, C&M chose to use a toll rate of $0.20 per mile (in 2012 dollars) for the opening year 2018. Escalating this toll rate in the future based on CPI CAGR results in a nominal toll rate of $0.23 in 2018 and $0.34 in 2035.

6.3.2. Value of Time

Chapter 3 and Chapter 5 of this report discuss passenger car and truck values of time savings. These values were based on route choice models derived from C&M's SP survey from previous studies. They were then validated against the average hourly wage rate within the region.

Over the years, VOT is expected to grow in direct correlation with the CPI growth rate. Therefore, C&M assumed an annual VOT CAGR of about 2.34 percent between 2012 and 2035. C&M performed a sensitivity analysis based on VOT by selecting one scenario with 85 percent of the Base VOT (Low) and another scenario with 115 percent of the Base VOT (High). The Net Present Value (NPV) of the Projects will decrease by 8.2 percent in the Low scenario and increase by 8.4 percent in the High scenario. This means that in 2035, the revenue of the Projects will be $2,620,000 less in the Low scenario and $2,580,000 more in the High scenario.

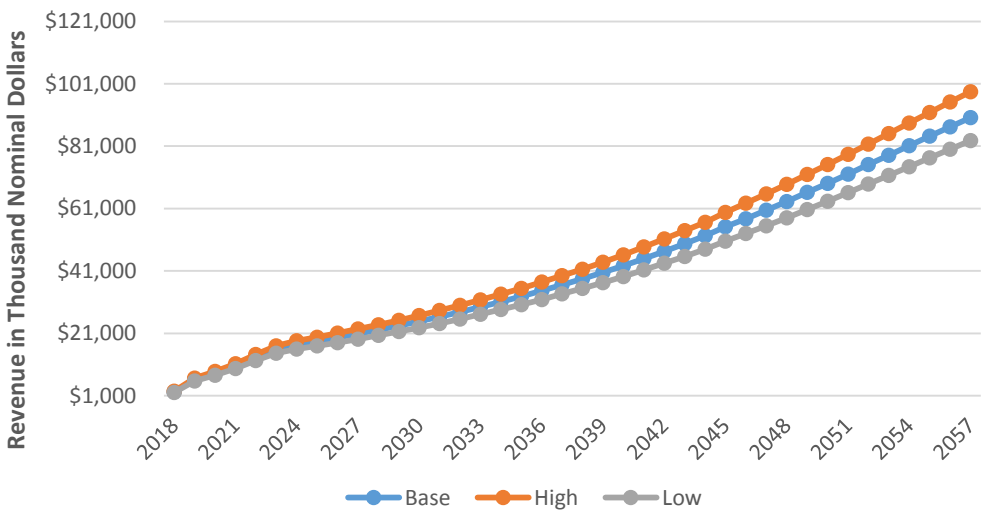


Figure 6-7. Revenue Sensitivity to VOT

6.3.3. Demographics

As mentioned earlier and presented in Chapter 4, three different demographic forecasts were developed. The Most Likely, or Base, scenario has been used as the model input for the final T&R. Figure 6-8 shows the comparison of revenues for the Low, Most Likely, and High scenarios.

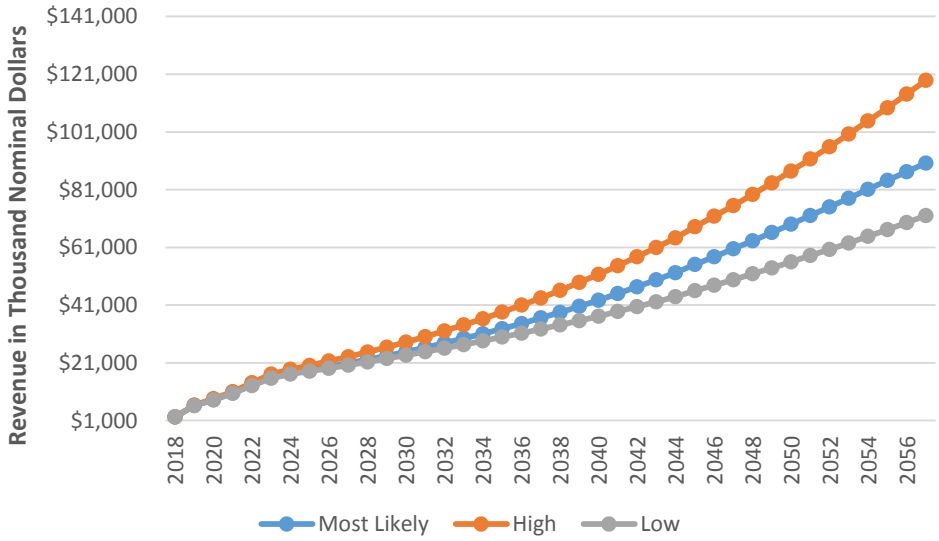


Figure 6-8. Revenue Sensitivity to Demographics

The NPV of the Projects will decrease by 15 percent for the Low scenario and increase by 23 percent for the High scenario. This means that in 2035, the revenue of the Projects will be $2,940,000 less in the Low scenario and $5,720,000 more in the High scenario.

6.4. Traffic and Revenue Assumptions

C&M's T&R forecast is based on the following set of post-processing assumptions, some of which may differ depending upon whether the traveler remains exclusively within the United States or crosses the U.S./Mexican border. C&M determined that of the Projects' potential users, approximately 4.6 percent of those driving automobiles and 0.9 percent of those driving trucks will have origins or destinations in Mexico.

The following T&R assumptions were used in this study:

- The Projects are expected to open to traffic by July 1, 2018.
- Traffic and revenue were forecasted for a 40-year period beginning in 2018.
- In general, trucks were assumed to have an average of 3.9 axles.
- All revenues are expressed in nominal dollars. C&M used the average CPI from the Dallas Forth Worth and Houston Metropolitan Area forecasted by Moody's to inflate the revenue forecast.
- While a number of new toll roads are scheduled to open within the next five years in the Rio Grande Valley of South Texas, the fact remains that the region currently has no toll roads, and the only existing tolled facilities are the international bridges. Therefore, during its analysis, C&M was aware that many drivers in the area may be unfamiliar with the notion of road pricing and, consequently, reluctant to use the new toll roads. This may result in an extended ramp-up period (i.e., the time it takes for traffic volumes to reach their full potential after the opening of a new toll facility). For the analysis, the same initial ramp-up was assumed for both automobile and truck drivers. In addition, C&M also expected passenger car motorists on the U.S. side of the border to become familiar with the toll roads more quickly than those Mexican drivers crossing the border on a regular basis. As shown in Table 6-2, ramp-up for autos starts at a modest 50 percent and truck start at 60 percent during the Projects' opening year.
- Tolls will be collected by means of ETC or video recognition. The video toll rates are assumed to be 150% of the ETC rates to compensate the offset of additional costs associated with the video tolling recognition and billing method.
- In the Projects' opening year, ETC penetration—referring to the percentage of all toll transactions collected electronically—was assumed to be 50–60 percent for U.S. customers (passenger vehicles and trucks) and 30–50 percent for border-crossing customers with Mexican license plates. These percentages were assumed to reach an eventual maximum of 80 percent for U.S. customers and 60–70 percent for border-crossing customers with Mexican license plates. In fact, C&M's SP survey in earlier projects found that more than 70 percent of automobile travelers said they would be likely to utilize the ETC system. ETC penetration for trucks was assumed to be higher than that for autos due to the operational characteristics of truck traffic. Table 6-2 presents a detailed look at assumptions for ETC penetration.

- For this study, the ETC leakage rate was assumed to be 1 percent, enough to account for any uncollected revenue from ETC customers as a result of system deficiencies.
- A video violation rate was applied in order to make up for revenue lost as a result of deficiencies in the video transaction system and potential toll evaders. An effective video toll factor of 32 percent was assumed for all customers in the opening year.
- In order to obtain annual T&R figures, C&M estimated equivalent revenue days of 350 for autos and 280 for trucks, a result of its analysis of weekday and weekend traffic counts. Border crossing cars resulting in 365 revenue days and trucks in 275.
- Only the roadway improvements from the Hidalgo County MTP 2010–2035 and TIP have been implemented within the model.
- It was assumed that the use of alternative modes of transportation in the area of influence would remain unchanged during the forecast period.
- Gasoline availability and prices were assumed to remain at levels that would not significantly affect traffic.
- Federal and state fuel taxes would not change to a degree that would affect travel behavior.
- The proposed toll road would be efficiently maintained for the length of the forecast period.

Table 6-2 summarizes the traffic and revenue assumptions discussed above.

Table 6-2. Traffic and Revenue Assumptions

Item	Assumptions
Opening Year	July 1, 2018
Last Forecast Year	2057
Type of Toll Collection	All Electronic Toll amd Video Tolling
Posted Speed	75 mph

Number of Mainalne Lanes

Year	2018	2025	2035	After 2035
# of Lanes	2	2	3	3

Traffic Ramp-Up

Year	US		Border Crossings	
	Auto	Truck	Auto	Truck
2018	50%	60%	50%	60%
2019	60%	70%	60%	70%
2020	70%	80%	70%	80%
2021	80%	90%	80%	90%
2022	90%	95%	90%	95%
2023	100%	100%	100%	100%
After 2023	100%	100%	100%	100%

ETC Penetration

Year	US		Border Crossings	
	Auto	Truck	Auto	Truck
2018	50%	60%	30%	50%
2019	55%	65%	35%	55%
2020	60%	70%	40%	60%
2021	65%	75%	45%	63%
2022	70%	80%	50%	66%
2023	75%	80%	55%	68%
After 2023	80%	80%	60%	70%

ETC Leakage 1%

Video Revenue Reduction Factors

Item	2018	2019	2020	2021	2022
Total Video Revenue in Process (Invoiced)	60%	63%	66%	68%	70%
Invoiced Video Revenue Recovered	35%	36%	37%	38%	40%
Video Revenue Toll Factor	1.5	1.5	1.5	1.5	1.5
Effective Video Toll Factor	0.32	0.34	0.37	0.39	0.42

Revenue Days

Item	Revenue Days
Internal - Auto	350
Internal - Truck	280
Border Crossing - Auto	365
Border Crossing - Truck	275

Commercial Vehicle Toll Factor (Toll Factor=N-1, N being the number of truck axles)

Item	Toll Factor
Internal - Truck	2.9
External - Truck	3.9

6.5. Traffic and Revenue Results

This section presents the results of C&M's T&R analysis in terms of annual toll transactions and revenue. The model forecast years from the TDM were interpolated and extrapolated to obtain annual transactions and revenue figures by employing a post-processing model.

C&M has provided the Projects' T&R forecast along with an additional SH 365-Only scenario. Both scenarios and their respective T&Rs are presented in the following sections.

6.5.1. Scenario 1: The Projects

The Projects' annual T&R forecasts for the years 2018–2057 are presented in Figure 6-9. T&R is shown for each project separately and for the Projects combined. Table 6-3 shows the annual T&R by cars, trucks and total.

For the opening year 2018, C&M forecasted that the Base scenario would generate more than $2 million in toll revenue as a result of some 3 million toll transactions. By 2035, the number of transactions was projected to increase to approximately 23 million, and to more than 38 million by the final forecast year 2057. Annual revenue was projected to reach about $33 million by 2035 and $90 million by 2057. The Projects' NPV is $1,677,865,000.

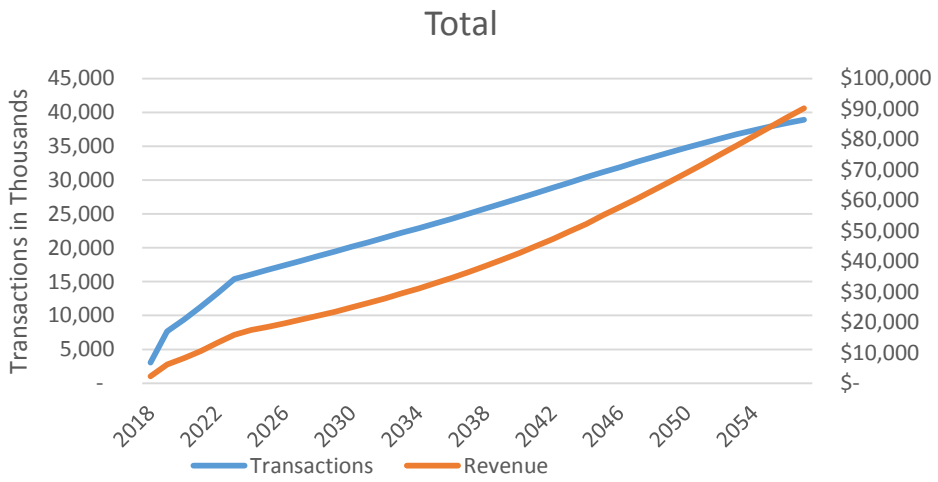
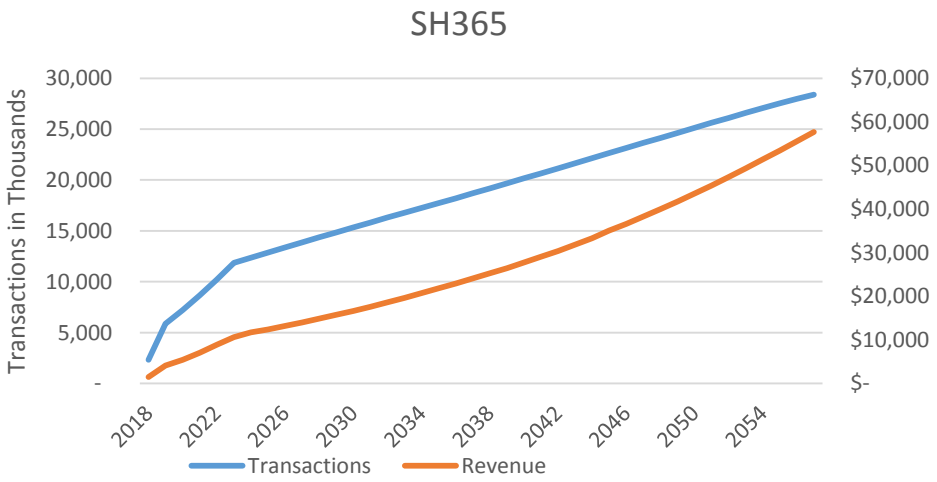


Figure 6-9. The Projects' T&R



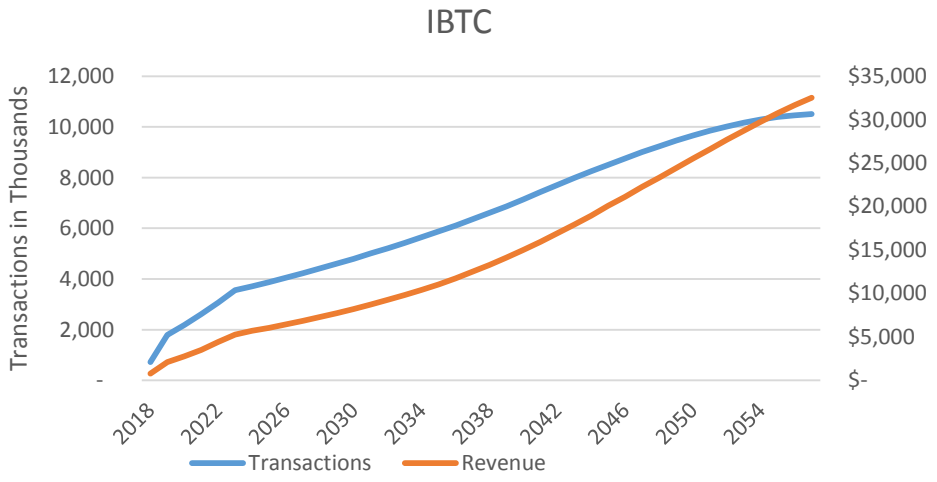


Figure 6-10. The Projects' T&R (Cont'd.)

Table 6-3. The Projects' T&R Annual Forecast - Total

Year	Transactions (in Thousands)			Revenue (Nominal Dollar - in Thousands)		
	Auto	Truck	Total	Auto	Truck	Total
2018	2,460	570	3,030	$ 1,235	$ 1,010	$ 2,245
2019	6,230	1,440	7,670	$ 3,450	$ 2,730	$ 6,190
2020	7,650	1,760	9,410	$ 4,600	$ 3,600	$ 8,200
2021	9,170	2,100	11,270	$ 5,960	$ 4,570	$ 10,530
2022	10,800	2,480	13,280	$ 7,580	$ 5,710	$ 13,290
2023	12,540	2,870	15,410	$ 9,170	$ 6,740	$ 15,910
2024	13,080	2,990	16,070	$ 10,260	$ 7,150	$ 17,410
2025	13,630	3,110	16,740	$ 10,900	$ 7,550	$ 18,450
2026	14,170	3,240	17,410	$ 11,600	$ 8,020	$ 19,620
2027	14,720	3,370	18,090	$ 12,320	$ 8,530	$ 20,860
2028	15,270	3,510	18,780	$ 13,090	$ 9,050	$ 22,140
2029	15,820	3,630	19,450	$ 13,870	$ 9,580	$ 23,460
2030	16,370	3,760	20,130	$ 14,700	$ 10,160	$ 24,850
2031	16,920	3,910	20,830	$ 15,560	$ 10,760	$ 26,320
2032	17,470	4,040	21,510	$ 16,480	$ 11,370	$ 27,860
2033	18,030	4,180	22,210	$ 17,410	$ 12,040	$ 29,450
2034	18,580	4,320	22,900	$ 18,400	$ 12,710	$ 31,110
2035	19,140	4,470	23,610	$ 19,420	$ 13,430	$ 32,850
2036	19,700	4,610	24,310	$ 20,440	$ 14,210	$ 34,650
2037	20,280	4,770	25,050	$ 21,520	$ 15,030	$ 36,550
2038	20,860	4,930	25,790	$ 22,610	$ 15,870	$ 38,490
2039	21,450	5,090	26,540	$ 23,790	$ 16,770	$ 40,560
2040	22,050	5,250	27,300	$ 25,000	$ 17,720	$ 42,720
2041	22,660	5,420	28,080	$ 26,260	$ 18,720	$ 44,970
2042	23,280	5,580	28,860	$ 27,550	$ 19,750	$ 47,320
2043	23,880	5,760	29,640	$ 28,930	$ 20,810	$ 49,750
2044	24,480	5,920	30,400	$ 30,320	$ 21,930	$ 52,250
2045	25,070	6,090	31,160	$ 31,940	$ 23,180	$ 55,120
2046	25,650	6,250	31,900	$ 33,380	$ 24,360	$ 57,760
2047	26,240	6,420	32,660	$ 34,930	$ 25,580	$ 60,510
2048	26,800	6,580	33,380	$ 36,460	$ 26,820	$ 63,280
2049	27,360	6,740	34,100	$ 38,070	$ 28,110	$ 66,170
2050	27,900	6,900	34,800	$ 39,650	$ 29,430	$ 69,080
2051	28,420	7,050	35,470	$ 41,290	$ 30,760	$ 72,040
2052	28,930	7,200	36,130	$ 42,960	$ 32,110	$ 75,070
2053	29,420	7,350	36,770	$ 44,610	$ 33,450	$ 78,060
2054	29,880	7,480	37,360	$ 46,280	$ 34,850	$ 81,130
2055	30,310	7,610	37,920	$ 47,980	$ 36,210	$ 84,190
2056	30,700	7,730	38,430	$ 49,650	$ 37,590	$ 87,240
2057	31,090	7,820	38,910	$ 51,430	$ 38,780	$ 90,210

Table 6-4. The Projects' T&R Annual Forecast – SH365

Year	Transactions (in Thousands)			Revenue (Nominal Dollar - in Thousands)		
	Auto	Truck	Total	Auto	Truck	Total
2018	1,895	420	2,315	$ 845	$ 630	$ 1,475
2019	4,820	1,060	5,880	$ 2,370	$ 1,710	$ 4,090
2020	5,930	1,290	7,220	$ 3,190	$ 2,260	$ 5,450
2021	7,120	1,540	8,660	$ 4,150	$ 2,870	$ 7,020
2022	8,400	1,810	10,210	$ 5,290	$ 3,590	$ 8,880
2023	9,760	2,090	11,850	$ 6,400	$ 4,240	$ 10,640
2024	10,180	2,180	12,360	$ 7,190	$ 4,500	$ 11,690
2025	10,600	2,260	12,860	$ 7,640	$ 4,760	$ 12,400
2026	11,010	2,350	13,360	$ 8,140	$ 5,040	$ 13,180
2027	11,420	2,440	13,860	$ 8,650	$ 5,350	$ 14,000
2028	11,830	2,530	14,360	$ 9,180	$ 5,670	$ 14,850
2029	12,230	2,610	14,840	$ 9,730	$ 5,990	$ 15,730
2030	12,630	2,700	15,330	$ 10,300	$ 6,340	$ 16,640
2031	13,020	2,800	15,820	$ 10,900	$ 6,710	$ 17,600
2032	13,410	2,890	16,300	$ 11,520	$ 7,070	$ 18,600
2033	13,800	2,980	16,780	$ 12,150	$ 7,480	$ 19,630
2034	14,180	3,070	17,250	$ 12,820	$ 7,870	$ 20,690
2035	14,560	3,170	17,730	$ 13,510	$ 8,310	$ 21,820
2036	14,940	3,260	18,200	$ 14,160	$ 8,750	$ 22,910
2037	15,330	3,360	18,690	$ 14,850	$ 9,200	$ 24,050
2038	15,720	3,460	19,180	$ 15,540	$ 9,670	$ 25,220
2039	16,110	3,560	19,670	$ 16,280	$ 10,160	$ 26,440
2040	16,500	3,660	20,160	$ 17,040	$ 10,670	$ 27,710
2041	16,890	3,760	20,650	$ 17,810	$ 11,220	$ 29,030
2042	17,290	3,860	21,150	$ 18,620	$ 11,770	$ 30,400
2043	17,680	3,970	21,650	$ 19,470	$ 12,340	$ 31,820
2044	18,080	4,070	22,150	$ 20,350	$ 12,960	$ 33,310
2045	18,470	4,180	22,650	$ 21,370	$ 13,660	$ 35,030
2046	18,860	4,280	23,140	$ 22,290	$ 14,320	$ 36,620
2047	19,260	4,390	23,650	$ 23,270	$ 14,990	$ 38,260
2048	19,650	4,490	24,140	$ 24,260	$ 15,690	$ 39,960
2049	20,040	4,600	24,640	$ 25,310	$ 16,430	$ 41,730
2050	20,430	4,710	25,140	$ 26,360	$ 17,190	$ 43,550
2051	20,810	4,810	25,620	$ 27,450	$ 17,970	$ 45,420
2052	21,190	4,920	26,110	$ 28,580	$ 18,780	$ 47,360
2053	21,570	5,030	26,600	$ 29,720	$ 19,590	$ 49,310
2054	21,940	5,130	27,070	$ 30,900	$ 20,460	$ 51,360
2055	22,300	5,230	27,530	$ 32,110	$ 21,330	$ 53,440
2056	22,640	5,330	27,970	$ 33,340	$ 22,230	$ 55,570
2057	22,970	5,430	28,400	$ 34,550	$ 23,130	$ 57,680

Table 6-5. The Projects' T&R Annual Forecast – IBTC

Year	Transactions (in Thousands)			Revenue (Nominal Dollar - in Thousands)		
	Auto	Truck	Total	Auto	Truck	Total
2018	565	150	715	$ 390	$ 380	$ 770
2019	1,410	380	1,790	$ 1,080	$ 1,020	$ 2,100
2020	1,720	470	2,190	$ 1,410	$ 1,340	$ 2,750
2021	2,050	560	2,610	$ 1,810	$ 1,700	$ 3,510
2022	2,400	670	3,070	$ 2,290	$ 2,120	$ 4,410
2023	2,780	780	3,560	$ 2,770	$ 2,500	$ 5,270
2024	2,900	810	3,710	$ 3,070	$ 2,650	$ 5,720
2025	3,030	850	3,880	$ 3,260	$ 2,790	$ 6,050
2026	3,160	890	4,050	$ 3,460	$ 2,980	$ 6,440
2027	3,300	930	4,230	$ 3,670	$ 3,180	$ 6,860
2028	3,440	980	4,420	$ 3,910	$ 3,380	$ 7,290
2029	3,590	1,020	4,610	$ 4,140	$ 3,590	$ 7,730
2030	3,740	1,060	4,800	$ 4,400	$ 3,820	$ 8,210
2031	3,900	1,110	5,010	$ 4,660	$ 4,050	$ 8,720
2032	4,060	1,150	5,210	$ 4,960	$ 4,300	$ 9,260
2033	4,230	1,200	5,430	$ 5,260	$ 4,560	$ 9,820
2034	4,400	1,250	5,650	$ 5,580	$ 4,840	$ 10,420
2035	4,580	1,300	5,880	$ 5,910	$ 5,120	$ 11,030
2036	4,760	1,350	6,110	$ 6,280	$ 5,460	$ 11,740
2037	4,950	1,410	6,360	$ 6,670	$ 5,830	$ 12,500
2038	5,140	1,470	6,610	$ 7,070	$ 6,200	$ 13,270
2039	5,340	1,530	6,870	$ 7,510	$ 6,610	$ 14,120
2040	5,550	1,590	7,140	$ 7,960	$ 7,050	$ 15,010
2041	5,770	1,660	7,430	$ 8,450	$ 7,500	$ 15,940
2042	5,990	1,720	7,710	$ 8,930	$ 7,980	$ 16,920
2043	6,200	1,790	7,990	$ 9,460	$ 8,470	$ 17,930
2044	6,400	1,850	8,250	$ 9,970	$ 8,970	$ 18,940
2045	6,600	1,910	8,510	$ 10,570	$ 9,520	$ 20,090
2046	6,790	1,970	8,760	$ 11,090	$ 10,040	$ 21,140
2047	6,980	2,030	9,010	$ 11,660	$ 10,590	$ 22,250
2048	7,150	2,090	9,240	$ 12,200	$ 11,130	$ 23,320
2049	7,320	2,140	9,460	$ 12,760	$ 11,680	$ 24,440
2050	7,470	2,190	9,660	$ 13,290	$ 12,240	$ 25,530
2051	7,610	2,240	9,850	$ 13,840	$ 12,790	$ 26,620
2052	7,740	2,280	10,020	$ 14,380	$ 13,330	$ 27,710
2053	7,850	2,320	10,170	$ 14,890	$ 13,860	$ 28,750
2054	7,940	2,350	10,290	$ 15,380	$ 14,390	$ 29,770
2055	8,010	2,380	10,390	$ 15,870	$ 14,880	$ 30,750
2056	8,060	2,400	10,460	$ 16,310	$ 15,360	$ 31,670
2057	8,120	2,390	10,510	$ 16,880	$ 15,650	$ 32,530

6.5.2. Scenario 2: SH 365-Only

C&M provided a second T&R scenario in which only the highway segments 1–3 of SH 365 where considered to be built. Figure 6-10 shows the three considered highway segments and the alignment of the SH 365-Only scenario. The alignment of SH 365-Only scenario begins in the west, from the Anzalduas GSA Connector, and connects to the Pharr International Bridge over Spur 29. The tolled segments on the SH 365-Only scenario correspond to the Projects' toll segments 2–5 and will utilize the same toll treatment as the Projects.

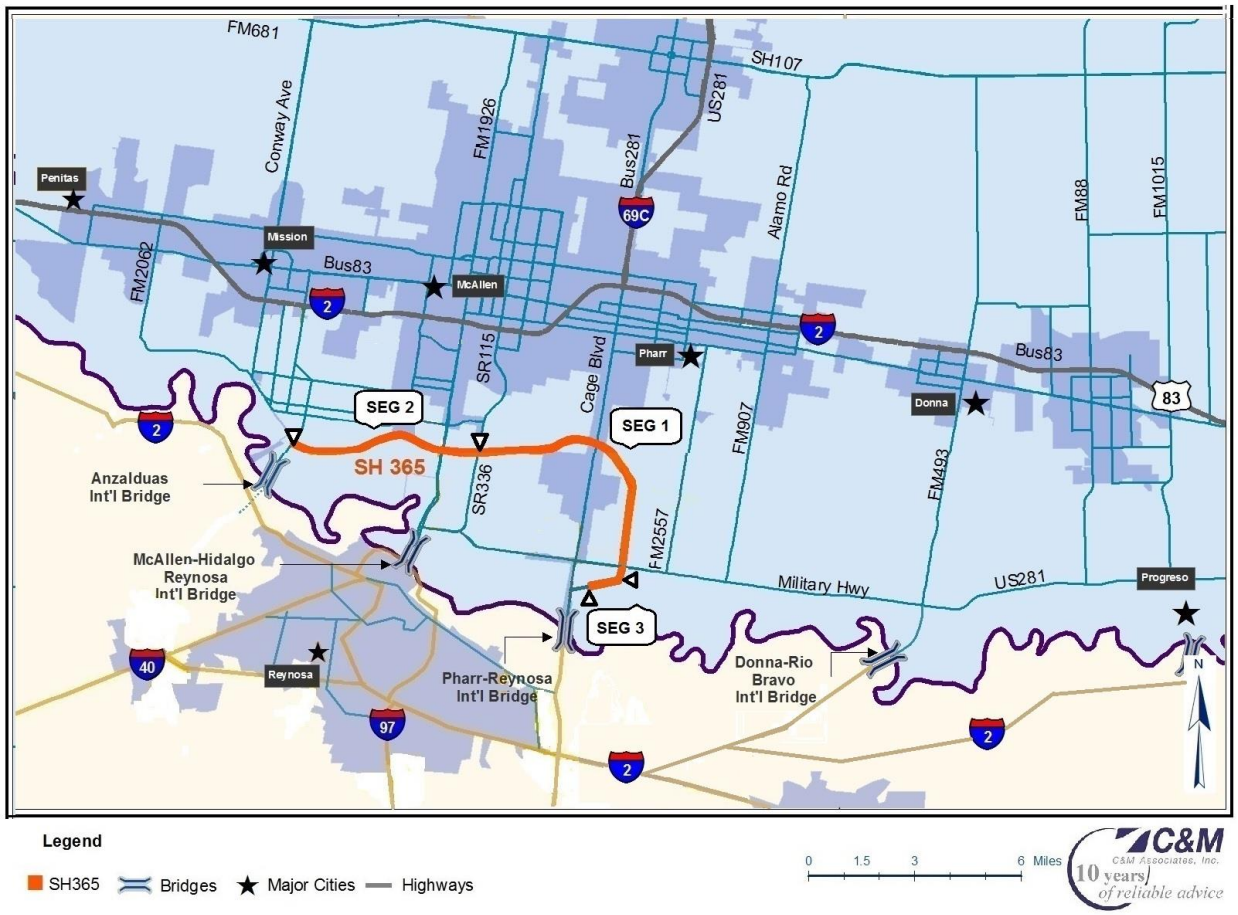


Figure 6-10. Alignment of SH 365-Only Scenario

Figure 6-11 presents the annual T&R of the SH 365-Only scenario. For the opening year 2018, C&M forecasted that the SH 365-Only scenario would generate approximately $0.9 million in toll revenue. By 2035, approximately 10 million transactions were projected under this scenario, a number expected to increase to 15.6 million by the final forecast year 2057. The SH 365-Only scenario projected annual revenue to be approximately $13 million by 2035 and $32 million by 2057. Table 6-6 provides a detailed look at T&R figures based on this scenario. The NPV of the SH 365-Only scenario constitutes 37 percent of the Projects' NPV.

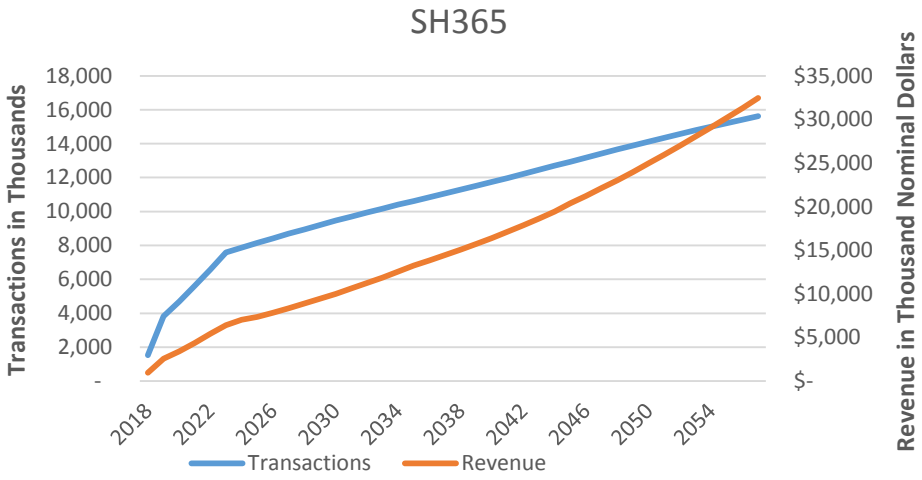


Figure 6-11. SH 365-Only T&R

Table 6-6. SH 365-Only T&R Annual Forecast

Year	Transactions (in Thousands)			Revenue (Nominal Dollar - in Thousands)		
	Auto	Truck	Total	Auto	Truck	Total
2018	1,315	205	1,520	630	305	935
2019	3,320	510	3,830	1,740	830	2,570
2020	4,070	620	4,690	2,310	1,090	3,400
2021	4,860	740	5,600	2,940	1,400	4,340
2022	5,700	860	6,560	3,680	1,740	5,420
2023	6,590	1,000	7,590	4,360	2,050	6,410
2024	6,840	1,030	7,870	4,830	2,180	7,020
2025	7,080	1,070	8,150	5,040	2,310	7,350
2026	7,320	1,100	8,420	5,410	2,440	7,850
2027	7,550	1,140	8,690	5,780	2,580	8,360
2028	7,780	1,170	8,950	6,170	2,720	8,890
2029	8,000	1,210	9,210	6,560	2,870	9,430
2030	8,210	1,250	9,460	6,990	3,020	10,010
2031	8,420	1,280	9,700	7,420	3,180	10,600
2032	8,620	1,320	9,940	7,890	3,350	11,230
2033	8,820	1,350	10,170	8,360	3,520	11,870
2034	9,010	1,390	10,400	8,840	3,700	12,540
2035	9,190	1,420	10,610	9,360	3,900	13,260
2036	9,380	1,460	10,840	9,760	4,070	13,830
2037	9,570	1,490	11,060	10,170	4,270	14,440
2038	9,760	1,530	11,290	10,600	4,470	15,070
2039	9,950	1,570	11,520	11,060	4,680	15,740
2040	10,140	1,600	11,740	11,510	4,900	16,410
2041	10,340	1,640	11,980	12,000	5,130	17,130
2042	10,540	1,680	12,220	12,510	5,360	17,870
2043	10,740	1,720	12,460	13,010	5,600	18,620
2044	10,940	1,760	12,700	13,560	5,860	19,420
2045	11,140	1,800	12,940	14,200	6,170	20,370
2046	11,340	1,840	13,180	14,780	6,440	21,220
2047	11,540	1,880	13,420	15,390	6,750	22,130
2048	11,740	1,920	13,660	15,990	7,040	23,030
2049	11,930	1,960	13,890	16,640	7,340	23,970
2050	12,120	2,000	14,120	17,280	7,670	24,950
2051	12,310	2,040	14,350	17,940	7,990	25,940
2052	12,490	2,080	14,570	18,630	8,330	26,960
2053	12,670	2,120	14,790	19,340	8,700	28,030
2054	12,850	2,150	15,000	20,040	9,050	29,090
2055	13,020	2,190	15,210	20,770	9,420	30,190
2056	13,190	2,230	15,420	21,510	9,800	31,310
2057	13,360	2,270	15,630	22,290	10,190	32,480

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Workshop Item 3

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

AGENDA RECOMMENDATION FORM

BOARD OF DIRECTORS	**X**	**AGENDA ITEM**	**3**
PLANNING COMMITTEE		**DATE SUBMITTED**	**9/15/14**
FINANCE COMMITTEE		**MEETING DATE**	**9/24/14**
TECHNICAL COMMITTEE			

1. Agenda Item: **WORKSHOP ITEM 3 – REVIEW OF HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY 2015-2019 STRATEGIC PLAN UPDATE.**

2. Nature of Request: (Brief Overview) Attachments: X Yes ___ No

   Presentation of Investment Grade Traffic and Revenue Study for SH 365, IBTC and SH 68 Projects.

3. Policy Implication: Board Policy, Local Government Code, Texas Government Code, Texas Transportation Code, TxDOT Policy

4. Budgeted: ___ Yes ___ No X N/A

5. Staff Recommendation**: Review only.**

6. Program Manager's Recommendation: ___ Approved ___ Disapproved **X** None

7. Planning Committee's Recommendation: ___ Approved ___ Disapproved **X** None

8. Board Attorney's Recommendation: ___ Approved ___ Disapproved **X** None

9. Chief Financial Officer's Recommendation: ___ Approved ___ Disapproved **X** None

10. Executive Director's Recommendation: ___ Approved ___ Disapproved **X** None

THIS ITEM WILL BE

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SEPERATE COVER

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Item 2A

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

AGENDA RECOMMENDATION FORM

BOARD OF DIRECTORS	**X**	**AGENDA ITEM**	**2A**
PLANNING COMMITTEE		**DATE SUBMITTED**	**9/10/14**
FINANCE COMMITTEE		**MEETING DATE**	**9/24/14**
TECHNICAL COMMITTEE			

1. Agenda Item: **APPROVAL OF MINUTES FOR REGULAR MEETING HELD AUGUST 27, 2014.**

2. Nature of Request: (Brief Overview) Attachments: X Yes ___No

   Consideration and Approval of Minutes for the Hidalgo County Regional Mobility Authority Board of Directors Regular Meeting held August 27, 2014.

3. Policy Implication: Board Policy, Local Government Code, Texas Government Code, Texas Transportation Code, TxDOT Policy

4. Budgeted: ___Yes ___No X N/A

5. Staff Recommendation**: Motion to approve the minutes for the Board of Director's Regular Meeting held August 27, 2014, as presented.**

6. Program Manager's Recommendation: ___Approved ___Disapproved **X** None

7. Planning Committee's Recommendation: ___Approved ___Disapproved **X** None

8. Board Attorney's Recommendation: **X** Approved ___Disapproved ___None

9. Chief Financial Officer's Recommendation: ___Approved ___Disapproved **X** None

10. Executive Director's Recommendation: **X** Approved ___Disapproved ___None

STATE OF TEXAS
COUNTY OF HIDALGO
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

The Hidalgo County Regional Mobility Authority Board of Directors convened for a Workshop and Regular Meeting on **Wednesday, August 27, 2014**, at 5:30 pm at the Pharr City Hall, City Commission Chambers, 2nd Floor, 118 South Cage Boulevard, Pharr, Texas, with the following present:

Board Members:	Dennis Burleson, Chairman	HCRMA
	Josue Reyes, Vice-Chairman	HCRMA
	Ricardo Perez, Secretary/Treasurer	HCRMA
	Forrest Runnels, Director	HCRMA
	David Guerra, Director	HCRMA
	Michael G. Cano, Director	HCRMA
Absent:	Alonzo Cantu, Director	HCRMA
Staff:	Pilar Rodriguez, Executive Director	HCRMA
	Jerry Dale, Chief Financial Officer	HCRMA
	Celia Gaona, Chief Auditor/Compliance Officer	HCRMA
	Carlos Moreno, Acquisition Coordinator	HCRMA
	Flor E. Koll, Program Administrator	HCRMA
	Blakely Fernandez, Legal Counsel	HCRMA
	Louis Jones, Program Manager	HCRMA

CALL TO ORDER FOR WORKSHOP

Chairman Burleson called the workshop to order at 5:31.

1. Present questions to staff regarding the August 27, 2014, Regular Meeting Agenda, to be addressed at such meeting.
   No questions were presented to staff regarding the August 27, 2014, Regular Meeting Agenda. No action taken.

2. Quarterly Investment Report for period ending June 30, 2014.
   Mr. Jerry Dale, Chief Financial Officer, gave a brief presentation of the Quarterly Investment Report for period ending June 30, 2014. No action taken.

3. Review of Investment Grade Traffic and Revenue Study for State Highway 365 and International Bridge Trade Corridor Projects.
   Mr. Louis Jones, Mr. Eric Davila, and Mr. Gustavo Lopez, Dannenbaum Engineering, gave a review of the Investment Grade Traffic and Revenue Study for State Highway 365 and International Bridge Trade Corridor Projects. No action taken.

4. Presentation on Electronic Toll Collection.
   Mr. Ron Fagan, Fagan Consulting LLC, gave a presentation on Electronic Toll Collection. No action taken.

5. Board of Directors Ethics and Compliance Training.
   Ms. Blakely Fernandez, Bracewell & Giuliani LLP, presented the Board of Directors Ethics and Compliance Training. No action taken.

ADJOURNMENT FOR WORKSHOP

CALL TO ORDER FOR REGULAR MEETING

Chairman Burleson called the regular meeting to order at 6:25 pm.

PUBLIC COMMENT

None.

1. REPORTS

A. Report on Program Manager Activity for SH 365 and IBTC – Louis Jones, Dannenbaum Engineering.
Mr. Louis Jones, Program Manager, reviewed progress to date for the SH 365 and IBTC Projects. No action taken.

B. Report on the State Highway 68 Project – Margil Maldonado, TxDOT.
Mr. Margil Maldonado, TxDOT, reported on the State Highway 68 Project. No action taken.

C. Report on the La Joya Relief Route Project – Epi Gonzalez, TxDOT.
Mr. Epi Gonzalez, TxDOT, reported on the La Joya Relief Route Project. No action taken.

2. CONSENT AGENDA.

Motion by Forrest Runnels, with a second by Michael Cano, to approve the Consent Agenda. Motion carried unanimously.

A. Approval of Minutes for Regular Meeting held July 23, 2014.
Approved the Minutes for Regular Meeting held July 23, 2014 as presented.

B. Approval of Project & General Expense Report for the period from July 12, 2014 to August 8, 2014.
Approved the Project & General Expense Report for the period of July 12, 2014 to August 8, 2014 as presented.

C. Approval of Financial Report for July 2014.
Approved the Financial Report for July 2014 as presented.

D. Approval of Quarterly Investment Report for the periods ending June 30, 2014.
Approved the Quarterly Investment Report for the periods ending June 30, 2014.

E. Resolution 2014-83 – Approval of Work Authorization Number 2 to Professional Service Agreement with Melden & Hunt for select topography along the Donna Irrigation District Main Canal as part of the International Bridge Trade Corridor Project.
Approved Resolution 2014-83 – Approval of Work Authorization Number 2 to Professional Service Agreement with Melden & Hunt for select topography along the Donna Irrigation District Main Canal as part of the International Bridge Trade Corridor Project in the amount of $5,542.00.

F. Resolution 2014-84 – Approval of Supplemental Number 1 to Work Authorization Number 10 to Professional Service Agreement with Dannenbaum Engineering for a no cost time extension to prepare a right of way strip map for the International Bridge Trade Corridor Project.

Approved Resolution 2014-84 – Approval of Supplemental Number 1 to Work Authorization Number 10 to Professional Service Agreement with Dannenbaum Engineering for a no cost time extension to prepare a right of way strip map for the International Bridge Trade Corridor Project.

G. Resolution 2014-85 – Approval of Supplemental Number 1 to Work Authorization Number 17 to Professional Service Agreement with Dannenbaum Engineering for a no cost time extension to prepare traffic warrant study data for the State Highway 365 and International Bridge Trade Corridor Projects.
Approved Resolution 2014-85 – Approval of Supplemental Number 1 to Work Authorization Number 17 to Professional Service Agreement with Dannenbaum Engineering for a no cost time extension to prepare traffic warrant study data for the State Highway 365 and International Bridge Trade Corridor Projects.

H. Resolution 2014-86 – Approval of Supplemental Number 1 to Work Authorization Number 1 to Professional Service Agreement with Halff Associates to prepare 33 additional parcel plats for the International Bridge Trade Corridor Project.
Approved Resolution 2014-86 – Approval of Supplemental Number 1 to Work Authorization Number 1 to Professional Service Agreement with Halff Associates to prepare 33 additional parcel plats for the International Bridge Trade Corridor Project in the amount of $23,240.00.

3. REGULAR AGENDA

A. Resolution 2014-78 – Approval of a Committee for Right of Way Acquisition Negotiations for Hidalgo County Regional Mobility Authority Projects and parameters for such negotiations.
Motion by David Guerra, with a second by Josue Reyes, to approve Resolution 2014-78 – Approval of a Committee for Right of Way Acquisition Negotiations for Hidalgo County Regional Mobility Authority Projects and parameters for such negotiations with the appointment of Dennis Burleson, Josue Reyes, and Forrest Runnels as Committee Members. Motion carried unanimously.

B. Resolution 2014-79 – Approval of an Interlocal Agreement with the City of Donna for relocation of the Valley View Road Lift Station as part of the International Bridge Trade Corridor Project.
Motion by Rick Perez, with a second by Forrest Runnels, to approve Resolution 2014-79 - Approval of an Interlocal Agreement with the City of Donna for relocation of the Valley View Road Lift Station as part of the International Bridge Trade Corridor Project. Motion carried unanimously.

C. Resolution 2014-80 – Approval of Amended and Restated Bylaws of the Hidalgo County Regional Mobility Authority.
Motion by Michael Cano, with a second by Rick Perez, to approve the first reading of Resolution 2014-80 – Approval of Amended and Restated Bylaws of the Hidalgo County Regional Mobility Authority. Motion carried unanimously.

D. Resolution 2014-81 – Ratifying Conflict Disclosure Certificates for Hidalgo County Regional Mobility Authority's Board of Directors, Consultants, and Independent Contractors.
Motion by Forrest Runnels, with a second by Josue Reyes, to approve Resolution 2014-81 - Ratifying Conflict Disclosure Certificates for Hidalgo County Regional Mobility Authority's Board of Directors, Consultants, and Independent Contractors. Motion carried unanimously.

E. Resolution 2014-82 – Approval of Work Authorization Number 1 to Professional Service Agreement with RODS Surveying to provide infill surveys for the International Bridge Trade Corridor Project.
Motion by Michael Cano, with a second by Rick Perez, to Resolution 2014-82 – Approval of Work Authorization Number 1 to Professional Service Agreement with RODS Surveying to provide infill surveys for the International Bridge Trade Corridor Project in the amount of $215,527.00. Motion carried unanimously.

4. CHAIRMAN'S REPORT

A. Report on meeting with Lieutenant General Joe Weber, TxDOT Executive Director.
Chairman Burleson reported on the meeting with Lt. General Joe Weber, Executive Director for TxDOT, on August 7, 2014.

5. TABLED ITEMS

A. Resolution 2014-49 – Approval of Work Authorization Number 4 to Professional Service Agreement with L&G Engineering to provide final plans, specifications and estimates for the State Highway 365 Project from FM 396 (Anzalduas Highway) to FM 1016 (Conway Avenue).
No action taken.

B. Resolution 2014-70 – Approval of Interlocal Agreement with the City of Mission for participation with a waterline adjustment in conflict with the State Highway 365 Project Segment 4 from FM 396 to FM 1016.
No action taken.

6. EXECUTIVE SESSION, CHAPTER 551, TEXAS GOVERNMENT CODE, SECTION 551.071 (CONSULTATION WITH ATTORNEY), SECTION 551.072 (DELIBERATION OF REAL PROPERTY) AND SECTION 551.074 (PERSONNEL MATTERS)

Motion by Michael Cano, with a second by Rick Perez, to enter into Executive Session to consult with the Board Attorney on legal issues pertaining to Items 6B and 6E under Section 551.071 of the Texas Government Code. Motion carried unanimously.

Chairman Burleson recessed the meeting to enter into Executive Session at 7:10 pm. Chairman Burleson reconvened the meeting at 7:22 pm with no action taken on any of the items discussed in Executive Session items.

A. Consultation with Board Attorney on legal issues pertaining to the deliberation of real property for the State Highway 365 and International Bridge Trade Corridor Projects (Section 551.072 T.G.C.).
No action taken.

B. Deliberation and possible purchase of real property for the State Highway 365 and International Bridge Trade Corridor Projects; 11.76 acres out of Lot 7, Block 16, John Closner et al Subdivision and 11.76 acres out of Lots 7 & 8, Block 16, John Closner et al Subdivision (Section 551.072 T.G.C.).
No action taken.

C. Consultation with Board Attorney on legal issues pertaining to Early Right of Way Acquisition and environmental clearance process for the State Highway 365 and International Bridge Trade Corridor Projects (Section 551.071 T.G.C).
No action taken.

D. Consultation with Board Attorney on legal issues pertaining to the proposed South Texas Class I Rail Project (Section 551.071 T.G.C.).
No action taken.

E. Consultation with Board Attorney on legal issues pertaining to an Interlocal Agreement with the Donna Irrigation District for the acquisition of real property and construction of improvements for the International Bridge Trade Corridor Project (Section 551.071 T.G.C.)
No action taken.

ADJOURNMENT

There being no other business to come before the Board of Directors, the meeting was adjourned at 7:22 pm.

_____
Rance G. Sweeten, Chairman

Attest:

_____
Ricardo Perez, Secretary/Treasurer

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Item 2B

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

AGENDA RECOMMENDATION FORM

BOARD OF DIRECTORS	**X**	**AGENDA ITEM**	**2B**
PLANNING COMMITTEE		**DATE SUBMITTED**	**9/10/14**
FINANCE COMMITTEE		**MEETING DATE**	**9/24/14**
TECHNICAL COMMITTEE			

1. Agenda Item: **APPROVAL OF PROJECT AND GENERAL EXPENSE REPORT FROM AUGUST 11, 2014 THROUGH SEPTEMBER 10, 2014**

2. Nature of Request: (Brief Overview) Attachments: X Yes ___No

   Consideration and approval of project and general expense report for the period from August 11, 2014 to September 10, 2014.

3. Policy Implication: Board Policy, Local Government Code, Texas Government Code, Texas Transportation Code, TxDOT Policy

4. Budgeted: X Yes ___No ___N/A Funding Source: VRF Bond

General Account	$ 56,936.46
VRF Bond Account	$2,182,318.58
Total Project Expenses for Reporting Period	**$2,239,255.04**
Fund Balance after Expenses	$43,584,634

5. Staff Recommendation**: Motion to approve the project and general expense report for the period from August 11, 2014 to September 10, 2014, as presented.**

6. Program Manager's Recommendation: **X** Approved ___Disapproved ___None

7. Planning Committee's Recommendation: ___Approved ___Disapproved **X** None

8. Board Attorney's Recommendation: ___Approved ___Disapproved **X** None

9. Chief Financial Officer's Recommendation: **X** Approved ___Disapproved ___None

10. Executive Director's Recommendation: **X** Approved ___Disapproved ___None

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Memorandum

To: Rance G. Sweeten, Chairman

From: Pilar Rodriguez, PE, Executive Director

Date: September 10, 2014

Re: **Expense Report for the Period from August 11, 2014 to September 10, 2014**

Attached is the expense report for the period commencing on August 11, 2014 and ending on September 10, 2014.

Expenses for the General Account total $56,936.46 and for the VRF Bond Account total $2,182,318.58. The aggregate expense for the reporting period is $2,239,255.04.

Based on review by this office, **approval of expenses for the reporting period is recommended in the aggregate amount of $2,239,255.04**.

This leaves a fund balance (all funds) after expenses of $43,584,634.

If you should have any questions or require additional information, please advise.

EXPENSE REPORT

September 2014

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Consolidated Cash - 9008545

		Make Check Payable to	Date	Memo:	Date Work Performed		Amount	Ck #
Salaries & Wages	16200.000	City of McAllen	8/20/2014	Payroll 17	8/4/14-8/17/14	$	20,558.47	
	16200.000	City of McAllen	9/3/2014	Payroll 18	8/18/14-8/31/14	$	17,866.21	
Dues & Subscriptions								
Supplies	17140.000	Office Depot	8/25/2014	1710772672	Office Supplies	$	127.14	
	16620.000	Office Depot	8/27/2014	726851268001	Office Supplies	$	345.11	
	16620.000	Office Depot	8/27/2014	726851539001	Office Supplies	$	22.40	
	17220.000	Verizon Wireless	8/1/2014	9729604488	7/2/14-8/1/14	$	81.56	
Travel & Training	16600.000	A Fast Delivery	8/19/2014	2014002847	8/13/14-8/14/14	$	21.25	
	16600.000	A Fast Delivery	9/2/2014	2014003019	8/19/14-8/25/14	$	117.00	
Rental Contractual	17150.000	City of Pharr	9/2/2014	HC090214	September 2014	$	1,000.00	ACH
	17151.000	dahill	8/26/2014	31577681-11	8/22/14-9/21/14	$	905.35	
Professional Services	17120.000	Jerry Dale	9/1/2014		August 2014	$	5,528.96	ACH
	17160.000	Pena Designs	9/1/2014	27	8/1/14-8/31/14	$	150.00	ACH
	17100.000	Bracewell Guiliani	9/4/2014	21592543	August 2014	$	5,180.84	ACH
	17100.000	Law Office of Daniel G. Rios	9/3/2014	10558	August 2014	$	810.00	ACH
	17310.000	PlainsCapital Bank	8/31/2014	Acct # 0364	Visa Closing 8/31/14	$	3,397.97	1119
	17310.000	PlainsCapital Bank	8/31/2014	Acct # 0752	Visa Closing 8/31/14	$	824.20	1120
						$	56,936.46	

VRF Bond - ACCT 01080720130

Engineering Services	88101.000	L&G Engineering	9/3/2014	11324933	WA2	08/01/14-08/31/14	$ 5,466.72	ACH
	88101.000	L&G Engineering	9/3/2014	11324914	WA3	8/01/14-8/31/14	$ 249,851.87	ACH
	88101.000	S&B	9/3/2014	7	WA2	08/01/14-08/29/14	$ 521,083.82	ACH
	88101.000	Tedsi	9/3/2014	20142052	ITS	7/28/14-8/31/14	$ 40,515.11	ACH
	88101.000	DLS	9/3/2014	12	WA1	8/8/14-9/3/14	$ 66,500.00	ACH
	88101.000	Quintanilla, Headly & Assoc	9/2/2014	8771	WA2	08/01/14-08/31/14	$ 60,800.00	ACH
	88201.000	Halff	9/3/2014	M187781	WA1	7/15/14-8/31/14	$ 237,127.00	ACH
	88201.000	Halff	9/2/2014	M187782	WA2	7/15/14-8/31/14	$ 6,500.00	ACH
	88201.000	Melden & Hunt Inc.	9/3/2014	1	WA1	7/1/14-8/31/14	$ 26,210.00	ACH
	88201.000	Melden & Hunt Inc.	9/3/2014	1	WA2	8/1/14-8/31/14	$ 5,542.00	ACH
	88201.000	S&B	9/2/2014	1	WA1	5/29/14-8/29/14	$ 182,974.74	ACH
	88201.000	Tedsi	9/3/2014	20142052		7/28/14-8/31/14	$ 40,515.10	ACH
	88201.000	R. Gutierrez Engineering Corp	8/21/2014	# 1	WA1	6/25/14-8/21/14	$ 75,568.00	ACH
Environmental	88100.000	Atkins	9/4/2014	1201496		7/28/14-8/31/14	$ 14,422.23	ACH
	88200.000	Atkins	9/4/2014	1201516		7/28/14-8/31/14	$ 33,330.62	ACH
Legal Services	87100.000	Bracewell Guiliani	9/4/2014	21592544		August 2014	$ 5,636.38	ACH
	88203.000	Law Office of Daniel G. Rios	9/3/2014	10557		8/1/14-8/31/14	$ 3,400.00	ACH
Program Management	88000.000	Dannenbaum	9/9/2014	4652-01/34/XV		8/1/14-8/31/14	$ 447,699.99	ACH
Acquisition Services	88202.000	Sendero Acquisitions, LP	8/31/2014	8312014HCRMA		Quiet Village II	$ 29,700.00	ACH
ROW Services	88202.000	Leonel Garza, Jr.	9/1/2014	2574		Red River Subdivision	$ 60,000.00	ACH
	88202.000	Leonel Garza, Jr.	9/1/2014	2575		Quiet Village II	$ 2,500.00	ACH
	88202.000	Leonel Garza, Jr.	9/1/2014	2576		Red River Subdivision	$ 17,500.00	ACH
	88102.000	Leonel Garza, Jr.	9/9/2014	2579		US281	$ 27,500.00	ACH
	88202.000	Leonel Garza, Jr.	9/9/2014	2580		Quiet Village II	$ 2,500.00	ACH
	88102.000	HLH Appraisal Services	8/27/2014	# 1			$ 950.00	ACH
	88202.000	HLH Appraisal Services	9/2/2014	# 3			$ 9,975.00	ACH
							$ 2,182,318.58	

Recommend Approval/Pilar Rodriguez, E.D.

Sub Total - General	$	56,936.46
Sub Total - Projects	$	2,182,318.58
Total	**$**	**2,239,255.04**

Ricardo Perez, Secretary/Treasurer

Dennis Burleson, Chairman

Date Approved

City of McAllen PAYROLL 17 (2014)

Memorandum

To: Flor E. Koll

From: Abel Carbajal
Interim Payroll Manager

Date: August 20, 2014

Re: Payroll for Pilar Rodriguez, Flor E. Koll, Carlos Moreno and Celia Gaona

Please submit a check in the amount of $ 20,558.47 to the Finance Department. This is to cover the following: payroll from 8/4/2014 through 8/17/2014

The following is a breakdown:

RA	Salary	17,903.22
RB	Overtime	0.00
RC		
RD	FICA	836.17
RE	TMRS	1,188.78
RF	TWC	0.00
RG	Group Term Life Ins	9.80
RH	Health Insurance Emp plus Fam	620.50
RI	Workers Compensation	0.00
	Total amount invoiced for:	$ 20,558.47

If you should have any questions, please feel free to contact me at 956-681-1041.

Thank you.

City of McAllen Payroll 18 (2014)

Memorandum

To: Flor E. Koll

From: Abel Carbajal
Interim Payroll Manager

Date: September 3, 2014

Re: Payroll for Pilar Rodriguez, Flor E. Koll, Carlos Moreno and Celia Gaona

Please submit a check in the amount of $ 17,866.21 to the Finance Department. This is to cover the following: payroll from 8/18/2014 through 8/31/2014

The following is a breakdown:

RA	Salary	15,502.83
RB	Overtime	0.00
RC		
RD	FICA	703.69
RE	TMRS	1,029.39
RF	TWC	0.00
RG	Group Term Life Ins	9.80
RH	Health Insurance Emp plus Fam	620.50
RI	Workers Compensation	0.00
	Total amount invoiced for:	$ 17,866.21

If you should have any questions, please feel free to contact me at 956-681-1041.

Thank you.

Office DEPOT

Office Depot, Inc
PO BOX 630813
CINCINNATI OH
45263-0813

ORIGINAL INVOICE

10000

THANKS FOR YOUR ORDER

Contact Number For:
Account Inquiries: (888) 263-3423
Order Inquiries: (800) 721-6592

INVOICE NUMBER	AMOUNT DUE	PAGE NUMBER
1710772672	$127.14	1 of 1
INVOICE DATE	TERMS	PAYMENT DUE
08/25/2014	Net 30	09/28/2014

Federal ID # 59-2663954

Bill To: ATTN: ACCTS PAYABLE
HIDALGO COUNTY REGIONAL MOBILI
510 S PLEASANTVIEW DR
WESLACO TX 78596-9104

Ship To : PHARR CITY HALL
118 S CAGE BLVD FL 4
PHARR TX 78577-4810

ACCOUNT NUMBER	ACCOUNT MANAGER	SHIP TO ID	ORDER NUMBER	ORDER DATE	SHIPPED DATE
52659110	Depot, Office	HCRMA	1710772672	08/25/2014	08/25/2014

BILLING ID	PURCHASE ORDER	RELEASE	ORDERED BY	DESKTOP	COST CENTER
8430570		B			

CATALOG ITEM # / MANUF CODE	DESCRIPTION / CUSTOMER ITEM #	U/M	QTY ORD	QTY SHIP	QTY B/O	UNIT PRICE	EXTENDED PRICE
Note: SPC 80122663667 Date: 25-AUG-14 Location: 0161 Register: 006 Trans #: 05099							
166556 FINISHING58	Coil Binding 101 + Black	EA	17	17	0	1.190	20.23
166185 FINISHING35	Regency Cover Black	EA	24	24	0	0.414	9.94
165989 FINISHING24	Clear Front	EA	24	24	0	0.354	8.50
348037 851001OD	PAPER,COPY,OD,CASE,10-RE	CA	2	2	0	40.070	80.14
166556 FINISHING58	Coil Binding 101 + Black	EA	7	7	0	1.190	8.33

	SUB-TOTAL	127.14
	DISCOUNT	0.00
	DELIVERY	0.00
	MISCELLANEOUS	0.00
	SALES TAX	0.00
ALL AMOUNTS ARE BASED ON USD CURRENCY	TOTAL	127.14

To return supplies, please repack in original box and insert our packing list, or copy of this invoice. Please note problem so we may issue credit or replacement, whichever you prefer. Please do not ship collect. Please do not return furniture or machines until you call us first for instructions. Shortage or damage must be reported within 5 days after delivery.

▲ DETACH HERE ▲

CUSTOMER NAME	BILLING ID	INVOICE NUMBER	INVOICE DATE	INVOICE AMOUNT	AMOUNT ENCLOSED
HIDALGO COUNTY R EGIONAL MOBILI	8430570	1710772672	08/25/2014	$127.14	127.14

FL0 084305705 00171077267 25 00000012714 1 9

PLEASE SEND YOUR CHECK TO:
OFFICE DEPOT
PO BOX 88040
CHICAGO IL 60680-1040

PLEASE RETURN THIS STUB WITH YOUR PAYMENT TO ENSURE PROMPT CREDIT TO YOUR ACCOUNT.

PLEASE DO NOT STAPLE OR FOLD. THANK YOU

Office DEPOT

Office Depot, Inc
PO BOX 630813
CINCINNATI OH
45263-0813

ORIGINAL INVOICE

10000

THANKS FOR YOUR ORDER

Contact Number For:
Account Inquiries: (888) 263-3423
Order Inquiries: (800) 721-6592

INVOICE NUMBER	AMOUNT DUE	PAGE NUMBER
1709607153	$8.33	1 of 1
INVOICE DATE	TERMS	PAYMENT DUE
08/22/2014	Net 30	09/21/2014

Federal ID # 59-2663954

Bill To: ATTN: ACCTS PAYABLE
HIDALGO COUNTY REGIONAL MOBILI
510 S PLEASANTVIEW DR
WESLACO TX 78596-9104

Ship To : PHARR CITY HALL
118 S CAGE BLVD FL 4
PHARR TX 78577-4810

ACCOUNT NUMBER	ACCOUNT MANAGER	SHIP TO ID	ORDER NUMBER	ORDER DATE	SHIPPED DATE
52659110	Depot, Office	HCRMA	1709607153	08/22/2014	08/22/2014

BILLING ID	PURCHASE ORDER	RELEASE	ORDERED BY	DESKTOP	COST CENTER
8430570		B			

CATALOG ITEM # / MANUF CODE	DESCRIPTION / CUSTOMER ITEM #	U/M	QTY ORD	QTY SHIP	QTY B/O	UNIT PRICE	EXTENDED PRICE
Note: SPC 80122663676 Date: 22-AUG-14 Location: 0161 Register: 006 Trans #: 04804							
166556 FINISHING58	Coil Binding 101 + Black	EA	7	7	0	1.190	8.33 *

Do Not Pay
Included on Inv 1710772672

	SUB-TOTAL	8.33
	DISCOUNT	0.00
	DELIVERY	0.00
	MISCELLANEOUS	0.00
	SALES TAX	0.00
ALL AMOUNTS ARE BASED ON USD CURRENCY	TOTAL	8.33

To return supplies, please repack in original box and insert our packing list, or copy of this invoice. Please note problem so we may issue credit or replacement, whichever you prefer. Please do not ship collect. Please do not return furniture or machines until you call us first for instructions. Shortage or damage must be reported within 5 days after delivery.

▲ DETACH HERE ▲

CUSTOMER NAME	BILLING ID	INVOICE NUMBER	INVOICE DATE	INVOICE AMOUNT	AMOUNT ENCLOSED
HIDALGO COUNTY R EGIONAL MOBILI	8430570	1709607153	08/22/2014	$8.33	

FL0 084305705 00170960715 39 00000000833 1 1

PLEASE SEND YOUR CHECK TO:
OFFICE DEPOT
PO BOX 88040
CHICAGO IL 60680-1040

PLEASE RETURN THIS STUB WITH YOUR PAYMENT TO ENSURE PROMPT CREDIT TO YOUR ACCOUNT.

PLEASE DO NOT STAPLE OR FOLD. THANK YOU

Office DEPOT

Office Depot, Inc
PO BOX 630813
CINCINNATI OH
45263-0813

CREDIT MEMO

10000

THANKS FOR YOUR ORDER

Contact Number For:
Account Inquiries: (888) 263-3423
Order Inquiries: (800) 721-6592

INVOICE NUMBER	AMOUNT DUE	PAGE NUMBER
1710807475	-$13.71	1 of 1
INVOICE DATE	TERMS	PAYMENT DUE
08/25/2014		

Federal ID # 59-2663954

Bill To: ATTN: ACCTS PAYABLE
HIDALGO COUNTY REGIONAL MOBILI
510 S PLEASANTVIEW DR
WESLACO TX 78596-9104

Ship To : PHARR CITY HALL
118 S CAGE BLVD FL 4
PHARR TX 78577-4810

ACCOUNT NUMBER	ACCOUNT MANAGER	SHIP TO ID	ORDER NUMBER	ORDER DATE	SHIPPED DATE
52659110	Depot, Office	HCRMA	1710807475	08/25/2014	08/25/2014

BILLING ID	PURCHASE ORDER	RELEASE	ORDERED BY	DESKTOP	COST CENTER
8430570		B			

CATALOG ITEM # / MANUF CODE	DESCRIPTION / CUSTOMER ITEM #	U/M	QTY ORD	QTY SHIP	QTY B/O	UNIT PRICE	EXTENDED PRICE
Note: SPC 80122663667 Date: 25-AUG-14 Location: 0161 Register: 006 Trans #: 05100							
166556 FINISHING58	Coil Binding 101 + Black	EA	-7	-7	0	1.190	-8.33 *
165989 FINISHING24	Clear Front	EA	-7	-7	0	0.354	-2.48
166185 FINISHING35	Regency Cover Black	EA	-7	-7	0	0.414	-2.90

This credit of -$13.71 relates to invoice 1710772672.

DO NOT CREDIT —

AMOUNT CREDITED INCORRECT

* paid through Inv # 1710772672

	SUB-TOTAL	-13.71
	DISCOUNT	0.00
	DELIVERY	0.00
	MISCELLANEOUS	0.00
	SALES TAX	0.00
ALL AMOUNTS ARE BASED ON USD CURRENCY	TOTAL	-13.71

To return supplies, please repack in original box and insert our packing list, or copy of this invoice. Please note problem so we may issue credit or replacement, whichever you prefer. Please do not ship collect. Please do not return furniture or machines until you call us first for instructions. Shortage or damage must be reported within 5 days after delivery.

▲ DETACH HERE ▲

CUSTOMER NAME	BILLING ID	INVOICE NUMBER	INVOICE DATE	INVOICE AMOUNT	AMOUNT ENCLOSED
HIDALGO COUNTY R EGIONAL MOBILI	8430570	1710807475	08/25/2014	-$13.71	**DO NOT PAY**

FL0 084305705 00171080747 52 00000001371 0 8

PLEASE SEND YOUR CHECK TO:
OFFICE DEPOT
PO BOX 88040
CHICAGO IL 60680-1040

PLEASE RETURN THIS STUB WITH YOUR PAYMENT TO ENSURE PROMPT CREDIT TO YOUR ACCOUNT.

PLEASE DO NOT STAPLE OR FOLD. THANK YOU

Office DEPOT

Office Depot, Inc
PO BOX 630813
CINCINNATI OH
45263-0813

ORIGINAL INVOICE

10000

THANKS FOR YOUR ORDER

Contact Number For:
Account Inquiries: (888) 263-3423
Order Inquiries: (800) 721-6592

INVOICE NUMBER	AMOUNT DUE	PAGE NUMBER
726851268001	$345.11	1 of 1
INVOICE DATE	TERMS	PAYMENT DUE
08/27/2014	Net 30	09/28/2014

Federal ID # 59-2663954

Bill To: ATTN: ACCTS PAYABLE
HIDALGO COUNTY REGIONAL MOBILI
510 S PLEASANTVIEW DR
WESLACO TX 78596-9104

Ship To : PHARR CITY HALL
118 S CAGE BLVD FL 4
PHARR TX 78577-4810

ACCOUNT NUMBER	ACCOUNT MANAGER	SHIP TO ID	ORDER NUMBER	ORDER DATE	SHIPPED DATE
52659110	Jimenez, Florita	HCRMA	726851268001	08/26/2014	08/27/2014

BILLING ID	PURCHASE ORDER	RELEASE	ORDERED BY	DESKTOP	COST CENTER
8430570			FLOR KOLL		

CATALOG ITEM # / MANUF CODE	DESCRIPTION / CUSTOMER ITEM #	U/M	QTY ORD	QTY SHIP	QTY B/O	UNIT PRICE	EXTENDED PRICE
332128 SPR96003	PUNCH,ELECTRIC,3-HOLE 332128	EA	1	1	0	129.990	129.99
684564 2310	PUNCH,20-SHEET,2-HOLE 684564	EA	1	1	0	15.900	15.90
123272 C402-5A-1D	FOLDER,CLASSIFY,LTR,1DIV 123272	BX	3	3	0	16.650	49.95
938019 2BET2-150L-1	FOLDER,LTR,11PT,FASTENER 938019	BX	5	5	0	18.930	94.65
606422 68626	TAPE,CORRECTION 4PK,WE 606422	PK	2	2	0	10.130	20.26
542953 WOELP21	TAPE,CORRECTION,EXACTLIN 542953	PK	1	1	0	7.890	7.89
275708 36768	TRAY,LTR,DRY-ERAS,SJW,LA 275708	EA	2	2	0	7.990	15.98
520496 OD41501	TAPE,W/DISPNSR,TRANSPARE 520496	PK	1	1	0	10.490	10.49

	SUB-TOTAL	345.11
	DISCOUNT	0.00
	DELIVERY	0.00
	MISCELLANEOUS	0.00
	SALES TAX	0.00
ALL AMOUNTS ARE BASED ON USD CURRENCY	TOTAL	345.11

To return supplies, please repack in original box and insert our packing list, or copy of this invoice. Please note problem so we may issue credit or replacement, whichever you prefer. Please do not ship collect. Please do not return furniture or machines until you call us first for instructions. Shortage or damage must be reported within 5 days after delivery.

▲ DETACH HERE ▲

CUSTOMER NAME	BILLING ID	INVOICE NUMBER	INVOICE DATE	INVOICE AMOUNT	AMOUNT ENCLOSED
HIDALGO COUNTY R EGIONAL MOBILI	8430570	726851268001	08/27/2014	$345.11	345.11

FL0 084305705 726851268001 4 00000034511 1 3

PLEASE SEND YOUR CHECK TO:
OFFICE DEPOT
PO BOX 88040
CHICAGO IL 60680-1040

PLEASE RETURN THIS STUB WITH YOUR PAYMENT TO ENSURE PROMPT CREDIT TO YOUR ACCOUNT.

PLEASE DO NOT STAPLE OR FOLD. THANK YOU

Office DEPOT

Office Depot, Inc
PO BOX 630813
CINCINNATI OH
45263-0813

ORIGINAL INVOICE

10000

THANKS FOR YOUR ORDER

Contact Number For:
Account Inquiries: (888) 263-3423
Order Inquiries: (800) 721-6592

INVOICE NUMBER	AMOUNT DUE	PAGE NUMBER
726851539001	$22.40	1 of 1
INVOICE DATE	TERMS	PAYMENT DUE
08/27/2014	Net 30	09/28/2014

Federal ID # 59-2663954

Bill To: ATTN: ACCTS PAYABLE
HIDALGO COUNTY REGIONAL MOBILI
510 S PLEASANTVIEW DR
WESLACO TX 78596-9104

Ship To : PHARR CITY HALL
118 S CAGE BLVD FL 4
PHARR TX 78577-4810

ACCOUNT NUMBER	ACCOUNT MANAGER	SHIP TO ID	ORDER NUMBER	ORDER DATE	SHIPPED DATE
52659110	Jimenez, Florita	HCRMA	726851539001	08/26/2014	08/27/2014

BILLING ID	PURCHASE ORDER	RELEASE	ORDERED BY	DESKTOP	COST CENTER
8430570			FLOR KOLL		

CATALOG ITEM # / MANUF CODE	DESCRIPTION / CUSTOMER ITEM #	U/M	QTY ORD	QTY SHIP	QTY B/O	UNIT PRICE	EXTENDED PRICE
326430 350404	CUBE,STACKABLE,OPEN,6X6X 326430	EA	4	4	0	5.600	22.40

	SUB-TOTAL	22.40
	DISCOUNT	0.00
	DELIVERY	0.00
	MISCELLANEOUS	0.00
	SALES TAX	0.00
ALL AMOUNTS ARE BASED ON USD CURRENCY	TOTAL	22.40

To return supplies, please repack in original box and insert our packing list, or copy of this invoice. Please note problem so we may issue credit or replacement, whichever you prefer. Please do not ship collect. Please do not return furniture or machines until you call us first for instructions. Shortage or damage must be reported within 5 days after delivery.

▲ DETACH HERE ▲

CUSTOMER NAME	BILLING ID	INVOICE NUMBER	INVOICE DATE	INVOICE AMOUNT	AMOUNT ENCLOSED
HIDALGO COUNTY R EGIONAL MOBILI	8430570	726851539001	08/27/2014	$22.40	

FL0 084305705 726851539001 7 00000002240 1 5

PLEASE SEND YOUR CHECK TO:
OFFICE DEPOT
PO BOX 88040
CHICAGO IL 60680-1040

PLEASE RETURN THIS STUB WITH YOUR PAYMENT TO ENSURE PROMPT CREDIT TO YOUR ACCOUNT.

PLEASE DO NOT STAPLE OR FOLD. THANK YOU

verizonwireless

PO BOX 4001
ACWORTH, GA 30101

Manage Your Account & View Your Usage Details	Account Number	Date Due
At vzw.com/mybusinessaccount	742048571–00001	Past Due
	Invoice Number	9729604488

0020558 02 FP 0.460 **PRSRT T1 0 6401 78577 -C21-P20578-I1

HIDALGO COUNTY REGINAL MOBILIT
118 CAGE BLVD
PHARR, TX 78577

Quick Bill Summary

Jul 02 – Aug 01

Previous Balance *(see back for details)*	$109.98
No Payment Received	$.00
Balance Forward Due Immediately pd w/ck 1113 8/27/14	**$109.98**
Monthly Charges	$77.00
Usage and Purchase Charges	
Messaging	$.20
Data	$.00
Verizon Wireless' Surcharges and Other Charges & Credits	$.05
Taxes, Governmental Surcharges & Fees	$4.31
Total Current Charges Due by August 27, 2014	**$81.56**
Total Amount Due	**$191.54**

pay this Amount ←

#

RECEIVED
AUG 15 2014
PURCHASING

Our records indicate your account is past due. Please send payment now to avoid service disruption.

Pay from Wireless	Pay on the Web	Questions:
#PMT (#768)	At vzw.com/mybusinessaccount	1.800.922.0204 or *611 from your wireless

VB

verizonwireless

HIDALGO COUNTY REGINAL MOBILIT
118 CAGE BLVD
PHARR, TX 78577

Bill Date	August 01, 2014
Account Number	742048571–00001
Invoice Number	9729604488

Please Recycle

Total Amount Due

Make check payable to Verizon Wireless.
Please return this remit slip with payment.

$191.54

$ 8 1 . 5 6

PO BOX 660108
DALLAS, TX 75266–0108

☑ Check here and fill out the back of this slip if your billing address has changed or you are adding or changing your email address.

97296044880107420485710000100000008156000000191543

Inv #2014003019 INVOICE 9/2/2014

A-FAST DELIVERY, LLC
P.O. Box 530402
Harlingen, TX 78553
Phone: (956) 425-7333
Fax: (956) 425-3075
Tax I.D. 27-1584703

A FAST DELIVERY HAS NOW BECOME A FAST DELIVERY LLC AND OUR NEW FEDERAL IDENTIFICATION NUMBER IS 27-1584703 AS OF 01/01/10 .

HCRMA
118 S CAGE
PHARR, TX 78577

This Invoice includes Completed Jobs delivered on or before 8/31/2014.

ITEMIZED LISTING

JobNumber	Priority	Legs	Drop Date	Requestor	Reference	Amount Due
2014023174	**REGULAR**		**8/19/2014**	**TS/VALERIE**		**$8.25**
From:	SALINAS ALLEN & SCHMITT - 2300 W.PIKE BLVD STE 201 - WESLACO, TX 78596					
To:	HCRMA - 118 S CAGE 4TH FLOOR - PHARR, TX					
Released:	8/19/2014 12:53 pm	Dropped Off: 8/19/2014 3:15 pm				
2014023551	**REGULAR**		**8/22/2014**	**SG/CELIA**		**$6.50**
From:	HCRMA - 118 S CAGE 4TH FLOOR - PHARR, TX					
To:	EIA PROPERTIES - 506 E CANTON - EDINBURG, TX					
Released:	8/22/2014 8:45 am	Dropped Off: 8/22/2014 11:33 am				
2014023552	**REGULAR**		**8/22/2014**	**SG/CELIA**		**$6.50**
From:	HCRMA - 118 S CAGE 4TH FLOOR - PHARR, TX					
To:	LINEBERGER,GOGGAN,BLAIR & SEMP - 205 S PIN OAK AVE - EDINBURG, TX 78539					
Released:	8/22/2014 8:45 am	Dropped Off: 8/22/2014 11:44 am				
2014023553	**REGULAR**		**8/22/2014**	**SG/CELIA**		**$6.50**
From:	HCRMA - 118 S CAGE 4TH FLOOR - PHARR, TX					
To:	CANTU CONSTRUCTION - 5221 N MCCOLL - MCALLEN, TX					
Released:	8/22/2014 8:45 am	Dropped Off: 8/22/2014 10:42 am				
2014023554	**REGULAR**		**8/22/2014**	**SG/CELIA**		**$6.50**
From:	HCRMA - 118 S CAGE 4TH FLOOR - PHARR, TX					
To:	IBC BANK - 1 S BROADWAY - MCALLEN, TX 78501					
Released:	8/22/2014 8:46 am	Dropped Off: 8/22/2014 12:44 pm				
2014023555	**REGULAR**		**8/22/2014**	**SG/CELIA**		**$6.50**
From:	HCRMA - 118 S CAGE 4TH FLOOR - PHARR, TX					
To:	DANNEN BAUM ENGINEERING - 1109 NOLANA LOOP STE 208 - MCALLEN, TX 78501					
Released:	8/22/2014 8:46 am	Dropped Off: 8/22/2014 10:58 am				
2014023556	**REGULAR**		**8/22/2014**	**SG/CELIA**		**$7.50**
From:	HCRMA - 118 S CAGE 4TH FLOOR - PHARR, TX					
To:	RIO BANK - 401 N BENTSEN PALM DRIVE - MISSION, TX					
Released:	8/22/2014 8:46 am	Dropped Off: 8/22/2014 2:01 pm				
2014023557	**REGULAR**		**8/22/2014**	**SG/CELIA**		**$7.50**
From:	HCRMA - 118 S CAGE 4TH FLOOR - PHARR, TX					
To:	DENNIS BURLESON - 1504 DONS DR - MISSION, TX 78501					
Released:	8/22/2014 8:46 am	Dropped Off: 8/22/2014 1:03 pm				
2014023732	**REGULAR**		**8/25/2014**	**SG/FLOR**		**$6.50**
From:	HCRMA - 118 S CAGE 4TH FLOOR - PHARR, TX					
To:	HIDALGO CO JUDGE RAMON GARCIA - 302 W UNIVERSITY - EDINBURG, TX 78539					
Released:	8/25/2014 9:32 am	Dropped Off: 8/25/2014 1:02 pm				

JobNumber	Priority	Legs	Drop Date	Requestor	Reference	Amount Due
2014023733	**REGULAR**		**8/25/2014**	**SG/FLOR**		**$6.50**
From:	HCRMA - 118 S CAGE 4TH FLOOR - PHARR, TX					
To:	HIDALGO CO PCT4 JOSEPH PALACIO - 1051 N DOOLITTLE - EDINBURG, TX					
Released:	8/25/2014 9:32 am	Dropped Off: 8/25/2014 12:50 pm				
2014023734	**REGULAR**		**8/25/2014**	**SG/FLOR**		**$6.50**
From:	HCRMA - 118 S CAGE 4TH FLOOR - PHARR, TX					
To:	DANNEN BAUM ENGINEERING - 1109 NOLANA LOOP STE 208 - MCALLEN, TX 78501					
Released:	8/25/2014 9:32 am	Dropped Off: 8/25/2014 12:07 pm				
2014023735	**REGULAR**		**8/25/2014**	**SG/FLOR**		**$6.50**
From:	HCRMA - 118 S CAGE 4TH FLOOR - PHARR, TX					
To:	LAW OFFICE OF DANIEL RIO - 323 NOLANA - MCALLEN, TX					
Released:	8/25/2014 9:32 am	Dropped Off: 8/25/2014 11:58 am				
2014023736	**REGULAR**		**8/25/2014**	**SG/FLOR**		**$6.50**
From:	HCRMA - 118 S CAGE 4TH FLOOR - PHARR, TX					
To:	TEXAS DEPT OF TRANSPORTATION - 600 W EXPWY 83 - PHARR, TX 78577					
Released:	8/25/2014 9:32 am	Dropped Off: 8/25/2014 11:25 am				
2014023737	**REGULAR**		**8/25/2014**	**SG/FLOR**		**$6.50**
From:	HCRMA - 118 S CAGE 4TH FLOOR - PHARR, TX					
To:	HIDALGO CO PCT2 TITO PALACIOS - 300 HALL ACRES - PHARR, TX					
Released:	8/25/2014 9:33 am	Dropped Off: 8/25/2014 10:48 am				
2014023738	**REGULAR**		**8/25/2014**	**SG/FLOR**		**$6.50**
From:	HCRMA - 118 S CAGE 4TH FLOOR - PHARR, TX					
To:	ALL STATE INSURANCE - 810 W FERGUSON - PHARR, TX 78577					
Released:	8/25/2014 9:33 am	Dropped Off: 8/25/2014 11:44 am				
2014023739	**REGULAR**		**8/25/2014**	**SG/FLOR**		**$7.50**
From:	HCRMA - 118 S CAGE 4TH FLOOR - PHARR, TX					
To:	HIDALGO CO PCT 3 - 730 N BREYFOGAL STE B - MISSION, TX					
Released:	8/25/2014 9:33 am	Dropped Off: 8/25/2014 2:21 pm				
2014023740	**REGULAR**		**8/25/2014**	**SG/FLOR**		**$8.25**
From:	HCRMA - 118 S CAGE 4TH FLOOR - PHARR, TX					
To:	HIDALGO CO PCT 1 - 1902 JOE STEPHENS - A C CUELLAR - WESLACO, TX 78596					
Released:	8/25/2014 9:33 am	Dropped Off: 8/25/2014 4:09 pm				

Number of Jobs: 17 2014003479 - 24.75 past due

Total Charges:	**$117.00**
Total Credits:	**$0.00**
Amount Due:	**$117.00**

Inv #2014002847 INVOICE 8/19/2014

A-FAST DELIVERY, LLC
P.O. Box 530402
Harlingen, TX 78553
Phone: (956) 425-7333
Fax: (956) 425-3075
Tax I.D. 27-1584703

A FAST DELIVERY HAS NOW BECOME A FAST DELIVERY LLC AND OUR NEW FEDERAL IDENTIFICATION NUMBER IS 27-1584703 AS OF 01/01/10 .

HCRMA
118 S CAGE
PHARR, TX 78577

This Invoice includes Completed Jobs delivered on or before 8/15/2014.

ITEMIZED LISTING

JobNumber	Priority	Legs	Drop Date	Requestor	Reference	Amount Due
2014022466	**REGULAR**		**8/13/2014**	**SG/VALERIE**		**$8.25**
From:	SALINAS ALLEN & SCHMITT - 2300 W.PIKE BLVD STE 201 - WESLACO, TX 78596					
To:	HCRMA - 118 S CAGE 4TH FLOOR - PHARR, TX					
Released:	8/13/2014 8:27 am	Dropped Off: 8/13/2014 11:37 am				
2014022538	**REGULAR**		**8/13/2014**	**TS/FLOR**		**$6.50**
From:	HCRMA - 118 S CAGE 4TH FLOOR - PHARR, TX					
To:	LAW OFFICE OF DANIEL RIOS - 323 NOLANA - MCALLEN, TX					
Released:	8/13/2014 12:14 pm	Dropped Off: 8/13/2014 2:11 pm				
2014022674	**REGULAR**		**8/14/2014**	**SG/AMY**		**$6.50**
From:	LAW OFFICE OF DANIEL RIO - 323 NOLANA - MCALLEN, TX					
To:	HCRMA - 118 S CAGE 4TH FLOOR - PHARR, TX					
Released:	8/14/2014 11:08 am	Dropped Off: 8/14/2014 12:00 pm				

Number of Jobs: 3

Total Charges:	**$21.25**
Total Credits:	**$0.00**
Amount Due:	**$21.25**

INVOICE

City of Pharr, Texas
Attn: Lizette Gomez, Treasury Coordinator

P.O. Box 1729
Pharr, Texas 78577
Phone 956-402-4150 ext. 1908
Fax 956-702-5318

DATE: SEPTEMBER 2, 2014

TO HCRMA
Attn: Pilar Rodriguez, Executive Director
118 S. Cage Blvd., 4th Floor
Pharr, TX 78577
(956)607-8330

CONTACT PERSON	PAST DUE	CURRENT	AMOUNT TO PAY	DUE DATE	INVOICE NUMBER
Lizette Gomez		$ 1,000.00	$ 1,000.00	09/15/14	HC090214

QTY	ITEM #	DESCRIPTION	UNIT PRICE	DISCOUNT	LINE TOTAL
1		Rent for Office and Public Meeting Space- September 2014	$ 1,000.00		$ 1,000.00
			TOTAL DISCOUNT	0.00	0.00
				SUBTOTAL	$ 1,000.00
				SALES TAX	0.00
				TOTAL	$ 1,000.00

Make all checks payable to: City of Pharr

THANK YOU!

DAHILL INVOICE

Schedule Number: 472 Invoice Date: 8/26/2014 Due Date: 10/15/2014

Invoice Number: 31577681 - 11

Bill To:	Remit To:	Total Amount Due:
Hildalgo County Regional Mobility Authority Accounts Payable 118 S. Cage Blvd. Pharr, TX 78577	**Dahill** Attn: Copier Program Division PO Box 69 Manhattan, KS 66505-0069 Phone: 1-877-291-7786 Supplies Phone: 1-800-413-3526 ext 10606	**$905.35** Tax ID# 58-2481442

Equipment Installed At	Lease Term	PO Number
118 S. Cage Blvd, Pharr, TX 78577	48 (In Months)	N/A

Lease Description: Payment Number: 11 of 48 **Payment Descriptio**

Payment Covers Period of:	Lease Amount	Total Payment Due:
8/22/2014 — 9/21/2014	$905.35	**$905.35**

Copier Information: InstallDate: 10/22/2013

Serial Number	Model Number	Copier Location
XPN547768	Xerox XC570	

Total Payment Due: $905.35

Remit Payments to:

Dahill Attn: Copier Program Division PO Box 69 Manhattan, KS 66505-0069

THANK YOU FOR YOUR PROMPT PAYMENT

Jerry W. Dale, CFO
Consulting Agreement – Chief Financial Officer
August 2014

Bill To: HCRMA
P.O. Box 1766
Pharr, Texas 78577

Date: 9/1/2014

August 2014	Monthly Fee	$	4,750.00
August 19, 2014	Reimbursement Professional Dues – ICPA	$	120.00
August 26-28, 2014	Reimbursement HCRMA Staff Meeting & Board Meeting	$	658.96
	Total Due	$	5,528.96

Peña Designs
P.O. Box 9572
Huntsville, TX 77340
Phone (956) 655-9790
penadesigns@gmail.com

INVOICE

Invoice #27
Date: September 3, 2014

TO:
Hidalgo County Regional Mobility Authority
P.O. Box 1766
Pharr, TX 78577

FOR:
Website Maintenance

SERVICES	AMOUNT
August 1-31, 2014 10 hours total for website maintenance – 10 hours at $15.00 per hour	$150.00
TOTAL DUE	$150.00

Make all checks payable to **Peña Designs**
Payment is due within 30 days.
If you have any questions concerning this invoice, contact
Eric Peña
(956)655-9790
penadesigns@gmail.com

Thank you for your business!

Bracewell & Giuliani LLP
ATTORNEYS AT LAW

P. O. Box 848566
Dallas, TX 75284-8566
713 223-2300
TAX ID 74-1024827

Remittance Page

September 4, 2014
035858
INVOICE NO: 21592543
04996

Client: Hidalgo County Regional Mobility Authority HCRMA
Matter: General Counsel - Administrative
Matter No: 035858.000003

Please Remit Total Balance Due **$ 5,180.84**

Please Return this Remittance Page with Your Payment

WIRE TRANSFER INFORMATION

Wire to: Bank of America, 901 Main Street, Dallas, Texas
Name on Account: Bracewell & Giuliani LLP
Bank Account No: 001390004197
ABA Number (For **Wire Transfers Only**): 026009593; (For **ACH'S Only**): 111000025
For International Wires Also Include:
Swift Code **(U.S. Funds): BOFAUS3N;** Swift Code **(Foreign Funds): BOFAUS6S**
Please include the invoice number as a reference when sending the wire.

Law Office of Daniel G. Rios

Invoice submitted to:

Hidalgo County Regional Mobility Authority
c/o Pilar Rodriguez
P.O. Box 1766
Pharr, Texas 78577

September 3, 2014

In Reference To: HCRMA Project
Invoice # 10558

	Hours	Amount
For professional services rendered	3.70	$1,060.00
Previous balance		2,130.00
Accounts receivable transactions		
Total payments and adjustments		**(2,130.00)**
Balance due		$ 1,060.00

$810.00

Pay Only

Recommend: P.R Approval _____ Disapproval

If disapproved, amount approved: $810.00

Comments:

P.R

Pilar Rodriguez, PE, Executive Director

9/12/2014

Date

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY
2014 PAYMENT SUMMARY

First National Bank - Visa
Authorized cardholder - Flor E. Koll
Account #### #### #### 0364

	Credit Card Statement								
Closing Date	1/31/2014	2/28/2014	3/31/2014	4/30/2014	5/30/2014	6/30/2014	7/31/2014	8/31/2014	Total Paid to Date
Monthly Billing	$2,045.39	$301.33	$7,477.28	$408.94	$3,470.39	$1,044.93	$1,874.39	$3,397.97	$20,020.62
								$3,397.97	
								Amount Approved for Payment	

P. R

Approved for Payment
Pilar Rodriguez
Executive Director

9/9/2014
Date

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

MONTH: August 2014

CARD HOLDER: Flor E. Koll

PURCHASE CARD MONTHY ACTIVITY SUMMARY

DATE	VENDOR	DESCRIPTION	G/L ACCOUNT	ACCOUNT DESCRIPTION	SUB-TOTAL	SALES TAX	TOTAL
8/1/2014	Holiday Inns Hearne Tx	Lodging for Carlos M.	16600	Travel - Lodging	$466.97	$70.05 *	$537.02
8/1/2014	EB 5th Bi-Annuanl Bord	Border to Border Conf	16500	Training	$531.48	$0.00	$531.48
8/4/2014	The Webstaurant Store	Dry Erase Boards	17140	Office Supplies	$402.42	$0.00	$402.42
8/4/2014	H.E.B.	Snack	17310	Miscellaneous	$22.70	$1.87 *	$24.57
8/7/2014	Corner's Bakery Café	Meet & Greet	17310	Miscellaneous	$333.68	$18.13 *	$351.81
8/13/2014	Verizon Wireless	Internet for ipad	17210	Utilities	$20.00	$0.00	$20.00
8/14/2014	Amsterdam Print & Litho	Pens	17140	Office Supplies	$317.53	$0.00	$317.53
8/26/2014	Surgent McCoy Self Study	Webinar Celia & Jerry	16500	Training	$390.00	$0.00	$390.00
8/30/2014	Priceline	Airline for Carlos	16600	Travel - Airfare	$17.00	$0.00	$17.00
8/29/2014	IRWA	Training - Carlos	16500	Training	$755.00	$0.00	$755.00
				Finance Charges	$51.14	$0.00	$51.14
					$3,307.92	**$90.05**	

TOTAL AMOUNT DUE: **$3,397.97**

* Purchase includes sales tax but was made prior to the HCRMA being notified of sales exemption status on 8/18/14. After 8/18/14, no sales taxes should be assessed on HCRMA purchases.

APPROVALS:

Flor E Koll
CARD HOLDER'S SIGNATURE

9/8/14
DATE

SUPERVISOR'S SIGNATURE

DATE

EXECUTIVE DIRECTOR'S SIGNATURE

9/9/2014
DATE

FLOR E KOLL
H C R M A

PlainsCapitalBank

Account Number: #### #### #### 0364
Closing Date: 08/31/14
Credit Limit: $7,500.00
Available Credit: $4,102.03
Cash Advance Limit: $3,700.00
Cash Advance Available: $4,102.03

Account Inquiries

Customer Service: (866) 809-8409
Lost or Stolen Card: (866) 809-8412

Please Direct Written Inquiries to:
CUSTOMER SERVICE
PO BOX 30495
TAMPA , FL 33630-3495

To pay on-line:
www.ezcardinfo.com

Account Summary

Previous Balance	$	1,874.39
Purchases	+	3,346.83
Cash	+	0.00
Special	+	0.00
Credits	-	0.00
Payments	-	1,874.39 -
Other Debits	+	0.00
Finance Charges	+	51.14
NEW BALANCE	$	**3,397.97**

Score Card
Bonus Points Available 10,871

PR 1-
9/9/2014
Pay Only

Payment Information

Total Minimum Payment Due $153.14
Payment Due Date 09/25/14

Minimum Payment	$	102.00
Over limit / Fees	$	51.14

Mail Payments to: PLAINSCAPITAL BANK PO BOX 31021 TAMPA FL 33631-3021

Important News

YOU COULD WIN 1,000,000 BONUS POINTS! OR A TRIP FOR TWO TO HAWAII OR ORLANDO/DISNEY. OR ONE OF 30 OTHER PRIZES. YOU'RE AUTOMATICALLY ENTERED IN THE SCOREBIG SWEEPSTAKES. FOR EACH QUALIFYING PURCHASE MADE BETWEEN AUG 1 AND OCT 31, YOU'LL RECEIVE AN ADDITIONAL ENTRY! VISIT WWW.SCORECARDREWARDS.COM FOR DETAILS.

Account Activity Since Your Last Statement

Trans Date	Post Date	Plan Name	Reference Number	Description	Amount
08/01	08/03	BUS003	24755424214172145863724	HOLIDAY INNS HEARNE TX	$ 537.02
08/01	08/03	BUS003	24493984213026054653594	EB *5TH BI-ANNUAL BORD EVENTBRITE CA	531.48
08/04	08/05	BUS003	24258024216701299067308	THE WEBSTAURANT STORE 717-392-7472 PA	402.42
08/04	08/05	BUS003	24427334216720029658912	HEB #642 PHARR TX	24.57
08/07	08/10	BUS003	24431064220838000011900	CORNER BAKERY CAFE 1555 MCALLEN TX	351.81
08/13	08/14	BUS003	24692164225000248848844	VZWRLSS*PRPAY AUTOPAY 888-294-6804 CA	20.00
08/14	08/15	BUS003	24692164226000929789548	AMSTERDAM PRNT & LITHO 800-842-6006 NY	317.53
08/26	08/27	BUS003	24755424239122393321918	SURGENT MCCOY SELF STUDY 610-6884477 PA	390.00
08/30	08/31	BUS003	24692164242000934623781	PLN*PRICELINE.COM AIR 800-340-0575 CT	17.00
08/29	08/31	BUS003	24801634242206801400514	IRWA (INTERNATIONAL RI 310-538-0233 CA	755.00
			Payments, Adjustments and Others		
08/26	08/26		1559152907	IVR PBP PAYMENT	1,874.39 -

PLEASE DETACH COUPON AND RETURN PAYMENT USING THE ENCLOSED ENVELOPE - ALLOW 5 DAYS FOR MAIL DELIVERY 5003

PLAINSCAPITAL BANK
PO BOX 2049
EDINBURG TX 78540-2049

PlainsCapitalBank

Account Number
0364

Check box to indicate name/address change on back of this coupon ☐

Closing Date	New Balance	Total Minimum Payment Due	Payment Due Date
08/31/14	$3,397.97	$153.14	09/25/14

AMOUNT OF PAYMENT ENCLOSED
$ _____.__

FLOR E KOLL
H C R M A
PO BOX 1766
PHARR TX 78577-1633

12009

MAKE CHECK PAYABLE TO:
PLAINSCAPITAL BANK
PO BOX 31021
TAMPA FL 33631-3021

P1 4447 3600 0001 0364 00015314 00339797 8

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY
2014 PAYMENT SUMMARY

First National Bank - Visa
Authorized cardholder - Celia Gaona
Account #### #### #### 0752

Credit Card Statement

Closing Date	8/31/2014	Total Paid to Date
Monthly Billing	$824.20	$824.20
	$824.20	
	Amount Approved for Payment	

P - P

Approved for Payment
Pilar Rodriguez
Executive Director

9/9/2014

Date

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Month: August 2014

PURCHASE CARD MONTHY ACTIVITY SUMMARY

DATE	VENDOR	DESCRIPTION	G/L ACCOUNT	ACCOUNT DESCRIPTION	SUB-TOTAL	SALES TAX	TOTAL
8/11/2014	Winner's World	5 yr of svc plaque for Flor Koll	17140	Office Supplies	$57.00	$4.67 *	$61.67
8/11/2014	Office Depot	Bonding paper for printing	17140	Office Supplies	$17.49	$1.44 *	$18.93
8/21/2014	Southwest Airlines	Airfare to Austin, TX for Pilar and Celia	16600	Travel - Lodging	$312.40	$0.00	$312.40
8/28/2014	Expedia/Airlines	Airfare to Lauderdale, FL for Celia	16600	Travel - Lodging	$431.20	$0.00	$431.20
					$818.09	**$6.11**	

TOTAL AMOUNT DUE: **$824.20**

* Purchase includes sales tax but was made prior to the HCRMA being notified of sales exemption status on 8/18/14. After 8/18/14, no sales taxes should be assessed on HCRMA purchases.

APPROVALS:

CARD HOLDER — DATE: 9-9-14

SUPERVISOR — DATE

EXECUTIVE DIRECTOR — DATE: 9/9/2014

CELIA GAONA
H C R M A

PlainsCapitalBank

Account Number: #### #### #### 0752
Closing Date: 08/31/14
Credit Limit: $3,000.00
Available Credit: $2,175.80
Cash Advance Limit: $1,500.00
Cash Advance Available: $1,500.00

VISA

Account Inquiries

Customer Service: (866) 809-8409
Lost or Stolen Card: (866) 809-8412

Please Direct Written Inquiries to:
CUSTOMER SERVICE
PO BOX 30495
TAMPA , FL 33630-3495

To pay on-line:
www.ezcardinfo.com

Account Summary

Previous Balance	$	0.00
Purchases	+	824.20
Cash	+	0.00
Special	+	0.00
Credits	-	0.00
Payments	-	0.00
Other Debits	+	0.00
Finance Charges	+	0.00
NEW BALANCE	$	824.20

Score Card®
Bonus Points Available
393

Payment Information

Total Minimum Payment Due $25.00
Payment Due Date 09/25/14

Minimum Payment	$	25.00

Pay Only 9/9/2014

Mail Payments to: PLAINSCAPITAL BANK PO BOX 31021 TAMPA FL 33631-3021

Important News

YOU COULD WIN 1,000,000 BONUS POINTS! OR A TRIP FOR TWO TO HAWAII OR ORLANDO/DISNEY. OR ONE OF 30 OTHER PRIZES. YOU'RE AUTOMATICALLY ENTERED IN THE SCOREBIG SWEEPSTAKES. FOR EACH QUALIFYING PURCHASE MADE BETWEEN AUG 1 AND OCT 31, YOU'LL RECEIVE AN ADDITIONAL ENTRY! VISIT WWW.SCORECARDREWARDS.COM FOR DETAILS.

Account Activity Since Your Last Statement

Trans Date	Post Date	Plan Name	Reference Number	Description	Amount
08/11	08/12	BUS003	24692164223000574241400	SQ *WINNER'S WORLD Pharr TX	$ 61.67
08/11	08/13	BUS003	24445744224100411625456	OFFICE DEPOT #161 MCALLEN TX	18.93
08/21	08/24	BUS003	24692164234000408936610	SOUTHWES 5262440362235 800-435-9792 TX GAONA/CELIA 091714 HRL / AUS WN T AUS / HRL WN T O	312.40
08/28	08/31	BUS003	24692164241000453480127	UNITED 0167489876970 800-932-2732 TX GAONA/CELIA 100814 MFE / IAH UA L O IAH / FLL UA L O FLL / IAH UA S X IAH / MFE AU S	431.20

PLEASE DETACH COUPON AND RETURN PAYMENT USING THE ENCLOSED ENVELOPE - ALLOW 5 DAYS FOR MAIL DELIVERY 5003

PLAINSCAPITAL BANK
PO BOX 2049
EDINBURG TX 78540-2049

PlainsCapitalBank

Account Number
0752

Check box to indicate name/address change on back of this coupon ☐

Closing Date	New Balance	Total Minimum Payment Due	Payment Due Date
08/31/14	$824.20	$25.00	09/25/14

AMOUNT OF PAYMENT ENCLOSED
$

CELIA GAONA
H C R M A
PO BOX 1766
PHARR TX 78577-1633

12034

MAKE CHECK PAYABLE TO:
PLAINSCAPITAL BANK
PO BOX 31021
TAMPA FL 33631-3021

21 4447 3600 0001 0752 00002500 00082420 1

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY
PAYMENT SUMMARY

L&G Engineering - SH 365 Segment 1 - FM 1016 to McColl Road
$5,915,101.32 * Maximum payable fee

Maximum fee minus approved WA $597,260.11

		Invoice Date											WA	WA
	Approved WA Amount	5/25/2012	7/5/2012	8/1/2012	9/4/2012	10/3/2012	10/31/2012	11/30/2012	12/31/2012	1/31/2013	2/28/2013	3/31/2013	Total Billed	Balance
WA#1	$998,837.67	$111,770.62	$114,043.63	$110,921.36	$108,063.46	$114,434.74		$47,242.33	$31,200.52	$35,448.02	$41,622.86	$37,737.61	$752,485.15	$246,352.52
Supp#1 WA#1	$310,893.87						$102,011.62	$58,549.48	$40,718.83	$13,102.79	$15,462.88	$13,220.34	$243,065.94	$67,827.93
	$1,309,731.54	$111,770.62	$114,043.63	$110,921.36	$108,063.46	$114,434.74	$102,011.62	$105,791.81	$71,919.35	$48,550.81	$57,085.74	$50,957.95	$995,551.09	$314,180.45

		Invoice Date											WA	WA
	Approved WA Amount	4/30/2013	5/30/2013	6/30/2013	12/4/2013	2/5/2014	2/28/2014	3/5/2014	4/2/2014	4/30/2014	5/7/2014	6/4/2014	Total Billed	Balance
WA#1	$998,837.67	$43,725.40	$44,978.07	$63,353.20									$904,541.82	$94,295.85
Supp#1 WA#1	$310,893.87	$16,130.53	$7,451.25	$20,161.95									$286,809.67	$24,084.20
WA#2	$288,223.86				$27,764.14	$15,500.56	$159,445.58			$38,904.12			$241,614.40	$46,609.46
WA#3	$3,719,885.81					$107,817.53		$187,467.05	$246,122.43		$389,972.82	$310,062.59	$1,241,442.42	$2,478,443.39
	$5,317,841.21	$59,855.93	$52,429.32	$83,515.15	$27,764.14	$123,318.09	$159,445.58	$187,467.05	$246,122.43	$38,904.12	$389,972.82	$310,062.59	$2,674,408.31	$2,643,432.90

		Invoice Date											WA	WA
	Approved WA Amount	6/4/2014	7/3/2014	8/8/2014	9/3/2014								Total Billed	Balance
WA#1	$998,837.67												$904,541.82	$94,295.85
Supp#1 WA#1	$310,893.87												$286,809.67	$24,084.20
WA#2	$288,223.86	$12,007.64	$14,359.32		$5,466.72								$273,448.08	$14,775.78
WA#3	$3,719,885.81		$318,120.32	$643,846.16	$249,851.87								$2,453,260.77	$1,266,625.04
	$5,317,841.21	$12,007.64	$332,479.64	$643,846.16	**$255,318.59**								$3,918,060.34	$1,399,780.87

Amount Approved for Payment

*Note: Maximum payable fee and WA#1 awarded and approved on April 11, 2011 in the amount of $5,887,542.43 and $998,837.67 respectively.
Supp#1 to WA#1 approved October 18, 2012 to provided preliminary engineering from FM 396 to FM 1016 as part of environmental clearance in the amount of $310,893.87.
Maximum payable fee revised on November 21, 2012 to the amount of $5,915,101.32 to revise project limits and DBE reporting requirements.
WA#2 was approved November 20, 2013 to provide US IBWC bridge layouts in the amount of $288,223.86.
WA#3 was approved December 18, 2013 to provide final PS&E for SH 365 in the amount of $3,719,885.21

1-12
Approved for Payment

9/12/2014
Date

VRF 2013 Bond Construction Account

Prepared by:
P. Rodriguez, PE
Tx PE #85,567
9/12/2014

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

REQUEST FOR RECOMMENDATION ON PAYMENT

To: Dannenbaum Engineering
Attn: Louis Jones, HCRMA Project Manager
1109 Nolana Loop, Suite 208
McAllen, Texas 78504

Month and Year	August 2014	
Contractor	L&G Consulting Engineerings	
Project/WA	SH365/WA2/SEG2	
Invoice #	11324933	Date: 9/3/2014
Amount	$ 5,466.72	
Date Sent	9/3/2014	

Date Received	
Received by	

Recommendation: _____Approval _____Disapproval

Comments:

Louis Jones, HCRMA Program Manager

Date 9/10/14

Recommendation: P.R Approval _____Disapproval

Comments:

Pilar Rodriguez, Executive Director

Date 9/12/2014

Please return this form via email to fkoll@hcrma.net

L&G Engineering
Transportation Consultants

September 3, 2014

Mr. Pilar Rodriguez, P.E. – Executive Director HCRMA
Attn: Mr. Louis Jones, P.E. – Program Manager HCRMA
Hidalgo County Regional Mobility Authority
118 S. Cage Blvd., 4th Floor
Pharr, Texas 78577

INVOICE PERIOD: *08/1/14 through 08/31/14*
INVOICE AMOUNT: *$5,466.72*

RE: Work Authorization #2 on SH365 Segment #2 (Floodway) - Invoice #11324933

Dear Mr. Jones,

Attached for your review and approval is our invoice for services rendered during the month of August 2014 on the subject referenced project. The below referenced work product deliverables have been uploaded via Project Wise to the following directory: 0030 SH365\01 Contract Admin\0032 L&G\06 Invoice\20140905 August Invoice\WA #2.

The following is attached:
- L & G's Invoice #11324933
- Invoice Backup Uploaded to Project Wise Containing:
  - (1) – L&G Engineering (L&G) – (Prime Consultant)
    - No Update This Period – No Attachments
  - (2) - SUB – B2Z Engineering, LLC (B2Z)
    - No Update This Period – No Attachments
  - (3) - SUB – L&G Engineering Laboratory, LLC (L&G Lab)
    - Progress Report & Invoice #7978
    - Task 10 – Geotechnical Field, Lab & Eng
      - ✓ 100% Complete Geotechnical Report (Signed & Sealed)

TASK		% COMPL
(1) – FC 170.01 (Sub-Task 170.01.01) – Bridge Layouts (ML) (Phase I & Ultimate)	L&G	90.0%
No Update – See Progress Report & Invoice dated 3-4-2014.		
(2) – FC 170.01 (Sub-Task 170.01.01) –Bridge Layouts (ML-23rd, Ramps) (SUB)	B2Z	90.1%
No Update – See Progress Report & Invoice dated 3-4-2014.		
(3) – Special Services – Task 10 – Geotechnical Laboratory Tests (SUB)	L&G Lab	100.0%
Updated – See Progress Report & Invoice #7978 from L&G Lab for a detailed explanation of the work that has been completed during this billing period. This task is completed.		

2100 W. Expressway 83 • Mercedes, TX 78570 • Office (956) 565-9813 • Fax (956) 565-9018
900 S. Stewart Rd., Ste. 9 • Mission, TX 78572 • Office (956) 585-1909 • Fax (956) 585-1927

Should you have any questions regarding this submittal or would like clarification on any aspect of the project, please do not hesitate to call me at (956) 585-1909.

Sincerely,

Behrooz Badiozzamani

Behrooz Badiozzamani, P.E.
Executive VP / Project Manager

L &G Consulting Engineers Inc
2100 W. Expressway 83
Mercedes, TX 78570
(956)565-9813 Fax (956)565-9018

INVOICE#: 11324933
INVOICE DATE: 8/31/2014

BILL TO:
Hidalgo County RMA
118 S. Cage Blvd, 4th Floor
Pharr, TX 78577

JOB: 120302
SH365/TCC - Segment #1
WA#2

DESCRIPTION	CONTRACT	PREVIOUS APPLICATIONS	CURRENT COMPLETED	TOTAL COMPLETED	% COMPL	BALANCE TO FINISH
Engineering services for the month of August 2014.						
Task 10- SUB-Geotechnical Laboratory T	188,454.32	182,987.60	5,466.72	188,454.32	100.0	-
FC170.01- Bridge Layouts and Detail De	57,953.01	52,177.60		52,177.60	90.0	5,775.41
FC170.01- SUB-Bridge Layouts and Deta	36,435.90	32,816.16		32,816.16	90.1	3,619.74
Direct Expenses	180.00			0.00	0.0	180.00
TOTALS:	283,023.23	267,981.36	5,466.72	273,448.08	96.6	9,575.15

JK

ORIGINAL CONTRACT SUM	$	283,023.23
CHANGE BY CHANGE ORDER	$	0.00
CONTRACT SUM TO DATE	$	283,023.23
TOTAL COMPLETED TO DATE	$	273,448.08
LESS PREVIOUS INVOICES	$	267,981.36
CURRENT PAYMENT DUE	$	5,466.72

PROJECT MANAGER'S SIGNATURE

Pay Only

1 - 2

9/12/2014

EXHIBIT H-3

Sub-provider Monitoring System for Federally Funded Contracts

Progress Assessment Report for month of (Mo./Yr.) 08/14 Invoice # 11324933

Contract #: _____

Original Contract Amount: $5,915,101.32

Date of Contract Execution: 05/04/2012

Approved Contract Supplemental Agreements: $_____

Prime Provider: L&G Consulting Engineers, Inc.

Total Contract Amount: $ 5,915,101.32

Work Authorization No. 2

Work Authorization Amount: $ 283,023.23

If Prime Provider is NOT DBE Certified and no sub-providers are used on this work authorization, please indicate by placing "N/A" on the 1st line under Sub-providers.

DBE Y/N	Prime Provider (if DBE Certified) and All DBE Sub-providers	Category of Work	Total Sub-provider Amount	% Total Contract Amount	Amount Paid This Period	Amount Paid To Date	Subcontract Balance Remaining
Y	B2Z Engineering	Bridge	$ 36,435.90	0.6%	$ 0.00	$32,816.16	$ 3,619.74

Fill out Progress Assessment Report with each estimate/invoice submitted, *for all subcontracts*, and forward as follows:

1 Copy with Invoice – Hidalgo County Regional Mobility Authority Office

I hereby certify that the above is a true and correct statement of the amounts paid to the firms listed above.

Marisela Marin — Print Name - Company Official /DBE Liaison Officer

Marisela Marin — Signature

(956) 565-9813 — Phone

8/31/2014 — Date

mmarin@lgengineers.com — Email

_____ — Fax

12/10 DBE-H3.ATT

L&G Engineering Laboratory
Construction Material Testing
Geotechnical Engineering

August 31, 2014

Mr. Behrooz Badiozzamani, P.E.
Exec. VP/Project Manager - L&G Engineering
2100 W. Expressway 83
Mercedes, Texas 78570

RE: Geotechnical Drilling, Testing, & Engineering for SH 365 Floodway Bridge & Levee (WA #2)

Dear Mr. Badiozzamani,

Attached for your review and approval is our invoice for the services rendered this billing period on the subject referenced project.

The following is attached:

- L&G Laboratory Invoice #7978
- 100% Geotechnical Report (uploaded to Projectwise – Original & copies to Dannenbaum)

TASK		% COMPL
FC10208 – FOUNDATION STUDIES	L&G Lab	100%
Update – 100% Complete Geotechnical Report has been provided (uploaded to PW & original hard copies to Dannenbaum). This task is completed.		
FC10209 – FOUNDATION MATERIAL TESTING	L&G Lab	100.0%
Complete – L&G Engineering Laboratory has completed this task.		

Should you have any questions regarding this submittal or would like clarification on any aspect of the project, please do not hesitate to call me at (956) 565-0760.

Sincerely,

Ricardo A. Gil
General Manager
L&G Engineering Laboratory, LLC

2100 W. Expressway 83 • Mercedes, TX 78570 • Office: (956) 565-0760 • Fax: (956) 565-6746
900 S. Stewart Rd., Ste. 9 • Mission, TX 78572 • Office: (956) 583-7117 • Fax: (956) 583-7116

L & G Engineering Laboratory, LLC

2100 W. Expressway 83
Mercedes, Texas 78570
(956) 565-0760 • Fax (956) 565-6746

Invoice

Date	Invoice #
8/31/2014	7978

Bill To/Ship To
L&G Engineering 2100 W. Exp 83 Mercedes, Tx 78570

Project
SH 365 Floodway Bridge & Levee (WA #2) Geotechnical Engineering Services

Due Date	Job #
9/10/2014	GL13029-SH 365 Fl...

Description	Contract Amo...	Prior Billed	Curr %	Total %	Amount Due
Foundation Studies	75,036.28	69,569.56	7.29%	100.00%	5,466.72
Foundation Mtls. Testing	113,418.04	113,418.04	0.00%	100.00%	0.00

Total $5,466.72

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

REQUEST FOR RECOMMENDATION ON PAYMENT

To: Dannenbaum Engineering
Attn: Louis Jones, HCRMA Project Manager
1109 Nolana Loop, Suite 208
McAllen, Texas 78504

Month and Year	08/01/14-08/31/14	
Contractor	L&G Engineering	
Project/WA	SH365/SEG 2/WA3	
Invoice #	11324914	Date: 9/3/2014
Amount	$ 249,851.87	
Date Sent	9/4/2014	

Date Received	
Received by	

Recommendation: X Approval _____Disapproval
Comments:

9/9/14

Louis Jones, HCRMA Program Manager — Date 9/10/14

Recommendation: P.R Approval _____Disapproval
Comments:

P. R

Pilar Rodriguez, Executive Director — Date 9/12/2014

Please return this form via email to fkoll@hcrma.net

L&G Engineering
Transportation Consultants

INVOICE PERIOD: *08/1/14 through 8/31/14* **INVOICE AMOUNT:** *$249,851.87*

September 3, 2014

Mr. Pilar Rodriguez, P.E. – Executive Director HCRMA
ATTN: Mr. Louis H. Jones, P.E. – Program Manager HCRMA
Hidalgo County Regional Mobility Authority
118 S. Cage Blvd., 4th Floor
Pharr, Texas 78577

RE: Work Authorization #3 on SH 365 Segment 2
Invoice No. 11324914

Dear Mr. Jones:

Attached for your review and approval is our invoice for services rendered during the month of August 2014 on the subject referenced project. The below referenced work product deliverables will be uploaded via Project Wise to the following directory: 0030 SH365\01 Contract Admin\0032 L&G\06 Invoice\20140905 August Invoice\WA #3.

The following is attached:

- L&G Invoice No. 11324914
- B2Z Sub Invoice
- TEDSI Sub Invoice
- L&G Laboratory Invoice
- Exhibit H-3
- Project Schedule
- Invoice Backup Uploaded to Project Wise Containing:
  - PDF's for Bridge Details (L&G & B2Z)
  - PDF's for Roadway Files (L&G)
  - PDF's for Drainage Files (L&G)
  - PDF's for Signing/Striping Files (TEDSI)
  - Draft Geo Report (60%) with Corresponding Files (L&G Lab)

The following is a narrative of the progress for this period.

TASK
FC 110: SPECIAL SERVICE - SCHEMATIC REDESIGN (VE & PM Recommendations)
NO UPDATE: *See Progress Report Dated 6-4-14 for last update. We continue to await the final approval from TxDOT.* ✓
FC 110 (Subtask 110.1): SPECIAL SERVICE - GEOTECHNICAL (Exploration & Testing)
UPDATED: *See Attached Sub-Consultant Progress Report and Invoice From L&G Laboratory.* ✓
FC 145: PROJECT MANAGEMENT
UPDATED: *L&G continues to manage our sub-consultants and is utilizing Project Wise to upload the monthly electronic deliverables. L&G has attended multiple design meetings at DEC's office as well as holding similar meetings with our sub consultants. L&G continues to prepare the monthly invoice (including sub's invoices) as well as the monthly project schedules and submit to DEC.* ✓

FC 160 (Subtask 160.1): ROADWAY DESIGN CONTROLS
UPDATED: *L&G continues to develop the Removal Plan, intersecting roadways, intersection layouts and P&P Sheets (ML, Ramps, & Frontage Roads) at a 70% completion.*
FC 160 (Subtask 160.2): ROADWAY DESIGN CONTROLS (RGEC)
NO UPDATE: *See Progress Report Dated 8-8-14 for last update. Waiting for missing topo data.*
FC 161 (Subtask 161.1): DRAINAGE DETAILS – Drainage
UPDATED: *L&G has updated the irrigation layouts, culvert layout sheets, and utility & drainage P&P sheets at a 70% completion. L&G is coordinating with the local Irrigation Districts and continues to update the needed Irrigation Layouts for both the plan set and coordination efforts.*
FC 161 (Subtask 161.2): DRAINAGE DETAILS - Drainage (RGEC)
NO UPDATE: *See Progress Report Dated 8-8-14 for last update. Waiting for missing topo data.*
FC 161 (Subtask 161.3): DRAINAGE DETAILS – Levee Design
UPDATED: *L&G continues to develop the Levee plan sheets such as the typical sections and the preliminary levee P&P sheets as well as the cross sections at a 70% completion.*
FC 161 (Subtask 161.4): DRAINAGE DETAILS – Environmental
UPDATED: *L&G continues to develop the SW3P layout, SW3P Narrative and EPIC sheets at a 70% completion.*
FC 161 (Subtask 161.5): DRAINAGE DETAILS – Environmental (RGEC)
NO UPDATE: *See Progress Report Dated 8-8-14 for last update. Waiting for missing topo data.*
FC 162 (Subtask 162.1): TRAFFIC ITEMS – Signalization Design (ETSI)
NO UPDATE: *This task has not started. This task is pending the Warrant Analysis to be provided by the HCRMA to determine which intersections require a signal design.*
FC 162 (Subtask 162.2): TRAFFIC ITEMS – Signing Design (TEDSI)
UPDATED: *See Attached Sub-Consultant Progress Report and Invoice From TEDSI.*
FC 162 (Subtask 162.3): TRAFFIC ITEMS – Pavement Markings Design (TEDSI)
UPDATED: *See Attached Sub-Consultant Progress Report and Invoice From TEDSI.*
FC 163 (Subtask 163.1): MISCELLANEOUS (ROADWAY) - General
UPDATED: *L&G continues to develop the General Notes & Specification Data, Estimate & Quantity Sheets and Summary Tables for the needed project quantities as well as the individual plan sheets at a 70% completion.*
FC 163 (Subtask 163.2): MISCELLANEOUS (ROADWAY) – General (RGEC)
NO UPDATE: *See Progress Report Dated 8-8-14 for last update. Waiting for missing topo data.*
FC 163 (Subtask 163.3): MISCELLANEOUS (ROADWAY) – Traffic Control Plan (TCP)
NO UPDATE: *See Progress Report Dated 8-8-14 for last update. We are incorporating DEC's comments from the PS&E submittal into the final TCP.*

FC 163 (Subtask 163.4): MISCELLANEOUS (ROADWAY) – Illumination Design (ETSI)

NO UPDATE: *This task has not started. This task will begin this month.*

FC 163 (Subtask 163.5): MISCELLANEOUS (ROADWAY) – Retaining Wall

UPDATED: *L&G continues to develop the ret wall P&P's and misc. details at a 70% completion.*

FC 163 (Subtask 163.6): MISCELLANEOUS (ROADWAY) – Cross Sections

UPDATED: *L&G continues to develop the roadway cross sections based on the updated PGL & Horizontal Alignment at a 75% completion.*

FC170 (Subtask 170.1): BRIDGE DESIGN – FM 494 Bridge

UPDATED: *L&G has updated the following sheets:*

- *Prestressed Concrete I-Girder Design*
  - *Based on the finalized roadway geometrics and updated Inv-T Bent dimensions we have updated the Girder Design and revised the IGND sheets.*
- *Drain Details*
  - *Utilizing BGS bridge deck contours we have analyzed the drainage patterns on the bridge and determined that the runoff will safely drain off the ends of the bridge.*

FC170 (Subtask 170.2): BRIDGE DESIGN – Floodway Bridge

UPDATED: *L&G has updated the following sheets:*

- *Prestressed Concrete I-Girder Design*
  - *Based on the finalized roadway geometrics we have updated the Girder Design and revised the IGND sheets as necessary.*
- *Drain Details*
  - *Utilizing BGS bridge deck contours we have analyzed the drainage patterns on the bridge and determined that the runoff will safely drain off the sides of the bridge by utilizing side slot drains in the SSTR rail in the vicinity of the Floodway and will safely drain off the end of the bridge after crossing 23rd ST.*

FC170 (Subtask 170.3): BRIDGE DESIGN – West Bound 10th Street Bridge (B2Z)

UPDATED: *See Attached Sub-Consultant Progress Report and Invoice From B2Z.*

FC170 (Subtask 170.4): BRIDGE DESIGN – East Bound 10th Street Bridge (B2Z)

UPDATED: *See Attached Sub-Consultant Progress Report and Invoice From B2Z.*

FC170 (Subtask 170.5): BRIDGE DESIGN – West Bound Canal Bridge

UPDATED: *L&G has updated the following sheets:*

- *Prestressed Concrete I-Girder Design*
  - *Based on the finalized roadway geometrics and updated Inv-T Bent dimensions we have updated the Girder Design and revised the IGND sheets.*
- *Drain Details*
  - *Utilizing BGS bridge deck contours we have analyzed the drainage patterns on the bridge and determined that the runoff will safely drain off the sides of the bridge by utilizing side slot drains in the SSTR rail.*

FC170 (Subtask 170.6): BRIDGE DESIGN – East Bound Canal Bridge
UPDATED: *L&G has developed the same sheets for the EB Canal Bridge ML as explained in detail in the narrative for WB Canal Bridge ML.*
FC170 (Subtask 170.7): BRIDGE DESIGN – McColl Rd Underpass Bridge (B2Z)
UPDATED: *See Attached Sub-Consultant Progress Report and Invoice From B2Z.*
FC170 (Subtask 170.8): BRIDGE DESIGN – Bridge Standards
NO UPDATE: *See Progress Report Dated 8-8-14 for last update.*
FC170 (Subtask 170.9): BRIDGE DESIGN – Scour Analysis on Canal Bridge (B2Z)
NO UPDATE: *This task has not started.*

Should you have any questions regarding this submittal, please do not hesitate to call me at (956) 585-1909.

Sincerely,

Behrooz Badiozzamani, P.E.
Exec. VP/Project Manager – L&G Engineering, Inc.

SH365/TCC - Segment #2
Work Authorization #3

L&G Engineering
Transportation Consultants

AUGUST 2014 INVOICE

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Project: SH 365 PS&E Development
Limits: From FM 396 (Anzalduas Highway) To McColl Rd
CSJ: 3627-01-001
County: Hidalgo

Bill Through: 8/1/14 TO 8/31/2014
Client: HCRMA
Invoice No.: 11324914
WA No.: 3

Func Code	TASK DESCRIPTION	FIRM	CONTRACTED FEE ($)	PREVIOUSLY INVOICED		INVOICED TO DATE		BALANCE	AMOUNT DUE THIS INVOICE
				($ AMOUNT)	(% COMPLETED)	($ AMOUNT)	(% COMPLETED)		
110	SPECIAL SERVICE - SCHEMATIC REDESIGN (VE & PM RECOMMENDATIONS)								
	FM 494 & FLOODWAY BRIDGE RECONFIGURATION (INCLUDING END SPANS)	L&G	$10,624.85	$10,093.61	95.00%	$10,093.61	95.00%	$531.24	$0.00
	REDUCE SH 336 OVERPASS END SPANS	L&G	$5,359.05	$5,091.10	95.00%	$5,091.10	95.00%	$267.95	$0.00
	REMOVE GLASSCOCK RD UNDERPASS	L&G	$1,952.15	$1,854.54	95.00%	$1,854.54	95.00%	$97.61	$0.00
	SIMPLIFY BRIDGE AESTHETICS	L&G	$1,952.15	$1,854.54	95.00%	$1,854.54	95.00%	$97.61	$0.00
	RECONFIGURE TRAFFIC LANE ASSIGNMENTS AT 23RD ST/FLOODWAY/WARE RD	L&G	$8,653.93	$8,221.23	95.00%	$8,221.23	95.00%	$432.70	$0.00
	RECONFIGURE TRAFFIC LANE ASSIGNMENTS AT FM 494/FM 396 (ANZALDUAS HWY)	L&G	$8,653.93	$8,221.23	95.00%	$8,221.23	95.00%	$432.70	$0.00
	REMOVE TURNAROUNDS AT FM 494, SP 115 & SH 336 AND ADD RETAINING WALLS	L&G	$5,607.64	$5,327.26	95.00%	$5,327.26	95.00%	$280.38	$0.00
	REMOVE RAMPS AT SP 115 & FM 494	L&G	$5,607.64	$5,327.26	95.00%	$5,327.26	95.00%	$280.38	$0.00
	ADD BRIDGE TYPICAL SECTIONS (FM 494 & FLOODWAY NEW CONFIGURATION)	L&G	$2,897.13	$2,752.27	95.00%	$2,752.27	95.00%	$144.86	$0.00
	REVISE CROSS SECTIONS (NEW TOPO DATA, BRIDGE SPAN REDUCTION & OVERWEIGHT DES)	L&G	$19,154.14	$18,196.43	95.00%	$18,196.43	95.00%	$957.71	$0.00
	REVISE PROFILE (BRIDGE SPANS & LANE RECONFIGURATIONS)	L&G	$9,051.78	$8,599.19	95.00%	$8,599.19	95.00%	$452.59	$0.00
	REVISE SCHEMATIC TO DISPLAY ULTIMATE VS. PHASE I	L&G	$2,393.56	$2,273.88	95.00%	$2,273.88	95.00%	$119.68	$0.00
	SUBTOTAL (FUNCTION 110 - SPECIAL SERVICE SCHEMATIC REDESIGN) =		$81,907.95	$77,812.55	95%	$77,812.55	95%	$4,095.40	$0.00
110	SPECIAL SERVICE - GEOTECHNICAL								
	Subtask 110.1 - Geotechnical Exploration & Laboratory Testing								
	STRUCTURAL/RETAINING WALL/EMBANKMENT	L&G LAB	$146,688.18	$113,316.62	77.25%	$139,353.77	95.00%	$7,334.41	$26,037.15
	MISCELLANEOUS BORINGS - OH SIGN BRIDGES/HIGH MAST LIGHTING	L&G LAB	$18,302.30	$15,337.33	83.80%	$18,302.30	100.00%	$0.00	$2,964.97
	Subtask 110.2 - Geotechnical Engineering & Report								
	DEVELOP PLAN VIEW OF BORING LOGS/BORING STRATIGRAPHY	L&G LAB	$4,127.20	$3,301.76	80.00%	$4,127.20	100.00%	$0.00	$825.44
	STRUCTURAL EVALUATION OF BORINGS/STRENGTH PROFILES	L&G LAB	$10,824.00	$8,659.20	80.00%	$10,824.00	100.00%	$0.00	$2,164.80
	DEVELOP FOUNDATION CAPACITY CURVES (VARIOUS OPTIONS)	L&G LAB	$13,471.60	$10,777.28	80.00%	$10,777.28	80.00%	$2,694.32	$0.00
	GLOBAL STABILITY MODELING OF EMBANKMENT/RETAINING WALLS	L&G LAB	$28,422.80	$0.00	0.00%	$11,369.12	40.00%	$17,053.68	$11,369.12
	SETTLEMENT ANALYSIS (APPROACH EMBANKMENT/RETAINING WALLS)	L&G LAB	$13,471.60	$0.00	0.00%	$5,388.64	40.00%	$8,082.96	$5,388.64
	FOUNDATION TYPE AND CONSTRUCTION RECOMMENDATIONS	L&G LAB	$10,590.40	$3,177.12	30.00%	$4,236.16	40.00%	$6,354.24	$1,059.04
	GEOTECHNICAL REPORT	L&G LAB	$23,828.40	$7,148.52	30.00%	$14,297.04	60.00%	$9,531.36	$7,148.52
	MEETING AND COORDINATION	L&G LAB	$8,877.20	$4,438.60	50.00%	$4,438.60	50.00%	$4,438.60	$0.00
	SUBTOTAL (FUNCTION 110 - SPECIAL SERVICE GEOTECHNICAL) =		$278,603.68	$166,156.43	60%	$223,114.11	80%	$55,489.57	$56,957.68
145	PROJECT MANAGEMENT								
	PREPARE/MANAGE WA (PS&E DEVELOPMENT) (INCLUDING RECORD KEEPING, FILING, ADMIN)	L&G	$24,245.96	$14,547.58	60.00%	$16,972.17	70.00%	$7,273.79	$2,424.60
	SCHEDULE & ATTEND WORK AUTHORIZATION DEVELOPMENT MEETINGS	L&G	$21,336.56	$12,801.94	60.00%	$14,935.59	70.00%	$6,400.97	$2,133.66
	COORDINATION/PREPARE SUB WORK AUTHORIZATIONS/MANAGE SUBCONSULTANTS	L&G	$6,415.84	$3,849.50	60.00%	$4,491.09	70.00%	$1,924.75	$641.58
	PREPARATION OF INVOICES AND PROGRESS REPORTS	L&G	$26,111.00	$15,666.60	60.00%	$18,277.70	70.00%	$7,833.30	$2,611.10
	SCHEDULE & ATTEND PRE-DESIGN MEETING	L&G	$3,282.56	$3,282.56	100.00%	$3,282.56	100.00%	$0.00	$0.00
	SCHEDULE & ATTEND TRAFFIC SAFETY REVIEW MEETING	L&G	$3,282.56	$0.00	0.00%	$0.00	0.00%	$3,282.56	$0.00
	SCHEDULE, ATTEND AND PREPARE MINUTES FOR 2 PROGRESS MEETINGS	L&G	$8,902.64	$5,341.58	60.00%	$6,231.85	70.00%	$2,670.79	$890.26
	RESEARCH / REVIEW EXISTING PLANS & DATA	L&G	$15,045.00	$15,045.00	100.00%	$15,045.00	100.00%	$0.00	$0.00
	PREPARE PROJECT SCHEDULE (UPDATE TWICE)	L&G	$4,874.08	$2,924.45	60.00%	$3,411.86	70.00%	$1,462.22	$487.41

SH365/TCC - Segment #2
Work Authorization #3

L&G Engineering
Transportation Consultants

AUGUST 2014 INVOICE

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Project: SH 365 PS&E Development
Limits: From FM 396 (Anzalduas Highway) To McColl Rd
CSJ: 3627-01-001
County: Hidalgo

Bill Through: 8/1/14 TO 8/31/2014
Client: HCRMA
Invoice No.: 11324914
WA No.: 3

Func Code	TASK DESCRIPTION	FIRM	CONTRACTED FEE ($)	PREVIOUSLY INVOICED		INVOICED TO DATE		BALANCE	AMOUNT DUE THIS INVOICE
				($ AMOUNT)	(% COMPLETED)	($ AMOUNT)	(% COMPLETED)		
	PREPARE & ASSEMBLE PRELIMINARY COST ESTIMATES (1 @ 60% AND 1 @ 100%)	L&G	$11,439.12	$5,719.56	50.00%	$5,719.56	50.00%	$5,719.56	$0.00
	CONDUCT SITE VISIT OF PROJECT AREA (6 SITE VISITS)	L&G	$17,730.70	$17,730.70	100.00%	$17,730.70	100.00%	$0.00	$0.00
	QC/QA - OVERALL 30% SUBMITTAL	L&G	$13,826.44	$13,826.44	100.00%	$13,826.44	100.00%	$0.00	$0.00
	QC/QA - OVERALL 60% SUBMITTAL	L&G	$26,285.18	$26,285.18	100.00%	$26,285.18	100.00%	$0.00	$0.00
	QC/QA - OVERALL 90% SUBMITTAL	L&G	$29,667.20	$0.00	0.00%	$0.00	0.00%	$29,667.20	$0.00
	QC/QA - OVERALL 100% SUBMITTAL	L&G	$29,667.20	$0.00	0.00%	$0.00	0.00%	$29,667.20	$0.00
	ORGANIZE AND DOWNLOAD ELECTRONIC FILE DELIVERABLES	L&G	$1,790.48	$1,074.29	60.00%	$1,253.34	70.00%	$537.14	$179.05
	COMPLETION OF CPM SCHEDULE (FORMS 1823 & 1002 NOT INCLUDED)	L&G	$8,156.64	$0.00	0.00%	$0.00	0.00%	$8,156.64	$0.00
	SUBTOTAL (FUNCTION 145 - PROJECT MANAGEMENT) =		$252,059.16	$138,095.38	55%	$147,463.03	59%	$104,596.13	$9,367.66
160	ROADWAY DESIGN CONTROLS								
	Subtask 160.1 - Roadway Design Controls (L&G)								
	HORIZONTAL ALIGNMENT DATA SHEETS	L&G	$20,789.40	$16,631.52	80.00%	$16,631.52	80.00%	$4,157.88	$0.00
	SURVEY CONTROL INDEX OF SHEETS	L&G	$6,229.40	$0.00	0.00%	$0.00	0.00%	$6,229.40	$0.00
	HORIZONTAL & VERTICAL CONTROL DATA SHEETS	L&G	$6,229.40	$0.00	0.00%	$0.00	0.00%	$6,229.40	$0.00
	REMOVAL PLAN	L&G	$57,171.40	$34,302.84	60.00%	$40,019.98	70.00%	$17,151.42	$5,717.14
	ROADWAY P&P SHEETS - EB & WB MAINLANES	L&G	$87,734.24	$52,640.54	60.00%	$61,413.97	70.00%	$26,320.27	$8,773.42
	ROADWAY P&P SHEETS - RAMPS	L&G	$65,334.44	$39,200.66	60.00%	$45,734.11	70.00%	$19,600.33	$6,533.44
	ROADWAY P&P SHEETS - EB FRONTAGE ROAD	L&G	$50,133.88	$30,080.33	60.00%	$35,093.72	70.00%	$15,040.16	$5,013.39
	ROADWAY P&P SHEETS - WB FRONTAGE ROAD	L&G	$47,727.90	$28,636.74	60.00%	$33,409.53	70.00%	$14,318.37	$4,772.79
	INTERSECTING ROADS	L&G	$40,466.44	$24,279.86	60.00%	$28,326.51	70.00%	$12,139.93	$4,046.64
	INTERSECTION LAYOUTS & DETAILS	L&G	$15,001.68	$9,001.01	60.00%	$10,501.18	70.00%	$4,500.50	$1,500.17
	DRIVEWAY LAYOUTS	L&G	$10,979.22	$6,587.53	60.00%	$6,587.53	60.00%	$4,391.69	$0.00
	DRIVEWAY DETAILS	L&G	$1,504.52	$902.71	60.00%	$902.71	60.00%	$601.81	$0.00
	MISCELLANEOUS ROADWAY DETAILS	L&G	$6,888.44	$4,133.06	60.00%	$4,821.91	70.00%	$2,066.53	$688.84
	ROADWAY STANDARDS	L&G	$3,668.00	$2,200.80	60.00%	$2,200.80	60.00%	$1,467.20	$0.00
	PREPARE PLANS ELECTRONIC DELIVERABLES	L&G	$1,143.92	$686.35	60.00%	$800.74	70.00%	$343.18	$114.39
	Subtask 160.2 - Roadway Design Controls (RGEC)								
	HORIZONTAL ALIGNMENT DATA SHEETS	RGEC	$2,915.40	$1,749.24	60.00%	$1,749.24	60.00%	$1,166.16	$0.00
	SURVEY CONTROL INDEX OF SHEETS	RGEC	$499.77	$0.00	0.00%	$0.00	0.00%	$499.77	$0.00
	HORIZONTAL & VERTICAL CONTROL DATA SHEETS	RGEC	$2,915.40	$0.00	0.00%	$0.00	0.00%	$2,915.40	$0.00
	REMOVAL PLAN	RGEC	$1,499.34	$899.60	60.00%	$899.60	60.00%	$599.74	$0.00
	ROADWAY P&P SHEETS - EB & WB MAINLANES	RGEC	$49,228.04	$29,536.82	60.00%	$29,536.82	60.00%	$19,691.22	$0.00
	ROADWAY P&P SHEETS - RAMPS	RGEC	$11,286.62	$6,771.97	60.00%	$6,771.97	60.00%	$4,514.65	$0.00
	ROADWAY P&P SHEETS - EB FRONTAGE ROAD	RGEC	$11,286.62	$6,771.97	60.00%	$6,771.97	60.00%	$4,514.65	$0.00
	ROADWAY P&P SHEETS - WB FRONTAGE ROAD	RGEC	$11,286.62	$6,771.97	60.00%	$6,771.97	60.00%	$4,514.65	$0.00
	INTERSECTION LAYOUTS & DETAILS	RGEC	$5,643.31	$3,385.99	60.00%	$3,385.99	60.00%	$2,257.32	$0.00
	MISCELLANEOUS ROADWAY DETAILS	RGEC	$5,643.31	$3,385.99	60.00%	$3,385.99	60.00%	$2,257.32	$0.00
	ROADWAY STANDARDS	RGEC	$4,581.60	$2,748.96	60.00%	$2,748.96	60.00%	$1,832.64	$0.00
	PREPARE PLANS ELECTRONIC DELIVERABLES	RGEC	$2,096.46	$1,257.88	60.00%	$1,257.88	60.00%	$838.58	$0.00
	SUBTOTAL (FUNCTION 160 - ROADWAY DESIGN CONTROLS) =		$529,684.77	$312,564.36	59%	$349,724.59	66%	$180,160.18	$37,160.23

L&G Engineering
Transportation Consultants

AUGUST 2014 INVOICE

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Project: SH 365 PS&E Development
Limits: From FM 396 (Anzalduas Highway) To McColl Rd
CSJ: 3627-01-001
County: Hidalgo

Bill Through: 8/1/14 TO 8/31/2014
Client: HCRMA
Invoice No.: 11324914
WA No.: 3

Func Code	TASK DESCRIPTION	FIRM	CONTRACTED FEE ($)	PREVIOUSLY INVOICED		INVOICED TO DATE		BALANCE	AMOUNT DUE THIS INVOICE
				($ AMOUNT)	(% COMPLETED)	($ AMOUNT)	(% COMPLETED)		
161	DRAINAGE DETAILS								
	Subtask 161.1 - Drainage (L&G)								
	FIELD TRIP TO VERIFY EXISTING CONDITIONS (TWO TRIPS)	L&G	$3,220.36	$3,220.36	100.00%	$3,220.36	100.00%	$0.00	$0.00
	PREPARE LARGE AND SMALL DRAINAGE AREA MAPS	L&G	$12,856.76	$7,714.06	60.00%	$7,714.06	60.00%	$5,142.70	$0.00
	HYDROLOGY CALCULATIONS (STORM SEWER, CULVERTS, DITCHES)	L&G	$3,674.22	$2,204.53	60.00%	$2,204.53	60.00%	$1,469.69	$0.00
	HYDRAULIC COMPUTATIONS SHEETS (STORM SEWER, CULVERTS, DITCHES)	L&G	$15,691.64	$9,414.98	60.00%	$9,414.98	60.00%	$6,276.66	$0.00
	IRRIGATION LAYOUT SHEETS (INCL PARALLEL LINES)	L&G	$37,022.10	$22,213.26	60.00%	$25,915.47	70.00%	$11,106.63	$3,702.21
	COORDINATE WITH IRRIGATION DISTRICTS	L&G	$16,698.68	$10,019.21	60.00%	$10,019.21	60.00%	$6,679.47	$0.00
	ROADSIDE DITCH P&PS/DETENTION AREAS	L&G	$53,257.64	$31,954.58	60.00%	$31,954.58	60.00%	$21,303.06	$0.00
	CULVERT LAYOUT SHEETS	L&G	$12,595.58	$7,557.35	60.00%	$8,816.91	70.00%	$3,778.67	$1,259.56
	UTILITIES & DRAINAGE P&P SHEETS (STORM SEWER & DITCHES)	L&G	$23,929.16	$14,357.50	60.00%	$16,750.41	70.00%	$7,178.75	$2,392.92
	PREPARE MISCELLANEOUS DETAILS	L&G	$5,657.44	$3,394.46	60.00%	$3,960.21	70.00%	$1,697.23	$565.74
	Subtask 161.2 - Drainage (RGEC)								
	DATA COLLECTIVE/REVIEW DATA	RGEC	$8,815.50	$5,289.30	60.00%	$5,289.30	60.00%	$3,526.20	$0.00
	FIELD TRIP TO VERIFY EXISTING CONDITIONS (TWO TRIPS)	RGEC	$3,956.46	$2,373.88	60.00%	$2,373.88	60.00%	$1,582.58	$0.00
	PREPARE LARGE AND SMALL DRAINAGE AREA MAPS	RGEC	$10,564.78	$6,338.87	60.00%	$6,338.87	60.00%	$4,225.91	$0.00
	IRRIGATION LAYOUT SHEETS (INCL PARALLEL LINES)	RGEC	$30,541.80	$18,325.08	60.00%	$18,325.08	60.00%	$12,216.72	$0.00
	COORDINATE WITH IRRIGATION DISTRICTS	RGEC	$46,534.08	$27,920.45	60.00%	$27,920.45	60.00%	$18,613.63	$0.00
	OUTFALL P&P SHEETS	RGEC	$11,286.62	$6,771.97	60.00%	$6,771.97	60.00%	$4,514.65	$0.00
	CULVERT LAYOUT SHEETS	RGEC	$27,904.20	$16,742.52	60.00%	$16,742.52	60.00%	$11,161.68	$0.00
	DRAINAGE STANDARDS	RGEC	$4,581.60	$2,748.96	60.00%	$2,748.96	60.00%	$1,832.64	$0.00
	Subtask 161.3 - Levee Design								
	LEVEE TYPICAL SECTIONS	L&G	$2,362.46	$1,417.48	60.00%	$1,653.72	70.00%	$708.74	$236.25
	LEVEE P&P SHEETS	L&G	$10,979.22	$6,587.53	60.00%	$7,685.45	70.00%	$3,293.77	$1,097.92
	CROSS SECTIONS (11 X 17 SHEETS)	L&G	$34,802.50	$20,881.50	60.00%	$24,361.75	70.00%	$10,440.75	$3,480.25
	MISCELLANEOUS LEVEE DETAILS	L&G	$2,163.52	$1,298.11	60.00%	$1,514.46	70.00%	$649.06	$216.35
	Subtask 161.4 - Environmental (L&G)								
	SW3P NARRATIVE	L&G	$2,238.11	$1,342.87	60.00%	$1,566.68	70.00%	$671.43	$223.81
	SW3P LAYOUTS	L&G	$53,951.14	$32,370.68	60.00%	$37,765.80	70.00%	$16,185.34	$5,395.11
	MISCELLANEOUS SW3P DETAILS	L&G	$1,007.15	$604.29	60.00%	$705.01	70.00%	$302.15	$100.72
	SW3P STANDARDS	L&G	$183.40	$110.04	60.00%	$110.04	60.00%	$73.36	$0.00
	Subtask 161.5 - Environmental (RGEC)								
	SW3P NARRATIVE	RGEC	$3,248.60	$1,949.16	60.00%	$1,949.16	60.00%	$1,299.44	$0.00
	SW3P LAYOUTS	RGEC	$27,904.20	$16,742.52	60.00%	$16,742.52	60.00%	$11,161.68	$0.00
	MISCELLANEOUS SW3P DETAILS	RGEC	$2,998.68	$1,799.21	60.00%	$1,799.21	60.00%	$1,199.47	$0.00
	SW3P STANDARDS	RGEC	$229.08	$137.45	60.00%	$137.45	60.00%	$91.63	$0.00
	SUBTOTAL (FUNCTION 161 - DRAINAGE DETAILS) =		$470,856.68	$283,802.15	60%	$302,472.99	64%	$168,383.69	$18,670.84

SH365/TCC - Segment #2
Work Authorization #3

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AUGUST 2014 INVOICE

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

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Limits: From FM 396 (Anzalduas Highway) To McColl Rd
CSJ: 3627-01-001
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Bill Through: 8/1/14 TO 8/31/2014
Client: HCRMA
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162	TRAFFIC ITEMS								
	Subtask 162.1 - Signalization Design								
	FIELD INVESTIGATION AND DATA COLLECTION	ETSI	$3,346.08	$0.00	0.00%	$0.00	0.00%	$3,346.08	$0.00
	GENERAL NOTES FOR SIGNALIZATION	ETSI	$802.46	$0.00	0.00%	$0.00	0.00%	$802.46	$0.00
	BASIS OF ESTIMATE SUMMARY	ETSI	$2,651.98	$0.00	0.00%	$0.00	0.00%	$2,651.98	$0.00
	CONDITION DIAGRAMS	ETSI	$5,367.03	$0.00	0.00%	$0.00	0.00%	$5,367.03	$0.00
	PROPOSED SIGNAL LAYOUTS	ETSI	$13,928.16	$0.00	0.00%	$0.00	0.00%	$13,928.16	$0.00
	SIGNAL PHASING AND TIMING	ETSI	$3,544.02	$0.00	0.00%	$0.00	0.00%	$3,544.02	$0.00
	ELECTRICAL SCHEDULE	ETSI	$7,162.34	$0.00	0.00%	$0.00	0.00%	$7,162.34	$0.00
	CROSS WALK AND CURB RAMP DESIGN	ETSI	$2,097.26	$0.00	0.00%	$0.00	0.00%	$2,097.26	$0.00
	STANDARD SHEETS FOR SIGNALIZATION	ETSI	$2,822.82	$0.00	0.00%	$0.00	0.00%	$2,822.82	$0.00
	SPECIFICATIONS	ETSI	$995.37	$0.00	0.00%	$0.00	0.00%	$995.37	$0.00
	COST ESTIMATE	ETSI	$4,218.50	$0.00	0.00%	$0.00	0.00%	$4,218.50	$0.00
	COORDINATION AND PROGRESS MEETINGS	ETSI	$635.40	$0.00	0.00%	$0.00	0.00%	$635.40	$0.00
	Subtask 162.2 - Signing Design								
	FIELD INVENTORY OF SIGNS	TEDSI	$2,650.56	$0.00	0.00%	$0.00	0.00%	$2,650.56	$0.00
	GENERAL NOTES FOR SIGNS	TEDSI	$1,136.36	$0.00	0.00%	$0.00	0.00%	$1,136.36	$0.00
	SUMMARY OF QUANTITIES LARGE SIGNS	TEDSI	$2,382.11	$1,429.27	60.00%	$1,667.48	70.00%	$714.63	$238.21
	SUMMARY OF QUANTITIES SMALL SIGNS	TEDSI	$2,382.11	$1,429.27	60.00%	$1,667.48	70.00%	$714.63	$238.21
	SUMMARY OF LARGE SIGNS - PROPOSED (SOLS)	TEDSI	$10,641.68	$6,385.01	60.00%	$7,449.18	70.00%	$3,192.50	$1,064.17
	SUMMARY OF LARGE SIGNS - EXISTING (SOLS)	TEDSI	$1,391.50	$834.90	60.00%	$974.05	70.00%	$417.45	$139.15
	SUMMARY OF SMALL SIGNS - PROPOSED (SOSS)	TEDSI	$13,192.80	$7,915.68	60.00%	$9,234.96	70.00%	$3,957.84	$1,319.28
	SUMMARY OF SMALL SIGNS - EXISTING (SOLS)	TEDSI	$4,138.06	$2,482.84	60.00%	$2,896.64	70.00%	$1,241.42	$413.81
	SIGN LAYOUTS (STA. 620+00 TO STA. 987+00)	TEDSI	$81,131.74	$48,679.04	60.00%	$56,792.22	70.00%	$24,339.52	$8,113.17
	SIGN LAYOUTS (ANZALDUAS CONNECTOR)	TEDSI	$4,764.26	$2,858.56	60.00%	$3,334.98	70.00%	$1,429.28	$476.43
	SIGN LAYOUTS (FM 494 - STA. 140+84 TO 153+74)	TEDSI	$4,764.26	$2,858.56	60.00%	$3,334.98	70.00%	$1,429.28	$476.43
	SIGN LAYOUTS (MCCOLL RD - STA. 29+65 TO 50+50)	TEDSI	$4,764.26	$2,858.56	60.00%	$3,334.98	70.00%	$1,429.28	$476.43
	SIGN LAYOUTS (10TH ST INTERSECTION)	TEDSI	$2,299.30	$1,379.58	60.00%	$1,609.51	70.00%	$689.79	$229.93
	LARGE GUIDE SIGN PANEL DETAILS	TEDSI	$19,023.90	$11,414.34	60.00%	$13,316.73	70.00%	$5,707.17	$1,902.39
	OVERHEAD SIGN STRUCTURE DETAILS	TEDSI	$35,324.52	$21,194.71	60.00%	$21,194.71	60.00%	$14,129.81	$0.00
	LARGE GROUND MOUNTED SIGN STRUCTURE DESIGN (19 GM)	TEDSI	$8,193.35	$4,916.01	60.00%	$5,735.35	70.00%	$2,458.01	$819.34
	SMALL SIGN PANEL DETAILS	TEDSI	$4,386.57	$2,631.94	60.00%	$3,070.60	70.00%	$1,315.97	$438.66
	STANDARD SHEETS	TEDSI	$10,118.29	$6,070.97	60.00%	$7,082.80	70.00%	$3,035.49	$1,011.83
	SPECIFICATIONS	TEDSI	$543.34	$0.00	0.00%	$0.00	0.00%	$543.34	$0.00
	COST ESTIMATE	TEDSI	$8,693.44	$5,216.06	60.00%	$6,085.41	70.00%	$2,608.03	$869.34
	COORDINATION AND PROGRESS MEETINGS	TEDSI	$9,859.68	$5,915.81	60.00%	$6,901.78	70.00%	$2,957.90	$985.97
	Subtask 162.3 - Pavement Markings Design								
	GENERAL NOTES FOR PAVEMENT MARKINGS	TEDSI	$1,136.36	$0.00	0.00%	$0.00	0.00%	$1,136.36	$0.00
	SUMMARY OF QUANTITIES	TEDSI	$2,382.11	$1,429.27	60.00%	$1,667.48	70.00%	$714.63	$238.21
	PAVEMENT MARKING LAYOUTS (STA. 620+00 TO 987+00)	TEDSI	$85,306.30	$51,183.78	60.00%	$59,714.41	70.00%	$25,591.89	$8,530.63

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				($ AMOUNT)	(% COMPLETED)	($ AMOUNT)	(% COMPLETED)		
	PAVEMENT MARKING LAYOUTS (ANZALDUAS CONNECTOR)	TEDSI	$4,220.92	$2,532.55	60.00%	$2,954.64	70.00%	$1,266.28	$422.09
	PAVEMENT MARKING LAYOUTS (FM 494 - STA. 140+84 TO STA. 153+74)	TEDSI	$5,115.47	$3,069.28	60.00%	$3,580.83	70.00%	$1,534.64	$511.55
	PAVEMENT MARKING LAYOUTS (MCCOLL RD - STA. 29+85 TO STA. 50+50)	TEDSI	$5,092.23	$3,055.34	60.00%	$3,564.56	70.00%	$1,527.67	$509.22
	PAVEMENT MARKING LAYOUTS (10TH ST INTERSECTION)	TEDSI	$1,934.85	$1,160.91	60.00%	$1,354.40	70.00%	$580.46	$193.49
	STANDARD SHEETS	TEDSI	$2,879.09	$1,727.45	60.00%	$2,015.36	70.00%	$863.73	$287.91
	COST ESTIMATE	TEDSI	$8,693.44	$5,216.06	60.00%	$6,085.41	70.00%	$2,608.03	$869.34
	SUBTOTAL (FUNCTION 161 - TRAFFIC ITEMS) =		$396,114.28	$205,845.74	52%	$236,620.92	60%	$159,493.36	$30,775.17
163	MISCELLANEOUS (ROADWAY)								
	Subtask 163.1 - General (L&G)								
	TITLE SHEET	L&G	$2,772.76	$2,079.57	75.00%	$2,218.21	80.00%	$554.55	$138.64
	INDEX OF SHEETS	L&G	$12,981.14	$9,735.86	75.00%	$10,384.91	80.00%	$2,596.23	$649.06
	PROJECT LAYOUT	L&G	$12,359.32	$9,269.49	75.00%	$9,269.49	75.00%	$3,089.83	$0.00
	EXISTING TYPICAL SECTIONS	L&G	$13,608.88	$10,206.66	75.00%	$10,206.66	75.00%	$3,402.22	$0.00
	PROP TYPICAL SECTIONS	L&G	$28,834.35	$21,625.76	75.00%	$21,625.76	75.00%	$7,208.59	$0.00
	GENERAL NOTES & SPECIFICATION DATA	L&G	$18,650.86	$11,190.52	60.00%	$13,988.15	75.00%	$4,662.72	$2,797.63
	ESTIMATE & QUANTITY SHEETS	L&G	$19,521.26	$11,712.76	60.00%	$13,664.88	70.00%	$5,856.38	$1,952.13
	SUMMARY OF TRAFFIC CONTROL QUANTITIES	L&G	$2,163.52	$1,298.11	60.00%	$1,514.46	70.00%	$649.06	$216.35
	SUMMARY OF ROADWAY QUANTITIES	L&G	$10,146.08	$6,087.65	60.00%	$7,102.26	70.00%	$3,043.82	$1,014.61
	SUMMARY OF RETAINING WALL QUANTITIES	L&G	$2,760.32	$1,656.19	60.00%	$1,932.22	70.00%	$828.10	$276.03
	SUMMARY OF CULVERT QUANTITIES	L&G	$5,520.64	$3,312.38	60.00%	$3,864.45	70.00%	$1,656.19	$552.06
	SUMMARY OF STORM SEWER QUANTITIES	L&G	$8,280.96	$4,968.58	60.00%	$5,796.67	70.00%	$2,484.29	$828.10
	SUMMARY OF BRIDGES	L&G	$2,760.32	$1,656.19	60.00%	$1,932.22	70.00%	$828.10	$276.03
	SUMMARY OF ILLUMINATION QUANTITIES	L&G	$1,380.16	$828.10	60.00%	$966.11	70.00%	$414.05	$138.02
	SUMMARY OF TRAFFIC SIGNAL QUANTITIES	L&G	$1,380.16	$828.10	60.00%	$966.11	70.00%	$414.05	$138.02
	SUMMARY OF EARTHWORK QUANTITIES	L&G	$16,561.92	$9,937.15	60.00%	$12,421.44	75.00%	$4,140.48	$2,484.29
	SUMMARY OF SMALL SIGNS	L&G	$1,380.16	$828.10	60.00%	$966.11	70.00%	$414.05	$138.02
	SUMMARY OF PAVEMENT MARKINGS	L&G	$1,380.16	$828.10	60.00%	$966.11	70.00%	$414.05	$138.02
	SUMMARY OF DELINEATION & OBJ MRKR QUANTITIES	L&G	$1,380.16	$828.10	60.00%	$966.11	70.00%	$414.05	$138.02
	SUMMARY OF SW3P (EROSION CONTROL)	L&G	$1,380.16	$828.10	60.00%	$966.11	70.00%	$414.05	$138.02
	SUMMARY OF REMOVAL ITEMS	L&G	$1,380.16	$828.10	60.00%	$966.11	70.00%	$414.05	$138.02
	Subtask 163.2 - General (RGEC)								
	INDEX OF SHEETS	RGEC	$673.30	$403.98	60.00%	$403.98	60.00%	$269.32	$0.00
	EXISTING TYPICAL SECTIONS	RGEC	$1,499.34	$899.60	60.00%	$899.60	60.00%	$599.74	$0.00
	PROP TYPICAL SECTIONS	RGEC	$8,947.47	$5,368.48	60.00%	$5,368.48	60.00%	$3,578.99	$0.00
	ESTIMATE & QUANTITY SHEETS	RGEC	$2,998.68	$1,799.21	60.00%	$1,799.21	60.00%	$1,199.47	$0.00
	SUMMARY OF ROADWAY QUANTITIES	RGEC	$8,565.58	$5,139.35	60.00%	$5,139.35	60.00%	$3,426.23	$0.00
	SUMMARY OF CULVERT QUANTITIES	RGEC	$4,976.91	$2,986.15	60.00%	$2,986.15	60.00%	$1,990.76	$0.00
	SUMMARY OF EARTHWORK QUANTITIES	RGEC	$4,976.91	$2,986.15	60.00%	$2,986.15	60.00%	$1,990.76	$0.00
	SUMMARY OF DELINEATION & OBJ MRKR QUANTITIES	RGEC	$492.84	$295.70	60.00%	$295.70	60.00%	$197.14	$0.00
	SUMMARY OF SW3P (EROSION CONTROL)	RGEC	$4,976.91	$2,986.15	60.00%	$2,986.15	60.00%	$1,990.76	$0.00

SH365/TCC - Segment #2
Work Authorization #3

L&G Engineering
Transportation Consultants

AUGUST 2014 INVOICE

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Project: SH 365 PS&E Development
Limits: From FM 396 (Anzalduas Highway) To McColl Rd
CSJ: 3627-01-001
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Bill Through: 8/1/14 TO 8/31/2014
Client: HCRMA
Invoice No.: 11324914
WA No.: 3

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				($ AMOUNT)	(% COMPLETED)	($ AMOUNT)	(% COMPLETED)		
	SUMMARY OF REMOVAL ITEMS	RGEC	$1,166.14	$699.68	60.00%	$699.68	60.00%	$466.46	$0.00
	Subtask 163.3 - Traffic Control Plan (TCP)								
	SEQUENCE OF CONSTRUCTION NARRATIVE	L&G	$7,932.86	$6,346.29	80.00%	$6,346.29	80.00%	$1,586.57	$0.00
	TRAFFIC CONTROL PLAN TYPICAL SECTIONS	L&G	$31,687.67	$25,350.14	80.00%	$25,350.14	80.00%	$6,337.53	$0.00
	TRAFFIC CONTROL PLAN GENERAL NOTES	L&G	$2,014.30	$1,611.44	80.00%	$1,611.44	80.00%	$402.86	$0.00
	TCP ADVANCE WARNING SIGNS	L&G	$6,565.06	$5,252.05	80.00%	$5,252.05	80.00%	$1,313.01	$0.00
	TRAFFIC CONTROL PLAN - PHASE LAYOUTS	L&G	$92,707.32	$74,165.86	80.00%	$74,165.86	80.00%	$18,541.46	$0.00
	TEMPORARY TRAFFIC SIGNALS & ILLUMINATION	L&G	$6,565.06	$0.00	0.00%	$0.00	0.00%	$6,565.06	$0.00
	ROLL PLOT	L&G	$14,448.40	$10,836.30	75.00%	$10,836.30	75.00%	$3,612.10	$0.00
	TCP STANDARDS	L&G	$2,567.60	$2,054.08	80.00%	$2,054.08	80.00%	$513.52	$0.00
	CPM SCHEDULE	L&G	$4,476.24	$2,685.74	60.00%	$2,685.74	60.00%	$1,790.50	$0.00
	Subtask 163.4 - Illumination Design								
	GENERAL NOTES FOR ILLUMINATION	ETSI	$914.67	$0.00	0.00%	$0.00	0.00%	$914.67	$0.00
	QUANTITIES SUMMARY	ETSI	$2,873.90	$0.00	0.00%	$0.00	0.00%	$2,873.90	$0.00
	PROPOSED ILLUMINATION LAYOUTS	ETSI	$40,433.40	$0.00	0.00%	$0.00	0.00%	$40,433.40	$0.00
	VOLTAGE DROP CALCULATIONS	ETSI	$9,636.00	$0.00	0.00%	$0.00	0.00%	$9,636.00	$0.00
	WIRING DIAGRAMS	ETSI	$15,183.20	$0.00	0.00%	$0.00	0.00%	$15,183.20	$0.00
	SPECIAL MOUNTING DETAILS	ETSI	$5,882.66	$0.00	0.00%	$0.00	0.00%	$5,882.66	$0.00
	STANDARD SHEETS	ETSI	$2,822.82	$0.00	0.00%	$0.00	0.00%	$2,822.82	$0.00
	SPECIFICATIONS	ETSI	$1,990.74	$0.00	0.00%	$0.00	0.00%	$1,990.74	$0.00
	COST ESTIMATE	ETSI	$5,752.86	$0.00	0.00%	$0.00	0.00%	$5,752.86	$0.00
	COORDINATION AND PROGRESS MEETINGS	ETSI	$3,403.98	$0.00	0.00%	$0.00	0.00%	$3,403.98	$0.00
	Subtask 163.5 - Retaining Wall								
	RETAINING WALL P&P'S & BORING DATA	L&G	$56,835.56	$34,101.34	60.00%	$39,784.89	70.00%	$17,050.67	$5,683.56
	RETAINING WALL MISCELLANEOUS DETAILS	L&G	$8,622.94	$5,173.76	60.00%	$6,036.06	70.00%	$2,586.88	$862.29
	RETAINING WALL STANDARDS	L&G	$733.60	$440.16	60.00%	$440.16	60.00%	$293.44	$0.00
	Subtask 163.6 - Cross Sections								
	CROSS SECTIONS (RDWY & DETENTION) (11 X 17 SHEETS)	L&G	$75,225.44	$45,135.26	60.00%	$56,419.08	75.00%	$18,806.36	$11,283.82
	SUBTOTAL (FUNCTION 163 - MISCELLANEOUS (ROADWAY)) =		$605,133.81	$347,250.40	57%	$377,231.10	62%	$227,902.71	$29,980.70
170	**BRIDGE DESIGN**								
	Subtask 170.1 - FM 494 Bridge								
	BRIDGE LAYOUTS	L&G	$9,599.02	$8,639.12	90.00%	$8,639.12	90.00%	$959.90	$0.00
	SUMMARY OF QUANTITIES (BRIDGE) AND BEARING SEAT ELEVATION	L&G	$7,939.05	$4,763.43	60.00%	$4,763.43	60.00%	$3,175.62	$0.00
	FOUNDATION LAYOUTS	L&G	$5,470.95	$3,282.57	60.00%	$3,282.57	60.00%	$2,188.38	$0.00
	FOUNDATION DETAILS - 1 TYPE(S)	L&G	$7,236.54	$4,341.92	60.00%	$4,341.92	60.00%	$2,894.62	$0.00
	ABUTMENTS - 1 TYPE	L&G	$14,062.74	$12,656.47	90.00%	$12,656.47	90.00%	$1,406.27	$0.00
	INTERIOR BENTS - 1 TYPE	L&G	$14,062.74	$8,437.64	60.00%	$8,437.64	60.00%	$5,625.10	$0.00

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	CONC SLAB SPAN & DEFLECTION - 1 UNIT	L&G	$5,899.89	$5,309.90	90.00%	$5,309.90	90.00%	$589.99	$0.00
	CONC FRAMING PLAN & BENT REPORT - 1 UNIT	L&G	$5,875.01	$5,287.51	90.00%	$5,287.51	90.00%	$587.50	$0.00
	CONC TYPICAL SECTIONS AND DEFLECTIONS	L&G	$6,372.40	$5,735.16	90.00%	$5,735.16	90.00%	$637.24	$0.00
	PRESTR CONC BEAMS - IGNS	L&G	$7,367.09	$4,420.25	60.00%	$5,525.32	75.00%	$1,841.77	$1,105.06
	ARCHITECTURAL TREATMENT	L&G	$13,055.70	$7,833.42	60.00%	$7,833.42	60.00%	$5,222.28	$0.00
	DRAIN DETAILS	L&G	$10,786.44	$0.00	0.00%	$9,707.80	90.00%	$1,078.64	$9,707.80
	BRIDGE BORING LOGS	L&G	$2,381.12	$1,428.67	60.00%	$1,428.67	60.00%	$952.45	$0.00
	Subtask 170.2 - Floodway Bridge								
	SUMMARY OF QUANTITIES (BRIDGE) AND BEARING SEAT ELEVATION	L&G	$12,312.70	$7,387.62	60.00%	$7,387.62	60.00%	$4,925.08	$0.00
	FOUNDATION LAYOUTS	L&G	$23,910.54	$14,346.32	60.00%	$14,346.32	60.00%	$9,564.22	$0.00
	FOUNDATION DETAILS - 10 TYPE(S)	L&G	$50,108.70	$30,065.22	60.00%	$30,065.22	60.00%	$20,043.48	$0.00
	ABUTMENTS	L&G	$25,912.26	$23,321.03	90.00%	$23,321.03	90.00%	$2,591.23	$0.00
	INTERIOR BENTS - 12 TYPES	L&G	$94,789.96	$56,873.98	60.00%	$56,873.98	60.00%	$37,915.98	$0.00
	CONC SLAB SPAN & DEFLECTION - 12 UNITS	L&G	$64,047.06	$38,428.24	60.00%	$38,428.24	60.00%	$25,618.82	$0.00
	CONC FRAMING PLAN & BENT REPORT - 12 UNITS	L&G	$63,300.90	$37,980.54	60.00%	$37,980.54	60.00%	$25,320.36	$0.00
	CONC TYPICAL SECTIONS AND DEFLECTIONS	L&G	$37,395.12	$22,437.07	60.00%	$22,437.07	60.00%	$14,958.05	$0.00
	PRESTR CONC BEAMS - IGNS	L&G	$15,331.02	$9,198.61	60.00%	$11,498.27	75.00%	$3,832.76	$2,299.65
	ARCHITECTURAL TREATMENT	L&G	$14,920.80	$8,952.48	60.00%	$8,952.48	60.00%	$5,968.32	$0.00
	DRAIN DETAILS	L&G	$12,651.54	$0.00	0.00%	$11,386.39	90.00%	$1,265.15	$11,386.39
	BRIDGE BORING LOGS	L&G	$11,905.60	$7,143.36	60.00%	$7,143.36	60.00%	$4,762.24	$0.00
	Subtask 170.3 - West Bound 10th St Bridge								
	BRIDGE LAYOUTS	B2Z	$8,716.95	$7,845.26	90.00%	$7,845.26	90.00%	$871.70	$0.00
	SUMMARY OF QUANTITIES (BRIDGE) AND BEARING SEAT ELEVATION	B2Z	$7,576.47	$4,545.88	60.00%	$4,545.88	60.00%	$3,030.59	$0.00
	FOUNDATION LAYOUTS	B2Z	$5,049.00	$3,029.40	60.00%	$3,029.40	60.00%	$2,019.60	$0.00
	FOUNDATION DETAILS - 1 TYPE(S)	B2Z	$6,807.24	$4,084.34	60.00%	$4,084.34	60.00%	$2,722.90	$0.00
	ABUTMENTS - 1 TYPE	B2Z	$13,329.36	$11,996.42	90.00%	$11,996.42	90.00%	$1,332.94	$0.00
	INTERIOR BENTS - 1 TYPE	B2Z	$13,329.36	$7,997.62	60.00%	$7,997.62	60.00%	$5,331.74	$0.00
	CONC SLAB SPAN & DEFLECTION - 1 UNIT	B2Z	$5,571.72	$5,014.55	90.00%	$5,014.55	90.00%	$557.17	$0.00
	CONC FRAMING PLAN & BENT REPORT - 1 UNIT	B2Z	$5,601.42	$5,041.28	90.00%	$5,041.28	90.00%	$560.14	$0.00
	CONC TYPICAL SECTIONS AND DEFLECTIONS	B2Z	$5,910.30	$5,319.27	90.00%	$5,319.27	90.00%	$591.03	$0.00
	PRESTR CONC BEAMS - IGNS	B2Z	$7,038.90	$4,223.34	60.00%	$5,279.18	75.00%	$1,759.73	$1,055.84
	ARCHITECTURAL TREATMENT	B2Z	$11,880.00	$7,128.00	60.00%	$7,128.00	60.00%	$4,752.00	$0.00
	DRAIN DETAILS	B2Z	$10,080.18	$0.00	0.00%	$9,072.16	90.00%	$1,008.02	$9,072.16
	BRIDGE BORING LOGS	B2Z	$2,239.38	$1,343.63	60.00%	$1,343.63	60.00%	$895.75	$0.00
	Subtask 170.4 - East Bound 10th St Bridge								
	BRIDGE LAYOUTS	B2Z	$8,716.95	$7,845.26	90.00%	$7,845.26	90.00%	$871.70	$0.00
	SUMMARY OF QUANTITIES (BRIDGE) AND BEARING SEAT ELEVATION	B2Z	$7,576.47	$4,545.88	60.00%	$4,545.88	60.00%	$3,030.59	$0.00
	FOUNDATION LAYOUTS	B2Z	$8,452.62	$5,071.57	60.00%	$5,071.57	60.00%	$3,381.05	$0.00
	ABUTMENTS	B2Z	$6,664.68	$5,998.21	90.00%	$5,998.21	90.00%	$666.47	$0.00
	INTERIOR BENTS	B2Z	$6,664.68	$3,998.81	60.00%	$3,998.81	60.00%	$2,665.87	$0.00

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	CONC SLAB SPAN	B2Z	$2,889.81	$2,600.83	90.00%	$2,600.83	90.00%	$288.98	$0.00
	CONC FRAMING PLAN & BENT REPORT	B2Z	$5,601.42	$5,041.28	90.00%	$5,041.28	90.00%	$560.14	$0.00
	CONC TYPICAL SECTIONS AND DEFLECTIONS	B2Z	$2,955.15	$2,659.64	90.00%	$2,659.64	90.00%	$295.52	$0.00
	PRESTR CONC I-GIRDER DESIGN	B2Z	$7,038.90	$4,223.34	60.00%	$5,279.18	75.00%	$1,759.73	$1,055.84
	ARCHITECTURAL TREATMENT	B2Z	$5,940.00	$3,564.00	60.00%	$3,564.00	60.00%	$2,376.00	$0.00
	DRAIN DETAILS	B2Z	$5,040.09	$0.00	0.00%	$4,536.08	90.00%	$504.01	$4,536.08
	BRIDGE BORING LOGS	B2Z	$2,239.38	$1,343.63	60.00%	$1,343.63	60.00%	$895.75	$0.00
	Subtask 170.5 - West Bound Canal Bridge								
	BRIDGE LAYOUTS	L&G	$9,599.02	$8,639.12	90.00%	$8,639.12	90.00%	$959.90	$0.00
	SUMMARY OF QUANTITIES (BRIDGE) AND BEARING SEAT ELEVATION	L&G	$7,939.05	$4,763.43	60.00%	$4,763.43	60.00%	$3,175.62	$0.00
	FOUNDATION LAYOUTS	L&G	$12,707.49	$7,624.49	60.00%	$7,624.49	60.00%	$5,083.00	$0.00
	ABUTMENTS	L&G	$14,062.74	$12,656.47	90.00%	$12,656.47	90.00%	$1,406.27	$0.00
	INTERIOR BENTS	L&G	$9,375.16	$5,625.10	60.00%	$5,625.10	60.00%	$3,750.06	$0.00
	CONC SLAB SPAN	L&G	$5,899.89	$5,309.90	90.00%	$5,309.90	90.00%	$589.99	$0.00
	CONC FRAMING PLAN & BENT REPORT	L&G	$5,875.01	$5,287.51	90.00%	$5,287.51	90.00%	$587.50	$0.00
	CONC TYPICAL SECTIONS AND DEFLECTIONS	L&G	$6,372.40	$5,735.16	90.00%	$5,735.16	90.00%	$637.24	$0.00
	PRESTR CONC I-GIRDER DESIGN	L&G	$7,367.09	$4,420.25	60.00%	$5,525.32	75.00%	$1,841.77	$1,105.06
	ARCHITECTURAL TREATMENT	L&G	$13,055.70	$7,833.42	60.00%	$7,833.42	60.00%	$5,222.28	$0.00
	DRAIN DETAILS	L&G	$10,786.44	$0.00	0.00%	$9,707.80	90.00%	$1,078.64	$9,707.80
	BRIDGE BORING LOGS	L&G	$2,381.12	$1,428.67	60.00%	$1,428.67	60.00%	$952.45	$0.00
	Subtask 170.6 - East Bound Canal Bridge								
	BRIDGE LAYOUTS	L&G	$9,599.02	$8,639.12	90.00%	$8,639.12	90.00%	$959.90	$0.00
	SUMMARY OF QUANTITIES (BRIDGE) AND BEARING SEAT ELEVATION	L&G	$7,939.05	$4,763.43	60.00%	$4,763.43	60.00%	$3,175.62	$0.00
	FOUNDATION LAYOUTS	L&G	$9,089.22	$5,453.53	60.00%	$5,453.53	60.00%	$3,635.69	$0.00
	ABUTMENTS	L&G	$7,031.37	$6,328.23	90.00%	$6,328.23	90.00%	$703.14	$0.00
	INTERIOR BENTS	L&G	$3,442.65	$2,065.59	60.00%	$2,065.59	60.00%	$1,377.06	$0.00
	CONC SLAB SPAN	L&G	$3,061.85	$2,755.67	90.00%	$2,755.67	90.00%	$306.19	$0.00
	CONC FRAMING PLAN & BENT REPORT	L&G	$5,875.01	$5,287.51	90.00%	$5,287.51	90.00%	$587.50	$0.00
	CONC TYPICAL SECTIONS AND DEFLECTIONS	L&G	$3,186.20	$2,867.58	90.00%	$2,867.58	90.00%	$318.62	$0.00
	PRESTR CONC I-GIRDER DESIGN	L&G	$7,367.09	$4,420.25	60.00%	$5,525.32	75.00%	$1,841.77	$1,105.06
	ARCHITECTURAL TREATMENT	L&G	$6,527.85	$3,916.71	60.00%	$3,916.71	60.00%	$2,611.14	$0.00
	DRAIN DETAILS	L&G	$5,393.22	$0.00	0.00%	$4,853.90	90.00%	$539.32	$4,853.90
	BRIDGE BORING LOGS	L&G	$2,381.12	$1,428.67	60.00%	$1,428.67	60.00%	$952.45	$0.00
	Subtask 170.7 - McColl Rd Underpass Bridge								
	BRIDGE LAYOUTS	B2Z	$13,026.42	$11,723.78	90.00%	$11,723.78	90.00%	$1,302.64	$0.00
	SUMMARY OF QUANTITIES (BRIDGE) AND BEARING SEAT ELEVATION	B2Z	$9,120.87	$5,472.52	60.00%	$5,472.52	60.00%	$3,648.35	$0.00
	FOUNDATION LAYOUTS	B2Z	$9,887.13	$5,932.28	60.00%	$5,932.28	60.00%	$3,954.85	$0.00
	ABUTMENTS	B2Z	$18,137.79	$16,324.01	90.00%	$16,324.01	90.00%	$1,813.78	$0.00
	INTERIOR BENTS	B2Z	$14,734.17	$8,840.50	60.00%	$8,840.50	60.00%	$5,893.67	$0.00
	CONC SLAB SPAN	B2Z	$7,814.07	$7,032.66	90.00%	$7,032.66	90.00%	$781.41	$0.00

L&G Engineering
Transportation Consultants

AUGUST 2014 INVOICE

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Project: SH 365 PS&E Development
Limits: From FM 396 (Anzalduas Highway) To McColl Rd
CSJ: 3627-01-001
County: Hidalgo

Bill Through: 8/1/14 TO 8/31/2014
Client: HCRMA
Invoice No.: 11324914
WA No.: 3

Func Code	TASK DESCRIPTION	FIRM	CONTRACTED FEE ($)	PREVIOUSLY INVOICED		INVOICED TO DATE		BALANCE	AMOUNT DUE THIS INVOICE
				($ AMOUNT)	(% COMPLETED)	($ AMOUNT)	(% COMPLETED)		
	CONC FRAMING PLAN & BENT REPORT	B2Z	$8,633.79	$7,770.41	90.00%	$7,770.41	90.00%	$863.38	$0.00
	CONC TYPICAL SECTIONS AND DEFLECTIONS	B2Z	$8,823.87	$7,941.48	90.00%	$7,941.48	90.00%	$882.39	$0.00
	PRESTR CONC I-GIRDER DESIGN	B2Z	$6,483.51	$3,890.11	60.00%	$4,862.63	75.00%	$1,620.88	$972.53
	ARCHITECTURAL TREATMENT	B2Z	$11,446.38	$6,867.83	60.00%	$6,867.83	60.00%	$4,578.55	$0.00
	DRAIN DETAILS	B2Z	$6,008.31	$0.00	0.00%	$5,407.48	90.00%	$600.83	$5,407.48
	BRIDGE BORING LOGS	B2Z	$2,052.27	$1,231.36	60.00%	$1,231.36	60.00%	$820.91	$0.00
	Subtask 170.8 - Bridge Standards								
	BRIDGE STANDARDS	L&G	$9,064.44	$5,438.66	60.00%	$5,438.66	60.00%	$3,625.78	$0.00
	Subtask 170.9 - Scour Analysis On Canal Bridge								
	SCOUR ANALYSIS BASED ON HEC-18 (WB BRIDGE)	B2Z	$23,700.60	$0.00	0.00%	$0.00	0.00%	$23,700.60	$0.00
	SCOUR ANALYSIS BASED ON HEC-18 (EB BRIDGE)	B2Z	$14,743.08	$0.00	0.00%	$0.00	0.00%	$14,743.08	$0.00
	SUBTOTAL (FUNCTION 170 - BRIDGE DESIGN) =		$1,049,596.78	$648,447.39	62%	$711,818.03	68%	$337,778.76	$63,370.64
	DIRECT EXPENSES								
	Subtask 1 - Direct Expenses (L&G)								
	PRINTING MYLAR & PAPER SHEETS	L&G	$26,082.00	$15,649.20	60.00%	$18,257.40	70.00%	$7,824.60	$2,608.20
	PLOTS (BLACK & WHITE)	L&G	$1,800.00	$0.00	0.00%	$0.00	0.00%	$1,800.00	$0.00
	PLOTS (COLOR)	L&G	$5,400.00	$3,240.00	60.00%	$3,240.00	60.00%	$2,160.00	$0.00
	COLOR GRAPHICS ON FOAM BOARD	L&G	$900.00	$0.00	0.00%	$0.00	0.00%	$900.00	$0.00
	CAR RENTAL	L&G	$600.00	$0.00	0.00%	$0.00	0.00%	$600.00	$0.00
	DELIVERY SERVICES	L&G	$250.00	$0.00	0.00%	$0.00	0.00%	$250.00	$0.00
	MILEAGE	L&G	$3,775.20	$1,887.60	50.00%	$2,831.40	75.00%	$943.80	$943.80
	Subtask 2 - Direct Expenses (L&G Lab)								
	PRINTING REPRODUCTION	L&G LAB	$450.00	$0.00	0.00%	$0.00	0.00%	$450.00	$0.00
	Subtask 3 - Direct Expenses (RGEC)								
	MILEAGE	RGEC	$90.00	$54.00	60.00%	$54.00	60.00%	$36.00	$0.00
	PRINTING PAPER SHEETS	RGEC	$4,170.00	$2,502.00	60.00%	$2,502.00	60.00%	$1,668.00	$0.00
	PRINTING MYLAR SHEETS	RGEC	$278.00	$0.00	0.00%	$0.00	0.00%	$278.00	$0.00
	Subtask 4 - Direct Expenses (ETSI)								
	PRINTING MYLAR & PAPER SHEETS	ETSI	$1,587.00	$0.00	0.00%	$0.00	0.00%	$1,587.00	$0.00
	LODGING	ETSI	$320.00	$0.00	0.00%	$0.00	0.00%	$320.00	$0.00
	AIRFARE	ETSI	$1,600.00	$0.00	0.00%	$0.00	0.00%	$1,600.00	$0.00
	CAR RENTAL	ETSI	$240.00	$0.00	0.00%	$0.00	0.00%	$240.00	$0.00
	DELIVERY SERVICE	ETSI	$250.00	$0.00	0.00%	$0.00	0.00%	$250.00	$0.00
	MILEAGE	ETSI	$1,540.00	$0.00	0.00%	$0.00	0.00%	$1,540.00	$0.00

SH365/TCC - Segment #2
Work Authorization #3

L&G Engineering
Transportation Consultants

AUGUST 2014 INVOICE

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Project: SH 365 PS&E Development
Limits: From FM 396 (Anzalduas Highway) To McColl Rd
CSJ: 3627-01-001
County: Hidalgo

Bill Through: 8/1/14 TO 8/31/2014
Client: HCRMA
Invoice No.: 11324914
WA No.: 3

Func Code	TASK DESCRIPTION	FIRM	CONTRACTED FEE ($)	PREVIOUSLY INVOICED		INVOICED TO DATE		BALANCE	AMOUNT DUE THIS INVOICE
				($ AMOUNT)	(% COMPLETED)	($ AMOUNT)	(% COMPLETED)		
	Subtask 5 - Direct Expenses (TEDSI)								
	MILEAGE	*TEDSI*	*$169.50*	*$101.70*	*60.00%*	*$118.65*	*70.00%*	*$50.85*	*$16.95*
	PLOTS (8 1/2" X 11")	*TEDSI*	*$50.00*	*$0.00*	*0.00%*	*$0.00*	*0.00%*	*$50.00*	*$0.00*
	PRINTING PAPER SHEETS	*TEDSI*	*$5,724.00*	*$0.00*	*0.00%*	*$0.00*	*0.00%*	*$5,724.00*	*$0.00*
	PRINTING MYLAR SHEETS	*TEDSI*	*$318.00*	*$0.00*	*0.00%*	*$0.00*	*0.00%*	*$318.00*	*$0.00*
	OVERNIGHT MAIL (LETTER)	*TEDSI*	*$60.00*	*$0.00*	*0.00%*	*$0.00*	*0.00%*	*$60.00*	*$0.00*
	OVERNIGHT MAIL (OVERSIZED)	*TEDSI*	*$75.00*	*$0.00*	*0.00%*	*$0.00*	*0.00%*	*$75.00*	*$0.00*
	SUBTOTAL (DIRECT EXPENSES) =		$55,728.70	$23,434.50	42.05%	$27,003.45	48.46%	$28,725.25	$3,568.95
	CONTRACT TOTAL =		$3,719,885.81	$2,203,408.90		$2,453,260.77	65.95%	$1,266,625.04	

TOTAL THIS INVOICE = $249,851.87

TOTAL OK 9/12

PAY ONLY

1 - 12

9/12/2014

B2Z ENGINEERING

INVOICE PERIOD: *08/01/14 through 08/31/14* **INVOICE AMOUNT:** *$22,099.92*

September 4, 2014

Mr. Behrooz Badiozzamani, P.E. – L&G Engineering
ATTN: Mr. Robert Macheska, P.E., CFM – L&G Engineering
900 South Stewart Rd., Suite 10
Mission, Texas 78572

RE: Work Authorization #3 on SH 365 Segment 2
Invoice No. 2422-14

Dear Mr. Macheska:

Attached for your review and approval is our invoice for services rendered during the month of August 2014 on the subject referenced project.

The following is attached:

- Invoice No. 2422-14
- DGN's and PDF's for the Prestressed Concrete I-Girder Design Sheets (IGND)
  - West Bound 10th St. Bridge
  - East Bound 10th St. Bridge
  - McColl Rd. Underpass Bridge

The following is a narrative of the progress for this period.

TASK
FC170 (Subtask 170.3): BRIDGE DESIGN – Westbound 10th Street Bridge
UPDATED: *B2Z has updated the following sheets:* ▪ *Prestressed Concrete I-Girder Design* o *Based on the finalized roadway geometrics and updated Inv-T Bent dimensions, we have worked with the L&G Design Team and have updated the Girder Design for this Overpass. We have also revised the IGND sheets.* ▪ *Drain Details* o *Utilizing BGS bridge deck contours command, we have analyzed the drainage patterns on the bridge and determined that the runoff will safely drain off the ends of the bridge.*
FC170 (Subtask 170.4): BRIDGE DESIGN – Eastbound 10th Street Bridge
UPDATED: *B2Z has developed the same sheets for the EB 10th St. Bridge ML as explained in detail in the narrative for WB 10th St. ML.*

FC170 (Subtask 170.7): BRIDGE DESIGN – McColl Rd Underpass Bridge

UPDATED:

B2Z has updated the following sheets:

- *Prestressed Concrete I-Girder Design*
  - *Based on the finalized roadway geometrics and updated Inv-T Bent dimensions, we have worked with the L&G Design Team and have updated the Girder Design for this Overpass. We have also revised the IGND sheets.*
- *Drain Details*
  - *Utilizing BGS bridge deck contours command, we have analyzed the drainage patterns on the bridge and determined that the runoff will safely drain off the ends of the bridge.*

Should you have any questions regarding this submittal, please do not hesitate to call me at (956) 618-0624.

Sincerely,

Nicholus Muñoz
Vice President – B2Z Engineering, LLC

B2Z ENGINEERING

AUGUST 2014 INVOICE

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Project: SH 365 PS&E Development
Limits: From FM 396 (Anzalduas Highway) To McColl Rd
CSJ: 3627-01-001
County: Hidalgo

Bill Through: 8/1/2014 TO 8/31/2014
Client: L&G Consulting Engineers, Inc
Invoice No.: 2422-14

Func Code	TASK DESCRIPTION	FIRM	CONTRACTED FEE ($)	PREVIOUSLY INVOICED		INVOICED TO DATE		BALANCE	AMOUNT DUE THIS INVOICE
				($ AMOUNT)	(% COMPLETED)	($ AMOUNT)	(% COMPLETED)		
170	BRIDGE DESIGN								
	Subtask 170.3 - West Bound 10th St Bridge								
	BRIDGE LAYOUTS	B2Z	$8,716.95	$7,845.26	90.00%	$7,845.26	90.00%	$871.70	$0.00
	SUMMARY OF QUANTITIES (BRIDGE) AND BEARING SEAT ELEVATION	B2Z	$7,576.47	$4,545.88	60.00%	$4,545.88	60.00%	$3,030.59	$0.00
	FOUNDATION LAYOUTS	B2Z	$5,049.00	$3,029.40	60.00%	$3,029.40	60.00%	$2,019.60	$0.00
	FOUNDATION DETAILS- 1 TYPE(S)	B2Z	$6,807.24	$4,084.34	60.00%	$4,084.34	60.00%	$2,722.90	$0.00
	ABUTMENTS - 1 TYPE	B2Z	$13,329.36	$11,996.42	90.00%	$11,996.42	90.00%	$1,332.94	$0.00
	INTERIOR BENTS - 1 TYPE	B2Z	$13,329.36	$7,997.62	60.00%	$7,997.62	60.00%	$5,331.74	$0.00
	CONC SLAB SPAN & DEFLECTION - 1 UNIT	B2Z	$5,571.72	$5,014.55	90.00%	$5,014.55	90.00%	$557.17	$0.00
	CONC FRAMING PLAN & BENT REPORT - 1 UNIT	B2Z	$5,601.42	$5,041.28	90.00%	$5,041.28	90.00%	$560.14	$0.00
	CONC TYPICAL SECTIONS AND DEFLECTIONS	B2Z	$5,910.30	$5,319.27	90.00%	$5,319.27	90.00%	$591.03	$0.00
	PRESTR CONC BEAMS -IGNS	B2Z	$7,038.90	$4,223.34	60.00%	$5,279.18	75.00%	$1,759.73	$1,055.84
	ARCHITECTURAL TREATMENT	B2Z	$11,880.00	$7,128.00	60.00%	$7,128.00	60.00%	$4,752.00	$0.00
	DRAIN DETAILS	B2Z	$10,080.18	$0.00	0.00%	$9,072.16	90.00%	$1,008.02	$9,072.16
	BRIDGE BORING LOGS	B2Z	$2,239.38	$1,343.63	60.00%	$1,343.63	60.00%	$895.75	$0.00
	Subtask 170.4 - East Bound 10th St Bridge								
	BRIDGE LAYOUTS	B2Z	$8,716.95	$7,845.26	90.00%	$7,845.26	90.00%	$871.70	$0.00
	SUMMARY OF QUANTITIES (BRIDGE) AND BEARING SEAT ELEVATION	B2Z	$7,576.47	$4,545.88	60.00%	$4,545.88	60.00%	$3,030.59	$0.00
	FOUNDATION LAYOUTS	B2Z	$8,452.62	$5,071.57	60.00%	$5,071.57	60.00%	$3,381.05	$0.00
	ABUTMENTS	B2Z	$6,664.68	$5,998.21	90.00%	$5,998.21	90.00%	$666.47	$0.00
	INTERIOR BENTS	B2Z	$6,664.68	$3,998.81	60.00%	$3,998.81	60.00%	$2,665.87	$0.00
	CONC SLAB SPAN	B2Z	$2,889.81	$2,600.83	90.00%	$2,600.83	90.00%	$288.98	$0.00
	CONC FRAMING PLAN & BENT REPORT	B2Z	$5,601.42	$5,041.28	90.00%	$5,041.28	90.00%	$560.14	$0.00
	CONC TYPICAL SECTIONS AND DEFLECTIONS	B2Z	$2,955.15	$2,659.64	90.00%	$2,659.64	90.00%	$295.52	$0.00
	PRESTR CONC I-GIRDER DESIGN	B2Z	$7,038.90	$4,223.34	60.00%	$5,279.18	75.00%	$1,759.73	$1,055.84
	ARCHITECTURAL TREATMENT	B2Z	$5,940.00	$3,564.00	60.00%	$3,564.00	60.00%	$2,376.00	$0.00
	DRAIN DETAILS	B2Z	$5,040.09	$0.00	0.00%	$4,536.08	90.00%	$504.01	$4,536.08
	BRIDGE BORING LOGS	B2Z	$2,239.38	$1,343.63	60.00%	$1,343.63	60.00%	$895.75	$0.00
	Subtask 170.7 - McColl Rd Underpass Bridge								
	BRIDGE LAYOUTS	B2Z	$13,026.42	$11,723.78	90.00%	$11,723.78	90.00%	$1,302.64	$0.00
	SUMMARY OF QUANTITIES (BRIDGE) AND BEARING SEAT ELEVATION	B2Z	$9,120.87	$5,472.52	60.00%	$5,472.52	60.00%	$3,648.35	$0.00
	FOUNDATION LAYOUTS	B2Z	$9,887.13	$5,932.28	60.00%	$5,932.28	60.00%	$3,954.85	$0.00
	ABUTMENTS	B2Z	$18,137.79	$16,324.01	90.00%	$16,324.01	90.00%	$1,813.78	$0.00
	INTERIOR BENTS	B2Z	$14,734.17	$8,840.50	60.00%	$8,840.50	60.00%	$5,893.67	$0.00
	CONC SLAB SPAN	B2Z	$7,814.07	$7,032.66	90.00%	$7,032.66	90.00%	$781.41	$0.00
	CONC FRAMING PLAN & BENT REPORT	B2Z	$8,633.79	$7,770.41	90.00%	$7,770.41	90.00%	$863.38	$0.00
	CONC TYPICAL SECTIONS AND DEFLECTIONS	B2Z	$8,823.87	$7,941.48	90.00%	$7,941.48	90.00%	$882.39	$0.00
	PRESTR CONC I-GIRDER DESIGN	B2Z	$6,483.51	$3,890.11	60.00%	$4,862.63	75.00%	$1,620.88	$972.53
	ARCHITECTURAL TREATMENT	B2Z	$11,446.38	$6,867.83	60.00%	$6,867.83	60.00%	$4,578.55	$0.00
	DRAIN DETAILS	B2Z	$6,008.31	$0.00	0.00%	$5,407.48	90.00%	$600.83	$5,407.48
	BRIDGE BORING LOGS	B2Z	$2,052.27	$1,231.36	60.00%	$1,231.36	60.00%	$820.91	$0.00
	Subtask 170.9 - Scour Analysis On Canal Bridge								
	SCOUR ANALYSIS BASED ON HEC-18 (WB BRIDGE)	B2Z	$23,700.60	$0.00	0.00%	$0.00	0.00%	$23,700.60	$0.00
	SCOUR ANALYSIS BASED ON HEC-18 (EB BRIDGE)	B2Z	$14,743.08	$0.00	0.00%	$0.00	0.00%	$14,743.08	$0.00
	SUBTOTAL (FUNCTION 170 - BRIDGE DESIGN) =		$327,522.69	$197,488.37	60%	$219,588.29	67%	$107,934.40	$22,099.92

TOTAL THIS INVOICE = $22,099.92

TEDSI INFRASTRUCTURE GROUP
TEDSI
TBPE F-1640
Consulting Engineers
1201 East Expressway 83 ♦ Mission, Texas 78572
Tel: (956) 424-7898
Fax: (956) 424-7022

INVOICE PERIOD: *08/01/2014 through 08/31/14*

INVOICE AMOUNT: *$30,792.12*

August 29, 2014

Mr. Behrooz Badiozzamani, P.E. – L&G Engineering
ATTN: Mr. Robert Macheska, P.E., CFM – L&G Engineering
900 South Stewart Rd., Suite 10
Mission, Texas 78572

RE: SH 365 Segment 2
Invoice No. 20142051

Dear Mr. Macheska:

Attached for your review and approval is our invoice for services rendered during the month of August 2014 on the subject referenced project.

The following is attached:

- Invoice No. 20142051
- August 2014 Invoice Breakdown
- PS&E Checklist
- Backup –Signing
- Backup - Pavement Markings

The following is a narrative of the progress for this period.

TASK
FC 162 (Subtask 162.2): TRAFFIC ITEMS – Signing Design
Plans at 70% completion
FC 163 (Subtask 162.3): TRAFFIC ITEMS – Pavement Marking Design
Plans at 70% completion

Should you have any questions regarding this submittal, please do not hesitate to call me at (956) 424-7898.

Sincerely,

Jose A. Sanchez, P.E.
Project Manager – TEDSI Infrastructure Group, Inc.

TEDSI INFRASTRUCTURE GROUP
TEDSI
TBPE F-1640
Consulting Engineers
1201 East Expressway 83 ♦ Mission, Texas 78572
Tel: (956) 424-7898
Fax: (956) 424-7022

August 28, 2014
Project No: 2010-1078-02
Invoice No: 20142051

Robert Macheska, P.E., CFM
L&G Engineering
900 South Stewart Road
Suite 9
Mission, TX 78572

Project 2010-1078-02 SH 365-FM 396 to McColl Road

SH 365 PS&E Development
From FM 396 (Anzalduas Highway) to McColl Road
CSJ 3627-01-001

Professional Services from August 01, 2014 to August 31, 2014

Phase	162.2	Signing Design			
Fee					
Total Fee		155,683.83			
			Total Earned	155,683.83	
			Previous Fee Billing	136,471.10	
			Current Fee Billing	19,212.73	
			Total Fee		**19,212.73**
				Total this Phase	**$19,212.73**

Phase	162.3	Pavement Markings Design			
Fee					
Total Fee		80,937.09			
			Total Earned	80,937.09	
			Previous Fee Billing	69,374.65	
			Current Fee Billing	11,562.44	
			Total Fee		**11,562.44**
				Total this Phase	**$11,562.44**

Phase	200	Direct Expenses			
Fee					
Total Fee		118.65			
			Total Earned	118.65	
			Previous Fee Billing	101.70	
			Current Fee Billing	16.95	
			Total Fee		**16.95**
				Total this Phase	**$16.95**

Project	2010-1078-02	SH 365-FM 396 to McColl Road	Invoice	20142051

Billing Summary	Current	Prior	To-Date
Total Billings	30,792.12	205,947.45	236,739.57
Total Fee			354,939.36
Remaining Fee			118,199.79

Total this Invoice **$30,792.12**

Outstanding Invoices

Number	Date	Balance
20142007	7/23/2014	89,678.29
Total		**89,678.29**

Total Now Due **$120,470.41**

PLEASE REMIT PAYMENT TO:
TEDSI Infrastructure Group, Inc.
738 Highway 6 South, Suite 430
Houston, Texas 77079

Authorized By: _____ Date: **08-29-2014**

Jose A. Sanchez, P.E.
Project Manager

SH365/TCC - Segment #2
Invoice #: 20141895
Work Authorization #3

TEDSI INFRASTRUCTURE GROUP
TEDSI
TBPE F-1040
Consulting Engineers
1201 East Expressway 83 ♦ Mission, Texas 78572
Tel: (956) 424-7898
Fax: (956) 424-7022

AUGUST 2014 INVOICE

Project: SH 365 PS&E Development
Limits: From FM 396 (Anzalduas Highway) To McColl Rd
CSJ: 3627-01-001
County: Hidalgo

Func Code	TASK DESCRIPTION	FIRM	CONTRACTED FEE ($)	PREVIOUSLY INVO	
				($ AMOUNT)	(% CO
162	TRAFFIC ITEMS				
	Subtask 162.2 - Signing Design				
	FIELD INVENTORY OF SIGNS	*TEDSI*	*$2,650.56*	*$0.00*	0
	GENERAL NOTES FOR SIGNS	*TEDSI*	*$1,136.36*	*$0.00*	0
	SUMMARY OF QUANTITIES LARGE SIGNS	*TEDSI*	*$2,382.11*	*$1,429.27*	6
	SUMMARY OF QUANTITIES SMALL SIGNS	*TEDSI*	*$2,382.11*	*$1,429.27*	6
	SUMMARY OF LARGE SIGNS - PROPOSED (SOLS)	*TEDSI*	*$10,641.68*	*$6,385.01*	6
	SUMMARY OF LARGE SIGNS - EXISTING (SOLS)	*TEDSI*	*$1,391.50*	*$834.90*	6
	SUMMARY OF SMALL SIGNS - PROPOSED (SOSS)	*TEDSI*	*$13,192.80*	*$7,915.68*	6
	SUMMARY OF SMALL SIGNS - EXISTING (SOLS)	*TEDSI*	*$4,138.06*	*$2,482.84*	6
	SIGN LAYOUTS (STA. 620+00 TO STA. 987+00)	*TEDSI*	*$81,131.74*	*$48,679.04*	6
	SIGN LAYOUTS (ANZALDUAS CONNECTOR)	*TEDSI*	*$4,764.26*	*$2,858.56*	6
	SIGN LAYOUTS (FM 494 - STA. 140+84 TO 153+74)	*TEDSI*	*$4,764.26*	*$2,858.56*	6
	SIGN LAYOUTS (MCCOLL RD - STA. 29+85 TO 50+50)	*TEDSI*	*$4,764.26*	*$2,858.56*	6
	SIGN LAYOUTS (10TH ST INTERSECTION)	*TEDSI*	*$2,299.30*	*$1,379.58*	6
	LARGE GUIDE SIGN PANEL DETAILS	*TEDSI*	*$19,023.90*	*$11,414.34*	6
	OVERHEAD SIGN STRUCTURE DETAILS	*TEDSI*	*$35,324.52*	*$21,194.71*	6
	LARGE GROUND MOUNTED SIGN STRUCTURE DESIGN (19 GM)	*TEDSI*	*$8,193.35*	*$4,916.01*	6
	SMALL SIGN PANEL DETAILS	*TEDSI*	*$4,386.57*	*$2,631.94*	6
	STANDARD SHEETS	*TEDSI*	*$10,118.29*	*$6,070.97*	6
	SPECIFICATIONS	*TEDSI*	*$543.34*	*$0.00*	0
	COST ESTIMATE	*TEDSI*	*$8,693.44*	*$5,216.06*	6
	COORDINATION AND PROGRESS MEETINGS	*TEDSI*	*$9,859.68*	*$5,915.81*	6
	Subtask 162.3 - Pavement Markings Design				
	GENERAL NOTES FOR PAVEMENT MARKINGS	*TEDSI*	*$1,136.36*	*$0.00*	0
	SUMMARY OF QUANTITIES	*TEDSI*	*$2,382.11*	*$1,429.27*	6
	PAVEMENT MARKING LAYOUTS (STA. 620+00 TO 987+00)	*TEDSI*	*$85,306.30*	*$51,183.78*	6
	PAVEMENT MARKING LAYOUTS (ANZALDUAS CONNECTOR)	*TEDSI*	*$4,220.92*	*$2,532.55*	6
	PAVEMENT MARKING LAYOUTS (FM 494 - STA. 140+84 TO STA. 153+74)	*TEDSI*	*$5,115.47*	*$3,069.28*	6
	PAVEMENT MARKING LAYOUTS (MCCOLL RD - STA. 29+85 TO STA. 50+50)	*TEDSI*	*$5,092.23*	*$3,055.34*	6
	PAVEMENT MARKING LAYOUTS (10TH ST INTERSECTION)	*TEDSI*	*$1,934.85*	*$1,160.91*	6
	STANDARD SHEETS	*TEDSI*	*$2,879.09*	*$1,727.45*	6
	COST ESTIMATE	*TEDSI*			

need complete progr

L&G Engineering Laboratory
Construction Material Testing
Geotechnical Engineering

INVOICE PERIOD: *08/1/14 through 8/31/14*

INVOICE AMOUNT: *$ 56,957.68*

August 29, 2014

Mr. Behrooz Badiozzamani, P.E. – L&G Engineering
ATTN: Mr. Robert Macheska, P.E., CFM – L&G Engineering
900 South Stewart Rd., Suite 10
Mission, Texas 78572

RE: SH 365 Segment 2
Invoice No. 7973

Dear Mr. Macheska:

Attached for your review and approval is our invoice for services rendered during the month of August 2014 on the subject referenced project.

The following is attached:

- Invoice No. 7973
- Inv. Back-Up – Draft Geo. Report (60%) (Elec. Sub. Only for Upload to PW)

The following is a narrative of the progress for this period.

TASK
FC 110 (Subtask 110.1): SPECIAL SERVICES (GEOTECHNICAL) – Exploration & Testing
UPDATED: The following Borings have been completed: B-RET-13, B-RET-14, B-RET-15, B-RET-16, B-RET-17, B-RET-18, B-RET-19, B-RET-20, B-RET-21, B-RET-22, B-RET-23, B-RET-24, and B-HM-5. All index testing has been completed at these boring locations and logs are included herein.
FC 110 (Subtask 110.2): SPECIAL SERVICES (GEOTECHNICAL) – Engineering & Report
UPDATED: Draft Geotechnical Report (60%) has been completed including site evaluation (geology, soil survey, etc.), boring logs, and strata breakdowns at each site. During this period, Boring Stratigraphy and Shear Strength profiles were completed and Global Stability & Settlement of Embankments and Retaining Walls was begun (currently at 40% completed).

Should you have any questions regarding this submittal, please do not hesitate to call me at (956) 565-0760.

Sincerely,

Ricardo A. Gil
General Manager
L&G Engineering Laboratory, LLC

L & G Engineering Laboratory, LLC

2100 W. Expressway 83
Mercedes, Texas 78570
(956) 565-0760 • Fax (956) 565-6746

Invoice

Date	8/29/2014
Invoice #	7973

Bill To	Ship To
L&G Engineering 2100 W. Exp 83 Mercedes, Tx 78570	SH 365 (Segment 2) Project (FM 396 Anzalduas to East of McColl Rd.) Geotechnical Engieering Services

Job #	Due Date
GL14006	9/10/2014

Description	% Complete	Neg. Amt	Prev. Invoiced	Inv. To Date	Amount Due
Foundation Studies					
Subtask 110.1 (Geotechnical Engineering & Report)					
Develop Plan View of Boring Logs/Boring Stratigraphy	100.00%	4,127.20	3,301.76		825.44
Structural of Evaluation of Borings/Strength Profiles	100.00%	10,824.00	8,659.20		2,164.80
Develop Foundation Capacity Curves (Various Options)	80.00%	13,471.60	10,777.28		0.00
Global Stability Modeling of Embankment/Retaining Walls	40.00%	28,422.80			11,369.12
Settlement Analysis (Approach Embankment/Retaining Walls)	40.00%	13,471.60			5,388.64
Foundation Type & Construction Recommendations	40.00%	10,590.40	3,177.12		1,059.04
Geotechnical Report	60.00%	23,828.40	7,148.52		7,148.52
Meeting & Coordination	50.00%	8,877.20	4,438.60		0.00
Foundation Mtls. Testing					
Subtask 110.2 (Geotechnical Expl. & Lab Testing)					
Structural/Retaining Wall/Embankment	95.00%	146,688.18	113,316.62		26,037.15
Misc. Borings - OH Sign Bridges/High Mast Lighting	100.00%	18,302.30	15,337.33		2,964.97
Subtask 2 - Direct Expenses (L&G Lab)					
Printing Reproduction	0.00%	450.00			0.00

Cost Estimate for SH 365 (Seg. 2) (FM 396 Anzalduas to E. McColl Rd.)

Total	$56,957.68
Payments/Credits	$0.00
Balance Due	$56,957.68

SH365/TCC - Segment #2
Invoice #: 7973
Work Authorization #3

L&G Engineering Laboratory
Construction Material Testing
Geotechnical Engineering

August 2014 INVOICE

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Project: SH 365 PS&E Development
Limits: From FM 396 (Anzalduas Highway) To McColl Rd
CSJ: 3627-01-001
County: Hidalgo

Bill Through: 8/1/14 TO 8/31/2014
Client: L&G Consulting Engineers, Inc.
Invoice : 7973

Func Code	TASK DESCRIPTION	FIRM	CONTRACTED FEE ($)	PREVIOUSLY INVOICED		INVOICED TO DATE		BALANCE	AMOUNT DUE THIS INVOICE
				($ AMOUNT)	(% COMPLETED)	($ AMOUNT)	(% COMPLETED)		
110	SPECIAL SERVICE - GEOTECHNICAL								
	Subtask 110.1 - Geotechnical Exploration & Laboratory Testing								
	STRUCTURAL/RETAINING WALL/EMBANKMENT	L&G LAB	$146,688.18	$113,316.62	77.25%	$139,353.77	95.00%	$7,334.41	**$26,037.15**
	MISCELLANEIOUS BORINGS - OH SIGN BRIDGES/HIGH MAST LIGHTING	L&G LAB	$18,302.30	$15,337.33	83.80%	$18,302.30	100.00%	$0.00	**$2,964.97**
	Subtask 110.2 - Geotechnical Engineering & Report								
	DEVELOP PLAN VIEW OF BORING LOGS/BORING STRATIGRAPHY	L&G LAB	$4,127.20	$3,301.76	80.00%	$4,127.20	100.00%	$0.00	**$825.44**
	STRUCTURAL EVALUATION OF BORINGS/STRENGTH PROFILES	L&G LAB	$10,824.00	$8,659.20	80.00%	$10,824.00	100.00%	$0.00	**$2,164.80**
	DEVELOP FOUNDATION CAPACITY CURVES (VARIOUS OPTIONS)	L&G LAB	$13,471.60	$10,777.28	80.00%	$10,777.28	80.00%	$2,694.32	**$0.00**
	GLOBAL STABILITY MODELING OF EMBANKMENT/RETAINING WALLS	L&G LAB	$28,422.80	$0.00	0.00%	$11,369.12	40.00%	$17,053.68	**$11,369.12**
	SETTLEMENT ANALYSIS (APPROACH EMBANKMENT/RETAINING WALLS)	L&G LAB	$13,471.60	$0.00	0.00%	$5,388.64	40.00%	$8,082.96	**$5,388.64**
	FOUNDATION TYPE AND CONSTRUCTION RECOMMENDATIONS	L&G LAB	$10,590.40	$3,177.12	30.00%	$4,236.16	40.00%	$6,354.24	**$1,059.04**
	GEOTECHNICAL REPORT	L&G LAB	$23,828.40	$7,148.52	30.00%	$14,297.04	60.00%	$9,531.36	**$7,148.52**
	MEETING AND COORDINATION	L&G LAB	$8,877.20	$4,438.60	50.00%	$4,438.60	50.00%	$4,438.60	**$0.00**
	SUBTOTAL (FUNCTION 110 - SPECIAL SERVICE GEOTECHNICAL) =		$278,603.68	$166,156.43	59.64%	$223,114.11	80%	$55,489.57	$56,957.68
	DIRECT EXPENSES								
	Subtask 2 - Direct Expenses (L&G Lab)								
	PRINTING REPRODUCTION	L&G LAB	$450.00	$0.00	0.00%	$0.00	0.00%	$450.00	**$0.00**
								TOTAL THIS INVOICE =	$56,957.68

EXHIBIT H-3

Sub-provider Monitoring System for Federally Funded Contracts

Progress Assessment Report for month of (Mo./Yr.) 8/14 Invoice # 11324914

Contract #: _____ Original Contract Amount: $5,915,101.32

Date of Contract Execution: 05/04/2012 Approved Contract Supplemental Agreements: $_____

Prime Provider: L&G Consulting Engineers, Inc. Total Contract Amount: $ 5,915,101.32

Work Authorization No. 3 Work Authorization Amount: $ 3,719,885.81

If Prime Provider is NOT DBE Certified and no sub-providers are used on this work authorization, please indicate by placing "N/A" on the 1st line under Sub-providers.

DBE Y/N	Prime Provider (if DBE Certified) and All DBE Sub-providers	Category of Work	Total Sub-provider Amount	% Total Contract Amount	Amount Paid This Period	Amount Paid To Date	Subcontract Balance Remaining
Y	B2Z Engineering	Bridge	$ 327,522.69	5.5%	$ 22,099.92	$ 219,588.29	$ 107,934.40
Y	R. Gutierrez Engineering	Roadway	$ 331,260.17	5.6%	$ 0.00	$ 196,540.20	$ 134,719.97

Fill out Progress Assessment Report with each estimate/invoice submitted, *for all subcontracts*, and forward as follows:

1 Copy with Invoice – Hidalgo County Regional Mobility Authority Office

I hereby certify that the above is a true and correct statement of the amounts paid to the firms listed above.

Marisela Marin — Print Name - Company Official /DBE Liaison Officer

Marisela Marin — Signature

(956) 565- 9813 — Phone

08/31/2014 — Date

mmarin@lgengineers.com — Email

(956) 565-9018 — Fax

L&G Engineering
Transportation Consultants

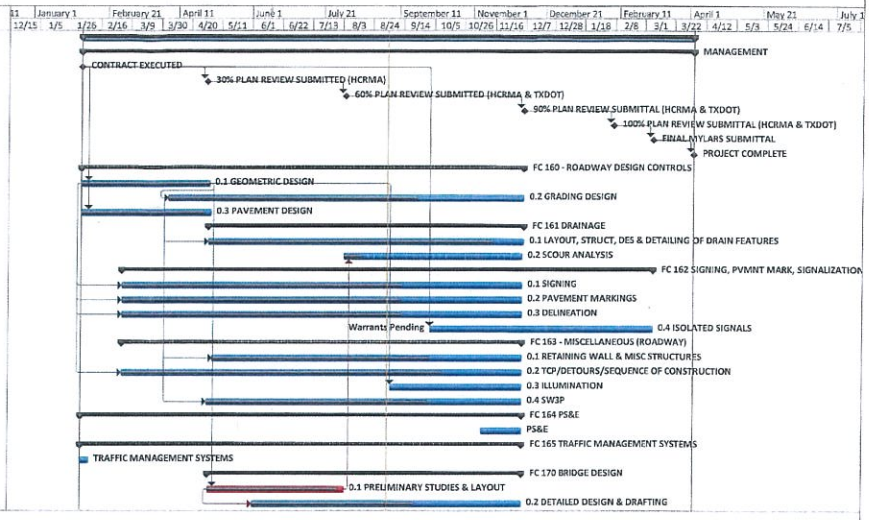
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

L&G ENGINEERING

SH 365 / SEGMENT 2

HCRMA

ID	Task Name	Duration	Start	Finish	Predecessors
1	**SH 365 - SEGMENT 2**	425 days	Mon 2/3/14	Fri 4/3/15	
2	MANAGEMENT	425 days	Mon 2/3/14	Fri 4/3/15	
3	CONTRACT EXECUTED	0 days	Mon 2/3/14	Mon 2/3/14	
5	30% PLAN REVIEW SUBMITTED (HCRMA)	0 days	Thu 5/1/14	Thu 5/1/14	3
6	60% PLAN REVIEW SUBMITTED (HCRMA & TXDOT)	0 days	Mon 8/4/14	Mon 8/4/14	5
7	90% PLAN REVIEW SUBMITTAL (HCRMA & TXDOT)	0 days	Fri 12/5/14	Fri 12/5/14	6
8	100% PLAN REVIEW SUBMITTAL (HCRMA & TXDOT)	0 days	Fri 2/6/15	Fri 2/6/15	7
9	FINAL MYLARS SUBMITTAL	0 days	Fri 3/6/15	Fri 3/6/15	8FS+28 days
4	PROJECT COMPLETE	0 days	Fri 4/3/15	Fri 4/3/15	9FS+28 days
10	**FC 160 - ROADWAY DESIGN CONTROLS**	306 days	Mon 2/3/14	Fri 12/5/14	
11	0.1 GEOMETRIC DESIGN	88 days	Mon 2/3/14	Fri 5/2/14	3
12	0.2 GRADING DESIGN	246 days	Fri 4/4/14	Fri 12/5/14	11
13	0.3 PAVEMENT DESIGN	90 days	Mon 2/3/14	Sat 5/3/14	3
14	**FC 161 DRAINAGE**	218 days	Fri 5/2/14	Fri 12/5/14	
15	0.1 LAYOUT, STRUCT, DES & DETAILING OF DRAIN FEATURES	218 days	Fri 5/2/14	Fri 12/5/14	12SS+30 days
16	0.2 SCOUR ANALYSIS	123 days	Mon 8/4/14	Thu 12/4/14	32
17	**FC 162 SIGNING, PVMNT MARK, SIGNALIZATION**	369 days	Mon 3/3/14	Fri 3/6/15	
18	0.1 SIGNING	277 days	Mon 3/3/14	Thu 12/4/14	11SS+30 days
19	0.2 PAVEMENT MARKINGS	277 days	Mon 3/3/14	Thu 12/4/14	11SS+30 days
20	0.3 DELINEATION	277 days	Mon 3/3/14	Thu 12/4/14	11SS+30 days
21	0.4 ISOLATED SIGNALS	156 days	Thu 10/2/14	Fri 3/6/15	3
22	**FC 163 - MISCELLANEOUS (ROADWAY)**	**277 days**	**Mon 3/3/14**	**Thu 12/4/14**	
23	0.1 RETAINING WALL & MISC STRUCTURES	214 days	Mon 5/5/14	Thu 12/4/14	12SS+30 days
24	0.2 TCP/DETOURS/SEQUENCE OF CONSTRUCTION	277 days	Mon 3/3/14	Thu 12/4/14	11SS+30 days
26	0.3 ILLUMINATION	91 days	Fri 9/5/14	Thu 12/4/14	11FS+120 days
25	0.4 SW3P	218 days	Thu 5/1/14	Thu 12/4/14	12SS+30 days
27	**FC 164 PS&E**	**305 days**	**Mon 2/3/14**	**Thu 12/4/14**	
28	PS&E	28 days	Fri 11/7/14	Thu 12/4/14	
29	**FC 165 TRAFFIC MANAGEMENT SYSTEMS**	**305 days**	**Mon 2/3/14**	**Thu 12/4/14**	
30	TRAFFIC MANAGEMENT SYSTEMS	6 days	Mon 2/3/14	Sat 2/8/14	
31	**FC 170 BRIDGE DESIGN**	**217 days**	**Fri 5/2/14**	**Thu 12/4/14**	
32	0.1 PRELIMINARY STUDIES & LAYOUT	95 days	Fri 5/2/14	Mon 8/4/14	11
33	0.2 DETAILED DESIGN & DRAFTING	186 days	Mon 6/2/14	Thu 12/4/14	32SS+30 days



Project: SH 365 - SEGMENT 2 PS&
Date: Wed 9/3/14

Task	Project Summary	Inactive Milestone	Manual Summary Rollup	Deadline			
Split	External Tasks	Inactive Summary	Manual Summary	Critical			
Milestone	External Milestone	Manual Task	Start-only	Critical Split			
Summary	Inactive Task	Duration-only	Finish-only	Progress			

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY
PAYMENT SUMMARY

S&B Infrastructure - SH 365 Segment 2 - McColl Road to US 281/Military Highway
$4,714,339.28 Maximum payable fee*

Maximum fee minus approved WA $215,601.49

		Invoice Date										WA	WA
	Approved WA Amount	8/29/2012	10/3/2012	12/6/2012	1/29/2013	3/19/2013	5/15/2013	6/27/2013	8/16/2013	11/26/2013	1/21/2014	Total Billed	Balance
WA#1	$887,287.51	$167,442.06	$74,917.69	$108,098.03	$88,228.68	$47,434.99	$173,602.23	$35,770.27	$5,505.39	$119,098.66	$46,903.65	$867,001.65	$20,285.86
WA#2	$3,611,450.28											$0.00	$3,611,450.28
	$4,498,737.79											$867,001.65	$3,631,736.14

		Invoice Date							WA	WA
	Approved WA Amount	3/3/2014	4/3/2013	5/5/2014	6/5/2014	7/4/2014	8/8/2014	9/3/2014	Total Billed	Balance
WA#1	$887,287.51								$867,001.65	$20,285.86
WA#2	$3,611,450.28	$110,055.34	$290,903.16	$363,320.04	$274,020.77	$255,161.21	$423,940.27	$521,083.82	$2,238,484.61	$1,372,965.67
	$4,498,737.79	$110,055.34	$290,903.16	$363,320.04	$274,020.77	$255,161.21	$423,940.27	**$521,083.82**	$3,105,486.26	$1,393,251.53

Amount Approved for Payment

* Resolution 2012-37 - Amended and restated professsional service agreement with S&B to revise project limits, DBE requirement and increased maximum payable amount from $4,363,952.78 to $4,714,339.28
WA#2 was approved December 18, 2013 for final PS&E for SH 365 in the amount of $3,611,450.28

Approved for Payment

9/12/2014
Date

VRF 2013 Bond Construction Account # 01080720130

Prepared by:
P. Rodriguez, PE
Tx PE #85,567
9/12/2014

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

REQUEST FOR RECOMMENDATION ON PAYMENT

To: Dannenbaum Engineering
Attn: Louis Jones, HCRMA Project Manager
1109 Nolana Loop, Suite 208
McAllen, Texas 78504

Month and Year	8/1/14-8/29/14	
Contractor	S&B Infrastructure, LTD	
Project/WA	SH365/Seg1/WA2	
Invoice #	# 7	Date: 9/3/2014
Amount	$ 521,083.82	
Date Sent	9/4/2014	

Date Received	
Received by	

Recommendation: X Approval _____Disapproval
Comments:

Louis Jones, HCRMA Program Manager — Date 9/10/14

Recommendation: P.R Approval _____Disapproval
Comments:

P.R
Pilar Rodriguez, Executive Director — Date 9/12/2014

Please return this form via email to fkoll@hcrma.net

S&B INFRASTRUCTURE, LTD.

INVOICE PERIOD: *08/01/14 through 08/29/14* **INVOICE AMOUNT:** *$ 521,083.82*

September 3, 2014

Mr. Pilar Rodriguez, P.E. – Executive Director HCRMA
ATTN: Mr. Louis H. Jones, P.E. – Program Manager HCRMA
Hidalgo County Regional Mobility Authority
118 S. Cage Blvd., 4th Floor
Pharr, Texas 78577

RE: Work Authorization #2 on SH 365 Segment 1
Invoice No. 7

Dear Mr. Jones:

Attached for your review approval is our invoice for services rendered during the month of August 2014 on the subject referenced project. The below referenced work product deliverables have been uploaded via GroupWise to the following directory The following is attached: 2014-09-05-August Inv Backup

- Invoice No. 7
- Plan Set Back up link:2014-09-05 August Inv Backup
- TERRACON – Bridge Geotechnical Report

The following is a narrative of the progress for this period.

TASK
FC145 : PROJECT MANAGEMENT(FC 160 TO FC 190) (P S & E SERVICES)
UPDATED: *Prepare Invoice # 7,and plan set submittal*
FC150 : FIELD SURVEY
UPDATED: *Coordination and development of survey and utilities.*
FC160 ROADWAY DESIGN
UPDATED: *70% completed; Removal of Items Sheets, Plan and Profile Sheets for Main Lanes, Ramps Frontages Roads and Intersection Streets. Revised PGL and Alignment.*
FC 161: LEVEE DESIGN
70% completed; Existing and Proposed Typical Sections, Plan and Profile for Levee Relocation.

FC161: ROADWAY DRAIANGE
UPDATED: *70% completed; Drainage Area Maps, Utility and Drainage sheets, Culverts and Outfall Details.*
FC161: MISCELLANEOUS BRIDGES
80% completed; Bridge Layouts at Jackson Road, U S 281, "I" Roads and Thomas Road, Bridge Layout at Dicker Road, Existing Drain Ditch and Highline Road.
FC162 : SIGNING, PAVEMENT MARKINGS AND SIGNALIZATION
UPDATED: *70% plan set of Pavement Marking Details and Illumination Layouts, Signing Layouts, Large Sign Details and Summaries. Traffic Signals Existing Condition.*
FC163 : MISCELLANEOUS ROADWAY
UPDATED: *70% completed; Title Sheet, Project Layout, Existing and Proposed Typical Sections, Traffic Control General Notes, TCP Typical Sections and TCP Plan sheets and S.W.3.P. sheets.*

Should you have any questions regarding this submittal, please do not hesitate to call me at (956) 926-5041.

Sincerely,

Guillermo A. Arratia, P.E.
Project Manager – S & B INFRASTRUCTURE, LTD.

cc: Gustavo Lopez, P.E.
Hyperlinks: 2014-09-05-August Inv Backup

AUGUST 2014 INVOICE

S&BI INFRASTRUCTURE, LTD.

HCRMA — HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Project: SH 365 PS&E Development
Limits:
CSJ: 3827-01-001
County: Hidalgo County

Bill Through: 8/31/2014
Client: HCRMA
Contract:
WA No.: 2

Func Code	TASK DESCRIPTION	FIRM	CONTRACTED FEE ($)	PREVIOUSLY INVOICED		INVOICED TO DATE		BALANCE	AMOUNT DUE THIS INVOICE
				($ AMOUNT)	(% COMPLETED)	($ AMOUNT)	(% COMPLETED)		
145	PROJECT MANAGEMENT (FC 160 TO FC 190) (PS&E SERVICES) (12 MONTHS)								
	PREPARE/MANAGE WORK AUTHORIZATIONS (PS&E DEVELOPMENT) (INCLUDING RECORD KEEPING, FILING, ADMINISTRATION, ETC) AND OVERALL QA/QC	S&BI	$ 29,335.72	$17,601.43	60.00%	$20,535.00	70.00%	$8,800.72	$2,933.57
	SCHEDULE & ATTEND WORK AUTHORIZATION DEVELOPMENT MEETINGS (4 MEETINGS)	S&BI	$ 12,477.84	$12,477.84	100.00%	$12,477.84	100.00%	$0.00	$0.00
	COORDINATION/PREPARE SUB WORK AUTHORIZATIONS/MANAGE SUBCONSULTANTS (3 SUBS)	S&BI	$ 11,199.86	$11,199.86	100.00%	$11,199.86	100.00%	$0.00	$0.00
	PREPARATION OF INVOICES AND PROGRESS REPORTS (TOTAL = 12 EA)	S&BI	$ 22,539.28	$13,523.57	60.00%	$15,777.50	70.00%	$6,761.78	$2,253.93
	SCHEDULE & ATTEND PRE-DESIGN MEETING & PREPARE MINUTES (TOTAL= 1)	S&BI	$ 5,797.40	$5,797.40	100.00%	$5,797.40	100.00%	$0.00	$0.00
	SCHEDULE & ATTEND TRAF SAFETY REVIEW MEETING AND PREPARE MEETINGS (TOTAL= 1)	S&BI	$ 3,473.80	$3,473.80	100.00%	$3,473.80	100.00%	$0.00	$0.00
	SCHEDULE, ATTEND AND PREPARE MINUTES FOR 12 MONTHLY PROGRESS MEETINGS (2 HRS)	S&BI	$ 18,923.08	$18,923.08	100.00%	$18,923.08	100.00%	$0.00	$0.00
	RESEARCH / REVIEW EXISTING PLANS & DATA (CONDUCTED IN WA#1)		$ -	$0.00		$0.00		$0.00	$0.00
	PREPARE PROJECT SCHEDULE (UPDATE MONTHLY 12 EA)	S&BI	$ 8,077.50	$8,077.50	100.00%	$8,077.50	100.00%	$0.00	$0.00
	MONITOR SUB-PROVIDER'S SCHEDULES ON A MONTHLY BASIS	S&BI	$ 7,900.24	$4,740.14	60.00%	$5,530.17	70.00%	$2,370.07	$790.02
	PREPARE & ASSEMBLE PRELIMINARY COST ESTIMATES (1 @ 60% AND 1 @ 100%)	S&BI	$ 11,891.20	$0.00		$0.00		$11,891.20	$0.00
	CONDUCT SITE VISIT OF PROJECT AREA (4 SITE VISITS 2 Roadway 2 Hydraulics)	S&BI	$ 13,825.60	$10,369.20	75.00%	$10,369.20	75.00%	$3,456.40	$0.00
	PREPARE 30% SUBMITTAL	S&BI	$ 6,433.68	$6,433.68	100.00%	$6,433.68	100.00%	$0.00	$0.00
	QC/QA - OVERALL 30% SUBMITTAL (1255 sheets without standrards (0.25 Hrs/sheet 1 SUBMITTAL)	S&BI	$ 16,204.27	$16,204.27	100.00%	$16,204.27	100.00%	$0.00	$0.00
	PREPARE 60% SUBMITTAL	S&BI	$ 6,433.68	$6,433.68	100.00%	$6,433.68	100.00%	$0.00	$0.00
	QC/QA - OVERALL 60% SUBMITTAL (1255 sheets without standrards (0.25 Hrs/sheet 1 SUBMITTAL)	S&BI	$ 63,954.39	$0.00	0.00%	$44,768.07	70.00%	$19,186.32	$44,768.07
	PREPARE 90% SUBMITTAL	S&BI	$ 6,433.68	$0.00	0.00%	$0.00	0.00%	$6,433.68	$0.00
	QC/QA - OVERALL 90% SUBMITTAL (1255 sheets without standrards (0.25 Hrs/sheet 1 SUBMITTAL)	S&BI	$ 57,273.99	$0.00	0.00%	$0.00	0.00%	$57,273.99	$0.00
	PREPARE 100% SUBMITTAL	S&BI	$ 6,433.68	$0.00	0.00%	$0.00	0.00%	$6,433.68	$0.00
	QC/QA - OVERALL 100% SUBMITTAL (1255 sheets without standrards (0.25 Hrs/sheet 1 SUBMITTAL)	S&BI	$ 21,955.27	$0.00	0.00%	$0.00	0.00%	$21,955.27	$0.00
	ORGANIZE AND DOWNLOAD ELECTRONIC FILE DELIVERABLES	S&BI	$ 4,371.46	$2,622.88	60.00%	$3,060.02	70.00%	$1,311.44	$437.15
	COMPLETION OF CPM SCHEDULE (FORMS 1823 & 1002 NOT INCLUDED)	S&BI	$ 15,881.86	$15,881.86	100.00%	$15,881.86	100.00%	$0.00	$0.00
	TASK 1 - SUBTOTAL (FUNCTION 145 - PROJECT MANAGEMENT)		$ 360,817.48	$153,760.19	43.69%	$204,942.93	58.42%	$145,874.55	$51,182.74
150	FIELD SURVEY								
	COORDINATION AND DEVELOPMENT OF SURVEY	S&BI	$ 14,000.14	$9,800.10	70%	$9,800.10	70%	$4,200.04	$0.00
	VERIFY FIELD DATA	S&BI	$ 16,483.54	$9,890.12	60%	$11,538.48	70%	$4,945.06	$1,648.36
	SUBTOTAL (FUNCTION) 150-FIELD SURVEY		$ 30,483.68	$19,690.22	65%	$21,338.58	70%	$9,145.10	$1,648.36
163	MISCELLANEOUS ROADWAY								
	TITLE SHEET	S&BI	$ 2,660.60	$1,596.36	60%	$1,862.42	70%	$798.18	$266.06
	4 - INDEX OF SHEETS	S&BI	$ 6,427.96	$3,856.78	60%	$4,499.57	70%	$1,928.39	$642.80
	6 - PROJECT LAYOUT	S&BI	$ 12,181.86	$7,309.12	60%	$8,527.30	70%	$3,654.56	$1,218.19
	0-TYPICAL SECTIONS - CONFIGURATION (LANES/SHOULDERS/CUT/FILL/ETC) (PAVEMENT DESIGN):	S&BI							
	9 - EXISTING TYPICAL SECTIONS	S&BI	$ 10,819.60	$6,491.76	60%	$7,573.72	70%	$3,245.88	$1,081.96
	19 - PROP TYPICAL SECTIONS	S&BI	$ 18,852.42	$11,311.45	60%	$13,196.69	70%	$5,655.73	$1,885.24
	30 - GENERAL NOTES & SPECIFICATION DATA	S&BI	$ 14,406.88	$8,644.12	60%	$10,084.80	70%	$4,322.06	$1,440.69
	10 - ESTIMATE & QUANTITY SHEETS	S&BI	$ 17,985.42	$10,791.25	60%	$12,589.79	70%	$5,395.63	$1,798.54
	2 - SUMMARY OF TRAFFIC CONTROL QUANTITIES	S&BI	$ 2,134.92	$1,280.95	60%	$1,494.44	70%	$640.48	$213.49
	8 - SUMMARY OF ROADWAY QUANTITIES	S&BI	$ 9,901.88	$5,941.13	60%	$6,931.32	70%	$2,970.56	$990.19
	2 - SUMMARY OF RETAINING WALL QUANTITIES	S&BI	$ 2,718.72	$1,631.23	60%	$1,903.10	70%	$815.62	$271.87
	2 - SUMMARY OF CULVERT QUANTITIES	S&BI	$ 2,718.72	$1,631.23	60%	$1,903.10	70%	$815.62	$271.87
	1 - SUMMARY OF STORM SEWER QUANTITIES	S&BI	$ 1,359.36	$679.68	50%	$679.68	50%	$679.68	$0.00
	2- SUMMARY OF BRIDGES	S&BI	$ 2,718.72	$1,631.23	60%	$1,903.10	70%	$815.62	$271.87
	1 - SUMMARY OF ILLUMINATION QUANTITIES	S&BI	$ 1,359.36	$0.00	0%	$0.00	0%	$1,359.36	$0.00
	2 - SUMMARY OF TRAFFIC SIGNAL QUANTITIES	S&BI	$ 1,359.36	$0.00	0%	$0.00	0%	$1,359.36	$0.00
	6 - SUMMARY OF EARTHWORK QUANTITIES	S&BI	$ 8,156.16	$0.00	0%	$0.00	0%	$8,156.16	$0.00
	1 - SUMMARY OF SMALL SIGNS	S&BI	$ 1,359.36	$815.62	60%	$951.55	70%	$407.81	$135.94
	1 - SUMMARY OF PAVEMENT MARKINGS	S&BI	$ 1,359.36	$815.62	60%	$951.55	70%	$407.81	$135.94
	1 - SUMMARY OF DELINEATION & OBJ MRKR QUANTITIES	S&BI	$ 1,359.36	$815.62	60%	$951.55	70%	$407.81	$135.94
	1 - SUMMARY OF SW3P (EROSION CONTROL)	S&BI	$ 1,359.36	$0.00	0%	$0.00	0%	$1,359.36	$0.00
	1- SUMMARY OF REMOVAL ITEMS	S&BI	$ 1,359.36	$815.62	60%	$951.55	70%	$407.81	$135.94

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Func Code	TASK DESCRIPTION	FIRM	CONTRACTED FEE ($)	PREVIOUSLY INVOICED		INVOICED TO DATE		BALANCE	AMOUNT DUE THIS INVOICE
				($ AMOUNT)	(% COMPLETED)	($ AMOUNT)	(% COMPLETED)		
	II. TRAFFIC CONTROL PLANS (TCP)								
	4 - SEQUENCE OF CONSTRUCTION NARRATIVE	S&BI	$ 6,632.56	$3,979.54	60%	$4,642.79	70%	$1,989.77	$663.26
	10 - TRAFFIC CONTROL PLAN TYPICAL SECTIONS (1:100)	S&BI	$ 18,978.60	$11,387.16	60%	$13,285.02	70%	$5,693.58	$1,897.86
	2 - TRAFFIC CONTROL PLAN GENERAL NOTES	S&BI	$ 1,890.90	$1,134.54	60%	$1,323.63	70%	$567.27	$189.09
	4 - TCP ADVANCE WARNING SIGNS	S&BI	$ 5,795.39	$3,477.23	60%	$4,056.77	70%	$1,738.62	$579.54
	60 - TRAFFIC CONTROL PLAN - PHASE LAYOUTS (1:100)	S&BI	$ 86,742.35	$52,045.41	60%	$60,719.65	70%	$26,022.71	$8,674.23
	10 - TEMPORARY TRAFFIC SIGNALS AND ILLUMINATION	S&BI	$ 5,860.02	$4,981.02	85%	$4,981.02	85%	$879.00	$0.00
	0 - ROLL PLOT	S&BI	$ 12,452.25	$12,452.25	100%	$12,452.25	100%	$0.00	$0.00
	0 - STANDARDS	S&BI							
	12 - BC 1 THRU 12	S&BI	$ 2,265.60	$2,265.60	100%	$2,265.60	100%	$0.00	$0.00
	1-WZ (TD)-03	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	1-WZ (STPM)-03	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	1-WZ (UL)-03	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	1-WZ I(DERD)-03	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	1-WZ (BTS-1)-03	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	1-WZ (BTS-2)-03	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	1-WZ (BRK)-03	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	1-TCP (2-1)-98	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	1-TCP (2-3)-03	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	1-TCP (2-5)-03	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	1-TCP (2-6)-98	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	3 - TCP (3-1) THRU (3-3)-98	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	1-TCP (7-1)-98	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	0 - CPM SCHEDULE	S&BI	$ 4,182.48	$4,182.48	100%	$4,182.48	100%	$0.00	$0.00
	TASK 2-SUBTOTAL (FC 160-MISCELLANEOUS ROADWAY)		$ 269,813.27	$164,418.40	61%	$187,318.89	69%	$82,494.40	$22,900.49
	III. ROADWAY DETAILS								
160	ROADWAY DESIGN CONTROLS								
	19 - HORIZONTAL ALIGNMENT DATA SHEETS	S&BI	$ 12,412.80	$7,447.68	60%	$8,688.96	70%	$3,723.84	$1,241.28
	0 - BENCHMARK DATA SHEETS:								
	10 - SURVEY CONTROL INDEX OF SHEETS	S&BI	$ 6,105.46	$0.00	0%	$0.00	0%	$6,105.46	$0.00
	8 - HORIZONTAL AND VERTICAL CONTROL DATA SHEETS Process Only	S&BI	$ 1,664.34	$998.60	60%	$1,165.04	70%	$499.30	$166.43
	29 - REMOVAL PLAN	S&BI	$ 50,540.40	$30,324.24	60%	$35,378.28	70%	$15,162.12	$5,054.04
	0 - PLAN AND PROFILE	S&BI							
	27 - ROADWAY P & P SHEETS - EB & WB MAIN LANES TOGETHER	S&BI	$ 71,446.30	$42,867.78	60%	$50,012.41	70%	$21,433.89	$7,144.63
	34 - ROADWAY P & P SHEETS - RAMPS	S&BI	$ 75,549.03	$45,329.42	60%	$52,884.32	70%	$22,664.71	$7,554.90
	13-ROADWAY P&P SHEETS - EB FRONTAGE ROAD	S&BI	$ 30,271.95	$18,163.17	60%	$21,190.37	70%	$9,081.59	$3,027.20
	11-ROADWAY P&P SHEETS - WB FRONTAGE ROAD	S&BI	$ 29,407.85	$17,644.71	60%	$20,585.50	70%	$8,822.36	$2,940.79
	18 - INTERSECTING LAYOUT AND DETAILS	S&BI	$ 40,287.02	$24,172.21	60%	$28,200.91	70%	$12,086.11	$4,029.70
	6 - INTERSECTION LAYOUTS AND DETAILS (NOT REQUIRED)	S&BI	$ -						
	4 - DRIVEWAY LAYOUTS	S&BI	$ 10,744.20	$6,446.52	60%	$7,520.94	70%	$3,223.26	$1,074.42
	DRIVEWAY DETAILS	S&BI	$ 1,477.02	$886.21	60%	$1,033.91	70%	$443.11	$147.70
	4 - MISCELLANEOUS ROADWAY DETAILS	S&BI	$ 6,692.28	$4,015.37	60%	$4,684.60	70%	$2,007.68	$669.23
	0 - STANDARDS								
	CCCG-01	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	CRCP (1)-09	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	TA (CP)-99	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	JS-94	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	GF(31)-11	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	GF(31)DAT-11	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	GF(31)LS-11	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	GF(31)TR-11	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	GF(31)T101-13	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	SGT 7-09	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	SGT 8-09	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	BED-09	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	SSCB (1)-99	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	SSCB (2)-00A	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	SSCB (3)-02	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	TRACC (N)-05	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	REACT (N)-05	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	QUAD (N)-99	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	TE(HMAC)-11	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	4 - RS(1)-10	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	0 - PREPARE PLANS ELECTRONIC DELIVERABLES	S&BI	$ 1,111.02	$1,111.02	100%	$1,111.02	100%	$0.00	$0.00
	TASK 3 - SUBTOTAL (FUNCTION 160-ROADWAY DESIGN CONTROLS)		$ 341,485.57	$203,182.94	59%	$236,232.26	69%	$105,253.42	$33,049.32

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				($ AMOUNT)	(% COMPLETED)	($ AMOUNT)	(% COMPLETED)		
	IV. WALL DETAILS								
163	MISCELLANEOUS-RETAINING WALL								
	24 - PREPARE RETAINING WALL PLAN AND PROFILE SHEETS/SLOPE STABILITY BY TERRACON	S&BI	$ 68,422.66	$0.00	0%	$47,895.86	70%	$20,526.80	$47,895.86
	4 - PREPARE RETAINING WALL MISCELLANEOUS DETAILS	S&BI	$ 5,315.40	$0.00	0%	$3,720.78	70%	$1,594.62	$3,720.78
	9 - BORING LOGS	S&BI	$ 1,296.92	$778.15	60%	$907.84	70%	$389.08	$129.69
	0 - STANDARDS								
	RW (MSE)	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	RW (TRF)	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	RW (TEW)	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	EMRW-94	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	TASK 4 - SUBTOTAL (FUNCTION 163-MISCELLANEOUS-RETAINING WALL)		$ 76,790.18	$1,533.35	2%	$53,279.69	70%	$22,510.49	$51,746.33
	V. ROADWAY/LEVEE DRAINAGE DETAILS								
161	ROADWAY DRAINAGE								
	BRIDGE PRE AND POST CALCULATIONS AND SHEETS SOUTH FLOODWATER CHANNEL	S&BI	$ 5,968.80	$5,968.80	100%	$5,968.80	100%	$0.00	$0.00
	0 - Bridge Scour Calculations	S&BI	$ 1,690.44	$1,690.44	100%	$1,690.44	100%	$0.00	$0.00
	Bridge Scour Calculation Sheets (1 Bridge at South Floodwater Channel)	S&BI	$ 1,690.44	$1,690.44	100%	$1,690.44	100%	$0.00	$0.00
	Culvert Pre- and Post Calculations and Sheets (7 Crossings at 2 Per Sheet)	S&BI	$ 4,589.20	$2,753.52	60%	$3,212.44	70%	$1,376.76	$459.92
	7 - Culvert Stream Crossing Layouts (7 Culverts A-H, Tribs to South Floodwater Channel)	S&BI	$ 34,956.46	$34,956.46	100%	$34,956.46	100%	$0.00	$0.00
	Scour Calculations (7 Culvert Stream Crossings)	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	0 - Scour Calculation Sheets (7 Culvert Stream Crossings at 2 Per Sheet)	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	Culvert, Headwall, and Wingwall Details (4 Culvert and 4 Wingwalls Details)	S&BI	$ 604.16	$362.50	60%	$422.91	70%	$181.25	$60.42
	4 - Outfall Transition Layout and Details (7 Stream Crossings at 2 Per Sheet) No dissipators required, velocity is low	S&BI	$ 11,168.08	$6,700.85	60%	$7,817.66	70%	$3,350.42	$1,116.81
	29 - Roadway System Drainage Area Maps (32 Systems)(Ditches, Ramp Culverts and Driveway Culverts)	S&BI	$ 47,355.65	$28,413.39	60%	$33,148.96	70%	$14,206.70	$4,735.57
	16 - Roadway System Drainage Area Calculation Sheets (32 Systems at 2 Systems Per Sheet)	S&BI	$ 8,817.14	$5,290.28	60%	$6,172.00	70%	$2,645.14	$881.71
	Storm Sewer/Culvert Cross Streets (5 Intersections) Calculation Sheets	S&BI	$ 5,606.00	$3,363.60	60%	$3,924.20	70%	$1,681.80	$560.60
	10 -Storm Sewer/Culvert Plan and Profiles at Intersecting Cross Streets (5 Streets, McColl, Jackson, Cage, Dicker, I RD.) (1 Plan and Profile Sheet Per Street)	S&BI	$ 23,149.60	$13,889.76	60%	$13,889.76	60%	$9,259.84	$0.00
	Driveway and Ramp Storm Sewer/Culvert Calculation Sheets	S&BI	$ 6,124.28	$0.00	0%	$0.00	0%	$6,124.28	$0.00
	14 - Ramp and Driveway Storm Sewer/ Culvert Layouts and Profiles (Las Milpas, Thomas, Anaya, Highland, Military etc.) (8 Streets/20 ramps) (4 Per Plan and 4 Per Profile Sheet) Individual sheets not needed to be shown in drainage ditch profiles	S&BI	$ 37,555.69	$0.00	0%	$0.00	0%	$37,555.69	$0.00
	Storm Sewer System and Culvert Detail Sheets (Culverts, Inlets, Manholes, Headwalls, SETP-PD, SETP-CD)	S&BI	$ 755.20	$377.60	50%	$377.60	50%	$377.60	$0.00
	7 - Retaining Wall and Bridge Deck Spacing For Bridge Sheets and Calculations (Tabulated on Special Detail Sheet) Not Required	S&BI	$ 12,212.19	$0.00	0%	$0.00	0%	$12,212.19	$0.00
	Retaining Wall Drains and Deck Drain SPL Details (1 Ret Wall, 3 Deck Drains)	S&BI	$ 604.16	$0.00	0%	$0.00	0%	$604.16	$0.00
	1 - Channel Special Plan and Profiles (South Floodwater Channel)(Includes Bank Stabilization, Location and Type)	S&BI	$ 3,784.64	$3,027.71	80%	$3,027.71	80%	$756.93	$0.00
	1 - Channel Typical Sections and Details (South Floodwater Channel)	S&BI	$ 1,597.52	$0.00	0%	$1,118.26	70%	$479.26	$1,118.26
	8 - Roadside Ditch Dention Area and Outfall Calculations (32 at 4 Per Sheet)	S&BI	$ 16,049.06	$9,629.44	60%	$9,629.44	60%	$6,419.62	$0.00
	8 - Roadside Ditch Dention Area Outfall Layouts and Weir Special Details (32 at 4 Per Sheet)	S&BI	$ 26,701.64	$16,020.98	60%	$16,020.98	60%	$10,680.66	$0.00
	9 - Frontage Road Cross Pipe Layouts and Profile Frntg Rd. to Frntg Rd. (9)	S&BI	$ 33,010.40	$0.00	0%	$0.00	0%	$33,010.40	$0.00
	0 - Temporary Drainage Plan and Profile Sheets Why temporary? Don't need	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	0 - Temporary Drainage Special Detail Sheets Why temporary? Don't need	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	4 - Storm Drainage Quantity Summaries (Sheet by Sheet)	S&BI	$ 11,141.92	$5,570.96	50%	$5,570.96	50%	$5,570.96	$0.00
	4 - Storm Drainage Quantity Summaries (Permanent Totals)	S&BI	$ 8,176.28	$4,088.14	50%	$4,088.14	50%	$4,088.14	$0.00
	0 - MODIFY EXIST FEMA REPORT PREVIOUSLY PREPARED	S&BI	$ 3,485.40	$3,485.40	100%	$3,485.40	100%	$0.00	$0.00
	0 - Prepare Fema Report and MT-2 Form (7 Culverts) Already done on drainage report	S&BI	$ 3,485.40	$3,485.40	100%	$3,485.40	100%	$0.00	$0.00
	2 - Prepare 10, 50, and 100yr Water Surface Profiles (7 Culverts) Do not need 500 Yr. (Transfer PH I Data into Plans)	S&BI	$ 4,291.50	$4,291.50	100%	$4,291.50	100%	$0.00	$0.00
	2 - Prepare 100 Yr Area of Inundation Map (7 Culverts) Do not need 500 Yr. (Transfer PH I Data into Plans)	S&BI	$ 4,291.50	$3,433.20	80%	$4,291.50	100%	$0.00	$858.30
	SUB-TOTAL (F.C. 161-ROADWAY DRAINAGE)		$ 318,952.76	$188,490.36	60%	$168,280.97	53%	$150,681.79	$9,790.59

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Contract:
WA No.: 2

Func Code	TASK DESCRIPTION	FIRM	CONTRACTED FEE ($)	PREVIOUSLY INVOICED		INVOICED TO DATE		BALANCE	AMOUNT DUE THIS INVOICE
				($ AMOUNT)	(% COMPLETED)	($ AMOUNT)	(% COMPLETED)		
161	FC 161 - LEVEE DESIGN								
	1 - LEVEE TYPICAL SECTIONS	S&BI	$ 2,375.98	$1,425.59	60%	$1,663.19	70%	$712.79	$237.60
	8 - LEVEE P & P SHEETS	S&BI	$ 17,445.12	$10,467.07	60%	$12,211.58	70%	$5,233.54	$1,744.51
	0 - CROSS SECTIONS (ROLL PLOT)	S&BI	$ 5,739.58	$3,443.75	60%	$4,017.71	70%	$1,721.87	$573.96
	3 - MISCELLANEOUS & FLOODGATE LEVEE DETAILS	S&BI	$ 25,516.60	$15,309.96	60%	$17,861.62	70%	$7,654.98	$2,551.66
	0 -RELOCATION OF FLOODWAY LEVEE ANALYSIS	S&BI	$ 20,244.56	$20,244.56	100%	$20,244.56	100%	$0.00	$0.00
	SUB-TOTAL (F.C. 161-LEVEE DESIGN)		$ 71,321.84	$50,890.93	71%	$55,998.66	79%	$15,323.18	$5,107.73
	VII. BRIDGES								
	WEST BOUND MAIN LANE BRIDGE OVER JACKSON								
	1 - BRIDGE LAYOUTS	S&BI	$ 8,760.09	$7,008.07	80%	$7,008.07	80%	$1,752.02	$0.00
	1 -SUMMARY OF QUANTITIES (BRIDGE) AND BEARING SEAT ELEVATION	S&BI	$ 7,885.17	$0.00	0%	$5,519.62	70%	$2,365.55	$5,519.62
	1 - FOUNDATION LAYOUTS	S&BI	$ 5,075.75	$3,045.45	60%	$3,553.03	70%	$1,522.73	$507.58
	1 - FOUNDATION DETAILS- 1 TYPE(S)	S&BI	$ 6,966.60	$4,179.96	60%	$4,876.62	70%	$2,089.98	$696.66
	4 - ABUTMENTS - 1 TYPE	S&BI	$ 13,719.72	$8,231.83	60%	$9,603.80	70%	$4,115.92	$1,371.97
	4- INTERIOR BENTS - 1 TYPE	S&BI	$ 13,719.72	$8,231.83	60%	$9,603.80	70%	$4,115.92	$1,371.97
	1 - CONC SLAB SPAN & DEFLECTION - 1 UNIT	S&BI	$ 5,712.56	$3,427.54	60%	$3,998.79	70%	$1,713.77	$571.26
	1 - CONC FRAMING PLAN & BENT REPORT - 1 UNIT	S&BI	$ 5,758.31	$3,454.99	60%	$4,030.82	70%	$1,727.49	$575.83
	1 - CONC TYPICAL SECTIONS AND DEFLECTIONS	S&BI	$ 6,056.00	$4,844.80	80%	$4,844.80	80%	$1,211.20	$0.00
	1 - PRESTR CONC BEAMS - IGNS	S&BI	$ 7,271.61	$4,362.97	60%	$5,090.13	70%	$2,181.48	$727.16
	2 - ARCHITECTURAL TREATMENT	S&BI	$ 11,836.10	$7,101.66	60%	$8,285.27	70%	$3,550.83	$1,183.61
	2 - DRAIN DETAILS	S&BI	$ 10,189.24	$6,113.54	60%	$7,132.47	70%	$3,056.77	$1,018.92
	1 - BRIDGE BORING LOGS	S&BI	$ 2,303.36	$1,382.02	60%	$1,612.35	70%	$691.01	$230.34
	SUB-TOTAL SHEETS (WEST BOUND MAIN LANE BRIDGE OVER JACKSON)		$ 105,264.25	$61,394.65	58%	$76,159.57	71%	$30,094.68	$13,774.92
	EAST BOUND MAIN LANE BRIDGE OVER JACKSON								
	1 - BRIDGE LAYOUTS	S&BI	$ 8,760.09	$7,008.07	80%	$7,008.07	80%	$1,752.02	$0.00
	1 -SUMMARY OF QUANTITIES (BRIDGE) AND BEARING SEAT ELEVATION	S&BI	$ 7,885.17	$0.00	0%	$5,519.62	70%	$2,365.55	$5,519.62
	2 - FOUNDATION LAYOUTS	S&BI	$ 8,559.05	$5,135.43	60%	$5,991.34	70%	$2,567.72	$855.91
	3 - ABUTMENTS	S&BI	$ 6,859.86	$4,115.92	60%	$4,801.90	70%	$2,057.96	$685.99
	2- INTERIOR BENTS	S&BI	$ 6,859.86	$4,115.92	60%	$4,801.90	70%	$2,057.96	$685.99
	2 - CONC SLAB SPAN	S&BI	$ 2,960.48	$1,776.29	60%	$2,072.34	70%	$888.14	$296.05
	1 - CONC FRAMING PLAN & BENT REPORT	S&BI	$ 5,758.31	$3,454.99	60%	$4,030.82	70%	$1,727.49	$575.83
	1 - CONC TYPICAL SECTIONS AND DEFLECTIONS	S&BI	$ 3,035.26	$2,428.21	80%	$2,428.21	80%	$607.05	$0.00
	1 - PRESTR CONC I-GIRDER DESIGN	S&BI	$ 7,271.61	$4,362.97	60%	$5,090.13	70%	$2,181.48	$727.16
	2 - ARCHITECTURAL TREATMENT	S&BI	$ 5,918.05	$3,550.83	60%	$4,142.64	70%	$1,775.42	$591.81
	1 - DRAIN DETAILS	S&BI	$ 5,094.62	$3,056.77	60%	$3,566.23	70%	$1,528.39	$509.46
	1 - BRIDGE BORING LOGS	S&BI	$ 2,303.36	$1,382.02	60%	$1,612.35	70%	$691.01	$230.34
	SUB-TOTAL SHEETS (EAST BOUND MAIN LANE BRIDGE OVER JACKSON)		$ 71,265.72	$40,397.40	57%	$51,065.64	72%	$20,200.16	$10,678.14
	WEST BOUND MAIN LANE BRIDGE OVER I ROAD (ONLY BR LAYOUT INLUDED FINAL DESIGN WILL BE DONE AS A SEPARATE WA)								
	1 - BRIDGE LAYOUTS	S&BI	$ 8,760.09	$7,008.07	80%	$7,008.07	80%	$1,752.02	$0.00
	SUB-TOTAL SHEETS-WEST BOUND LANE BRIDGE OVER I ROAD (ONLY BR LAYOUT INCLUDED: FINAL DESIGN WILL BE DONE AS A SEPARATE WA)		$ 8,760.09	$7,008.07	80%	$7,008.07	80%	$1,752.02	$0.00
	EAST BOUND MAIN LANE BRIDGE OVER I ROAD (ONLY BR LAYOUT INCLUDED: FINAL DESIGN WILL BE DONE AS A SEPARATE WA)								
	1 - BRIDGE LAYOUTS	S&BI	$ 8,760.09	$7,008.07	80%	$7,008.07	80%	$1,752.02	$0.00
	SUB-TOTAL SHEETS-EAST BOUND MAIN LANE BRIDGE OVER I ROAD (ONLY BR LAYOUT INCLUDED: FINAL DESIGN WILL BE DONE AS A SEPARATE WA)		$ 8,760.09	$7,008.07	80%	$7,008.07	80%	$1,752.02	$0.00
	CANAL BRIDGES (MAINLANES & FRONTAGE RDS)								
	4 - BRIDGE LAYOUTS	S&BI	$ 19,030.68	$15,224.54	80%	$15,224.54	80%	$3,806.14	$0.00
	3 -SUMMARY OF QUANTITIES (BRIDGE) AND BEARING SEAT ELEVATION	S&BI	$ 14,005.85	$0.00	0%	$9,804.10	70%	$4,201.76	$9,804.10
	2 - FOUNDATION LAYOUTS	S&BI	$ 14,666.03	$8,799.62	60%	$10,266.22	70%	$4,399.81	$1,466.60
	4 - ABUTMENTS	S&BI	$ 27,050.36	$16,230.22	60%	$18,935.25	70%	$8,115.11	$2,705.04
	8- INTERIOR BENTS	S&BI	$ 22,021.06	$13,212.64	60%	$15,414.74	70%	$6,606.32	$2,202.11
	2 - CONC SLAB SPAN	S&BI	$ 11,696.78	$7,018.07	60%	$8,187.75	70%	$3,509.03	$1,169.68
	3 - CONC FRAMING PLAN & BENT REPORT	S&BI	$ 13,090.94	$7,854.56	60%	$9,163.66	70%	$3,927.28	$1,309.09
	3 - CONC TYPICAL SECTIONS AND DEFLECTIONS	S&BI	$ 13,304.42	$10,643.54	80%	$10,643.54	80%	$2,660.88	$0.00
	2 - PRESTR CONC I-GIRDER DESIGN	S&BI	$ 9,984.47	$5,990.68	60%	$6,989.13	70%	$2,995.34	$998.45
	4 - ARCHITECTURAL TREATMENT	S&BI	$ 17,177.01	$10,306.21	60%	$12,023.91	70%	$5,153.10	$1,717.70
	2 - DRAIN DETAILS	S&BI	$ 9,087.02	$5,452.21	60%	$6,360.91	70%	$2,726.11	$908.70
	3 - BRIDGE BORING LOGS	S&BI	$ 3,209.57	$1,925.74	60%	$2,246.70	70%	$962.87	$320.96
	SUB-TOTAL SHEETS-CANAL BRIDGES (MAINLANES & FRONTAGE RDS)		$ 174,324.19	$102,658.02	59%	$126,260.44	72%	$49,063.75	$22,502.62

AUGUST 2014 INVOICE

Project: SH 365 PS&E Development
Limits:
CSJ: 3827-01-001
County: Hidalgo County

Bill Through: 8/31/2014
Client: HCRMA
Contract:
WA No.: 2

Func Code	TASK DESCRIPTION	FIRM	CONTRACTED FEE ($)	PREVIOUSLY INVOICED		INVOICED TO DATE		BALANCE	AMOUNT DUE THIS INVOICE
				($ AMOUNT)	(% COMPLETED)	($ AMOUNT)	(% COMPLETED)		
	WEST BOUND MAIN LANE BRIDGE OVER HIGHLINE								
	1 - BRIDGE LAYOUTS	S&BI	$ 8,760.09	$7,008.07	80%	$7,008.07	80%	$1,752.02	$0.00
	1 -SUMMARY OF QUANTITIES (BRIDGE) AND BEARING SEAT ELEVATION	S&BI	$ 7,885.17	$0.00	0%	$5,519.62	70%	$2,365.55	$5,519.62
	1 - FOUNDATION LAYOUTS	S&BI	$ 5,075.75	$3,045.45	60%	$3,553.03	70%	$1,522.73	$507.58
	1 - FOUNDATION DETAILS- 1 TYPE(S)	S&BI	$ 6,966.60	$4,179.96	60%	$4,876.62	70%	$2,089.98	$696.66
	4 - ABUTMENTS - 1 TYPE	S&BI	$ 13,719.72	$8,231.83	60%	$9,603.80	70%	$4,115.92	$1,371.97
	4- INTERIOR BENTS - 1 TYPE	S&BI	$ 13,719.72	$8,231.83	60%	$9,603.80	70%	$4,115.92	$1,371.97
	1 - CONC SLAB SPAN & DEFLECTION - 1 UNIT	S&BI	$ 5,712.56	$3,427.54	60%	$3,998.79	70%	$1,713.77	$571.26
	1 - CONC FRAMING PLAN & BENT REPORT - 1 UNIT	S&BI	$ 5,758.31	$3,454.99	60%	$4,030.82	70%	$1,727.49	$575.83
	1 - CONC TYPICAL SECTIONS AND DEFLECTIONS	S&BI	$ 6,056.00	$4,844.80	80%	$4,844.80	80%	$1,211.20	$0.00
	1 - PRESTR CONC BEAMS - IGNS	S&BI	$ 7,271.61	$4,362.97	60%	$5,090.13	70%	$2,181.48	$727.16
	2 - ARCHITECTURAL TREATMENT	S&BI	$ 11,836.10	$7,101.66	60%	$8,285.27	70%	$3,550.83	$1,183.61
	2 - DRAIN DETAILS	S&BI	$ 10,189.24	$6,113.54	60%	$7,132.47	70%	$3,056.77	$1,018.92
	1 - BRIDGE BORING LOGS	S&BI	$ 2,303.36	$1,382.02	60%	$1,612.35	70%	$691.01	$230.34
	SUB-TOTAL SHEETS-WEST BOUND MAIN LANE BRIDGE OVER HIGHLINE		$ 105,284.23	$61,384.85	58%	$75,159.57	71%	$30,094.66	$13,774.92
	EAST BOUND MAIN LANE BRIDGE OVER HIGHLINE								
	1 - BRIDGE LAYOUTS	S&BI	$ 8,760.09	$7,008.07	80%	$7,008.07	80%	$1,752.02	$0.00
	1 -SUMMARY OF QUANTITIES (BRIDGE) AND BEARING SEAT ELEVATION	S&BI	$ 7,885.17	$0.00	0%	$5,519.62	70%	$2,365.55	$5,519.62
	2 - FOUNDATION LAYOUTS	S&BI	$ 8,559.05	$5,135.43	60%	$5,991.34	70%	$2,567.72	$855.91
	3 - ABUTMENTS	S&BI	$ 6,859.86	$4,115.92	60%	$4,801.90	70%	$2,057.96	$685.99
	2- INTERIOR BENTS	S&BI	$ 6,859.86	$4,115.92	60%	$4,801.90	70%	$2,057.96	$685.99
	2 - CONC SLAB SPAN	S&BI	$ 2,960.48	$1,776.29	60%	$2,072.34	70%	$888.14	$296.05
	1 - CONC FRAMING PLAN & BENT REPORT	S&BI	$ 5,758.31	$3,454.99	60%	$4,030.82	70%	$1,727.49	$575.83
	1 - CONC TYPICAL SECTIONS AND DEFLECTIONS	S&BI	$ 3,035.26	$2,428.21	80%	$2,428.21	80%	$607.05	$0.00
	1 - PRESTR CONC I-GIRDER DESIGN	S&BI	$ 7,271.61	$4,362.97	60%	$5,090.13	70%	$2,181.48	$727.16
	2 - ARCHITECTURAL TREATMENT	S&BI	$ 5,918.05	$3,550.83	60%	$4,142.64	70%	$1,775.42	$591.81
	1 - DRAIN DETAILS	S&BI	$ 5,094.62	$3,056.77	60%	$3,566.23	70%	$1,528.39	$509.46
	1 - BRIDGE BORING LOGS	S&BI	$ 2,303.36	$1,382.02	60%	$1,612.35	70%	$691.01	$230.34
	SUB-TOTAL SHEETS-EAST BOUND MAIN LANE BRIDGE OVER HIGHLINE		$ 71,285.72	$40,387.40	57%	$51,085.54	72%	$20,200.18	$10,679.14
	SUB-TOTAL SHEETS-BRIDGE STANDARDS (FOR BOTH S&B AND UNINTECH)		$ 7,626.92	$0.00	0%	$0.00	0%	$7,626.92	$0.00
	SUB-TOTAL BRIDGE SHEETS		$ 552,513.19	$320,216.30	58%	$391,720.83	71%	$160,796.36	$71,508.53
	BASIC SERVICES-BRIDGE AND RETAINING WALL DESIGN-UNINTECH	UCE	$ 652,595.00	$265,727.00	41%	$460,435.75	71%	$192,159.25	$194,708.75
	BASIC SERVICES-SW3P AND IRRIGATION-DOS LOGISTICS	DOS	$ 69,170.30	$0.00	0%	$0.00	0%	$69,170.30	$0.00
	SPECIAL SERVICES-TERRACON	TERR	$ 440,142.78	$213,045.10	48%	$254,573.70	58%	$185,569.09	$41,529.60
		DOS	$ 49,726.44	$0.00	0%	$0.00	0%	$49,726.44	$0.00
	TOTAL SUBS (UNINTECH, TERRACON AND DOS LOGISTICS)		$ 1,211,634.53	$478,772.10	40%	$715,009.45	59%	$496,625.08	$236,237.35

AUGUST 2014 INVOICE

S&B INFRASTRUCTURE, LTD.

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Project: SH 365 PS&E Development
Limits:
CSJ: 3827-01-001
County: Hidalgo County

Bill Through: 8/31/2014
Client: HCRMA
Contract:
WA No.: 2

Func Code	TASK DESCRIPTION	FIRM	CONTRACTED FEE ($)	PREVIOUSLY INVOICED		INVOICED TO DATE		BALANCE	AMOUNT DUE THIS INVOICE
				($ AMOUNT)	(% COMPLETED)	($ AMOUNT)	(% COMPLETED)		
	VII. TRAFFIC ITEMS								
162	0 - FC 162 - SIGNING, PAVEMENT MARKINGS AND SIGNALIZATION								
	0 - SIGNALIZATION (5 INTERSECTIONS)								
	6 - TRAFFIC SIGNAL EXISTING CONDITIONS LAYOUT	S&BI	$ 7,685.84	$4,611.38	60%	$5,379.95	70%	$2,305.89	$768.56
	6 - TRAFFIC SIGNAL PROPOSED LAYOUT	S&BI	$ 16,696.68	$10,019.21	60%	$11,686.08	70%	$5,009.60	$1,669.87
	8 - TRAFFIC SIGNAL ELETRICAL DETAILS	S&BI	$ 15,769.24	$9,461.54	60%	$11,038.47	70%	$4,730.77	$1,576.92
	8 - TRAFFIC SIGNAL WIRING DIAGRAM	S&BI	$ 15,769.24	$9,461.54	60%	$11,038.47	70%	$4,730.77	$1,576.92
	8 - PROPOSED LEDs	S&BI	$ 15,769.24	$9,461.54	60%	$11,038.47	70%	$4,730.77	$1,576.92
	2 - TRAFFIC SIGNAL NOTES & DETAILS	S&BI	$ 2,739.08	$1,643.45	60%	$1,917.36	70%	$821.72	$273.91
	2 - TRAFFIC SIGNAL ESTIMATED QUANTITIES	S&BI	$ 1,661.44	$996.86	60%	$1,163.01	70%	$498.43	$166.14
	17 - TRAFFIC SIGNAL STANDARDS	S&BI	$ 3,209.60	$1,925.76	60%	$2,246.72	70%	$962.88	$320.96
	0 - FC 162-PREPARE SIGNING & PAVEMENT MARKING DESIGN	S&BI							
	30- SIGNING LAYOUT (1:100) (MAINLANES & FRTG RDS)	S&BI	$ 31,036.00	$18,621.60	60%	$21,725.20	70%	$9,310.80	$3,103.60
	30- PAVEMENT MARKING LAYOUT (1:100) (MAINLANES & FRTG RDS)	S&BI	$ 31,399.28	$18,839.57	60%	$21,979.50	70%	$9,419.78	$3,139.93
	6- SIGNING LAYOUT (1:100) (INTERSECTING ROADS)	S&BI	$ 7,576.74	$4,546.04	60%	$5,303.72	70%	$2,273.02	$757.67
	6- PAVEMENT MARKING LAYOUT (1:100) (INTERSECTING ROADS)	S&BI	$ 7,576.74	$4,546.04	60%	$5,303.72	70%	$2,273.02	$757.67
	4 - SMALL SIGN SUMMARY	S&BI	$ 7,398.06	$4,438.84	60%	$5,178.64	70%	$2,219.42	$739.81
	2 - LARGE SIGN SUMMARY	S&BI	$ 4,205.89	$2,523.53	60%	$2,944.12	70%	$1,261.77	$420.59
	8 - LARGE SIGN DETAILS	S&BI	$ 12,193.64	$7,316.18	60%	$8,535.55	70%	$3,658.09	$1,219.36
	0 -SIGNING AND PAVEMENT MARKING STANDARDS:	S&BI							
	5 - TSR(1)-08 THRU TSR(5)-08	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	SMD(GEN)-08	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	3 - SMD(SLIP-1)-08 THRU (SLIP-3)-08	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	4 - SMD(2-1) THRU (2-4)-08	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	SMD (TY G)-08	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	SMD (8W1)-08	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	SMD (8W2)-08	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	BMCS	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	SPECIAL SIGN MOUNT DETAILS	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	5 - D&OM(1) THRU (5)-04	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	D&OM(VIA)-04	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	PM(1)-03	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	PM(2)-08	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	PM(4)-03	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	2 - PM(5) THRU (6)-01	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	FPM(1)-08	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	SIGN MNT DET.- LARGE RDSD. SIGNS: SMD(2-6)-08	S&BI	$ 2,114.56	$2,114.56	100%	$2,114.56	100%	$0.00	$0.00
	SUB TOTAL (F.C. 162-SIGNING, PAVEMENT, MARKINGS AND SIGNALIZATION)		$ 209,272.83	$119,548.68	54%	$131,617.31	63%	$54,206.55	$18,068.85
163	FC 163 - MISCELLANEOUS - HIGH MAST ILLUMINATION								
	0-PREPARE ILLUMINATION DESIGN:	S&BI							
	SUMMARY OF QUANTITIES	S&BI	$ 2,368.70	$947.48	40%	$947.48	40%	$1,421.22	$0.00
	10 - ILLUMINATION LAYOUT	S&BI	$ 19,805.06	$11,883.04	60%	$13,863.54	70%	$5,941.52	$1,980.51
	10 - ILLUMINATION CIRCUIT DIAGRAM	S&BI	$ 19,572.70	$0.00	0%	$0.00	0%	$19,572.70	$0.00
	7 - UNDERPASS LIGHTING	S&BI	$ 9,701.38	$5,820.82	60%	$6,790.95	70%	$2,910.41	$970.14
	10 - LIGHTING CONTOUR	S&BI	$ 9,558.96	$5,735.38	60%	$6,691.27	70%	$2,867.69	$956.90
	6 - MISCELLANEOUS ILLUMINATION DETAILS	S&BI	$ 997.74	$0.00	0%	$0.00	0%	$997.74	$0.00
	0-ILLUMINATION STANDARDS	S&BI							
	7 - ED(1) THRU ED(7)-03	S&BI	$ 377.60	$377.60	100%	$377.60	100%	$0.00	$0.00
	2 - RID(LUM 1) THRU (LUM2)-07	S&BI	$ 377.60	$377.60	100%	$377.60	100%	$0.00	$0.00
	2 - SP-80 (1) THRU (2)	S&BI	$ 377.60	$377.60	100%	$377.60	100%	$0.00	$0.00
	TS-FD-99	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	LUM-A-99	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	RID (UP)-07	S&BI	$ 188.80	$188.80	100%	$188.80	100%	$0.00	$0.00
	SUB TOTAL (F.C. 163-MISCELLANEOUS-HIGH MAST ILLUMINATION		$ 63,703.72	$26,095.91	41%	$29,982.85	47%	$33,711.27	$3,908.54

S&B INFRASTRUCTURE, LTD.

AUGUST 2014 INVOICE

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Project: SH 365 PS&E Development
Limits:
CSJ: 3627-01-001
County: Hidalgo County

Bill Through: 8/31/2014
Client: HCRMA
Contract:
WA No.: 2

Func Code	TASK DESCRIPTION	FIRM	CONTRACTED FEE ($)	PREVIOUSLY INVOICED		INVOICED TO DATE		BALANCE	AMOUNT DUE THIS INVOICE
				($ AMOUNT)	(% COMPLETED)	($ AMOUNT)	(% COMPLETED)		
	IX. ENVIRONMENTAL								
163	FC 163 - Misc.								
	0 - PREPARE SW3P :	S&BI							
	0 - 'SW3P NARRATIVE (BY DOS)	S&BI							
	0 - SW3P LAYOUTS (BY DOS)	S&BI							
	0 - MISCELLANEOUS SW3P DETAILS (BY DOS)	S&BI							
	0 - SW3P STANDARDS:	S&BI							
	0 - EC-(1)THRU (3)-93 (BY DOS)	S&BI							
	0 - CONDUCT SENSITIVE AREAS INVESTIGATION	S&BI							
	2 -EPIC SHEETS	S&BI	$ 7,447.36	$0.00	0%	$5,213.15	70%	$2,234.21	$5,213.15
	0 - PREPARE WETLAND MITIGATION PLAN (BY DOS)	S&BI							
	0 - PREPARE MISCELLANEOUS DETAILS (BY DOS)	S&BI							
	SUB-TOTAL FC 163-MISC		$ 7,447.36	$0.00	0%	$5,213.15	70%	$2,234.21	$5,213.15
	X. MISCELLANEOUS								
163	FC 163 - MISCELLANEOUS - LANDSCAPING/AESTHETICS								
	0 - LANDSCAPING/IRRIGATION (To Be Provided by HCRMA)	S&BI	$ 258.52	$0.00	0%	$0.00	0%	$258.52	$0.00
	0 - AESTHETIC PLAN (To Be Provided by HCRMA)	S&BI	$ 258.52	$0.00	0%	$0.00	0%	$258.52	$0.00
	0 - AESTHETIC DETAILS (To Be Provided by HCRMA)	S&BI	$ 258.52	$0.00	0%	$0.00	0%	$258.52	$0.00
	SUB-TOTAL FC 163-MISCELLANEOUS-LANDSCAPING/AESTHETICS		$ 776.56	$0.00	0%	$0.00	0%	$776.56	$0.00
	XI. CROSS SECTIONS								
163	FC 163 - MISCELLANEOUS - CROSS SECTIONS								
	150 - CROSS SECTIONS (RDWY & DETENTION) (11x17 SHEETS) Includes Earthwork Calculations	S&BI	$ 53,619.20	$26,809.60	50%	$37,533.44	70%	$16,085.76	$10,723.84
	SUB-TOTAL FC 163-MISCELLANEOUS CROSS SECTIONS		$ 53,619.20	$26,809.60	50%	$37,533.44	70%	$16,085.76	$10,723.84
	GRAND TOTAL		$ 2,245,906.73	$1,238,828.89	53%	$1,533,476.15	66%	$922,431.58	$521,083.82
	NON LABOR								
164	REPRO 1179 SHEETS X $2.00 / SHEET (MYLAR) +((1179 SHEETS X $0.25) X4)/ PAPER SHEET - CHECK PLOTS & REVIEW SETS)+ (1179 PAPER SHEETS X 10 SUBMITTAL SETS X $0.25)	S&BI	$6,484.50						
	PLOTS (B/W ON BOND) $1.00/SF (30 FT/PLOT x 20 PLOTS x 3Ft Wide = 1800 SF)	S&BI	$1,800.00						
	PLOTS (COLOR ON BOND) $3.00/SF (30 FT/PLOT x 20 PLOTS x 3Ft Wide = 1800 SF)	S&BI	$5,400.00						
	COLOR GRAPHICS ON FOAM BOARD ($5.00/SF) (3'x5'x 10 Ea)	S&BI	$900.00						
	COURIER SERVICES - $20 / PACKAGE X 10 PACKAGES	S&BI	$200.00						
	MILEAGE 24 TRIP x 30 MI / TRIP @ $0.565/mile	S&BI	$406.80						
	Sub-Total (F.C. 164) Non-Labor		$ 15,191.30	$0.00		$0.00		$15,191.30	$0.00
	Special Services (Addt'l Submittals to BWC for Floodway Impacts)		$ 38,717.80	$0.00		$0.00		$38,717.80	$0.00
	PROJECT TOTAL		$ 3,611,450.16	$1,717,400.79	48%	$2,238,484.60	62%	$1,372,965.56	$521,083.82

Pay Only 8K
8K

1 - 12
9/12/2014

Terracon

INVOICE PERIOD: *07/06/14 through 08/02/14* **INVOICE AMOUNT:** *$25,873.08*

September 3, 2014

Mr. Pilar Rodriguez, P.E. – Executive Director HCRMA
ATTN: Mr. Louis H. Jones, P.E. – Program Manager HCRMA
Hidalgo County Regional Mobility Authority
118 S. Cage Blvd., 4th Floor
Pharr, Texas 78577

RE: Work Authorization #1 on SH 365 Segment 1
Invoice No. T556607

Dear Mr. Jones:

Attached for your review approval is our invoice for services rendered during the months of June and July 2014 on the subject referenced project. The below referenced work product deliverables have been uploaded via GroupWise to the following directory:
2014-09-03 July INV backup

The following is attached:

- Invoice No. T553227
- Borings Logs (performed to date)
- Lab Test Results (performed to date)

The following is a narrative of the progress for this period.

TASK
UPDATED BORING AND CPT LOGS - LEVEES
Boring and CPT logs along with field and laboratory geotechnical engineering test results performed to date are attached to this report.
UPDATED BORING AND CPT LOGS – RETAINING WALL AND SIGNS
Boring and CPT logs along with field and laboratory geotechnical engineering test results performed to date are attached to this report.
UPDATED BORING AND CPT LOGS - BRIDGES
Boring and CPT logs along with field and laboratory geotechnical engineering test results performed to date are attached to this report.

Should you have any questions regarding this submittal, please do not hesitate to call me at (956) 588-2480.

Sincerely,

Alfonso A. Soto, P.E.
Project Manager – Terracon Consultants, Inc.

cc: Gustavo Lopez, P.E.

Hyperlinks: 2014-09-03 July INV backup

Contract No.
0032

SH 365 PROJECT (CSJ: 3627-01-001)
Develop PS&E for Proposed SH 365 Project
From McColl Rd to GSA Connector
TERRACON CONSULTANTS, INC.

SPECIAL SERVICES - GEOTECHNICAL DESCRIPTION	Contract Amount	% Complete	Invoice Amount
FC 110 - ROUTE & DESIGN STUDIES			
BRIDGES			
BRIDGE TASKS: DEVELOP CROSS SECTIONS; EVALUATE LABORATORY RESULTS; SELECT SOIL PROFILES AND PROPERTIES FOR DESIGN; PREPARE DESIGN EVALUATIONS FOR AXIAL AND LATERAL LOADING; EVALUATE EMBANKMENT SETTLEMENT; EVALUATE DOWNDRAG ON FOUNDATIONS; DEVELOP DESIGN OPTIONS; REVIEW DESIGN WIH ENGINEER; PREPARE DRAFT DESIGN RECOMMENDATIONS AND TABLES; INTERIM DESIGN REVIEW (INTERNAL); INTERIM DESIGN REVIEW (ENGINEER)			
BRIDGES			
JACKSON RD OVERPASS	$7,495.14	22.6%	$1,693.12
US 281 OVERPASS	$7,495.14	27.8%	$2,082.74
"I" ROAD OVERPASS	$7,495.14	22.6%	$1,693.12
DICKER RD OVERPASS	$7,495.14	21.7%	$1,624.21
LAS MILPAS RD UNDERPASS	$7,495.14	18.9%	$1,417.48
DRAINAGE DITCH BRIDGES	$7,495.14	15.7%	$1,176.29
ANAYA ROAD OVERPASS	$7,495.14	17.5%	$1,314.11
HIGHLINE ROAD OVERPASS	$7,495.14	14.8%	$1,107.38
SUB-TOTAL - BRIDGES	$59,961.12	20.2%	$12,108.45
RETAINING WALLS			
RW TASKS: DEVELOP CROSS SECTIONS (TO BE DONE BY S&B); EVALUATE LABORATORY RESULTS; SELECT SOIL PROFILES AND PROPERTIES FOR DESIGN; PREPARE CROSS SECTIONS FOR ANALYSIS; EVALUATE EMBANKMENT SETTLEMENT; EVALUATE SLIDING, GLOBAL STABILITY, OVERTURNING; REVIEW DESIGN WIH ENGINEER; PREPARE DRAFT DESIGN RECOMMENDATIONS; INTERIM DESIGN REVIEW (INTERNAL); INTERIM DESIGN REVIEW (ENGINEER)			
RETAINING WALLS (5 DESIGNS)	$42,270.60	7.6%	$3,197.46
SUB-TOTAL - RETAINING WALLS	$42,270.60	7.6%	$3,197.46
LEVEES			
LEVEE TASKS: DEVELOP CROSS SECTIONS (TO BE DONE BY S&B); EVALUATE LABORATORY RESULTS; SELECT SOIL PROFILES AND PROPERTIES FOR DESIGN; PREPARE CROSS SECTIONS FOR ANALYSIS; EVALUATE EMBANKMENT SETTLEMENT; EVALUATE SLIDING, GLOBAL STABILITY, OVERTURNING; EVALUATE SEEPAGE; PREPARE DRAFT DESIGN RECOMMENDATIONS; INTERIM DESIGN REVIEW (INTERNAL); INTERIM DESIGN REVIEW (ENGINEER)			
LEVEES - EVALUATIONS AND SEPARATE REPORT	$29,132.40	22.5%	$6,557.19
SUB-TOTAL - LEVEES	$29,132.40	22.5%	$6,557.19
FINAL REPORT			
GEOTECHNICAL DESIGN REPORT	$21,034.90	9.0%	$1,884.30
SUB-TOTAL - FINAL REPORT	$21,034.90	9.0%	$1,884.30
FIELD EXPLORATION			
BOREHOLE LOGGING FIELD (81 BORINGS),			
LOGS (3980 FT OF BORINGS) IN GINT			
BORING QC IN LAB (81 BORINGS), ASSIGN LAB, QC LOGS			
CPTS (REVIEW FIELD DATA, PREPARE PLOTS QC RESULTS)	$52,712.77	0.0%	
SUB-TOTAL - FIELD EXPLORATION	$52,712.77	0.0%	$0.00
FIELD MANAGEMENT			
SURVEY COORD, UTILITY COOORD, SCHEDULE, ARRANGE TRAFFIC CONTROL, MANAGE FIELD CREWS & DRILLING/CPT SUBS)	$12,521.00	9.4%	$1,176.93
SUB-TOTAL - FIELD MANAGEMENT	$12,521.00	9.4%	$1,176.93
DIRECT EXPENSES	$222,510.00	0.4%	$948.75
GRAND TOTAL	$440,142.79	5%	$25,873.08

Terracon

INVOICE PERIOD: *08/03/14 through 08/23/14* **INVOICE AMOUNT:** *$15,655.52*

September 5, 2014

Mr. Pilar Rodriguez, P.E. – Executive Director HCRMA
ATTN: Mr. Louis H. Jones, P.E. – Program Manager HCRMA
Hidalgo County Regional Mobility Authority
118 S. Cage Blvd., 4th Floor
Pharr, Texas 78577

RE: Work Authorization #1 on SH 365 Segment 1
Invoice No. T556607

Dear Mr. Jones:

Attached for your review approval is our invoice for services rendered during the months of June and July 2014 on the subject referenced project. The below referenced work product deliverables have been uploaded via GroupWise to the following directory:
2014-09-05 August INV backup

The following is attached:

- Invoice No. T556607
- Borings Logs (performed to date)
- Lab Test Results (performed to date)

The following is a narrative of the progress for this period.

TASK
UPDATED BORING AND CPT LOGS - LEVEES
Boring and CPT logs along with field and laboratory geotechnical engineering test results performed to date are attached to this report.
UPDATED BORING AND CPT LOGS – RETAINING WALL AND SIGNS
Boring and CPT logs along with field and laboratory geotechnical engineering test results performed to date are attached to this report.
UPDATED BORING AND CPT LOGS - BRIDGES
Boring and CPT logs along with field and laboratory geotechnical engineering test results performed to date are attached to this report.

Should you have any questions regarding this submittal, please do not hesitate to call me at (956) 588-2480.

Sincerely,

Alfonso A. Soto, P.E.
Project Manager – Terracon Consultants, Inc.

cc: Gustavo Lopez, P.E.

Hyperlinks: 2014-09-05 August INV backup

Contract No.
0032

SH 365 PROJECT (CSJ: 3627-01-001)
Develop PS&E for Proposed SH 365 Project
From McColl Rd to GSA Connector
TERRACON CONSULTANTS, INC.

SPECIAL SERVICES - GEOTECHNICAL DESCRIPTION	Contract Amount	% Complete	Invoice Amount
FC 110 - ROUTE & DESIGN STUDIES			
BRIDGES			
BRIDGE TASKS: DEVELOP CROSS SECTIONS; EVALUATE LABORATORY RESULTS; SELECT SOIL PROFILES AND PROPERTIES FOR DESIGN; PREPARE DESIGN EVALUATIONS FOR AXIAL AND LATERAL LOADING; EVALUATE EMBANKMENT SETTLEMENT; EVALUATE DOWNDRAG ON FOUNDATIONS; DEVELOP DESIGN OPTIONS; REVIEW DESIGN WIH ENGINEER; PREPARE DRAFT DESIGN RECOMMENDATIONS AND TABLES; INTERIM DESIGN REVIEW (INTERNAL); INTERIM DESIGN REVIEW (ENGINEER)			
BRIDGES			
JACKSON RD OVERPASS	$7,495.14	6.9%	$515.39
US 281 OVERPASS	$7,495.14	6.9%	$515.39
"I" ROAD OVERPASS	$7,495.14	3.2%	$239.75
DICKER RD OVERPASS	$7,495.14	3.2%	$239.75
LAS MILPAS RD UNDERPASS	$7,495.14	2.6%	$196.16
DRAINAGE DITCH BRIDGES	$7,495.14	3.2%	$239.75
ANAYA ROAD OVERPASS	$7,495.14	3.2%	$239.75
HIGHLINE ROAD OVERPASS	$7,495.14	3.2%	$239.75
[illegible]	[illegible]	[illegible]	[illegible]
RETAINING WALLS			
RW TASKS: DEVELOP CROSS SECTIONS (TO BE DONE BY S&B); EVALUATE LABORATORY RESULTS; SELECT SOIL PROFILES AND PROPERTIES FOR DESIGN; PREPARE CROSS SECTIONS FOR ANALYSIS; EVALUATE EMBANKMENT SETTLEMENT; EVALUATE SLIDING, GLOBAL STABILITY, OVERTURNING; REVIEW DESIGN WIH ENGINEER; PREPARE DRAFT DESIGN RECOMMENDATIONS; INTERIM DESIGN REVIEW (INTERNAL); INTERIM DESIGN REVIEW (ENGINEER)			
RETAINING WALLS (5 DESIGNS)	$42,270.60	21.6%	$9,118.09
[illegible]	[illegible]	[illegible]	[illegible]
LEVEES			
LEVEE TASKS: DEVELOP CROSS SECTIONS (TO BE DONE BY S&B); EVALUATE LABORATORY RESULTS; SELECT SOIL PROFILES AND PROPERTIES FOR DESIGN; PREPARE CROSS SECTIONS FOR ANALYSIS; EVALUATE EMBANKMENT SETTLEMENT; EVALUATE SLIDING, GLOBAL STABILITY, OVERTURNING; EVALUATE SEEPAGE; PREPARE DRAFT DESIGN RECOMMENDATIONS; INTERIM DESIGN REVIEW (INTERNAL); INTERIM DESIGN REVIEW (ENGINEER)			
LEVEES - EVALUATIONS AND SEPARATE REPORT	$29,132.40	3.1%	$907.28
[illegible]	[illegible]	[illegible]	[illegible]
FINAL REPORT			
GEOTECHNICAL DESIGN REPORT	$21,034.90	5.7%	$1,197.44
[illegible]	[illegible]	[illegible]	[illegible]
FIELD EXPLORATION			
BOREHOLE LOGGING FIELD (81 BORINGS),			
LOGS (3980 FT OF BORINGS) IN GINT			
BORING QC IN LAB (81 BORINGS), ASSIGN LAB, QC LOGS			
CPTS (REVIEW FIELD DATA, PREPARE PLOTS QC RESULTS)	$52,712.77	0.0%	
[illegible]	[illegible]	[illegible]	[illegible]
FIELD MANAGEMENT			
SURVEY COORD, UTILITY COOORD, SCHEDULE, ARRANGE TRAFFIC CONTROL, MANAGE FIELD CREWS & DRILLING/CPT SUBS)	$12,521.00	16.0%	$2,007.02
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

Analy, ask them to use white letter for visibility or change to lighter color [illegible]

UNINTECH CONSULTING ENGINEERS, INC.
STRUCTURAL CIVIL SURVEYING

Invoice Period: July 1st, 2014 to July 31st, 2014 **Invoice Amount:** $124,418.75

July 31, 2014

Mr. Pilar Rodriguez, PE – Executive Director HCRMA
ATTN: Mr. Louis H. Jones, P.E. – Program Manager HCRMA
Hidalgo County Regional Mobility Authority
118 S. Cage Blvd., 4th Floor
Pharr, Texas 78577

RE: Work Authorization #2 on SH 365 Segment 1
Invoice No. 4

Dear Mr. Jones:

Attached for your review and approval is our invoice for services rendered from July 1st, 2014 to the end of July, 2014 for the above referenced project. The below referenced work product deliverables have been uploaded via ProjectWise to the following directory: 2014-08-08 July Backup

Attached is following item:

- Invoice No. 4

The following is a narrative of the progress of overpass bridges at Cage Blvd., Dicker Drive and Anaya Road for this period.

FC 170 (Task #1) – Bridge Layouts
1. 30% Submittal

FC 170 (Task #2) – Summary of Quantities (Bridge) & Bearing Seat Elevation
2. Updated Bridge Items, Quantities and Estimate

FC 170 (Task #3) – Foundation Layouts
3. Updated Foundation Type and Spacing

FC 170 (Task #4) – Foundation Details
4. Foundation Design and Detailing

FC 170 (Task #5) – Abutments – 1 type
5. Updated Abutment Configuration

FC 170 (Task #6) – Interior Bents
6. Inverted T Bent Design and Details

2431 East Evans Road, San Antonio, TX 78249
p: 210.641.6003 f:210.641.8279 www.unintech.com

FC 170 (Task #7) – Conc Slab Span & Deflection – 1 unit
7. Updated Span, Camber and Deflection Diagram

FC 170 (Task 8) –Conc. Framing Plan & Bent Report – 1 unit
8. Updated Framing and Girder Spacing

FC 170 (Task #9) –Conc Typical Sections and Deflections
9. Updated Bridge Typical Sections

FC 170 (Task #10) – Prestr Conc Beams - IGNS
10. Updated Girder Designs

FC 170 (Task #11) – Architectural Treatment
11. Preliminary Column Aesthetic Treatment

FC 170 (Task #12) – Drain Details
12. Drainage Flow Pathway

FC 163 (Task #1) – Miscellaneous Design (Retaining Walls)
1. Preliminary Retaining Walls Horizontal & Vertical Alignments

If you have any questions or require additional information, please do not hesitate to contact me.

Sincerely,

Jerome A. Quintero, P.E.
Senior Project Manager – Unintech Consulting Engineers, Inc.

Cc: Gustavo Lopez, P.E.
Hiperlinks: 2014-08-08 July Backup

2431 East Evans Road, San Antonio, TX 78249
p: 210.641.6003 f:210.641.8279 www.unintech.com

UNINTECH CONSULTING ENGINEERS, INC.

INVOICE

2431 EAST EVANS ROAD
SAN ANTONIO, TEXAS 78259
(210) 641-6003 FAX: (210) 641-8279

To: **S & B Infrastructure, LTD**
5408 North 10th Street
McAllen, Texas 78504

Invoice Number: 4
INV-14-004C
Invoice Date: 6/30/14

DESCRIPTION

Project: SH 365 Segment 1
Work Authorization No.: 2
Contract Amount: $652,595.00
Billing Period: July 1st to July 31st, 2014

Task No.	SPECIAL SERVICES DESCRIPTION	Contract Amount	Percentage Finished	Earned Amount Invoice
	FC 170 BRIDGE DESIGN			
	VII. BRIDGES			
	Cage Blvd (US 281) Overpass (Northbound and Southbound)			
1	BRIDGE LAYOUTS	$ 17,200.00	90%	$ 15,480.00
2	SUMMARY OF QUANTITIES (BRIDGE) AND BEARING SEAT ELEVATION	$ 15,750.00	40%	$ 6,300.00
3	FOUNDATION LAYOUTS	$ 13,595.00	60%	$ 8,157.00
4	FOUNDATION DETAILS- 1 TYPE(S)	$ 6,990.00	60%	$ 4,194.00
5	ABUTMENTS - 1 TYPE	$ 20,655.00	60%	$ 12,393.00
6	INTERIOR BENTS - 1 TYPE	$ 20,655.00	60%	$ 12,393.00
7	CONC SLAB SPAN & DEFLECTION - 1 UNIT	$ 8,565.00	60%	$ 5,139.00
8	CONC FRAMING PLAN & BENT REPORT - 1 UNIT	$ 11,730.00	80%	$ 9,384.00
9	CONC TYPICAL SECTIONS AND DEFLECTIONS	$ 9,075.00	80%	$ 7,260.00
10	PRESTR CONC BEAMS -IGNS	$ 14,650.00	80%	$ 11,720.00
11	ARCHITECTURAL TREATMENT	$ 17,725.00	60%	$ 10,635.00
12	DRAIN DETAILS	$ 15,395.00	30%	$ 4,618.50
13	BRIDGE BORING LOGS	$ 4,660.00	0%	$ -
	SUBTOTAL=	$ 176,645.00	61.0%	$ 107,673.50
	Dicker Drive Overpass (Northbound and Southbound)			
1	BRIDGE LAYOUTS	$ 17,200.00	90%	$ 15,480.00
2	SUMMARY OF QUANTITIES (BRIDGE) AND BEARING SEAT ELEVATION	$ 15,750.00	40%	$ 6,300.00
3	FOUNDATION LAYOUTS	$ 13,595.00	60%	$ 8,157.00
4	FOUNDATION DETAILS- 1 TYPE(S)	$ 6,990.00	60%	$ 4,194.00
5	ABUTMENTS - 1 TYPE	$ 20,655.00	60%	$ 12,393.00
6	INTERIOR BENTS - 1 TYPE	$ 20,655.00	60%	$ 12,393.00
7	CONC SLAB SPAN & DEFLECTION - 1 UNIT	$ 8,565.00	60%	$ 5,139.00
8	CONC FRAMING PLAN & BENT REPORT - 1 UNIT	$ 11,730.00	80%	$ 9,384.00
9	CONC TYPICAL SECTIONS AND DEFLECTIONS	$ 9,075.00	80%	$ 7,260.00
10	PRESTR CONC BEAMS -IGNS	$ 14,650.00	80%	$ 11,720.00
11	ARCHITECTURAL TREATMENT	$ 17,725.00	60%	$ 10,635.00
12	DRAIN DETAILS	$ 15,395.00	30%	$ 4,618.50
13	BRIDGE BORING LOGS	$ 4,660.00	0%	$ -
	SUBTOTAL=	$ 176,645.00	61.0%	$ 107,673.50

	Anaya Road Overpass (Northbound and Southbound)			
1	BRIDGE LAYOUTS	$ 17,200.00	90%	$ 15,480.00
2	SUMMARY OF QUANTITIES (BRIDGE) AND BEARING SEAT ELEVATION	$ 15,750.00	40%	$ 6,300.00
3	FOUNDATION LAYOUTS	$ 13,595.00	60%	$ 8,157.00
4	FOUNDATION DETAILS- 1 TYPE(S)	$ 6,990.00	60%	$ 4,194.00
5	ABUTMENTS - 1 TYPE	$ 20,655.00	60%	$ 12,393.00
6	INTERIOR BENTS - 1 TYPE	$ 20,655.00	60%	$ 12,393.00
7	CONC SLAB SPAN & DEFLECTION - 1 UNIT	$ 8,565.00	60%	$ 5,139.00
8	CONC FRAMING PLAN & BENT REPORT - 1 UNIT	$ 11,730.00	80%	$ 9,384.00
9	CONC TYPICAL SECTIONS AND DEFLECTIONS	$ 9,075.00	80%	$ 7,260.00
10	PRESTR CONC BEAMS -IGNS	$ 14,650.00	80%	$ 11,720.00
11	ARCHITECTURAL TREATMENT	$ 17,725.00	60%	$ 10,635.00
12	DRAIN DETAILS	$ 15,395.00	30%	$ 4,618.50
13	BRIDGE BORING LOGS	$ 4,660.00	0%	$ -
	SUBTOTAL=	$ 176,648.00	61.0%	$ 107,673.50
	FC 163 MISCELLANEOUS DESIGN			
	VII. Retaining Walls			
1	PREPARE RETAINING WALL PLAN AND PROFILE SHEETS	$ 121,280.00	55%	$ 67,125.25
2	BORING DATA	$ 1,380.00	0%	$ -
	SUBTOTAL=	$ 122,660.00	54.7%	$ 67,125.25

Less Previous Billing:	$ 265,727.00
Total Earned Todate:	$ 390,145.75
Total Invoice Amount =	$ 124,418.75

Unintech Consulting Engineers, Inc.

Jerome A. Quintero

UNINTECH CONSULTING ENGINEERS, INC.
STRUCTURAL CIVIL SURVEYING

Invoice Period: August 1st, 2014 to August 31st, 2014 **Invoice Amount:** $70,290.00

August 31, 2014

Mr. Pilar Rodriguez, PE – Executive Director HCRMA
ATTN: Mr. Louis H. Jones, P.E. – Program Manager HCRMA
Hidalgo County Regional Mobility Authority
118 S. Cage Blvd., 4th Floor
Pharr, Texas 78577

RE: Work Authorization #2 on SH 365 Segment 1
Invoice No. 5

Dear Mr. Jones:

Attached for your review and approval is our invoice for services rendered from August 1st, 2014 to the end of August, 2014 for the above referenced project. The below referenced work product deliverables have been uploaded via ProjectWise to the following directory: 2014-09-05 August Backup

Attached is following item:

- Invoice No. 5

The following is a narrative of the progress of overpass bridges at Cage Blvd., Dicker Drive and Anaya Road for this period.

FC 170 (Task #1) – Bridge Layouts
1. 90% Submittal

FC 170 (Task #2) – Summary of Quantities (Bridge) & Bearing Seat Elevation
2. Updated Bridge Items, Quantities and Estimate

FC 170 (Task #3) – Foundation Layouts
3. Updated Foundation Type and Spacing

FC 170 (Task #4) – Foundation Details
4. Updated Foundation Design and Detailing

FC 170 (Task #5) – Abutments – 1 type
5. Updated Abutment Configuration

FC 170 (Task #6) – Interior Bents
6. Updated Inverted T Bent Design and Details

2431 East Evans Road, San Antonio, TX 78249
p: 210.641.6003 f:210.641.8279 www.unintech.com

FC 170 (Task #7) – Conc Slab Span & Deflection – 1 unit
7. Updated Span, Camber and Deflection Diagram

FC 170 (Task 8) –Conc. Framing Plan & Bent Report – 1 unit
8. Updated Framing and Girder Spacing

FC 170 (Task #9) –Conc Typical Sections and Deflections
9. Updated Bridge Typical Sections

FC 170 (Task #10) – Prestr Conc Beams - IGNS
10. Updated Girder Designs

FC 170 (Task #11) – Architectural Treatment
11. Updated Column Aesthetic Treatment

FC 170 (Task #12) – Drain Details
12. Updated Drainage Flow Pathway

FC 163 (Task #1) – Miscellaneous Design (Retaining Walls)
1. Updated Retaining Walls Horizontal & Vertical Alignments

If you have any questions or require additional information, please do not hesitate to contact me.

Sincerely,

Jerome A. Quintero, P.E.
Senior Project Manager – Unintech Consulting Engineers, Inc.

Cc: Gustavo Lopez, P.E.
Hiperlinks: 2014-09-05 August Backup

2431 East Evans Road, San Antonio, TX 78249
p: 210.641.6003 f:210.641.8279 www.unintech.com

UNINTECH CONSULTING ENGINEERS, INC.

2431 EAST EVANS ROAD
SAN ANTONIO, TEXAS 78259
(210) 641-6003 FAX: (210) 641-8279

INVOICE

To: **S & B Infrastructure, LTD**
6408 North 10th Street
McAllen, Texas 78504

Invoice Number: 5
INV-14-004E
Invoice Date: 8/31/14

DESCRIPTION

Project: SH 365 Segment 1
Work Authorization No.: 2
Contract Amount: $652,595.00
Billing Period: August 1st to August 31st, 2014

Task No.	SPECIAL SERVICES DESCRIPTION	Contract Amount	Percentage Finished	Earned Amount Invoice
	FC 170 BRIDGE DESIGN			
	VII. BRIDGES			
	Cage Blvd (US 281) Overpass (Northbound and Southbound)			
1	BRIDGE LAYOUTS	$ 17,200.00	90%	$ 15,480.00
2	SUMMARY OF QUANTITIES (BRIDGE) AND BEARING SEAT ELEVATION	$ 15,750.00	64%	$ 10,048.08
3	FOUNDATION LAYOUTS	$ 13,595.00	65%	$ 8,836.75
4	FOUNDATION DETAILS- 1 TYPE(S)	$ 6,990.00	65%	$ 4,543.50
5	ABUTMENTS - 1 TYPE	$ 20,655.00	65%	$ 13,425.75
6	INTERIOR BENTS - 1 TYPE	$ 20,655.00	65%	$ 13,425.75
7	CONC SLAB SPAN & DEFLECTION - 1 UNIT	$ 8,565.00	85%	$ 7,280.25
8	CONC FRAMING PLAN & BENT REPORT - 1 UNIT	$ 11,730.00	85%	$ 9,970.50
9	CONC TYPICAL SECTIONS AND DEFLECTIONS	$ 9,075.00	85%	$ 7,713.75
10	PRESTR CONC BEAMS -IGNS	$ 14,650.00	85%	$ 12,452.50
11	ARCHITECTURAL TREATMENT	$ 17,725.00	65%	$ 11,521.25
12	DRAIN DETAILS	$ 15,395.00	60%	$ 9,237.00
13	BRIDGE BORING LOGS	$ 4,660.00	0%	$ -
	SUBTOTAL=	$ 176,845.00	70.2%	$ 123,935.08
	Dicker Drive Overpass (Northbound and Southbound)			
1	BRIDGE LAYOUTS	$ 17,200.00	90%	$ 15,480.00
2	SUMMARY OF QUANTITIES (BRIDGE) AND BEARING SEAT ELEVATION	$ 15,750.00	64%	$ 10,048.08
3	FOUNDATION LAYOUTS	$ 13,595.00	65%	$ 8,836.75
4	FOUNDATION DETAILS- 1 TYPE(S)	$ 6,990.00	65%	$ 4,543.50
5	ABUTMENTS - 1 TYPE	$ 20,655.00	65%	$ 13,425.75
6	INTERIOR BENTS - 1 TYPE	$ 20,655.00	65%	$ 13,425.75
7	CONC SLAB SPAN & DEFLECTION - 1 UNIT	$ 8,565.00	85%	$ 7,280.25
8	CONC FRAMING PLAN & BENT REPORT - 1 UNIT	$ 11,730.00	85%	$ 9,970.50
9	CONC TYPICAL SECTIONS AND DEFLECTIONS	$ 9,075.00	85%	$ 7,713.75
10	PRESTR CONC BEAMS -IGNS	$ 14,650.00	85%	$ 12,452.50
11	ARCHITECTURAL TREATMENT	$ 17,725.00	65%	$ 11,521.25
12	DRAIN DETAILS	$ 15,395.00	60%	$ 9,237.00
13	BRIDGE BORING LOGS	$ 4,660.00	0%	$ -
	SUBTOTAL=	$ 176,845.00	70.2%	$ 123,935.08

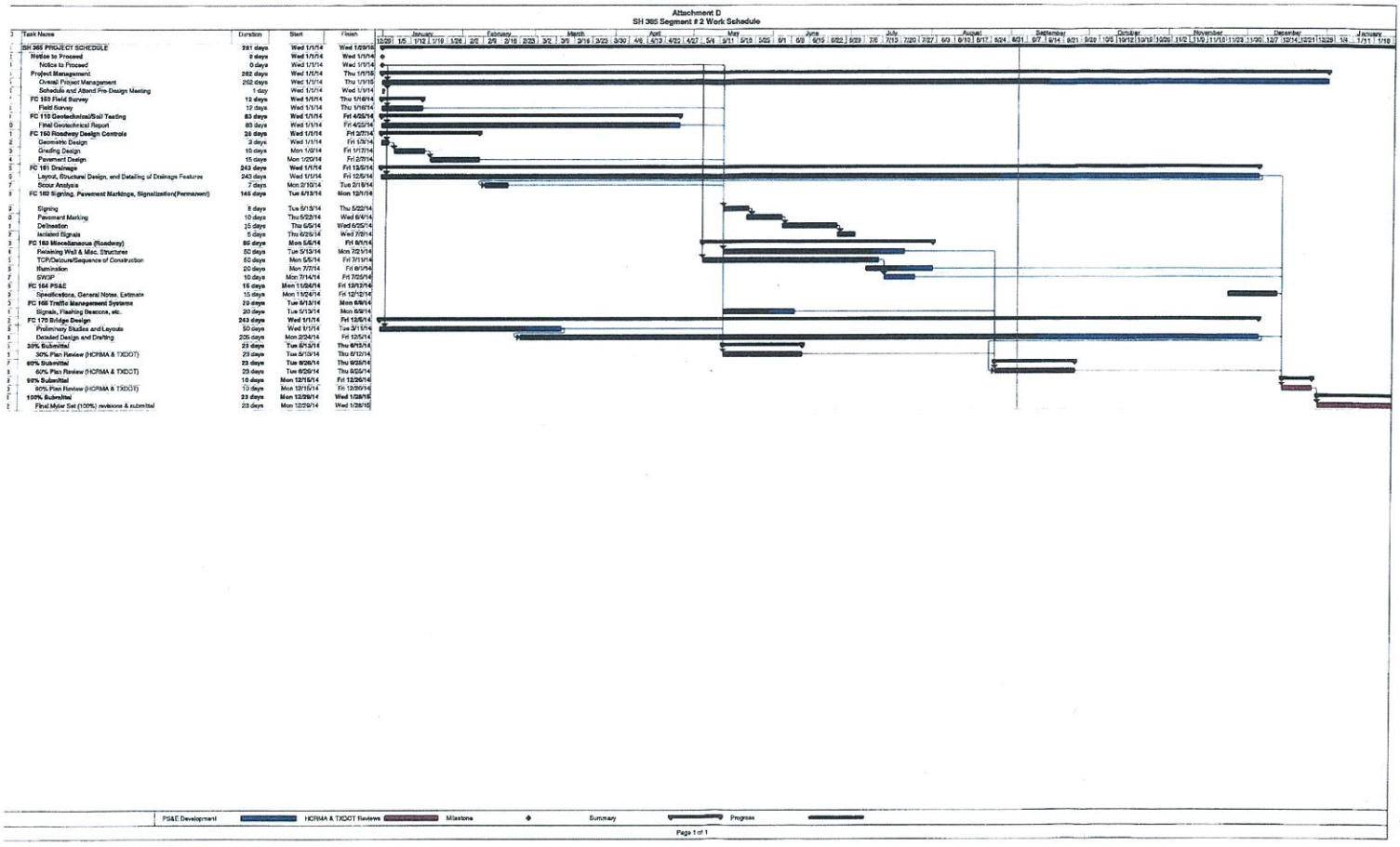
	Anaya Road Overpass (Northbound and Southbound)			
1	BRIDGE LAYOUTS	$ 17,200.00	90%	$ 15,480.00
2	SUMMARY OF QUANTITIES (BRIDGE) AND BEARING SEAT ELEVATION	$ 15,750.00	64%	$ 10,048.08
3	FOUNDATION LAYOUTS	$ 13,595.00	65%	$ 8,836.75
4	FOUNDATION DETAILS- 1 TYPE(S)	$ 6,990.00	65%	$ 4,543.50
5	ABUTMENTS - 1 TYPE	$ 20,655.00	65%	$ 13,425.75
6	INTERIOR BENTS - 1 TYPE	$ 20,655.00	65%	$ 13,425.75
7	CONC SLAB SPAN & DEFLECTION - 1 UNIT	$ 8,565.00	85%	$ 7,280.25
8	CONC FRAMING PLAN & BENT REPORT - 1 UNIT	$ 11,730.00	85%	$ 9,970.50
9	CONC TYPICAL SECTIONS AND DEFLECTIONS	$ 9,075.00	85%	$ 7,713.75
10	PRESTR CONC BEAMS -IGNS	$ 14,650.00	85%	$ 12,452.50
11	ARCHITECTURAL TREATMENT	$ 17,725.00	65%	$ 11,521.25
12	DRAIN DETAILS	$ 15,395.00	60%	$ 9,237.00
13	BRIDGE BORING LOGS	$ 4,660.00	0%	$ -
	SUBTOTAL=	$ 179,645.00	70.2%	$ 123,935.08
	FC 163 MISCELLANEOUS DESIGN			
	VII. Retaining Walls			
1	PREPARE RETAINING WALL PLAN AND PROFILE SHEETS	$ 121,280.00	70%	$ 84,896.00
2	BORING DATA	$ 1,380.00	0%	$ -
	SUBTOTAL=	$ 122,660.00	69.2%	$ 84,896.00

Less Previous Billing:	$ 386,411.25
Total Earned Todate:	$ 456,701.25
Total Invoice Amount =	$ 70,290.00

Unintech Consulting Engineers, Inc.

Jerome A. Quintero

Attachment D
SH 365 Segment # 2 Work Schedule



HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY
PAYMENT SUMMARY

TEDSI - ITS & Toll Design for HCRMA Loop System
$270,100.69 Maximum payable fee

Maximum fee minus approved WA $0.00

	Approved WA Amount	Invoice Date 9/3/2014	WA Total Billed	WA Balance
WA#1	$270,100.69	$81,030.21	$81,030.21	$189,070.48
	$270,100.69	**$81,030.21**	$81,030.21	$189,070.48
		Amount Approved for Payment		

WA#1 approved July 23, 2014 to prepare concepts of operation and business rules for the HCRMA toll system in the amount of $270,100.69.

Approved for Payment

9/12/2019
Date

VRF 2013 Bond Construction Account

Prepared by:
P. Rodriguez, PE
Tx PE #85,567
9/12/2014

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

REQUEST FOR RECOMMENDATION ON PAYMENT

To: Dannenbaum Engineering
Attn: Louis Jones, HCRMA Project Manager
1109 Nolana Loop, Suite 208
McAllen, Texas 78504

Month and Year	7/28/14 - 8/31/14	
Contractor	Tedsi	
Project/WA	ITS & Tolling Design/WA1	
Invoice #	20142052	Date: 9/3/2014
Amount	$ 81,030.21	
Date Sent	9/3/2014	

Date Received	
Received by	

Recommendation: X Approval _____Disapproval
Comments:

Louis Jones, HCRMA Program Manager — Date 9/4/14

Recommendation: P.R Approval _____Disapproval
Comments:

Pilar Rodriguez, Executive Director — Date 9/12/2014

Please return this form via email to fkoll@hcrma.net

TEDSI

INVOICE PERIOD: *Notice to Proceed through 8/31/14* **INVOICE AMOUNT:** *$ 81,030.21*

September 3, 2014

Mr. Pilar Rodriguez, P.E. – Executive Director HCRMA
ATTN: Mr. Louis H. Jones, P.E. – Program Manager HCRMA
Hidalgo County Regional Mobility Authority
118 S. Cage Blvd., 4th Floor
Pharr, Texas 78577

RE: Work Authorization #1 ITS & Tolling Design Services
Invoice No. 20142052

Dear Mr. Jones:

Attached for your review approval is our invoice for services rendered during the month of August 2014 on the subject referenced project. The below referenced work product deliverables have not been uploaded.

The following is attached:

- TEDSI 2014-08 Invoice No. 20142052
- TEDSI 2014-08 Invoice Breakdown
- TEDSI 2014-08 Invoice Schedule
- TEDSI 2014-08 Invoice Backup

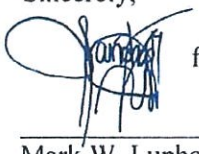
The following is a narrative of the progress for this period.

TASK
Project Management
Coordination with sub consultant contract *Kick off meeting at DEC 08-06-2014* *Meeting at DEC 08-18-2014 thru 08-19-2014* *Meeting at Pharr International Bridge 08-20-2014* *Tolling Presentation at HCRMA Board Meeting 08-27-2014*
Task 1 Concept of Operations
Meeting at DEC 08-18-2014 *Tolling Presentation* *Structured Interview Questions* *Policy* *Operational* *Information Technology* *Other* *Meeting at DEC 08-19-2014* *Decision Matrix* *ETC System* *Meeting at Pharr International Bridge 08-20-2014*

Discussed bridge tolling operations with Fred Browen, Luis A. Bazan and Felix Gonzalez *Tolling Presentation at HCRMA Board Meeting 08-27-2014*
Task 2 Business Rules
Meeting at DEC 08-18-2014 *Structured Interview Questions* *Toll Collection and Payment* *Finance and Audit,* *Enforcement and Legal* *Other* *Meeting at DEC 08-19-2014* *Decision Matrix* *Customer Service Center* *Violation Enforcement System* *Meeting at Pharr International Bridge 08-20-2014* *Discussed International Bridge Tolling Operations with Fred Browen, Luis A. Bazan and Felix Gonzalez*

Should you have any questions regarding this submittal, please do not hesitate to call me at (956) 424-7898.

Sincerely,



for

Mark W. Lupher, P.E., RPLS
Executive Vice President – TEDSI Infrastructure Group, Inc.

TEDSI INFRASTRUCTURE GROUP
TEDSI
TBPE F-1640
Consulting Engineers
1201 East Expressway 83 • Mission, Texas 78572
Tel: (956) 424-7898
Fax: (956) 424-7022

September 03, 2014
Project No: 2014-1163-01
Invoice No: 20142052

Mr. Pilar Rodriguez
Hidalgo County Regional Mobility Authority
118 South Cage Boulevard
4th Floor
Pharr, TX 78577

Project 2014-1163-01 HCRMA ITS & Tolling ConOps-BR

Intelligent Traffic System and Tolling Design for
HCRMA 0000 Systemwide Projects Including the
0010 IBTC and 0030 SH 365 Tollroads
Work Authorization No. 1
Project No. 4652-09

Professional Services from Notice to Proceed to August 31, 2014

Billing Phase	Fee	Percent Complete	Earned	Previous Fee Billing	Current Fee Billing
Project Management (TEDSI)	48,460.86	30.00	14,538.26	0.00	14,538.26
Concept of Operations (TEDSI)	81,050.18	30.00	24,315.05	0.00	24,315.05
Concept of Operations (Fagan Consulting, LLC)	56,009.33	30.00	16,802.80	0.00	16,802.80
Business Rules (TEDSI)	29,460.03	30.00	8,838.01	0.00	8,838.01
Business Rules (Fagan Consulting, LLC)	27,640.29	30.00	8,292.09	0.00	8,292.09
Expenses (TEDSI)	10,980.00	30.00	3,294.00	0.00	3,294.00
Expenses (Fagan Consulting, LLC)	16,500.00	30.00	4,950.00	0.00	4,950.00
Total Fee	270,100.69		81,030.21	0.00	81,030.21
		Total Fee			**81,030.21**

Billing Summary	Current	Prior	To-Date
Total Billings	81,030.21	0.00	81,030.21
Total Fee			270,100.69
Remaining Fee			189,070.48

Total this Invoice **$81,030.21**

Pay Only

PLEASE REMIT PAYMENT TO:
TEDSI Infrastructure Group, Inc.
738 Highway 6 South, Suite 430
Houston, Texas 77079

Authorized By: _____ **for** Date: **09-03-2014** 9/12/2014
Mark W. Lupher, P.E., RPLS
Executive Vice President

TEDSI

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Project: HCRMA 0000 Systemwide Projects Including the 0010 IBTC and 0030 SH 365 Toll Rd
Limits: Systemwide 0010 IBTC and 0030 SH 365
CSJ:
County: Hidalgo
Invoice Date September 3, 2014

Bill Through: 08/31/2014
Client: HCRMA
Contract: ITS & Tolling Design Services
WA No.: 1
Invoice No. 20142052

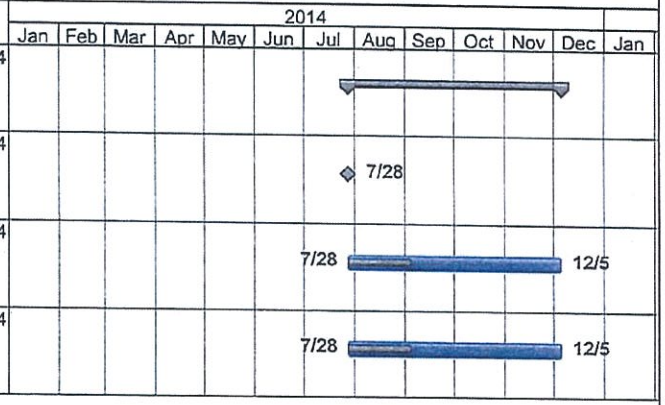
TASK DESCRIPTION	FIRM	CONTRACTED FEE ($)	PREVIOUSLY INVOICED		INVOICED TO DATE		BALANCE	AMOUNT DUE THIS INVOICE
			($ AMOUNT)	(% COMPLETED)	($ AMOUNT)	(% COMPLETED)		
Project Management								
Project Management	*TEDSI*	*$48,460.86*	*$0.00*	*0.00%*	*$14,538.26*	*30.00%*	*$33,922.60*	***$14,538.26***
SUBTOTAL (Project Management) =		$48,460.86	$0.00	0.00%	$14,538.26	30.00%	$33,922.60	$14,538.26
Task 1								
Concept of Operations	*TEDSI*	*$81,050.18*	*$0.00*	*0.00%*	*$24,315.05*	*30.00%*	*$56,735.13*	***$24,315.05***
Concept of Operations	*FAGAN*	*$56,009.33*	*$0.00*	*0.00%*	*$16,802.80*	*30.00%*	*$39,206.53*	***$16,802.80***
SUBTOTAL (Task 1) =		$137,059.51	$0.00	$0.00	$41,117.85	$0.60	$95,941.66	$41,117.85
Task 2								
Business Rules	*TEDSI*	*$29,460.03*	*$0.00*	*0.00%*	*$8,838.01*	*30.00%*	*$20,622.02*	***$8,838.01***
Business Rules	*FAGAN*	*$27,640.29*	*$0.00*	*0.00%*	*$8,292.09*	*30.00%*	*$19,348.20*	***$8,292.09***
SUBTOTAL (Task 2) =		$57,100.32	$0.00	$0.00	$17,130.10	$0.60	$39,970.22	$17,130.10
Direct Expenses								
Direct Expenses	*TEDSI*	*$10,980.00*	*$0.00*	*0.00%*	*$3,294.00*	*30.00%*	*$7,686.00*	***$3,294.00***
Direct Expenses	*FAGAN*	*$16,500.00*	*$0.00*	*0.00%*	*$4,950.00*	*30.00%*	*$11,550.00*	***$4,950.00***
SUBTOTAL (Direct Expenses) =		$27,480.00	$0.00	0.00%	$8,244.00	30.00%	$19,236.00	$8,244.00
Totals		$270,100.69	$0.00	0.00%	$81,030.21	30.00%	$189,070.48	$81,030.21
						TOTAL THIS INVOICE =		$81,030.21

TEDSI

HCRMA 0000 Systemwide Projects Including the 0010 IBTC and 0030 SH 365 Toll Roads
WORK AUTHORIZATION NO. 1
EXHIBIT C
Work Schedule

HCRMA

ID	Task Name	Duration	Start	Finish
1	**PROJECT MANAGMMENT**	95 days	Mon 7/28/14	Fri 12/5/14
2	NOTICE TO PROCEED	0 days	Mon 7/28/14	Mon 7/28/14
3	**Concept of Operations**	95 days	Mon 7/28/14	Fri 12/5/14
4	**Business Rules**	95 days	Mon 7/28/14	Fri 12/5/14



Task		Summary		External Tasks	
Progress		Rolled Up Task		Project Summary	
Project Management		Rolled Up Milestone	◇	Group By Summary	
HCRMA/ TxDOT Review		Rolled Up Progress		Deadline	⇩
Milestone	◆	Split			

TEDSI

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Project: HCRMA 0000 Systemwide Projects Including the 0010 IBTC and 0030 SH 365 Toll Rd
Limits: Systemwide 0010 IBTC and 0030 SH 365
CSJ:
County: Hidalgo
Invoice Date September 3, 2014

Bill Through: 08/31/2014
Client: HCRMA
Contract: ITS & Tolling Design Services
WA No.: 1
Invoice No. 20142052

TASK DESCRIPTION	FIRM	CONTRACTED FEE ($)	PREVIOUSLY INVOICED		INVOICED TO DATE		BALANCE	AMOUNT DUE THIS INVOICE
			($ AMOUNT)	(% COMPLETED)	($ AMOUNT)	(% COMPLETED)		
Project Management								
Project Management	*TEDSI*	*$48,460.86*	*$0.00*	*0.00%*	*$14,538.26*	*30.00%*	*$33,922.60*	***$14,538.26***
SUBTOTAL (Project Management) =		**$48,460.86**	**$0.00**	**0.00%**	**$14,538.26**	**30.00%**	**$33,922.60**	**$14,538.26**
Task 1								
Concept of Operations	*TEDSI*	*$81,050.18*	*$0.00*	*0.00%*	*$24,315.05*	*30.00%*	*$56,735.13*	***$24,315.05***
Concept of Operations	*FAGAN*	*$56,009.33*	*$0.00*	*0.00%*	*$16,802.80*	*30.00%*	*$39,206.53*	***$16,802.80***
SUBTOTAL (Task 1) =		**$137,059.51**	**$0.00**	**$0.00**	**$41,117.85**	**$0.60**	**$95,941.66**	**$41,117.85**
Task 2								
Business Rules	*TEDSI*	*$29,460.03*	*$0.00*	*0.00%*	*$8,838.01*	*30.00%*	*$20,622.02*	***$8,838.01***
Business Rules	*FAGAN*	*$27,640.29*	*$0.00*	*0.00%*	*$8,292.09*	*30.00%*	*$19,348.20*	***$8,292.09***
SUBTOTAL (Task 2) =		**$57,100.32**	**$0.00**	**$0.00**	**$17,130.10**	**$0.60**	**$39,970.22**	**$17,130.10**
Direct Expenses								
Direct Expenses	*TEDSI*	*$10,980.00*	*$0.00*	*0.00%*	*$3,294.00*	*30.00%*	*$7,686.00*	***$3,294.00***
Direct Expenses	*FAGAN*	*$16,500.00*	*$0.00*	*0.00%*	*$4,950.00*	*30.00%*	*$11,550.00*	***$4,950.00***
SUBTOTAL (Direct Expenses) =		**$27,480.00**	**$0.00**	**0.00%**	**$8,244.00**	**30.00%**	**$19,236.00**	**$8,244.00**
Totals		**$270,100.69**	**$0.00**	**0.00%**	**$81,030.21**	**30.00%**	**$189,070.48**	**$81,030.21**

TOTAL THIS INVOICE = $81,030.21

Analy Diaz

From: Flor Koll <fkoll@hcrma.net>
Sent: Wednesday, September 03, 2014 4:33 PM
To: Louis Jones
Cc: Eric Davila; Analy Diaz; Cynthia Luera; Gustavo Lopez
Subject: RE: HCRMA Invoicing - Tedsi 20142052

Please note that for financial reporting purposes this invoice will be split 50/50 for the IBTC and SH365 projects. Please let me know if you have any questions.

Thank you,
Flor

From: Flor Koll [mailto:fkoll@hcrma.net]
Sent: Wednesday, September 03, 2014 4:25 PM
To: 'Louis Jones'
Cc: 'Eric Davila'; 'Analy Diaz'; 'Cynthia Luera'; 'Gustavo Lopez'
Subject: HCRMA Invoicing - Tedsi 20142052

Louis,

Please review the attached invoice and reply with payment recommendation by COB September 10, 2014.

Thank you,
Flor

SENT VIA -- GW1.PHARR-TX.GOV -- CITY OF PHARR, TEXAS Disclaimer: If you are not the intended recipient or have received this e-mail in error, please notify me via return e-mail and telephone at 956-402-4000, and permanently delete and purge the original and any copy thereof. This e-mail, with attachments hereto, if any, is intended only for receipt and use by the addressee(s) named herein, and may contain legally privileged and/or confidential information. Regardless of address or routing, if you are not the intended recipient, then you are hereby notified that any use, copying, reproduction, dissemination, distribution, or transmission of this e-mail, and any attachments hereto, is strictly prohibited. Whereas all reasonable steps have been taken to ensure the accuracy and confidentiality of the information and data submitted herein, the City of Pharr and its employees are not liable if information or data is corrupted or does not reach its intended destination.

Eric, maybe this should be system wide & booked to all Loop. Speak to Jerry Dale / P.L.

Approved

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY
PAYMENT SUMMARY

Quintanilla, Headley & Associates - SH 365 from SH 336 to FM 3072
$440,438.75 Maximum payable fee

Maximum fee minus approved WA $0.00

		Invoice Date			WA	WA
	Approved WA Amount	Various	3/4/2013	*	Total Billed	Balance
WA#1	$415,438.75	$207,922.50	$24,062.50	*	$231,985.00	$183,453.75
WA#2	$25,000.00			*	$0.00	$25,000.00
	$440,438.75				$231,985.00	$208,453.75

QHA - SH 365 from SH 336 to FM 3072
$794,192.50 Revised Maximum payable fee approved March 20, 2013 - Resolution 2013-09
$422,496.25 Revised Work Authorization fee approved March 20, 2013 - Resolution 2013-09
$310,000.00 Work Authorization No. 2 approved October 16, 2013 - Resolution 2013-44
Maximum fee minus approved WA $61,696.25

		Invoice Date								WA	WA
	Approved WA Amount	6/3/2013	7/1/2013	8/15/2013	2/21/2014	4/11/2014	5/29/2014	8/6/2014	9/292014	Total Billed	Balance
WA#1	$422,496.25	$60,623.75	$49,953.75	$49,953.75		$18,218.75				$410,735.00	$11,761.25
WA#2	$310,000.00				$108,000.00		$51,840.00	$110,200.00		$270,040.00	$39,960.00
SP#1 to WA#2	$148,800.00								$60,800.00	$60,800.00	$88,000.00
SP#1 to WA#2	$11,100.00									$0.00	$11,100.00
	$892,396.25	$60,623.75	$49,953.75	$49,953.75	$108,000.00	$18,218.75	$51,840.00	$110,200.00	**$60,800.00**	$741,575.00	$150,821.25
									Amount Approved for Payment	$892,396.25	

Approved for Payment

9/12/2014
Date

* Resolution 2012-40 amend and restate Professional Surveying Service Agreement with QHA with no change to maximum payable amount of $440,438.75 and consolidated WA # 1 & 2 into WA #1 in the amount of $653,263.

* Resolution 2013-09 approved Supplemental # 1 to Professional Surveying Service Agreement with QHA with an revised to the maximum payable amount of $794,192.50 and a revised WA # 1 in the amount of $422,496.25 (deduct).

Resolution 2014-63 approved Supplemental #1 to Work Authorization #2 with QHA to modify ROW maps to conform to TxDOT standards

Prepared by:
P. Rodriguez, PE
Tx PE #85,567
9/12/2014

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

REQUEST FOR RECOMMENDATION ON PAYMENT

To: Dannenbaum Engineering
Attn: Louis Jones, HCRMA Project Manager
1109 Nolana Loop, Suite 208
McAllen, Texas 78504

Month and Year	08/08/14-09/03/14	
Contractor	DLS	
Project/WA	SH365/0032&0034/WA1	
Invoice #	# 12	Date: 9/3/2014
Amount	~~$ 77,900.00~~ $66,500.00	
Date Sent	9/4/2014	

Date Received	
Received by	

Recommendation: X Approval _____Disapproval
Comments: Approved for $66,500.00

Louis Jones, HCRMA Program Manager — Date 9/11/14

Recommendation: P.R Approval _____Disapproval
Comments:

Pilar Rodriguez, Executive Director — Date 9/12/2014

Please return this form via email to fkoll@hcrma.net

INVOICE PERIOD: *08/08/14 through 09/03/14* **INVOICE AMOUNT:** *$77,900.00*

September 3, 2014

Mr. Pilar Rodriguez, P.E. – Executive Director HCRMA
ATTN: Mr. Louis H. Jones, P.E. – Program Manager HCRMA
Hidalgo County Regional Mobility Authority
118 S. Cage Blvd., 4th Floor
Pharr, Texas 78577

RE: Work Authorization #1 on SH 365 Segment 0032 & 0034
Invoice No. 12

Dear Mr. Jones:

Attached for your review approval is our invoice for services rendered during the month of September, 2014 on the subject referenced project. The below referenced work product deliverables have been submitted to your office via: hand delivered Attach Transmittal letter_____.

- 2 sets of hard copies had been submitted on 08-21-14
- 2 sets of hard copies had been submitted on 08-26-14
- 2 sets of hard copies had been submitted on 08-29-14
- 2 sets of hard copies had been submitted on 09-02-14

The following was submitted:

- Invoice No. 12

The following is a narrative of the progress for this period.

TASK
FC150 TASK 7 - Right of Way Mapping and Parcel Tract Platting
UPDATED:
FC130 SUBTASK 7.2 Parcels Plats and Legal Descriptions
UPDATED: *08/21/14 Submitted Parcels of Seg No 2 (5P1-5P5,7,8,10,11,12,19,and 19JUA1) . 08/26/14 submitted Parcels of Seg No. 4 (2JUA1,3JUA1,5JUA1,6JUA1,6JUA2,7JUA1,8JUA1 and 10JUA1. 8/29/14 submitted Parcels of Seg No. 4 (12,13,14,15,16,17,18,19 and 23). 9/2/14 submitted Parcels of Seg No. 4 (1,24 and 25), Seg No2 (4,8,9P1,9P2,10,11,12JUA1,15JUA1 and 17).*

UPDATED:
UPDATED:

Should you have any questions regarding this submittal, please do not hesitate to call me at (956) 969-4183.

Sincerely,

Juan M. Castillo 9.3.2014

Juan M. Castillo, R.P.L.S.
Survey Manager – Dos Land Surveying, Inc.

~~SA - I Cannot Aprove this INV as the INV. is not Attached and Therefore I Know not How much they are charging~~

SEPTEMBER 2014 INVOICE

DLS Dos Land Surveying

HCRMA HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Project:	Proposed SH 365	Bill Through:	9/3/2014
Limits:	SH 365 Segments 0032/0034 from FM 1016 (Conway Ave) to SH 336 (10st)	Client:	HCRMA
CSJ:	3627-01-001 & 3627-01-002	Contract:	Supplemental Agreement No 1
County:	Hidalgo, Texas	WA No.:	1 & 2

Func Code	TASK DESCRIPTION	FIRM	CONTRACTED FEE ($)	PREVIOUSLY INVOICED		INVOICED TO DATE		BALANCE	AMOUNT DUE THIS INVOICE
				($ AMOUNT)	(% COMPLETED)	($ AMOUNT)	(% COMPLETED)		
130	TASK 7 - Right of Way Mapping and Parcel Tract Platting								
	Subtask 7.1 - Create and prepare full set of ROW Plans including; Title Sheet, Parcel Index, and Plan Sheets.	DOS							
	Original WA for 100 parcels at 1200.00 each		$120,000.00	$108,000.00	81%	$108,000.00	100%	$12,000.00	$0.00
	Subtask 7.2 - Create and prepare individual Parcel plats and legal descriptions, (Acquisition Surveys)	DOS							
	Original WA for 104 parcels at 1900.00 each (submitted 41 parcels)		$197,600.00	$119,700.00	17%	$197,600.00	100%	$0.00	$77,900.00
	TASK 7 - SUBTOTAL =		$317,600.00	$227,700.00	72%	$305,600.00	96%		$77,900.00
150	TASK 2 - Surveying								
	Task 1.2 Secondary Control	DOS	$21,051.54	$10,525.77	25%	$10,525.77	50%	$10,525.77	$0.00
	Task 1.4 - Project Alignment/Baselines	DOS	$91,617.04	$91,617.04	96%	$91,617.04	100%	$0.00	$0.00
	Task 3.2 IN-FILL Topo and Planametrics	DOS	$117,996.98	$117,996.98	92%	$117,996.98	100%	$0.00	$0.00
	Task 4.0 Boundary	DOS	$60,995.08	$60,995.08	92%	$60,995.08	100%	$0.00	$0.00
	Task 6.1 Surveys for Engineering Design	DOS	$65,179.65	$65,179.65	97%	$65,179.65	100%	$0.00	$0.00
	Task 5.0 Utility Survey	DOS	$3,340.18	$3,340.18	101%	$3,340.18	100%	$0.00	$0.00
	Task 6.4 Survey for Geotechnical Studies	DOS	$5,403.92	$494.68	9%	$494.68	9%	$4,909.24	$0.00
	Task 8.0 - Construction Control Staking	DOS	$46,663.78	$3,337.92	7%	$3,337.92	7%	$43,325.86	$0.00
	Task 9.0 Right of Entry	DOS	$50,000.00	$40,000.00	80%	$40,000.00	80%	$10,000.00	$0.00
	Direct Expenses	DOS	$2,524.00	$0.00	0%	$0.00	0%	$2,524.00	$0.00
	TASK 2 - SUBTOTAL =		$782,372.17	$621,187.30	79%	$699,087.30	89%	$83,284.87	$0.00
							TOTAL THIS INVOICE =		$77,900.00

Previous Billing was for 39 - 74,100
This Billing for 41 - 77,900.00
(8.0) (74) Submitted

I Approval ONLY
35 parcels x 1900.00 = $66,500 ← Pay only this

~~Approved Based on DLS Having Submitted Total of~~

$66,500.00 ↑ Pay Only

9/12/2014

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

REQUEST FOR RECOMMENDATION ON PAYMENT

To: Dannenbaum Engineering
Attn: Louis Jones, HCRMA Project Manager
1109 Nolana Loop, Suite 208
McAllen, Texas 78504

Month and Year	August 2014	
Contractor	QHA	
Project/WA	SH365/SEG1/WA2	
Invoice #	8771	Date: 9/2/14
Amount	$ 60,800.00	
Date Sent	9/3/2014	

Date Received	
Received by	

Recommendation: X Approval _____Disapproval
Comments:

Louis Jones, HCRMA Program Manager — Date 9/11/14

Recommendation: P.R Approval _____Disapproval
Comments:

P. R

Pilar Rodriguez, Executive Director — Date 9/12/2014

Please return this form via email to fkoll@hcrma.net

QUINTANILLA, HEADLEY AND ASSOCIATES, INC.

Consulting Engineers ★ Land Surveyors
Alfonso Quintanilla, P.E. # 95534 R.P.L.S. # 4856 Eulalio Ramirez, P.E. # 77062
Engineering Firm Registration No. F-1513
Surveying Firm Registration No. 100411-00
Municipal & County Projects ★ Subdivisions ★ Surveys
124 E. Stubbs, Edinburg, Texas 78539
Phone 956/381-6480 Fax 956/381-0527
Email: office@qhaengineering.com
www.qhaengineering.com

DATE	INVOICE No.
9/2/2014	8771

BILL TO

Hidalgo County RMA
Attn: Pilar Rodriguez
118 South Cage Blvd, 4th Floor
Pharr, Texas 78577

DESCRIPTION OF SERVICES	AMOUNT
RE: HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY **WORK AUTHORIZATION No. 2 ON SH365 SEGMENT 1** **ORIGINAL CONTRACT FEE: $310,000.00** **SWA No. 1 TO WA No. 2: $148,800.00** **TOTAL CONTRACT FEE: $458,800.00**	**60,800.00**
SECTION 7 - RIGHT OF WAY MAPPING AND PARCEL TRACT PLATTING **SUBTASK 7.2 - CREATE AND PREPARE INDIVIDUAL PARCEL PLATS AND LEGALS DESCRIPTIONS (ACQUISITION SURVEYS)** **PARCELS COMPLETED: 32** **COST PER PARCEL: $1,900.00** **AMOUNT DUE: $60,800.00**	
SALES TAX	**0.00**
Thank you for your business!	**$60,800.00**

QUINTANILLA, HEADLEY AND ASSOCIATES, INC.
Consulting Engineers ★ Land Surveyors
Alfonso Quintanilla, P.E. # 95534 R.P.L.S #4856 Eulalio Ramirez, P.E. # 77062
Engineering Firm Registration No. F-1513
Surveying Firm Registration No. 100411-00
Municipal & County Projects ★ Subdivisions ★ Surveys

INVOICE PERIOD: ***08/01/14 to 08/31/14*** **INVOICE AMOUNT:** ***$ 60,800.00***

September 2, 2014

Mr. Pilar Rodriguez, P.E. – Executive Director HCRMA
ATTN: Mr. Louis H. Jones, P.E. – Program Manager HCRMA
Hidalgo County Regional Mobility Authority
118 S. Cage Blvd., 4th Floor
Pharr, Texas 78577

RE: Work Authorization #2 on SH 365 Segment 1
Invoice No. 8771

Dear Mr. Rodriguez:

Attached for your review approval is our invoice for services rendered during the month of July on the subject-referenced project. The below referenced work product deliverables have been submitted to your office via: Hand Delivery.

- One (1) paper copy of all sheets

NOTE: These documents have been delivered to the Project Manager Coordinator.

The following was submitted:
- Invoice No. 8771

The following is a narrative of the progress for this period.

TASK
FC130 TASK 7 - Right of Way Mapping and Parcel Tract Platting
UPDATED: *We have created and prepared individual parcel plats and legal descriptions for thirty-two (32) parcels, for a total of ninety (90) parcels altogether.* *WA No. 2:* *Section 7 – Right of Way Mapping and Parcel Tract Platting*

Should you have any questions regarding this submittal, please do not hesitate to call me at (956) 381-6480.

Sincerely,

Alfonso Quintanilla, P.E.
Project Manager –Quintanilla, Headley & Associates, Inc.

SH365/TCC - Segment #1
ATTACHMENT "C"
Work Authorization #2

QUINTANILLA, HEADLEY AND ASSOCIATES, INC.
Consulting Engineers ★ Land Surveyors

AUGUST 2014 INVOICE

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Project:	SH 365 Surveying and ROW Mapping	Bill Through:	8/31/2014
Limits:	10th Street to Military Road	Client:	HCRMA
CSJ:	3627-01-001	Contract:	Supplemental No. 1 to WA No. 2
County:	Hidalgo	WA No.:	WA No. 2

Func Code	TASK DESCRIPTION	FIRM	CONTRACTED FEE ($)	PREVIOUSLY INVOICED		INVOICED TO DATE		BALANCE	AMOUNT DUE THIS INVOICE
				($ AMOUNT)	(% COMPLETED)	($ AMOUNT)	(% COMPLETED)		
130	TASK 7 - Right of Way Mapping and Parcel Tract Platting								
	Subtask 7.1 - Create and prepare full set of ROW Plans including: Title Sheet, Parcel Index, and Plan Sheets	QHA							
	WA #2 - 100 parcels at 1,200.00 each		*$120,000.00*	*$108,000.00*	*90%*	*$108,000.00*	*90%*	*$12,000.00*	***$0.00***
	SWA #1 to WA #2 - 48 parcels at 1,200.00 each		*$57,600.00*	*$51,840.00*	*90%*	*$51,840.00*	*90%*	*$5,760.00*	***$0.00***
	Subtask 7.2 - Create and prepare individual Parcel plats and legal descriptions (Acquisition Surveys)	QHA							
	WA #2 - 100 parcels at 1,900.00 each		*$190,000.00*	*$110,200.00*	*58%*	*$171,000.00*	*90%*	*$19,000.00*	***$60,800.00***
	SWA #1 to WA #2- 48 parcels at 1,900.00 each		*$91,200.00*	*$0.00*	*0%*	*$0.00*	*0%*	*$91,200.00*	***$0.00***
	TASK 7 - SUBTOTAL =		$458,800.00	$270,040.00	59%	$330,840.00	72%		$60,800.00
								TOTAL THIS INVOICE =	$60,800.00

Previous Billing $ 110,200 = 58 or 60 parcels – Approved yes
This Billing $ 60,800 = 32 parcels

90 parcels
~~still sues us~~

~~[illegible]~~
This Billing is for
32 parcels for a total of 90 parcels
He still lacks about 6 or 7 parcels
To be Submitted
Therefore JA Approves this INV.

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY
PAYMENT SUMMARY

Halff - International Bridge Trade Corridor
$2,053,674.98 Maximum payable fee

Maximum fee minus approved WA $0.00

		Invoice Date			WA	WA
	Approved WA Amount	6/19/2014	8/14/2014	9/3/2014	Total Billed	Balance
WA#1	$1,988,674.98	$77,803.83	$465,143.20	$237,127.00	$780,074.03	$1,208,600.95
WA#2	$65,000.00			$6,500.00	$6,500.00	$58,500.00
	$2,053,674.98	$77,803.83	$465,143.20	**$243,627.00**	$786,574.03	$1,267,100.95
				Amount Approved for Payment	$2,053,674.98	

WA#1 approved April 23, 2014 to provide final plans, specifications and estimates for the International Bridge Trade Corridor Project in the amount of $1,988,674.98.
WA#2 approved July 23, 2014 to provide plans, specifications and estimates for relocation of the Valley View Road Lift Station as part of the International Bridge Trade Corridor Project in the amount of $65,000.00

Approved for Payment

9/12/2014
Date

VRF 2013 Bond Construction Account

Prepared by:
P. Rodriguez, PE
Tx PE #85,567
9/12/2014

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

REQUEST FOR RECOMMENDATION ON PAYMENT

To: Dannenbaum Engineering
Attn: Louis Jones, HCRMA Project Manager
1109 Nolana Loop, Suite 208
McAllen, Texas 78504

Month and Year	7/15/14-8/31/14	
Contractor	Halff	
Project/WA	IBTC/SEG001/WA1	
Invoice #	M187781	Date: 9/3/2014
Amount	$ 237,127.00	
Date Sent	9/3/2014	

Date Received	
Received by	

Recommendation: X Approval _____Disapproval
Comments: Total Approved: $ 237,127.00

Louis Jones, HCRMA Program Manager — Date 9/11/14

Recommendation: 1:12 Approval _____Disapproval
Comments:

Pilar Rodriguez, Executive Director — Date 9/12/2014

Please return this form via email to fkoll@hcrma.net

HALFF

approved Luis

INVOICE PERIOD: *07/15/14 through 8/31/14*

INVOICE AMOUNT: ~~$263,080.45~~ $237,127.00

P.R

September 03, 2014

Hidalgo County Regional Mobility Authority
118 S. Cage Blvd., 4th Floor
Pharr, Texas 78577

Mr. Pilar Rodriguez, P.E. – Executive Director HCRMA
ATTN: Mr. Louis H. Jones, P.E. – Program Manager HCRMA

RE: Work Authorization #1 on IBTC Segment 0011
Project Segment Limits Sta. 385+00 to Sta. 557+00
Invoice No. M187781

Dear Mr. Jones:

Attached for your review approval is our invoice for services rendered during the month of August 2014 on the subject referenced project. The below referenced work product deliverables have been uploaded via ProjectWise to the following directory:

The following is attached:

- Invoice No. M187781
- Progress Set Plan Submittal from Sta. 385+00 to Sta. 507+00
- Preliminary Utility Report

The following is a narrative of the progress for this period.

TASK
FC145: PROJECT MANAGEMENT
UPDATED: *We have set up the project and commenced ongoing coordination. Weekly coordination with Dannenbaum and sub consultants throughout period for development of the progress set plan submittal. QA/QC work throughout progress set plan submittal. Drainage Study is ongoing and hydrology is being finalized. Team members have successfully uploaded files too ProjectWise. Conducted multiple site visits of the project drainage and existing utilities. Developed RFI's and have received responses.*
FC150: FIELD SURVEY COORDINATION
UPDATED: *Submitted utility information to and coordination with utility coordinator, Identified potential areas needing supplemental survey for design work.*

FC160: ROADWAY DESIGN
UPDATED: *Developed progress set plan and profile sheets for the mainlanes, frontage roads and ramps. We have developed revised profiles for the ramps and roadside swales as result of section widening. Design criteria have been verified and we are in the process of developing 60 percent plans.*
FC161: DRAINAGE DESIGN
UPDATED: *A HEC-HMS model is being developed to prepare a drainage area maps for areas outside of the right of way draining to and thru the IBTC corridor. Developing hydrology portion of drainage report including – write up, drainage area map, flowrates, and calculations.*
FC162 – TRAFFIC
UPDATED: *Commence with laying out sheets for signing and pavement markings. Sign and pavement marking standards.*
FC163 – MISCELLANEOUS ROADWAYS
UPDATED: working on pl*ans of SW3P, EPIC, and Miscellaneous Details. Developed preliminary cross sections.*
FC170 – BRIDGE DESIGN
UPDATED: *progress set plans for the Floodway Bridge and Alamo Bridge structures.*

Should you have any questions regarding this submittal, please do not hesitate to call me at (956) 664-0286.

Sincerely,

Robert L. Saenz, P.E., C.F.M.
Project Manager – HALFF ASSOCIATES, Inc.

Hyperlinks:
Progress Set Plan Submission: IBTC-August Progress-Set.pdf
Preliminary Utility Report: Utility Conflict Locations.xlsx
Updated Project Schedule: HALFF Schedule August.mpp

INVOICE

HALFF

ENGINEERS ARCHITECTS SCIENTISTS PLANNERS SURVEYORS

REMITTANCE ADDRESS
Halff Associates, Inc
P.O. Box 678316
Dallas, TX 75267
www.halff.com

Hidalgo Co Regional Mobility Autho
118 South Cage Boulevard, 4th Floor
Pharr, TX. 78577

Attention: Mr. Pilar Rodriguez, P.E.

Invoice Date : 08/25/2014
Invoice # : M188236
Project : 30194
Invoice Group : **
Client Code : HCRMA1

Project Name : HCRMA\IBTC Segment WA No. 1

For Professional Services Rendered through: 8/10/2014
Re:Engineering Services
HCRMA - IBTC Segment 001 from Approx. STA 350+00 to
East Valley View Interchange, between
Pharr and Donna, Texas
IBTC Segment 0011
Work Authorization No. 1
CSJ: 0921-02-202

** Please contact Maribel Martinez (956-664-0286)
with any questions regarding this invoice.

Phase / Task / Name	Fee	Previous Amount	% Complete	Current Amount	Total Fee Earned
PH01 -- FC145-Project Managemnt (FC160-190)	251,043.26	75,312.98	40.00	25,104.32	100,417.30
PH02 -- FC150 - Field Survey	15,002.08	7,501.04	100.00	7,501.04	15,002.08
PH03 -- FC160 - Roadway Design Controls	315,515.94	94,654.78	40.00	31,551.60	126,206.38
PH04 -- FC161- Roadway Drainage	401,413.94	63,868.32	40.00	96,697.26	160,565.58
PH05 -- FC162 - Signing Payment Marketings	73,801.64	22,140.49	40.00	7,380.17	29,520.66
PH06 -- FC163 - Miscellaneous	33,722.77	10,116.83	40.00	3,372.28	13,489.11
PH07 -- FC163 - Miscellaneous Cross Section	74,719.98	22,415.99	40.00	7,472.00	29,887.99
PH08 -- FC163 - Miscellaneous Landscaping A	1,174.44	352.33	40.00	117.45	469.78
PH09 -- FC163 -Miscellaneous Retaining Wall	62,283.98	18,685.19	40.00	6,228.40	24,913.59
PH10 -- FC163 - Miscellaneous Roadways	259,534.48	77,860.34	30.00	0.00	77,860.34
PH11 -- FC170 - Bridge Over Alamo Road	78,752.01	23,625.60	40.23	8,059.61	31,685.21
PH12 -- FC170 - Bridge Over Floodway	385,874.72	115,762.42	40.00	38,587.47	154,349.89
PH13 -- FC170 - Bridge Standards	8,367.74	2,510.32	40.00	836.78	3,347.10
PH14 -- Total Direct Expenses	27,468.00	8,240.40	45.36	4,218.62	12,459.02
Totals:	**1,988,674.98**	**543,047.03**	**39.23**	**237,127.00**	**780,174.03**

Total Fee Earned To Date	780,174.03
Less Previous Billings	543,047.03
Amount Due this Invoice	**237,127.00**

Pay Only

9/12/2014

HALFF

AUGUST 2014 INVOICE

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Project: WORK AUTHORIZATION NO. 1 IBTC SEGMENT 0011
Limits: IBTC SEGMENT 0011 FROM APPROX. STA350+00 TO EAST VALLEY VIEW INTERCHANGE
CSJ: 0921-02-202
County: HIDALGO COUNTY

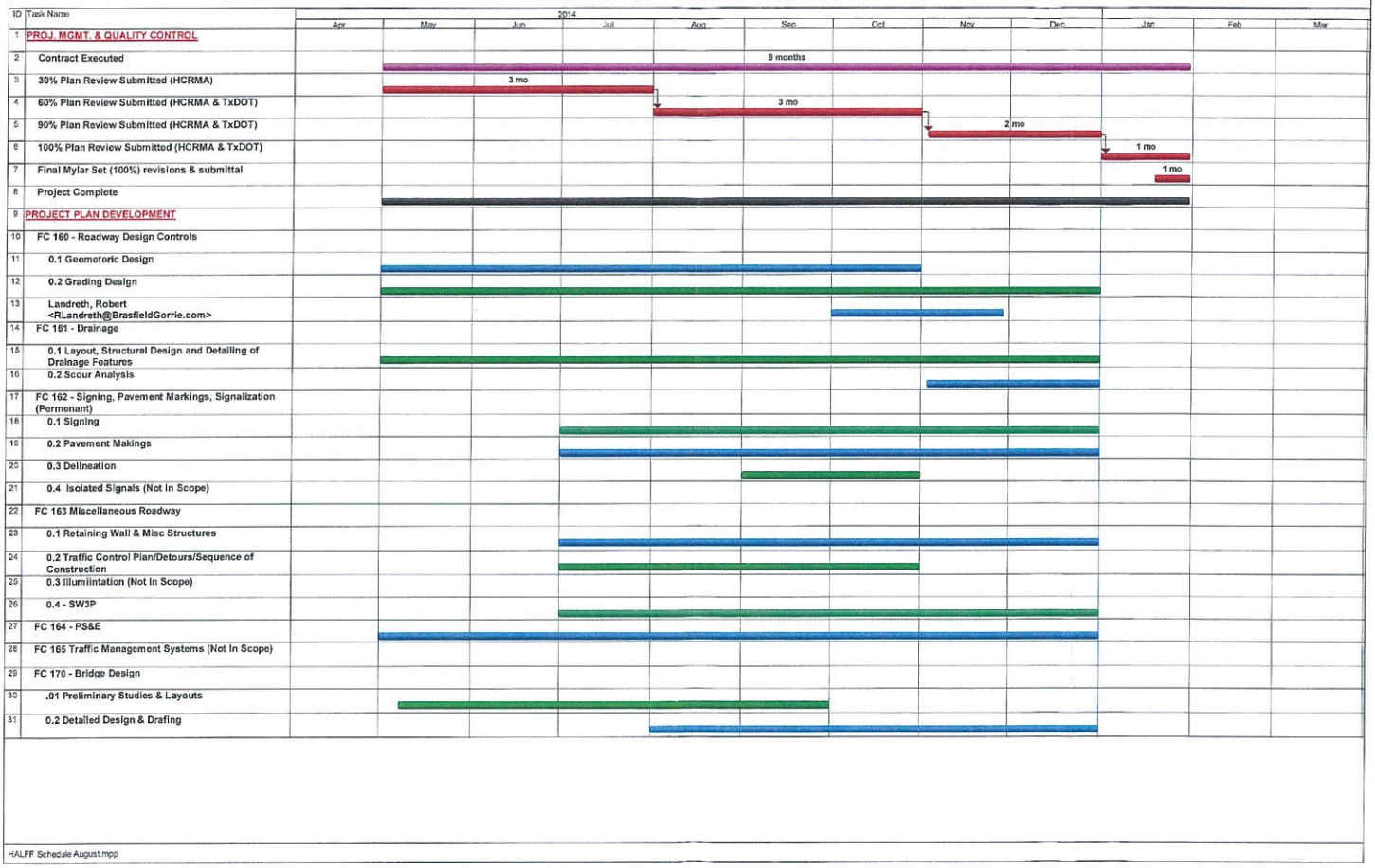
Bill Through: 8/10/2014
Client: HCRMA
Contract: IBTC SEGMENT 0011 (PS&E)
WA No.: 1

Func Code	TASK DESCRIPTION	FIRM	CONTRACTED FEE ($)	PREVIOUSLY INVOICED		INVOICED TO DATE		BALANCE	AMOUNT DUE THIS INVOICE
				($ AMOUNT)	(% COMPLETED)	($ AMOUNT)	(% COMPLETED)		
145	PROJECT MANAGEMENT								
	MANAGE WORK, ADMINISTRATION, ETC	HALFF	$166,474.26	$49,942.28	30.00%	$75,046.60	45.08%	$91,427.66	$25,104.32
	PREPARE SUBMITTALS	HALFF	$84,569.00	$25,370.70	30.00%	$25,370.70	30.00%	$59,198.30	$0.00
	SUBTOTAL (FUNCTION 145 - PROJECT MANAGEMENT) =		$251,043.26	$75,312.98	30%	$100,417.30	40%	$150,625.96	$25,104.32
150	FIELD SURVEY								
	COORDINATION OF SURVEY & UTILITY LOCATIONS	HALFF	$15,002.08	$7,501.04	50.00%	$15,002.08	100.00%	$0.00	$7,501.04
	SUBTOTAL (FUNCTION 150 - FIELD SURVEY =		$15,002.08	$7,501.04	50%	$15,002.08	100%	$0.00	$7,501.04
160	ROADWAY DESIGN								
	ROADWAY DETAILS	HALFF	$27,167.80	$8,150.34	30.00%	$8,150.34	30.00%	$19,017.46	$0.00
	PLAN & PROFILE SHEETS	HALFF	$264,920.90	$79,476.27	30.00%	$111,027.87	41.91%	$153,893.03	$31,551.60
	REMOVAL PLAN	R. GUTIERREZ	$23,427.24	$7,028.17	30.00%	$7,028.17	30.00%	$16,399.07	$0.00
	SUBTOTAL (FUNCTION 160 - ROADWAY DESIGN) =		$315,515.94	$94,654.78	30%	$126,206.38	40%	$189,309.56	$31,551.60
161	DRAINAGE DESIGN								
	DRAINAGE REPORT & MAIN STRUCTURE SIZING	HALFF	$255,567.02	$20,114.24	7.87%	$116,811.50	45.71%	$138,755.52	$96,697.26
	DRAINAGE PLANS & DETAILS	R. GUTIERREZ	$142,831.56	$42,849.47	30.00%	$42,849.47	30.00%	$99,982.09	$0.00
	MISCELLANEOUS STRUCTURE DETAIL	CHANNIN	$3,015.36	$904.61	30.00%	$904.61	30.00%	$2,110.75	$0.00
	SUBTOTAL (FUNCTION 161 - DRAINAGE DESIGN) =		$401,413.94	$63,868.32	16%	$160,565.58	40%	$240,848.36	$96,697.26
162	TRAFFIC								
	SIGN & PAVING LAYOUT	CORTRAN	$43,466.12	$13,039.84	30.00%	$20,420.01	46.98%	$23,046.11	$7,380.17
	SUMMARY & DETAIL SHEETS	CHANNIN	$30,335.52	$9,100.66	30.00%	$9,100.66	30.00%	$21,234.86	$0.00
	SUBTOTAL (FUNCTION 162 - TRAFFIC) =		$73,801.64	$22,140.50	$0.60	$29,520.67	40%	$44,280.97	$7,380.17
163	MISCELLANEOUS ROADWAYS								
	SUMMARY SHEETS	HALFF	$74,296.96	$22,289.09	30.00%	$22,289.09	30.00%	$52,007.87	$0.00
	TRAFFIC CONTROL PLANS	HALFF	$157,600.87	$47,280.26	30.00%	$47,280.26	30.00%	$110,320.61	$0.00
	RETAINING WALLS	HALFF	$62,283.99	$18,685.19	30.00%	$24,913.59	40.00%	$37,370.39	$6,228.40
	LANDSCAPING	HALFF	$1,174.44	$352.33	30.00%	$469.78	40.00%	$704.66	$117.45
	DRAINAGE QUANTITIES	R. GUTIERREZ	$2,481.65	$744.50	30.00%	$744.50	30.00%	$1,737.15	$0.00
	EARTHWORK QUANTITIES	R. GUTIERREZ	$15,939.14	$4,781.74	30.00%	$4,781.74	30.00%	$11,157.40	$0.00
	SUMMARY OF EROSION CONTROL	R. GUTIERREZ	$2,708.57	$812.57	30.00%	$812.57	30.00%	$1,896.00	$0.00
	SUMMARY OF REMOVAL ITEMS	R. GUTIERREZ	$2,708.57	$812.57	30.00%	$812.57	30.00%	$1,896.00	$0.00
	CROSS SECTIONS	R. GUTIERREZ	$74,719.98	$22,415.99	30.00%	$29,887.99	40.00%	$44,831.99	$7,472.00
	SW3PNEPIC	R. GUTIERREZ	$33,722.77	$10,116.83	30.00%	$13,489.11	40.00%	$20,233.66	$3,372.28
	SUMMARY OF SIGNS	CHANINN	$3,798.72	$1,139.62	30.00%	$1,139.62	30.00%	$2,659.10	$0.00
	SUBTOTAL (FUNCTION 163 - MISCELLANEOUS ROADWAYS) =		$431,435.65	$129,430.69	30%	$146,620.82	34%	$284,814.83	$17,190.13
170	BRIDGE DESIGN								
	BRIDGE DESIGN	HALFF	$472,994.47	$141,898.34	30.00%	$189,382.20	40.04%	$283,612.27	$47,483.86
	SUBTOTAL (FUNCTION 170 - BRIDGE) =		$472,994.47	$141,898.34	30%	$189,382.20	40%	$283,612.27	$47,483.86
	DIRECT EXPENSES								
	DIRECT EXPENSES	HALFF	$23,983.26	$7,194.99	30.00%	$11,413.61	47.59%	$12,569.65	$4,218.62
	DIRECT EXPENSES	R. GUTIERREZ	$2,447.74	$734.34	30.00%	$734.34	30.00%	$1,713.40	$0.00
	DIRECT EXPENSES	CHANINN	$749.50	$224.82	30.00%	$224.82	30.00%	$524.68	$0.00
	DIRECT EXPENSES	CORTRAN	$287.50	$86.25	30.00%	$86.25	30.00%	$201.25	$0.00
	SUBTOTAL (TOTAL DIRECT EXPENSES) =		$27,468.00	$8,240.40	30%	$12,459.02	45%	$15,008.98	$4,218.62
	GRAND TOTAL -INCLUDING DIRECT EXPENSES		$1,988,674.98	$543,047.05	27%	$780,174.05	39%	$1,208,500.93	$237,127.00
							TOTAL THIS INVOICE =		$237,127.00

HALFF

INTERNATIONAL BRIDGE TRADE CORRIDOR (IBTC) PLAN DEVELOPMENT
From STA. 350+00 to STA. 557+00
Attachment "D" - W.A. # 1 - Work Schedule

HCRMA



HALFF Schedule August.mpp

INVOICE

HALFF

ENGINEERS ARCHITECTS SCIENTISTS PLANNERS SURVEYORS

REMITTANCE ADDRESS
Halff Associates, Inc
P.O. Box 678316
Dallas, TX 75267
www.halff.com

Hidalgo Co Regional Mobility Autho
118 South Cage Boulevard, 4th Floor
Pharr, TX. 78577

Attention: Mr. Pilar Rodriguez, P.E.

Invoice Date : 08/25/2014
Invoice # : M188236
Project : 30194
Invoice Group : **
Client Code : HCRMA1

Project Name : HCRMA\IBTC Segment WA No. 1

For Professional Services Rendered through: 8/10/2014
Re:Engineering Services
HCRMA - IBTC Segment 001 from Approx. STA 350+00 to
East Valley View Interchange, between
Pharr and Donna, Texas
IBTC Segment 0011
Work Authorization No. 1
CSJ: 0921-02-202

** Please contact Maribel Martinez (956-664-0286)
with any questions regarding this invoice.

Phase / Task / Name	Fee	Previous Amount	% Complete	Current Amount	Total Fee Earned
PH01 -- FC145-Project Managemnt (FC160-190)	251,043.26	75,312.98	40.00	25,104.32	100,417.30
PH02 -- FC150 - Field Survey	15,002.08	7,501.04	100.00	7,501.04	15,002.08
PH03 -- FC160 - Roadway Design Controls	315,515.94	94,654.78	40.00	31,551.60	126,206.38
PH04 -- FC161- Roadway Drainage	401,413.94	63,868.32	40.00	96,697.26	160,565.58
PH05 -- FC162 - Signing Payment Marketings	73,801.64	22,140.49	40.00	7,380.17	29,520.66
PH06 -- FC163 - Miscellaneous	33,722.77	10,116.83	40.00	3,372.28	13,489.11
PH07 -- FC163 - Miscellaneous Cross Section	74,719.98	22,415.99	40.00	7,472.00	29,887.99
PH08 -- FC163 - Miscellaneous Landscaping A	1,174.44	352.33	40.00	117.45	469.78
PH09 -- FC163 -Miscellaneous Retaining Wall	62,283.98	18,685.19	40.00	6,228.40	24,913.59
PH10 -- FC163 - Miscellaneous Roadways	259,534.48	77,860.34	30.00	0.00	77,860.34
PH11 -- FC170 - Bridge Over Alamo Road	78,752.01	23,625.60	40.23	8,059.61	31,685.21
PH12 -- FC170 - Bridge Over Floodway	385,874.72	115,762.42	40.00	38,587.47	154,349.89
PH13 -- FC170 - Bridge Standards	8,367.74	2,510.32	40.00	836.78	3,347.10
PH14 -- Total Direct Expenses	27,468.00	8,240.40	45.36	4,218.62	12,459.02
Totals:	**1,988,674.98**	**543,047.03**	**39.23**	**237,127.00**	**780,174.03**

Total Fee Earned To Date	780,174.03
Less Previous Billings	543,047.03
Amount Due this Invoice	**237,127.00**

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

REQUEST FOR RECOMMENDATION ON PAYMENT

To: Dannenbaum Engineering
Attn: Louis Jones, HCRMA Project Manager
1109 Nolana Loop, Suite 208
McAllen, Texas 78504

Month and Year	07/15/14-8/31/14	
Contractor	Halff	
Project/WA	IBTC/Donna Lift Station Relocation/WA2	
Invoice #	M187782	Date: 9/3/2014
Amount	$ 6,500.00	
Date Sent	9/3/2014	

Date Received	
Received by	

Recommendation: X Approval _____Disapproval
Comments:

Louis Jones, HCRMA Program Manager — Date 9/10/14

Recommendation: P.R Approval _____Disapproval
Comments:

Pilar Rodriguez, Executive Director — Date 9/12/2014

Please return this form via email to fkoll@hcrma.net

HALFF

INVOICE PERIOD: *07/15/14 through 8/31/14* **INVOICE AMOUNT:** *$6,500.00*

September 02, 2014

Hidalgo County Regional Mobility Authority
118 S. Cage Blvd., 4th Floor
Pharr, Texas 78577

Mr. Pilar Rodriguez, P.E. – Executive Director HCRMA
ATTN: Mr. Louis H. Jones, P.E. – Program Manager HCRMA

RE: Work Authorization #2 on IBTC
Donna Lift Station Relocation
Invoice No. M187782

Dear Mr. Jones:

Attached for your review approval is our invoice for services rendered during the month of August 2014 on the subject referenced project. The below referenced work product deliverables have been uploaded via ProjectWise to the following directory:

The following is attached:

- Invoice No. M187782
- Progress Set Plan Submittal.

The following is a narrative of the progress for this period.

TASK
ENGINEERING DESIGN
UPDATED: *We have set up the project and commenced on-going coordination and meetings with the City of Donna and utility companies. Commenced developing construction documents and prepared a progress set plan submittal. QA/QC work throughout progress set plan submittal. Waiting on right of entry for field survey to continue on design. Developed RFI's and have received responses.*
FIELD SURVEYING SERVICES
UPDATED: *Establish survey control near new lift station site and waiting on Right of Entry to be obtained by the HCRMA to complete survey for Lift Station Design. Schedule is being impacted by not obtaining Right of Entry.*
CONSTRUCTION ADMINISTRATION
N/A

Should you have any questions regarding this submittal, please do not hesitate to call me at (956) 664-0286.

Sincerely,

Robert L. Saenz, P.E., C.F.M.
Project Manager – HALFF ASSOCIATES, Inc.

Hyperlinks: Progress Set Plan Submission: WA02_ProgressSet.pdf
Schedule: Lift Station HALFF Schedule August.mpp
LiftStationSchedule.pdf

INVOICE

HALFF

ENGINEERS ARCHITECTS SCIENTISTS PLANNERS SURVEYORS

REMITTANCE ADDRESS
Halff Associates, Inc
P.O. Box 678316
Dallas, TX 75267
www.halff.com

Hidalgo Co Regional Mobility Autho
118 South Cage Boulevard, 4th Floor
Pharr, TX. 78577

Attention: Mr. Pilar Rodriguez, P.E.

Invoice Date : 08/25/2014
Invoice # : M187782
Project : 30194
Invoice Group : 02
Client Code : HCRMA1

Project Name : HCRMA\IBTC Segment WA No. 1

For Professional Services Rendered through: 8/10/2014
Re:Engineering Services
HCRMA - IBTC Segment 001 from Approx. STA 350+00 to
East Valley View Interchange
Donna Lift Station Relocation
Donna, Texas
IBTC Segment 0011
Work Authorization No. 2
CSJ: 0921-02-202

** Please contact Maribel Martinez (956-664-0286)
with any questions regarding this invoice.

Phase / Task / Name		Fee	Previous Amount	% Complete	Current Amount	Total Fee Earned
WA02 -- Donna Lift Station Relocation		65,000.00	0.00	10.00	6,500.00	6,500.00
	Totals:	**65,000.00**	**0.00**	**10.00**	**6,500.00**	**6,500.00**

Total Fee Earned To Date	6,500.00
Less Previous Billings	0.00
Amount Due this Invoice	**6,500.00**

PAY ONLY

1 - 1 2

9/12/2014

TERMS: DUE UPON RECEIPT

(214) 346-6200

ORIGINAL

(214) 739-0108 Fax

HALFF

AUGUST 2014 INVOICE

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Project: WORK AUTHORIZATION NO. 2 IBTC SEGMENT 0011
Limits: IBTC SEGMENT 0011 FROM APPROX. STA350+00 TO EAST VALLEY VIEW INTERCHANGE
CSJ: 0921-02-202
County: HIDALGO COUNTY

Bill Through: 8/10/2014
Client: HCRMA
Contract: IBTC SEGMENT 0011 (PS&E)
WA No.: 2

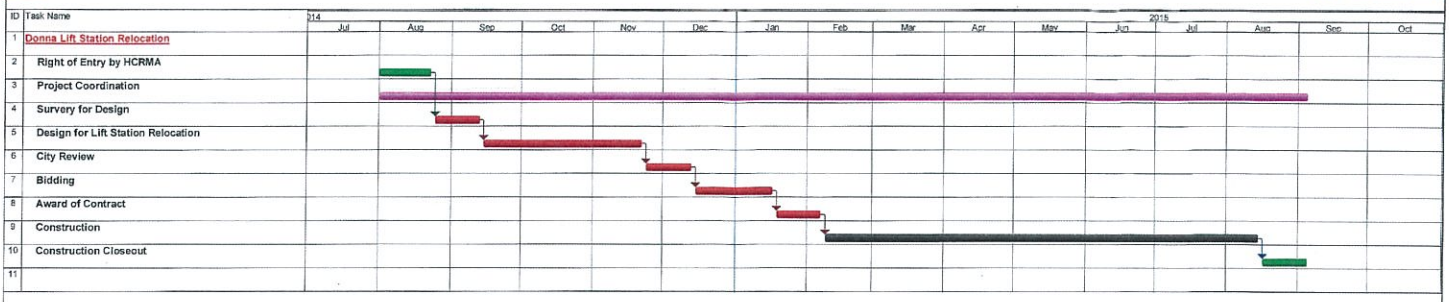
	TASK DESCRIPTION	FIRM	CONTRACTED FEE ($)	PREVIOUSLY INVOICED		INVOICED TO DATE		BALANCE	AMOUNT DUE THIS INVOICE
				($ AMOUNT)	(% COMPLETED)	($ AMOUNT)	(% COMPLETED)		
	ENGINEERING DESIGN	*HALFF*	*$55,905.00*	*$0.00*	*0.00%*	*$4,800.00*	*8.59%*	*$51,105.00*	***$4,800.00***
	SUBTOTAL (ENGINEERING DESIGN)=		**$55,905.00**	**$0.00**	**0%**	**$4,800.00**	**9%**	**$51,105.00**	**$4,800.00**
	SURVEYING SERVICES	*HALFF*	*$3,720.00*	*$0.00*	*0.00%*	*$1,500.00*	*40.32%*	*$2,220.00*	***$1,500.00***
	SUBTOTAL (SURVEYING SERVICES) =		**$3,720.00**	**$0.00**	**0%**	**$1,500.00**	**40%**	**$2,220.00**	**$1,500.00**
	CONSTRUCTION ADMINISTRATION	*HALFF*	*$4,514.00*	*$0.00*	*0.00%*	*$0.00*	*0.00%*	*$4,514.00*	***$0.00***
	SUBTOTAL (CONSTRUCTION ADMINISTRATION) =		**$4,514.00**	**$0.00**	**0%**	**$0.00**	**0%**	**$4,514.00**	**$0.00**
	DIRECT EXPENSES	*HALFF*	*$861.00*	*$0.00*	*0.00%*	*$200.00*	*23.23%*	*$661.00*	***$200.00***
	SUBTOTAL (TOTAL DIRECT EXPENSES) =		**$861.00**	**$0.00**	**0%**	**$200.00**	**23%**	**$661.00**	**$200.00**
	GRAND TOTAL -INCLUDING DIRECT EXPENSES		**$65,000.00**	**$0.00**	**0%**	**$6,500.00**	**10%**	**$58,500.00**	**$6,500.00**
							TOTAL THIS INVOICE =		**$6,500.00**

HALFF

INTERNATIONAL BRIDGE TRADE CORRIDOR (IBTC) Donna Lift Station Relocation

W.A. # 2 - Work Schedule

HCRMA



Lift Station HALFF Schedule August.mpp

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY
2014 PAYMENT SUMMARY

Melden & Hunt
Surveying Services
International Bridge Trade Corridor

		Invoices		WA	WA
Billing Date		9/3/2014		Invoiced to Date	Balance
WA#1	$26,210.00	$26,210.00		$26,210.00	$0.00
WA#2	$5,542.00	$5,542.00		$5,542.00	$0.00
	$31,752.00	**$31,752.00**		$31,752.00	$0.00
		Amount Approved for Payment			

Approved for Payment
Pilar Rodriguez
Executive Director

9/12/2019
Date

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

REQUEST FOR RECOMMENDATION ON PAYMENT

To: Dannenbaum Engineering
Attn: Louis Jones, HCRMA Project Manager
1109 Nolana Loop, Suite 208
McAllen, Texas 78504

Month and Year	07/01/14-08/31/14	
Contractor	Melden & Hunt Inc.	
Project/WA	IBTC/0010/WA1	
Invoice #	# 1	Date: 09/03/2014
Amount	$ 26,210.00	
Date Sent	9/4/2014	

Date Received	
Received by	

Recommendation: X Approval _____Disapproval
Comments:

Louis Jones, HCRMA Program Manager — Date 9/11/14

Recommendation: P.R Approval _____Disapproval
Comments:

P. R — Pilar Rodriguez, Executive Director — Date 9/12/2014

Please return this form via email to fkoll@hcrma.net

MELDEN & HUNT INC.
CONSULTANTS • ENGINEERS • SURVEYORS
FRED L. KURTH • ALLAN F. BOOE • KELLEY A. HELLER-VELA • ROBERT TAMEZ
TBPE Firm # F-1435
TBPLS # 10096900

INVOICE PERIOD: *07/01/14 through 08/31/14* **INVOICE AMOUNT:** *$ 26,210.00*

September 3, 2014

Mr. Pilar Rodriguez, P.E. – Executive Director HCRMA
ATTN: Mr. Louis H. Jones, P.E. – Program Manager HCRMA
Hidalgo County Regional Mobility Authority
118 S. Cage Blvd., 4th Floor
Pharr, Texas 78577

RE: Work Authorization #1 on 0010 IBTC
Invoice No. 1

Dear Mr. Jones:

Attached for your review approval is our invoice for services rendered during the months of July and August 2014 on the subject referenced project. The below referenced work product deliverables have been uploaded via ProjectWise to the following directory: Dannenbaum – HCRMA/documents/hcrma/projects/0010 IBTC/01 Contract Admin/0010 Melden & Hunt/06 Invoice/2014-09-03 WA1 Inv 1.

The following is attached:

- Invoice No. 1

The following is a narrative of the progress for this period.

TASK
0010 IBTC Survey Parcels
Melden & Hunt, Inc. has completed the survey parcels for Work Authorization No. 1.

Should you have any questions regarding this submittal, please do not hesitate to call me at (956) 330-9454.

Sincerely,

Roberto N. Tamez, R.P.L.S.
Vice-President – Melden & Hunt, Inc.

Hyperlinks: Invoice - Work Authorization No. 1.pdf

MELDEN & HUNT INC.
CONSULTANTS • ENGINEERS • SURVEYORS

August 2014 INVOICE

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Project: PROJECT SEGMENT 0010
Limits: Interchange with SH 365 to I-2 and from the Valley View Interchange to FM 493
CSJ: 0921-02-142
County: HIDALGO

Bill Through: 8/31/2014
Client: HCRMA
Contract: PROJECT SEGMENT 0010
WA No.: 1

Func Code	TASK DESCRIPTION	FIRM	CONTRACTED FEE ($)	PREVIOUSLY INVOICED		INVOICED TO DATE		BALANCE	AMOUNT DUE THIS INVOICE
				($ AMOUNT)	(% COMPLETED)	($ AMOUNT)	(% COMPLETED)		
150	Field Survey								
	Parcel Plats	*Prime*	*$26,210.00*	*$0.00*	*0.00%*	*$26,210.00*	*0.00%*	*$0.00*	*$26,210.00*
	SUBTOTAL (FUNCTION 110) =		$26,210.00	$0.00	0%	$26,210.00	100%	$0.00	$26,210.00
	Contract Total =		*$26,210.00*	*$0.00*		*$26,210.00*	*100%*	*$0.00*	
							TOTAL THIS INVOICE =		$26,210.00

JA - approves this INV. of $26,210
Based on them having Submitted all their assigned parcel plats on IBTC (Lake North)

Pay Only

J. P.
9/12/2014

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

REQUEST FOR RECOMMENDATION ON PAYMENT

To: Dannenbaum Engineering
Attn: Louis Jones, HCRMA Project Manager
1109 Nolana Loop, Suite 208
McAllen, Texas 78504

Month and Year	08/01/14-08/31/14	
Contractor	Melden & Hunt Inc	
Project/WA	IBTC/0010/WA2	
Invoice #	~~#1~~ 2	Date: 9/3/2014
Amount	~~$ 26,210.00~~ 5542.00	
Date Sent	9/4/2014	

Date Received	
Received by	

Recommendation: X Approval _____Disapproval
Comments:

Total: $5542.00

Louis Jones, HCRMA Program Manager — Date

Recommendation: P.R Approval _____Disapproval
Comments:

P.R

Pilar Rodriguez, Executive Director — 9/12/2014 Date

Please return this form via email to fkoll@hcrma.net

MELDEN & HUNT INC.
CONSULTANTS • ENGINEERS • SURVEYORS
FRED L. KURTH • ALLAN F. BOOE • KELLEY A. HELLER-VELA • ROBERT TAMEZ
TBPE Firm # F-1435
TBPLS # 10096900

INVOICE PERIOD: *08/01/14 through 08/31/14* **INVOICE AMOUNT:** *$ ~~26,210.00~~* $5,542.00 T.R.

September 3, 2014

Mr. Pilar Rodriguez, P.E. – Executive Director HCRMA
ATTN: Mr. Louis H. Jones, P.E. – Program Manager HCRMA
Hidalgo County Regional Mobility Authority
118 S. Cage Blvd., 4th Floor
Pharr, Texas 78577

RE: Work Authorization #2 on 0010 IBTC
Invoice No. 1

Dear Mr. Jones:

Attached for your review approval is our invoice for services rendered during the months of July and August 2014 on the subject referenced project. The below referenced work product deliverables have been uploaded via ProjectWise to the following directory: Dannenbaum – HCRMA/documents/hcrma/projects/0010 IBTC/01 Contract Admin/0010 Melden & Hunt/06 Invoice/2014-09-03 WA2 Inv 1.

The following is attached:

- Invoice No. 1

The following is a narrative of the progress for this period.

TASK
0010 IBTC Infill Survey
Melden & Hunt, Inc. has completed the infill survey for Work Authorization No. 2.

Should you have any questions regarding this submittal, please do not hesitate to call me at (956) 330-9454.

Sincerely,

Roberto N. Tamez, R.P.L.S.
Vice-President – Melden & Hunt, Inc.

Hyperlinks: Invoice - Work Authorization No. 1.pdf

MELDEN & HUNT INC.
CONSULTANTS • ENGINEERS • SURVEYORS

August 2014 INVOICE

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Project: PROJECT SEGMENT 0010
Limits: Interchange with SH 365 to I-2 and from the Valley View Interchange to FM 493
CSJ: 0921-02-142
County: HIDALGO

Bill Through: 8/31/2014
Client: HCRMA
Contract: PROJECT SEGMENT 0010
WA No.: 2

Func Code	TASK DESCRIPTION	FIRM	CONTRACTED FEE ($)	PREVIOUSLY INVOICED		INVOICED TO DATE		BALANCE	AMOUNT DUE THIS INVOICE
				($ AMOUNT)	(% COMPLETED)	($ AMOUNT)	(% COMPLETED)		
150	Field Survey								
	Parcel Plats	*Prime*	*$5,542.00*	*$0.00*	*0.00%*	*$5,542.00*	*0.00%*	*$0.00*	*$5,542.00*
	SUBTOTAL (FUNCTION 110) =		$5,542.00	$0.00	0%	$5,542.00	100%	$0.00	$5,542.00
	Contract Total =		*$5,542.00*	*$0.00*		*$5,542.00*	*100%*	*$0.00*	
								TOTAL THIS INVOICE =	$5,542.00

JA - Approves this invoice of 5,542.00
Based on them having completed this assignment
of Infill topo on Donna Canal

Pay Only

T. R
9/12/2014

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY
PAYMENT SUMMARY

S&B Infrastructure - International Bridge Trade Corridor Project
$1,550,333.15 Maximum payable fee*

Maximum fee minus approved WA $0.00

	Approved WA Amount	Invoice Date 9/2/2014	WA Total Billed	WA Balance
WA#1	$1,550,333.15	$182,974.74	$182,974.74	$1,367,358.41
	$1,550,333.15	**$182,974.74**	$182,974.74	$1,367,358.41
		Amount Approved for Payment		

	Approved WA Amount	Invoice Date	WA Total Billed	WA Balance
WA#1	$1,550,333.15		$182,974.74	$1,367,358.41
	$1,550,333.15		$182,974.74	$1,367,358.41

WA#1 was approved April 23,2014 to provide final plans, specifications and estimates for the International Bridge Trade Corridor Project in the amount of $1,550,333.15.

P. R

Approved for Payment

9/12/2014

Date

VRF 2013 Bond Construction Account # 01080720130

Prepared by:
P. Rodriguez, PE
Tx PE #85,567
9/12/2014

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

REQUEST FOR RECOMMENDATION ON PAYMENT

To: Dannenbaum Engineering
Attn: Louis Jones, HCRMA Project Manager
1109 Nolana Loop, Suite 208
McAllen, Texas 78504

Month and Year	5/01/14-8/29/14	
Contractor	S&B Infrastructure	
Project/WA	IBTC/Seg1/WA1	
Invoice #	# 1	Date: 9/2/2014
Amount	$ 182,974.74	
Date Sent	9/4/2014	

Date Received	
Received by	

Recommendation: X Approval _____Disapproval
Comments:

Louis Jones, HCRMA Program Manager — Date 9/12/14

Recommendation: P.R Approval _____Disapproval
Comments:

P.R

Pilar Rodriguez, Executive Director — Date 9/12/2014

Please return this form via email to fkoll@hcrma.net

S&B INFRASTRUCTURE, LTD.

INVOICE PERIOD: *05/01/14 through 08/29/14*

INVOICE AMOUNT: *$ 182,974.74*

September 2, 2014

Mr. Pilar Rodriguez, P.E. – Executive Director HCRMA
ATTN: Mr. Louis H. Jones, P.E. – Program Manager HCRMA
Hidalgo County Regional Mobility Authority
118 S. Cage Blvd., 4th Floor
Pharr, Texas 78577

RE: Work Authorization #1 on IBTC Segment 1
Invoice No. 1

Dear Mr. Jones:

Attached for your review approval is our invoice for services rendered during the month of July 2014 on the subject referenced project. The below referenced work product deliverables have been uploaded via GroupWise to the following directory The following is attached: 2014-08-08-July Inv Backup

- Invoice No. 1
- Plan Set Back up link:2014-09-03 August Inv Backup

The following is a narrative of the progress for this period.

TASK
FC145 : PROJECT MANAGEMENT(FC 160 TO FC 190) (P S & E SERVICES)
***UPDATED**: Prepare Invoice # 1,and plan 30% set submittal*
FC150 : FIELD SURVEY
***UPDATED**: Coordination and development of survey and utilities. Prepared Utility Binder for 30% submittal*
FC160 ROADWAY DESIGN
***UPDATED**: Revised PGL and Alignments for Direct Connectors. Plan and Profile Sheets for Main Lanes, Frontages Roads and Direct connectors and ramps.*
FC161: ROADWAY DRAIANGE
***UPDATED**: Drainage Area Maps and hydrology.*

BRIDGES
Designed bridge geometrics determined bridge end locations and span lengths for Direct Connectors, and Stewart Road Bridges. Bridge Layouts at Stewart Road and NEDC, WSDC, SEDC, WNDC-1 and WEDC-2 Bridges.
FC162 : SIGNING, PAVEMENT MARKINGS AND SIGNALIZATION
***UPDATED**: Preliminary markings defined and included in roadway design files.*
FC163 : MISCELLANEOUS ROADWAY
***UPDATED**: Title Sheet, Project Layout, Existing and Proposed Typical Sections, Traffic Control Sequence and Phasing*

Should you have any questions regarding this submittal, please do not hesitate to call me at (956) 926-5000.

Sincerely,

Michael C. Riojas, P.E.
Project Manager – S & B INFRASTRUCTURE, LTD.

No more approach sheet included!

cc: Gustavo Lopez, P.E.
Hyperlinks: 2014-09-01-August Inv Backup

S&B INFRASTRUCTURE, LTD.

INVOICE PERIOD: *05/01/14 through 08/29/14* **INVOICE AMOUNT:** *$ 182,008.65*

September 2, 2014

Mr. Pilar Rodriguez, P.E. – Executive Director HCRMA
ATTN: Mr. Louis H. Jones, P.E. – Program Manager HCRMA
Hidalgo County Regional Mobility Authority
118 S. Cage Blvd., 4th Floor
Pharr, Texas 78577

RE: Work Authorization #1 on IBTC Segment 1
Invoice No. 1

Dear Mr. Jones:

Attached for your review approval is our invoice for services rendered during the month of July 2014 on the subject referenced project. The below referenced work product deliverables have been uploaded via GroupWise to the following directory The following is attached: 2014-08-08-July Inv Backup

- Invoice No. 1
- Plan Set Back up link:2014-09-03 August Inv Backup

The following is a narrative of the progress for this period.

TASK
FC145 : PROJECT MANAGEMENT(FC 160 TO FC 190) (P S & E SERVICES)
UPDATED: *Prepare Invoice # 1,and plan 30% set submittal* ✓
FC150 : FIELD SURVEY
UPDATED: *Coordination and development of survey and utilities. Prepared Utility Binder for 30% submittal* ✓
FC160 ROADWAY DESIGN
UPDATED: *Revised PGL and Alignments for Direct Connectors. Plan and Profile Sheets for Main Lanes, Frontages Roads and Direct connectors and ramps.* ✓
FC161: ROADWAY DRAIANGE
UPDATED: *Drainage Area Maps and hydrology.* ✓

BRIDGES
Designed bridge geometrics determined bridge end locations and span lengths for Direct Connectors, and Stewart Road Bridges. Bridge Layouts at Stewart Road and NEDC, WSDC, SEDC, WNDC-1 and WEDC-2 Bridges.
FC162 : SIGNING, PAVEMENT MARKINGS AND SIGNALIZATION
***UPDATED**: Preliminary markings defined and included in roadway design files.*
FC163 : MISCELLANEOUS ROADWAY
***UPDATED**: Title Sheet, Project Layout, Existing and Proposed Typical Sections, Traffic Control Sequence and Phasing*

Should you have any questions regarding this submittal, please do not hesitate to call me at (956) 926-5000.

Sincerely,

Michael C. Riojas, P.E.
Project Manager – S & B INFRASTRUCTURE, LTD.

cc: Gustavo Lopez, P.E.
Hyperlinks: 2014-09-01-August Inv Backup

August 2014 INVOICE

S&B INFRASTRUCTURE, LTD.

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Project: IBTC Project (PS&E Services)
Limits:
CSJ: 0921-02-142 & 0921-02-202
County: Hidalgo County

Bill Through: 8/29/2014
Client: HCRMA
Contract:
WA No.: 1

Func Code	TASK DESCRIPTION	FIRM	CONTRACTED FEE ($)	PREVIOUSLY INVOICED ($ AMOUNT)	PREVIOUSLY INVOICED (% COMPLETED)	INVOICED TO DATE ($ AMOUNT)	INVOICED TO DATE (% COMPLETED)	BALANCE	AMOUNT DUE THIS INVOICE
145	**PROJECT MANAGEMENT (FC 160 TO FC 180) (PS&E SERVICES) (7 MONTHS)**								
	PREPARE/MANAGE WORK AUTHORIZATIONS (PS&E DEVELOPMENT) (INCLUDING RECORD KEEPING, FILING, ADMINISTRATION, ETC) AND OVERALL QA/QC	S&BI	$ 27,996.08	$0.00	0.00%	$5,599.22	20.00%	$22,396.86	$5,599.22
	SCHEDULE & ATTEND WORK AUTHORIZATION DEVELOPMENT MEETINGS (4 MEETINGS)	S&BI	$ 12,479.68	$0.00	0.00%	$3,743.90	30.00%	$8,735.78	$3,743.90
	COORDINATION/PREPARE SUB WORK AUTHORIZATIONS/MANAGE SUBCONSULTANTS (3 SUBS)	S&BI	$ 10,942.16	$0.00	0.00%	$2,735.54	25.00%	$8,206.62	$2,735.54
	PREPARATION OF INVOICES AND PROGRESS REPORTS (TOTAL = 7 EA)	S&BI	$ 13,652.06	$0.00	0.00%	$2,730.41	20.00%	$10,921.65	$2,730.41
	SCHEDULE & ATTEND PRE-DESIGN MEETING & PREPARE MINUTES (TOTAL= 1)	S&BI	$ 5,752.96	$0.00	0.00%	$5,752.96	100.00%	$0.00	$5,752.96
	SCHEDULE & ATTEND TRAF SAFETY REVIEW MEETING AND PREPARE MEETINGS (TOTAL= 1)	S&BI	$ 3,190.40	$0.00	0.00%	$0.00	0.00%	$3,190.40	$0.00
	SCHEDULE, ATTEND AND PREPARE MINUTES FOR 12 MONTHLY PROGRESS MEETINGS (2 HRS)	S&BI	$ 18,947.04	$0.00	0.00%	$0.00	0.00%	$18,947.04	$0.00
	RESEARCH / REVIEW EXISTING PLANS & DATA (CONDUCTED IN WA#1)		$	$0.00	0.00%	$0.00		$0.00	$0.00
	PREPARE PROJECT SCHEDULE (UPDATE MONTHLY 7 EA)	S&BI	$ 7,722.98	$0.00	0.00%	$1,544.60	20.00%	$6,178.38	$1,544.60
	MONITOR SUB-PROVIDER'S SCHEDULES ON A MONTHLY BASIS	S&BI	$ 7,559.60	$0.00	0.00%	$0.00	0.00%	$7,559.60	$0.00
	PREPARE & ASSEMBLE PRELIMINARY COST ESTIMATES (1 @ 60% AND 1 @ 100%)	S&BI	$ 12,120.98	$0.00	0.00%	$2,424.20	20.00%	$9,696.78	$2,424.20
	CONDUCT SITE VISIT OF PROJECT AREA (4 SITE VISITS 2 Roadway 2 Hydraulics)	S&BI	$ 13,837.84	$0.00	0.00%	$1,383.78	10.00%	$12,454.06	$1,383.78
	ORGANIZE AND DOWNLOAD ELECTRONIC FILE DELIVERABLES	S&BI	$ 4,724.66	$0.00	0.00%	$0.00	0.00%	$4,724.66	$0.00
	ASSIST PROJ MGR IN DEVELOPING OF CPM SCHEDULE	S&BI	$ 7,139.96	$0.00	0.00%	$0.00	0.00%	$7,139.96	$0.00
	TASK 1 - SUBTOTAL (FUNCTION 145 - PROJECT MANAGEMENT)		$ 146,066.49	$0.00	0.00%	$25,914.61	17.74%	$120,151.79	$25,914.61
150	**FIELD SURVEY**								
	COORDINATION AND DEVELOPMENT OF SURVEY	S&BI	$ 9,641.80	$0.00	0%	$964.18	10%	$8,677.62	$964.18
	COORDINATION AND DEVELOPMENT OF SURVEY FOR UTILITIES	S&BI	$ 4,130.60	$0.00	0%	$826.12	20%	$3,304.48	$826.12
	SUBTOTAL (FUNCTION 150-FIELD SURVEY)		$ 13,772.40	$0.00	0%	$1,790.30	13%	$11,982.10	$1,790.30
163	**MISCELLANEOUS ROADWAY**								
	TITLE SHEET	S&BI	$ 2,805.96	$0.00	0%	$1,683.58	60%	$1,122.38	$1,683.58
	2 - INDEX OF SHEETS	S&BI	$ 3,560.33	$0.00	0%	$1,780.17	50%	$1,780.17	$1,780.17
	2 - PROJECT LAYOUT (60 STA/SHEET-DBLE BANKED)	S&BI	$ 4,274.66	$0.00	0%	$427.47	10%	$3,847.19	$427.47
	10 - EXISTING & PROPOSED TYPICAL SECTIONS	S&BI	$ 11,736.58	$0.00	0%	$5,868.29	50%	$5,868.29	$5,868.29
	30 - GENERAL NOTES & SPECIFICATION DATA	S&BI	$ 15,727.54	$0.00	0%	$0.00	0%	$15,727.54	$0.00
	2 - ESTIMATE & QUANTITY SHEETS	S&BI	$ 3,995.96	$0.00	0%	$0.00	0%	$3,995.96	$0.00
	2 - SUMMARY OF TRAFFIC CONTROL QUANTITIES	S&BI	$ 3,568.32	$0.00	0%	$0.00	0%	$3,568.32	$0.00
	8 - SUMMARY OF ROADWAY QUANTITIES	S&BI	$ 3,616.36	$0.00	0%	$0.00	0%	$3,616.36	$0.00
	2 - SUMMARY OF RETAINING WALL QUANTITIES	S&BI	$ 3,879.04	$0.00	0%	$0.00	0%	$3,879.04	$0.00
	2 - DRIVEWAY SUMMARY & TYPICAL LAYOUT SHEET (4 DRIVEWAYS)	S&BI	$ 3,981.54						
	2 - SUMMARY OF CULVERT QUANTITIES	S&BI	$ 1,784.16	$0.00	0%	$0.00	0%	$1,784.16	$0.00
	0 - SUMMARY OF STORM SEWER QUANTITIES	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	1- SUMMARY OF BRIDGES	S&BI	$ 2,046.84	$0.00	0%	$0.00	0%	$2,046.84	$0.00
	0 - SUMMARY OF ILLUMINATION QUANTITIES (TO BE DONE BY ADD'L WORK)	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	0 - SUMMARY OF TRAFFIC SIGNAL QUANTITIES (TO BE DONE BY ADD'L WORK)	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	4 - SUMMARY OF EARTHWORK QUANTITIES	S&BI	$ 7,495.40	$0.00	0%	$0.00	0%	$7,495.40	$0.00
	1 - SUMMARY OF SMALL SIGNS	S&BI	$ 2,046.84	$0.00	0%	$0.00	0%	$2,046.84	$0.00
	1 - SUMMARY OF PAVEMENT MARKINGS	S&BI	$ 2,046.84	$0.00	0%	$0.00	0%	$2,046.84	$0.00
	1 - SUMMARY OF DELINEATION & OBJ MRKR QUANTITIES	S&BI	$ 2,046.84	$0.00	0%	$0.00	0%	$2,046.84	$0.00
	1 - SUMMARY OF SW3P (EROSION CONTROL)	S&BI	$ 2,046.84	$0.00	0%	$0.00	0%	$2,046.84	$0.00
	1- SUMMARY OF REMOVAL ITEMS	S&BI	$ 2,046.84	$0.00	0%	$0.00	0%	$2,046.84	$0.00
	II. TRAFFIC CONTROL PLANS (TCP)								
	4 - SEQUENCE OF CONSTRUCTION NARRATIVE	S&BI	$ 2,341.50	$0.00	0%	$351.23	15%	$1,990.26	$351.23
	6 - TRAFFIC CONTROL PLAN TYPICAL SECTIONS (1:100)	S&BI	$ 13,120.34	$0.00	0%	$0.00	0%	$13,120.34	$0.00
	2 - TRAFFIC CONTROL PLAN GENERAL NOTES	S&BI	$ 885.68	$0.00	0%	$0.00	0%	$885.68	$0.00
	4 - TCP ADVANCE WARNING SIGNS	S&BI	$ 3,323.27	$0.00	0%	$0.00	0%	$3,323.27	$0.00
	20 - TRAFFIC CONTROL PLAN - PHASE LAYOUTS 2 PHASES (1:100)	S&BI	$ 37,445.10	$0.00	0%	$0.00	0%	$37,445.10	$0.00
	3 - TRAFFIC CONTROL PLAN - DETOUR LAYOUTS	S&BI	$ 6,159.72						
	10 - TEMPORARY TRAFFIC SIGNALS AND ILLUMINATION (TO BE DONE BY ADD'L WORK)	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	0 - TCP CROSS SECTIONS ROLL PLOT	S&BI	$ 10,077.12	$0.00	0%	$0.00	0%	$10,077.12	$0.00

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	0 - STANDARDS	S&BI							
	12 - BC 1 THRU 12	S&BI	$ 2,498.52	$0.00	0%	$0.00	0%	$2,498.52	$0.00
	1-WZ (TD)-03	S&BI	$ 208.21	$0.00	0%	$0.00	0%	$208.21	$0.00
	1-WZ (STPM)-03	S&BI	$ 208.21	$0.00	0%	$0.00	0%	$208.21	$0.00
	1-WZ (UL)-03	S&BI	$ 208.21	$0.00	0%	$0.00	0%	$208.21	$0.00
	1-WZ (DERD)-03	S&BI	$ 208.21	$0.00	0%	$0.00	0%	$208.21	$0.00
	1-WZ (BTS-1)-03	S&BI	$ 208.21	$0.00	0%	$0.00	0%	$208.21	$0.00
	1-WZ (BTS-2)-03	S&BI	$ 208.21	$0.00	0%	$0.00	0%	$208.21	$0.00
	1-WZ (BRK)-03	S&BI	$ 208.21	$0.00	0%	$0.00	0%	$208.21	$0.00
	1-TCP (2-1)-99	S&BI	$ 208.21	$0.00	0%	$0.00	0%	$208.21	$0.00
	1-TCP (2-3)-03	S&BI	$ 208.21	$0.00	0%	$0.00	0%	$208.21	$0.00
	1-TCP (2-5)-03	S&BI	$ 208.21	$0.00	0%	$0.00	0%	$208.21	$0.00
	1-TCP (2-6)-99	S&BI	$ 208.21	$0.00	0%	$0.00	0%	$208.21	$0.00
	3 - TCP (3-1) THRU (3-3)-98	S&BI	$ 208.21	$0.00	0%	$0.00	0%	$208.21	$0.00
	1-TCP (7-1)-98	S&BI	$ 208.21	$0.00	0%	$0.00	0%	$208.21	$0.00
	TASK 2-SUBTOTAL (FC 163-MISCELLANEOUS ROADWAY)		$ 157,264.87	$0.00	0%	$10,110.72	6%	$137,012.89	$10,110.72
	III. ROADWAY DETAILS								
160	ROADWAY DESIGN CONTROLS								
	19 - HORIZONTAL ALIGNMENT DATA SHEETS	S&BI	$ 6,840.44	$0.00	0%	$2,736.18	40%	$4,104.26	$2,736.18
	0 - BENCHMARK DATA SHEETS:								
	10 - SURVEY CONTROL INDEX OF SHEETS (PROCES ONLY-TO BE DONE BY SURVEYOR)	S&BI	$ 1,771.36	$0.00	0%	$0.00	0%	$1,771.36	$0.00
	8 - HORIZONTAL AND VERTICAL CONTROL DATA SHEETS Process Only-TO BE DONE BY SURVEYOR)	S&BI	$ 1,771.36	$0.00	0%	$0.00	0%	$1,771.36	$0.00
	5 - REMOVAL PLAN	S&BI	$ 9,367.64	$0.00	0%	$0.00	0%	$9,367.64	$0.00
	0 - PLAN AND PROFILE	S&BI							
	5 - ROADWAY P & P SHEETS - EB & WB MAIN LANES TOGETHER	S&BI	$ 13,890.51	$0.00	0%	$4,167.15	30%	$9,723.36	$4,167.15
	9 - ROADWAY P & P SHEETS - FB FRONTAGE ROAD	S&BI	$ 22,279.52	$0.00	0%	$6,683.86	30%	$15,595.66	$6,683.86
	9 ROADWAY P&P SHEETS - WB FRONTAGE ROAD	S&BI	$ 25,144.74	$0.00	0%	$7,543.42	30%	$17,601.32	$7,543.42
	5-ROADWAY P&P SHEETS - SH 365 WBNB DIRECT CONNECTOR	S&BI	$ 12,303.36	$0.00	0%	$3,691.01	30%	$8,612.37	$3,691.01
	12-ROADWAY P&P SHEETS - SH 365 SBEB DIRECT CONNECTOR	S&BI	$ 23,435.20	$0.00	0%	$7,030.56	30%	$16,404.64	$7,030.56
	10-ROADWAY P&P SHEETS - SH365 WBSB DIRECT CONNECTOR	S&BI	$ 19,495.10	$0.00	0%	$5,848.53	30%	$13,647.27	$5,848.53
	5 - ROADWAY P&P SHEETS - SH365 NBEB DIRECT CONNECTOR	S&BI	$ 12,303.36	$0.00	0%	$3,691.01	30%	$8,612.37	$3,691.01
	2 - ROADWAY P&P SHEETS - EB RAMP 1	S&BI	$ 5,004.96	$0.00	0%	$1,501.49	30%	$3,503.47	$1,501.49
	2 - ROADWAY P&P SHEETS - EB RAMP 2	S&BI	$ 5,004.96	$0.00	0%	$1,000.99	20%	$4,003.97	$1,000.99
	2 - ROADWAY P&P SHEETS - WB RAMP 1	S&BI	$ 5,004.96	$0.00	0%	$1,501.49	30%	$3,503.47	$1,501.49
	2 - ROADWAY P&P SHEETS - WB RAMP 2	S&BI	$ 5,004.96	$0.00	0%	$1,501.49	30%	$3,503.47	$1,501.49
	1 - INTERSECTION LAYOUT SHEETS -DICKER RD EB	S&BI	$ 2,502.48	$0.00	0%	$750.74	30%	$1,751.74	$750.74
	1 - INTERSECTION LAYOUT SHEETS -DICKER RD WB	S&BI	$ 2,502.48	$0.00	0%	$0.00	0%	$2,502.48	$0.00
	2 - INTERSECTION LAYOUT SHEETS -STEWART TD (FM 2557	S&BI	$ 4,862.42	$0.00	0%	$0.00	0%	$4,862.42	$0.00
	4 - MISCELLANEOUS ROADWAY DETAILS	S&BI	$ 7,251.92	$0.00	0%	$0.00	0%	$7,251.92	$0.00
	0 - STANDARDS								
	CCCB-01	S&BI	$ 208.21	$0.00	0%	$0.00	0%	$208.21	$0.00
	CRCP (1)-09	S&BI	$ 208.21	$0.00	0%	$0.00	0%	$208.21	$0.00
	TA (CP)-99	S&BI	$ 208.21	$0.00	0%	$0.00	0%	$208.21	$0.00
	JS-94	S&BI	$ 208.21	$0.00	0%	$0.00	0%	$208.21	$0.00
	GF(31)-11	S&BI	$ 208.21	$0.00	0%	$0.00	0%	$208.21	$0.00
	GF(31)DAT-11	S&BI	$ 208.21	$0.00	0%	$0.00	0%	$208.21	$0.00
	GF(31)LS-11	S&BI	$ 208.21	$0.00	0%	$0.00	0%	$208.21	$0.00
	GF(31)TR-11	S&BI	$ 208.21	$0.00	0%	$0.00	0%	$208.21	$0.00
	GF(31)T101-13	S&BI	$ 208.21	$0.00	0%	$0.00	0%	$208.21	$0.00
	SGT 7-09	S&BI	$ 208.21	$0.00	0%	$0.00	0%	$208.21	$0.00
	SGT 8-09	S&BI	$ 208.21	$0.00	0%	$0.00	0%	$208.21	$0.00
	BED 03	S&BI	$ 208.21	$0.00	0%	$0.00	0%	$208.21	$0.00
	SSCB (1)-99	S&BI	$ 208.21	$0.00	0%	$0.00	0%	$208.21	$0.00
	SSCB (2)-00A	S&BI	$ 208.21	$0.00	0%	$0.00	0%	$208.21	$0.00
	SSCB (3)-02	S&BI	$ 208.21	$0.00	0%	$0.00	0%	$208.21	$0.00
	TRACC (N)-05	S&BI	$ 208.21	$0.00	0%	$0.00	0%	$208.21	$0.00
	REACT (N)-05	S&BI	$ 208.21	$0.00	0%	$0.00	0%	$208.21	$0.00
	QUAD (N)-99	S&BI	$ 208.21	$0.00	0%	$0.00	0%	$208.21	$0.00
	TE(HMAC)-11	S&BI	$ 208.21	$0.00	0%	$0.00	0%	$208.21	$0.00
	4 - RS(1)-10	S&BI	$ 208.21	$0.00	0%	$0.00	0%	$208.21	$0.00
	TASK 3 - SUBTOTAL (FUNCTION 160-ROADWAY DESIGN CONTROLS)		$ 189,906.97	$0.00	0%	$47,648.23	25%	$142,258.75	$47,648.23

August 2014 INVOICE

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HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

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	IV. WALL DETAILS								
163	**MISCELLANEOUS-RETAINING WALL**								
	32 - PREPARE RETAINING WALL PLAN AND PROFILE SHEETS	S&BI	$ 96,915.52	$0.00	0%	$0.00	0%	$96,915.52	$0.00
	2 - PREPARE RETAINING WALL MISCELLANEOUS DETAILS	S&BI	$ 3,875.84	$0.00	0%	$0.00	0%	$3,875.84	$0.00
	6 - BORING LOGS	S&BI	$ 5,203.50	$0.00	0%	$0.00	0%	$5,203.50	$0.00
	0 - STANDARDS				0%				
	RW (MSE)	S&BI	$ 208.21	$0.00	0%	$0.00	0%	$208.21	$0.00
	RW (TRF)	S&BI	$ 208.21	$0.00	0%	$0.00	0%	$208.21	$0.00
	RW (TEW)	S&BI	$ 208.21	$0.00	0%	$0.00	0%	$208.21	$0.00
	EMRW 94	S&BI	$ 208.21	$0.00	0%	$0.00	0%	$208.21	$0.00
	TASK 4 - SUBTOTAL (FUNCTION 163-MISCELLANEOUS-RETAINING WALL)		$ 106,827.70	$0.00	0%	$0.00	0%	$106,827.70	$0.00
	V. ROADWAY/LEVEE DRAINAGE DETAILS								
161	**ROADWAY DRAINAGE**								
	0 - DATA COLLECTION/REVIEW DATA	S&BI	$ 2,926.14	$0.00	0%	$1,755.68	60%	$1,170.46	$1,755.68
	0 - FIELD TRIP TO VERIFY EXISTING CONDITIONS (2 TRIPS)	S&BI	$ 3,294.54	$0.00	0%	$329.45	10%	$2,965.09	$329.45
	10 - PREPARE LARGE AND SMALL DRAINAGE AREA MAPS	S&BI	$ 18,339.73	$0.00	0%	$11,003.84	60%	$7,335.89	$11,003.84
	8 - HYDROLOGY CALCULATIONS (CULVERTS, DITCHES)	S&BI	$ 7,610.80	$0.00	0%	$4,566.48	60%	$3,044.32	$4,566.48
	5 - HYDRAULIC COMPUTATIONS SHEETS (CULVERTS, DITCHES)	S&BI	$ 5,916.31	$0.00	0%	$1,183.26	20%	$4,733.05	$1,183.26
	6 - CULVERT LAYOUT SHEETS	S&BI	$ 12,793.52	$0.00	0%	$0.00	0%	$12,793.52	$0.00
	0 - STORM SEWER P&P SHEETS	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	10 - UTILITIES & DRAINAGE P&P SHEETS (STORM SEWER)	S&BI	$ 10,118.86	$0.00	0%	$0.00	0%	$10,118.86	$0.00
	10 - UTILITIES & DRAINAGE P&P SHEETS (DITCHES)	S&BI	$ 10,118.86	$0.00	0%	$0.00	0%	$10,118.86	$0.00
	2 - PREPARE MISCELLANEOUS DETAILS	S&BI	$ 3,911.05	$0.00	0%	$0.00	0%	$3,911.05	$0.00
	6 - PREPARE 10, 50, AND 100 YR WATER SURFACE PROFILES (CULVERTS)	S&BI	$ 13,813.80	$0.00	0%	$0.00	0%	$13,813.80	$0.00
	5 - PREPARE IRRIGATION LAYOUTS	S&BI	$ 10,717.94	$0.00	0%	$0.00	0%	$10,717.94	$0.00
	20- PREPARE STANDARDS	S&BI	$ 4,164.20	$0.00	0%	$0.00	0%	$4,164.20	$0.00
	SUB-TOTAL (F.C. 161-ROADWAY DRAINAGE)		$ 103,725.76	$0.00	0%	$18,838.72	18%	$80,722.84	$18,838.72
161	**FC 161 - LEVEE DESIGN**								
	1 - LEVEE TYPICAL SECTIONS	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	8 - LEVEE P & P SHEETS	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	0 - CROSS SECTIONS (ROLL PLOT)	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	3 - MISCELLANEOUS & FLOODGATE LEVEE DETAILS	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	0 -RELOCATION OF FLOODWAY LEVEE ANALYSIS	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	SUB-TOTAL (F.C. 161-LEVEE DESIGN)		$ -	$0.00		$0.00		$0.00	$0.00
	VII. BRIDGES								
	SH 365 WBNB DC BRIDGE: STA 271+92.88 TO STA 273+92.62								
	1 - BRIDGE LAYOUTS (2 span, straddle bent) Typical Section	S&BI	$ 7,431.38	$0.00	0%	$4,458.83	60%	$2,972.55	$4,458.83
	1 -SUMMARY OF QUANTITIES (BRIDGE) AND BEARING SEAT ELEVATION	S&BI	$ 5,354.20	$0.00	0%	$0.00	0%	$5,354.20	$0.00
	1 - FOUNDATION LAYOUTS	S&BI	$ 1,921.10	$0.00	0%	$0.00	0%	$1,921.10	$0.00
	1 - FOUNDATION DETAILS - 1 TYPE(S)	S&BI	$ 4,622.24	$0.00	0%	$0.00	0%	$4,622.24	$0.00
	4 - ABUTMENTS - 1 TYPE	S&BI	$ 12,345.18	$0.00	0%	$0.00	0%	$12,345.18	$0.00
	4- POST TENSION STRADDLE BENT	S&BI	$ 20,296.59	$0.00	0%	$0.00	0%	$20,296.59	$0.00
	STEEL SLAB SPAN - 1 Unit	S&BI	$ 6,018.01	$0.00	0%	$0.00	0%	$6,018.01	$0.00
	STEEL GIRDER ELEV - 1 UNIT	S&BI	$ 7,458.67	$0.00	0%	$0.00	0%	$7,458.67	$0.00
	STEEL FRAMING PLAN -1 UNIT	S&BI	$ 6,034.03	$0.00	0%	$0.00	0%	$6,034.03	$0.00
	STEEL CAMBER & DEFLECTION - 1 UNIT	S&BI	$ 6,348.77	$0.00	0%	$0.00	0%	$6,348.77	$0.00
	1 - STEEL TYPICAL SECTIONS	S&BI	$ 4,847.28	$0.00	0%	$0.00	0%	$4,847.28	$0.00
	STEEL BEARING DETAILS	S&BI	$ 6,359.95	$0.00	0%	$0.00	0%	$6,359.95	$0.00
	2 - TYPICAL PLATE GIRDER DETAILS	S&BI	$ 8,635.85	$0.00	0%	$0.00	0%	$8,635.85	$0.00
	0 - MEJ DETAILS (NOT REQUIRED)	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	2 - ARCHITECTURAL TREATMENT	S&BI	$ 5,101.90	$0.00	0%	$0.00	0%	$5,101.90	$0.00
	1 - BRIDGE BORING LOGS	S&BI	$ 956.95	$0.00	0%	$0.00	0%	$956.95	$0.00
	SUB-TOTAL SHEETS (SH 365 WBNB DC BRIDGE: STA 271+92.88 TO STA 273+92.62)		$ 103,732.09	$0.00	0%	$4,458.83	4%	$99,273.25	$4,458.83

missing addendum

August 2014 INVOICE

S&B INFRASTRUCTURE, LTD

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Project: IBTC Project (PS&E Services)
Limits:
CSJ: 0921-02-142 & 0921-02-202
County: Hidalgo County

Bill Through: 8/29/2014
Client: HCRMA
Contract:
WA No.: 1

Func Code	TASK DESCRIPTION	FIRM	CONTRACTED FEE ($)	PREVIOUSLY INVOICED ($ AMOUNT)	PREVIOUSLY INVOICED (% COMPLETED)	INVOICED TO DATE ($ AMOUNT)	INVOICED TO DATE (% COMPLETED)	BALANCE	AMOUNT DUE THIS INVOICE
	SH 365 WBNB DC BRIDGE: STA 285+47.25 TO STA 287+04.67								
	1 - BRIDGE LAYOUTS	S&BI	$ 6,111.70	$0.00	0%	$3,667.02	60%	$2,444.68	$3,667.02
	1 -SUMMARY OF QUANTITIES (BRIDGE) AND BEARING SEAT ELEVATION	S&BI	$ 2,889.26	$0.00	0%	$0.00	0%	$2,889.26	$0.00
	1 - FOUNDATION LAYOUTS	S&BI	$ 4,535.77	$0.00	0%	$0.00	0%	$4,535.77	$0.00
	1 - FOUNDATION DETAILS - 1 TYPE(S)	S&BI	$ 2,955.74	$0.00	0%	$0.00	0%	$2,955.74	$0.00
	4 - ABUTMENTS - 2 TYPE	S&BI	$ 6,619.42	$0.00	0%	$0.00	0%	$6,619.42	$0.00
	2- INTERIOR BENTS - 1 TYPE	S&BI	$ 7,316.14	$0.00	0%	$0.00	0%	$7,316.14	$0.00
	1 - CONC SLAB SPAN & DEFLECTION - 1 UNIT	S&BI	$ 5,194.03	$0.00	0%	$0.00	0%	$5,194.03	$0.00
	1 - CONC FRAMING PLAN & BENT REPORT - 1 UNIT	S&BI	$ 3,734.94	$0.00	0%	$0.00	0%	$3,734.94	$0.00
	1 - CONC TYPICAL SECTIONS AND DEFLECTIONS	S&BI	$ 4,167.40	$0.00	0%	$0.00	0%	$4,167.40	$0.00
	1 - PRESTR CONC BEAMS -IGND	S&BI	$ 2,666.67	$0.00	0%	$0.00	0%	$2,666.67	$0.00
	2 - ARCHITECTURAL TREATMENT	S&BI	$ 6,333.56	$0.00	0%	$0.00	0%	$6,333.56	$0.00
	1 - BRIDGE BORING LOGS	S&BI	$ 956.95	$0.00	0%	$0.00	0%	$956.95	$0.00
	SUB-TOTAL SHEETS (SH 365 WBNB DC BRIDGE: STA 285+47.25 TO STA 287+04.67)		$ 53,481.50	$0.00	0%	$3,667.02	7%	$49,814.58	$3,667.02
	SH 365 SBEB DC BRIDGE: STA 269+97.26 TO STA 294+28.74								
	3 - BRIDGE LAYOUTS	S&BI	$ 50,418.43	$0.00	0%	$30,251.06	60%	$20,167.37	$30,251.06
	1 -SUMMARY OF QUANTITIES (BRIDGE) AND BEARING SEAT ELEVATION	S&BI	$ 6,395.25	$0.00	0%	$0.00	0%	$6,395.25	$0.00
	4 - FOUNDATION LAYOUTS	S&BI	$ 7,884.40	$0.00	0%	$0.00	0%	$7,884.40	$0.00
	4 - FOUNDATION DETAILS -4 TYPE(S)	S&BI	$ 19,113.59	$0.00	0%	$0.00	0%	$19,113.59	$0.00
	6 - ABUTMENTS - 1 TYPE	S&BI	$ 14,843.70	$0.00	0%	$0.00	0%	$14,843.70	$0.00
	8- INTERIOR BENTS - 1 TYPE	S&BI	$ 32,890.62	$0.00	0%	$0.00	0%	$32,890.62	$0.00
	20 - INTERIOR BENTS-POST TENSION STRADDLE BENT	S&BI	$ 81,186.36	$0.00	0%	$0.00	0%	$81,186.36	$0.00
	5 - CONC SLAB SPAN & DEFLECTION - 5 UNIT	S&BI	$ 20,340.37	$0.00	0%	$0.00	0%	$20,340.37	$0.00
	5 - CONC FRAMING PLAN & BENT REPORT - 5 UNIT	S&BI	$ 17,709.77	$0.00	0%	$0.00	0%	$17,709.77	$0.00
	5 - CONC TYPICAL SECTIONS AND DEFLECTIONS	S&BI	$ 21,477.50	$0.00	0%	$0.00	0%	$21,477.50	$0.00
	2 - PRESTR CONC BEAMS - IGND	S&BI	$ 7,208.05	$0.00	0%	$0.00	0%	$7,208.05	$0.00
	2 - STEEL SLAB SPAN - 2 UNIT	S&BI	$ 13,077.07	$0.00	0%	$0.00	0%	$13,077.07	$0.00
	2 - STEEL GIRDER ELEV - 1 UNIT	S&BI	$ 15,958.39	$0.00	0%	$0.00	0%	$15,958.39	$0.00
	2 - STEEL FRAMING PLAN - 1 UNIT	S&BI	$ 13,109.11	$0.00	0%	$0.00	0%	$13,109.11	$0.00
	2 - STEEL CAMBER & DEFLECTION - 1 UNIT	S&BI	$ 13,798.59	$0.00	0%	$0.00	0%	$13,798.59	$0.00
	2 - STEEL TYPICAL SECTIONS	S&BI	$ 14,078.12	$0.00	0%	$0.00	0%	$14,078.12	$0.00
	STEEL BEARING DETAILS	S&BI	$ 7,609.21	$0.00	0%	$0.00	0%	$7,609.21	$0.00
	2 - TYPICAL PLATE GIRDER DETAILS	S&BI	$ 8,635.85	$0.00	0%	$0.00	0%	$8,635.85	$0.00
	2 - MEJ DETAILS	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	2 - ARCHITECTURAL TREATMENT	S&BI	$ 5,101.90	$0.00	0%	$0.00	0%	$5,101.90	$0.00
	2 - DRAIN DETAILS	S&BI	$ 4,932.94	$0.00	0%	$0.00	0%	$4,932.94	$0.00
	4 - BRIDGE BORING LOGS	S&BI	$ 3,827.80	$0.00	0%	$0.00	0%	$3,827.80	$0.00
	SUB-TOTAL SHEETS (SH 365 SBEB DC BRIDGE: STA 269+97.26 TO STA 294+28.74)		$ 379,337.02	$0.00		$30,251.06		$349,085.96	$30,251.06
	SH 365 WBSB DC BRIDGE: STA 270+79.73 TO STA 278+35.47								
	3 - BRIDGE LAYOUTS		$ 19,635.59	$0.00	0%	$11,781.35	60%	$7,854.24	$11,781.35
	1 -SUMMARY OF QUANTITIES (BRIDGE) AND BEARING SEAT ELEVATION		$ 5,354.20	$0.00	0%	$0.00	0%	$5,354.20	$0.00
	1 - FOUNDATION LAYOUTS		$ 1,921.10	$0.00	0%	$0.00	0%	$1,921.10	$0.00
	3 - FOUNDATION DETAILS -3 TYPE (S)		$ 13,658.51	$0.00	0%	$0.00	0%	$13,658.51	$0.00
	4 - ABUTMENTS - 2 TYPE		$ 12,345.18	$0.00	0%	$0.00	0%	$12,345.18	$0.00
	6- INTERIOR BENTS-3 TYPE		$ 23,731.02	$0.00	0%	$0.00	0%	$23,731.02	$0.00
	1 - CONC SLAB SPAN & DEFLECTION - 1 UNIT		$ 3,984.79	$0.00	0%	$0.00	0%	$3,984.79	$0.00
	1 - CONC FRAMING PLAN & BENT REPORT		$ 3,458.67	$0.00	0%	$0.00	0%	$3,458.67	$0.00
	1 - CONC TYPICAL SECTIONS AND DEFLECTIONS		$ 4,295.50	$0.00	0%	$0.00	0%	$4,295.50	$0.00
	1 - PRESTR CONC BEAMS - IGND		$ 3,351.37	$0.00	0%	$0.00	0%	$3,351.37	$0.00
	1 - STEEL SLAB SPAN - 1 UNIT		$ 6,018.01	$0.00	0%	$0.00	0%	$6,018.01	$0.00
	1 - STEEL GIRDER ELEV - 1 UNIT		$ 7,458.67	$0.00	0%	$0.00	0%	$7,458.67	$0.00
	1 - STEEL FRAMING PLAN - 1 UNIT		$ 6,034.03	$0.00	0%	$0.00	0%	$6,034.03	$0.00
	1 - STEEL CAMBER & DEFLECTION - 1 UNIT		$ 6,348.77	$0.00	0%	$0.00	0%	$6,348.77	$0.00
	1 - STEEL TYPICAL SECTIONS		$ 4,847.26	$0.00	0%	$0.00	0%	$4,847.26	$0.00
	STEEL BEARING DETAILS		$ 6,359.95	$0.00	0%	$0.00	0%	$6,359.95	$0.00
	2 - TYPICAL PLATE GIRDER DETAILS		$ 8,635.85	$0.00	0%	$0.00	0%	$8,635.85	$0.00
	2 - MEJ DETAILS		$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	2 - ARCHITECTURAL TREATMENT		$ 5,101.90	$0.00	0%	$0.00	0%	$5,101.90	$0.00
	2 - DRAIN DETAILS		$ 4,932.94	$0.00	0%	$0.00	0%	$4,932.94	$0.00
	1 - BRIDGE BORING LOGS		$ 956.95	$0.00	0%	$0.00	0%	$956.95	$0.00
	SUB-TOTAL SHEETS-SH 365 WBSB DC BRIDGE: STA 270+79.73 TO STA 278+35.47		146,430.26	$0.00		$11,781.35		$136,648.91	$11,781.35

missing cell calc!

August 2014 INVOICE

S&B INFRASTRUCTURE, LTD.

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Project: IBTC Project (PS&E Services)
Limits:
CSJ: 0921-02-142 & 0921-02-202
County: Hidalgo County

Bill Through: 9/29/2014
Client: HCRMA
Contract:
WA No.: 1

Func Code	TASK DESCRIPTION	FIRM	CONTRACTED FEE ($)	PREVIOUSLY INVOICED ($ AMOUNT)	PREVIOUSLY INVOICED (% COMPLETED)	INVOICED TO DATE ($ AMOUNT)	INVOICED TO DATE (% COMPLETED)	BALANCE	AMOUNT DUE THIS INVOICE
	SH 365 WBSB DC BRIDGE: STA 283+00.21 TO STA 285+02.61								
	1 - BRIDGE LAYOUTS	S&BI	$ 6,111.70	$0.00	0%	$3,667.02	60%	$2,444.68	$3,667.02
	1 -SUMMARY OF QUANTITIES (BRIDGE) AND BEARING SEAT ELEVATION	S&BI	$ 5,080.32	$0.00	0%	$0.00	0%	$5,080.32	$0.00
	1 - FOUNDATION LAYOUTS	S&BI	$ 2,344.73	$0.00	0%	$0.00	0%	$2,344.73	$0.00
	1 - FOUNDATION DETAILS- 1 TYPE(S)	S&BI	$ 4,325.14	$0.00	0%	$0.00	0%	$4,325.14	$0.00
	4 - ABUTMENTS - 1 TYPE	S&BI	$ 7,988.82	$0.00	0%	$0.00	0%	$7,988.82	$0.00
	2- INTERIOR BENTS - 1 TYPE	S&BI	$ 7,316.14	$0.00	0%	$0.00	0%	$7,316.14	$0.00
	1 - CONC SLAB SPAN & DEFLECTION - 1 UNIT	S&BI	$ 3,550.75	$0.00	0%	$0.00	0%	$3,550.75	$0.00
	1 - CONC FRAMING PLAN & BENT REPORT - 1 UNIT	S&BI	$ 4,282.70	$0.00	0%	$0.00	0%	$4,282.70	$0.00
	1 - CONC TYPICAL SECTIONS AND DEFLECTIONS	S&BI	$ 3,345.76	$0.00	0%	$0.00	0%	$3,345.76	$0.00
	1 - PRESTR CONC BEAMS - IGNS	S&BI	$ 3,351.37	$0.00	0%	$0.00	0%	$3,351.37	$0.00
	0 - ARCHITECTURAL TREATMENT	S&BI	$ 4,827.22	$0.00	0%	$0.00	0%	$4,827.22	$0.00
	0 - BRIDGE BORING LOGS	S&BI	$ 956.95	$0.00	0%	$0.00	0%	$956.95	$0.00
	SUB-TOTAL SHEETS-SH 365 WBSB DC BRIDGE: STA 283+00.21 TO STA 285+02.61		$ 53,481.60	$0.00		$3,667.02		$49,814.58	$3,667.02
	SH 365 NBEB DC BRIDGE: STA 274+59.21 TO STA 277+95.16								
	1 - BRIDGE LAYOUTS	S&BI	$ 7,491.39	$0.00	0%	$4,458.83	60%	$3,032.55	$4,458.83
	1 -SUMMARY OF QUANTITIES (BRIDGE) AND BEARING SEAT ELEVATION	S&BI	$ 5,145.99	$0.00	0%	$0.00	0%	$5,145.99	$0.00
	1 - FOUNDATION LAYOUTS	S&BI	$ 1,921.10	$0.00	0%	$0.00	0%	$1,921.10	$0.00
	1 -FOUNDATION DETAILS- TYPE (S)	S&BI	$ 4,622.24	$0.00	0%	$0.00	0%	$4,622.24	$0.00
	4 - ABUTMENTS - 2 TYPE	S&BI	$ 12,345.18	$0.00	0%	$0.00	0%	$12,345.18	$0.00
	2- INTERIOR BENTS - 2 TYPE	S&BI	$ 12,037.78	$0.00	0%	$0.00	0%	$12,037.78	$0.00
	4 - POST TENSION STRADDLE BENT	S&BI	$ 20,296.59	$0.00	0%	$0.00	0%	$20,296.59	$0.00
	STEEL GIRDER ELEV - 1 UNIT	S&BI	$ 7,458.67	$0.00	0%	$0.00	0%	$7,458.67	$0.00
	STEEL FRAMING PLAN - 1 UNIT	S&BI	$ 6,034.03	$0.00	0%	$0.00	0%	$6,034.03	$0.00
	STEEL CAMBER & DEFLECTION - 1 UNIT	S&BI	$ 6,348.77	$0.00	0%	$0.00	0%	$6,348.77	$0.00
	1 - STEEL TYPICAL SECTIONS	S&BI	$ 4,947.26	$0.00	0%	$0.00	0%	$4,947.26	$0.00
	STEEL BEARING DETAILS	S&BI	$ 6,359.95	$0.00	0%	$0.00	0%	$6,359.95	$0.00
	2 - TYPICAL PLATE GIRDER DETAILS	S&BI	$ 8,635.85	$0.00	0%	$0.00	0%	$8,635.85	$0.00
	2 - MEJ DETAILS	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	0 - ARCHITECTURAL TREATMENT	S&BI	$ 5,101.90	$0.00	0%	$0.00	0%	$5,101.90	$0.00
	0 - BRIDGE BORING LOGS	S&BI	$ 1,705.69	$0.00	0%	$0.00	0%	$1,705.69	$0.00
	SUB-TOTAL SHEETS-SH 365 NBEB DC BRIDGE: STA 274+56.21 TO STA 277+95.16		$ 110,292.38	$0.00		$4,458.83		$105,833.55	$4,458.83
	SH 365 NBEB DC BRIDGE: STA 284+01.86 TO STA 286+04.06								
	1 - BRIDGE LAYOUTS	S&BI	$ 6,111.70	$0.00	0%	$3,667.02	60%	$2,444.68	$3,667.02
	1 -SUMMARY OF QUANTITIES (BRIDGE) AND BEARING SEAT ELEVATION	S&BI	$ 5,080.32	$0.00	0%	$0.00	0%	$5,080.32	$0.00
	1 - FOUNDATION LAYOUTS	S&BI	$ 2,344.73	$0.00	0%	$0.00	0%	$2,344.73	$0.00
	1- FOUNDATION DETAILS- 1 TYPE(S)	S&BI	$ 4,325.14	$0.00	0%	$0.00	0%	$4,325.14	$0.00
	4 - ABUTMENTS - 2 TYPE	S&BI	$ 7,988.82	$0.00	0%	$0.00	0%	$7,988.82	$0.00
	2- INTERIOR BENTS - 1 TYPE	S&BI	$ 7,316.14	$0.00	0%	$0.00	0%	$7,316.14	$0.00
	1 - CONC SLAB SPAN & DEFLECTION - 1 UNIT	S&BI	$ 3,550.75	$0.00	0%	$0.00	0%	$3,550.75	$0.00
	1 - CONC FRAMING PLAN & BENT REPORT - 1 UNIT	S&BI	$ 4,282.70	$0.00	0%	$0.00	0%	$4,282.70	$0.00
	1 - CONC TYPICAL SECTIONS AND DEFLECTIONS	S&BI	$ 3,345.76	$0.00	0%	$0.00	0%	$3,345.76	$0.00
	1 - PRESTR CONC BEAMS - IGNS	S&BI	$ 3,351.37	$0.00	0%	$0.00	0%	$3,351.37	$0.00
	2 - ARCHITECTURAL TREATMENT	S&BI	$ 4,827.22	$0.00	0%	$0.00	0%	$4,827.22	$0.00
	1 - BRIDGE BORING LOGS	S&BI	$ 956.95	$0.00	0%	$0.00	0%	$956.95	$0.00
	SUB-TOTAL-SH 365 NBEB DC BRIDGE: STA 284+01.86 TO STA 286+04.06		$ 53,481.60	$0.00		$3,667.02		$49,814.58	$3,667.02
	BRIDGE OVER STEWART ROAD (1ST BRIDGE)								
	1 - BRIDGE LAYOUTS	S&BI	$ 6,111.70	$0.00	0%	$3,667.02	60%	$2,444.68	$3,667.02
	1 -SUMMARY OF QUANTITIES (BRIDGE) AND BEARING SEAT ELEVATION	S&BI	$ 5,080.32	$0.00	0%	$0.00	0%	$5,080.32	$0.00
	1 - FOUNDATION LAYOUTS	S&BI	$ 2,344.73	$0.00	0%	$0.00	0%	$2,344.73	$0.00
	1 - FOUNDATION DETAILS - 1 TYPE (S)	S&BI	$ 4,325.14	$0.00	0%	$0.00	0%	$4,325.14	$0.00
	2 - ABUTMENTS - 1 TYPE	S&BI	$ 7,988.82	$0.00	0%	$0.00	0%	$7,988.82	$0.00
	2- INTERIOR BENTS - 1 TYPE	S&BI	$ 7,316.14	$0.00	0%	$0.00	0%	$7,316.14	$0.00
	1 - CONC SLAB SPAN & DEFLECTION - 1 UNIT	S&BI	$ 3,550.75	$0.00	0%	$0.00	0%	$3,550.75	$0.00
	1 - CONC FRAMING PLAN & BENT REPORT - 1 UNIT	S&BI	$ 4,282.70	$0.00	0%	$0.00	0%	$4,282.70	$0.00
	1 - CONC TYPICAL SECTIONS AND DEFLECTIONS	S&BI	$ 3,345.76	$0.00	0%	$0.00	0%	$3,345.76	$0.00
	1 - PRESTR CONC BEAMS - IGND	S&BI	$ 3,351.37	$0.00	0%	$0.00	0%	$3,351.37	$0.00
	2 - ARCHITECTURAL TREATMENT	S&BI	$ 4,827.22	$0.00	0%	$0.00	0%	$4,827.22	$0.00
	1 - BRIDGE BORING LOGS	S&BI	$ 956.95	$0.00	0%	$0.00	0%	$956.95	$0.00
	BRIDGE OVER STEWART ROAD (1ST BRIDGE)								

Missing cells

August 2014 INVOICE

S&B INFRASTRUCTURE, LTD

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

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Limits:
CSJ: 0921-02-142 & 0921-02-202
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Bill Through: 8/29/2014
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Contract:
WA No.: 1

Func Code	TASK DESCRIPTION	FIRM	CONTRACTED FEE ($)	PREVIOUSLY INVOICED ($ AMOUNT)	PREVIOUSLY INVOICED (% COMPLETED)	INVOICED TO DATE ($ AMOUNT)	INVOICED TO DATE (% COMPLETED)	BALANCE	AMOUNT DUE THIS INVOICE
	BRIDGE OVER STEWART ROAD (2ND BRIDGE)								
	1 - BRIDGE LAYOUTS	S&BI	$ 4,266.66	$0.00	0%	$2,560.00	60%	$1,706.66	$2,560.00
	1 -SUMMARY OF QUANTITIES (BRIDGE) AND BEARING SEAT ELEVATION	S&BI	$ 3,630.06	$0.00	0%	$0.00	0%	$3,630.06	$0.00
	1 - FOUNDATION LAYOUTS	S&BI	$ 1,770.56	$0.00	0%	$0.00	0%	$1,770.56	$0.00
	2 - ABUTMENTS - 1 TYPE	S&BI	$ 3,108.72	$0.00	0%	$0.00	0%	$3,108.72	$0.00
	2- INTERIOR BENTS - 1 TYPE	S&BI	$ 5,555.98	$0.00	0%	$0.00	0%	$5,555.98	$0.00
	1 - CONC SLAB SPAN & DEFLECTION - 1 UNIT	S&BI	$ 5,219.64	$0.00	0%	$0.00	0%	$5,219.64	$0.00
	1 - CONC FRAMING PLAN & BENT REPORT - 1 UNIT	S&BI	$ 2,807.61	$0.00	0%	$0.00	0%	$2,807.61	$0.00
	1 - CONC TYPICAL SECTIONS AND DEFLECTIONS	S&BI	$ 3,265.68	$0.00	0%	$0.00	0%	$3,265.68	$0.00
	1 - PRESTR CONC I-GIRDER DESIGN	S&BI	$ 2,420.83	$0.00	0%	$0.00	0%	$2,420.83	$0.00
	2 - ARCHITECTURAL TREATMENT	S&BI	$ 2,554.57	$0.00	0%	$0.00	0%	$2,554.57	$0.00
	3 - BRIDGE BORING LOGS	S&BI	$ 3,443.44	$0.00	0%	$0.00	0%	$3,443.44	$0.00
			$ 885.69						
	SUB-TOTAL SHEETS-BRIDGE OVER STEWART ROAD (2ND BRIDGE)		$ 92,411.03	$ -		$6,227.02		$85,298.33	$6,227.02
	BRIDGE STANDARDS								
	1 - BAS-C BRIDGE APPROACH SLAB	S&BI	$ 247.45	$0.00	0%	$0.00	0%	$247.45	$0.00
	FD FOUNDATION DETAILS (1 OF 2)	S&BI	$ 247.45	$0.00	0%	$0.00	0%	$247.45	$0.00
	FD FOUNDATION DETAILS (2 OF 2)	S&BI	$ 247.45	$0.00	0%	$0.00	0%	$247.45	$0.00
	MEBRS MINIMUM ERECTION	S&BI	$ 247.45	$0.00	0%	$0.00	0%	$247.45	$0.00
	ODSR OPTIONAL DRILLED SHAFT REINFORCING	S&BI	$ 247.45	$0.00	0%	$0.00	0%	$247.45	$0.00
	PCP PRESTRESSED CONCRETE PANELS (1 OF 4)	S&BI	$ 247.45	$0.00	0%	$0.00	0%	$247.45	$0.00
	PCP PRESTRESSED CONCRETE PANELS (2 OF 4)	S&BI	$ 247.45	$0.00	0%	$0.00	0%	$247.45	$0.00
	PCP PRESTRESSED CONCRETE PANELS (3 OF 4)	S&BI	$ 247.45	$0.00	0%	$0.00	0%	$247.45	$0.00
	PCP PRESTRESSED CONCRETE PANELS (4 OF 4)	S&BI	$ 247.45	$0.00	0%	$0.00	0%	$247.45	$0.00
	PMDF PERMANENT METAL DECK FORMS (1 OF 2)	S&BI	$ 247.45	$0.00	0%	$0.00	0%	$247.45	$0.00
	PMDF PERMANENT METAL DECK FORMS (2 OF 2)	S&BI	$ 247.45	$0.00	0%	$0.00	0%	$247.45	$0.00
	SBTS THICKENED SLAB STEEL GIRDERS	S&BI	$ 247.45	$0.00	0%	$0.00	0%	$247.45	$0.00
	SBMS MISCELLANEOUS SLAB DETAIL STEEL GIRDERS	S&BI	$ 247.45	$0.00	0%	$0.00	0%	$247.45	$0.00
	SEJA SEALED EXPANSION JOINT	S&BI	$ 247.45	$0.00	0%	$0.00	0%	$247.45	$0.00
	SGEB ELASTOMERIC BEARING STEEL GIRDERS (1 OF 3)	S&BI	$ 247.45	$0.00	0%	$0.00	0%	$247.45	$0.00
	SGER ELASTOMERIC BEARING STEEL GIRDERS (2 OF 3)	S&BI	$ 247.45	$0.00	0%	$0.00	0%	$247.45	$0.00
	SGED ELASTOMERIC BEARING STEEL GIRDERS (3 OF 3)	S&BI	$ 247.45	$0.00	0%	$0.00	0%	$247.45	$0.00
	SGMD MISCELLANEOUS DETAILS STEEL GIRDERS (1 OF 3)	S&BI	$ 247.45	$0.00	0%	$0.00	0%	$247.45	$0.00
	SGMD MISCELLANEOUS DETAILS STEEL GIRDERS (2 OF 3)	S&BI	$ 247.45	$0.00	0%	$0.00	0%	$247.45	$0.00
	SGMD MISCELLANEOUS DETAILS STEEL GIRDERS (3 OF 3)	S&BI	$ 247.45	$0.00	0%	$0.00	0%	$247.45	$0.00
	T551 CONCRETE SAFTEY F-SHAPE RAIL (1 OF 2)	S&BI	$ 247.45	$0.00	0%	$0.00	0%	$247.45	$0.00
	T551 CONCRETE SAFTEY F-SHAPE RAIL (2 OF 2)	S&BI	$ 247.45	$0.00	0%	$0.00	0%	$247.45	$0.00
	BD-1 BRIDGE DRAIN	S&BI	$ 2,474.50	$0.00	0%	$0.00	0%	$2,474.50	$0.00
	IGCS CONTINUOUS SLAB DETAILS	S&BI	$ 247.45	$0.00	0%	$0.00	0%	$247.45	$0.00
	IGD PRESTRESSED CONCRETE I-GIRDER DETAILS (1 OF 2)	S&BI	$ 247.45	$0.00	0%	$0.00	0%	$247.45	$0.00
	IGD PRESTRESSED CONCRETE I-GIRDER DETAILS (2 OF 2)	S&BI	$ 247.45	$0.00	0%	$0.00	0%	$247.45	$0.00
	IGEB ELASTOMERIC BEARING AND GRDER END (1 OF 2)	S&BI	$ 247.45	$0.00	0%	$0.00	0%	$247.45	$0.00
	IGEB ELASTOMERIC BEARING AND GRDER END (2 OF 2)	S&BI	$ 247.45	$0.00	0%	$0.00	0%	$247.45	$0.00
	IGMS MISCELLANEOUS SLAB DETAIL	S&BI	$ 247.45	$0.00	0%	$0.00	0%	$247.45	$0.00
	IGTS THICKEND SLAB END DETAILS	S&BI	$ 247.45	$0.00	0%	$0.00	0%	$247.45	$0.00
	MEBRC MINIMUM ERECTION	S&BI	$ 247.45	$0.00	0%	$0.00	0%	$247.45	$0.00
	BL BRIDGE LIGHTING DETAILS	S&BI	$ 247.45	$0.00	0%	$0.00	0%	$247.45	$0.00
	CSAB CEMENT STABILIZED ABUTMENT BACKFILL	S&BI	$ 247.45	$0.00	0%	$0.00	0%	$247.45	$0.00
	CRR CONCRETE RIP RAP (TYPE RR 8 AND RR9)	S&BI	$ 247.45	$0.00	0%	$0.00	0%	$247.45	$0.00
	SUB-TOTAL SHEETS-BRIDGE STANDARDS		$ 10,640.35	$0.00		$0.00			$0.00
	SUB-TOTAL BRIDGE SHEETS		$ 468,737.22	$ -		$29,801.24			$29,801.24
	BASIC SERVICES-ALDANA ENGINEERING & TRAFFIC DESIGN, LLC	AET	$ 60,230.13	$0.00	0%	$0.00	0%	$60,230.13	$0.00
	BASIC SERVICES-DOS LAND SURVEYING, LLC	DOS	$ 65,824.08	$0.00	0%	$0.00	0%	$65,824.08	$0.00
	BASIC SERVICES - DOS LOGISTICS, INC	DOS	$ 52,662.94	$0.00	0%	$21,065.18	40%	$31,597.76	$21,065.18
	SPECIAL SERVICES		$ -						
	TOTAL SUBS (ALDANA ENGINEERING, DOS LAND SURVEYING, DOS LOGISTICS)		$ 178,717.15	$0.00		$21,065.18		$157,651.97	$21,065.18

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				($ AMOUNT)	(% COMPLETED)	($ AMOUNT)	(% COMPLETED)		
	VIII. TRAFFIC ITEMS								
162	*0 - FC 162 - SIGNING, PAVEMENT MARKINGS AND SIGNALIZATION*								
	0 - SIGNALIZATION (0 INTERSECTIONS) TO BE DONE BY ADD'L WORK								
	0 - TRAFFIC SIGNAL EXISTING CONDITIONS LAYOUT	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	0 - TRAFFIC SIGNAL NOTES & DETAILS	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	0 - TRAFFIC SIGNAL ESTIMATED QUANTITIES	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	0 - TRAFFIC SIGNAL NOTES & DETAILS	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	0 - TRAFFIC SIGNAL STANDARDS	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	0 - FC 162-PREPARE SIGNING & PAVEMENT MARKING DESIGN	S&BI							
	10- SIGNING & PAVEMENT MARKINGS LAYOUT (1:100) (MAINLANES & FRTG RDS)	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	4 - SMALL SIGN SUMMARY	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	2 - LARGE SIGN SUMMARY	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	8 - LARGE SIGN DETAILS	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	SIGNING AND PAVEMENT MARKING STANDARDS:	S&BI							
	5 - TSR(1)-08 THRU TSR(5)-08	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	SMD(GEN)-08	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	3 - SMD(SLIP-1)-08 THRU (SLIP-3)-08	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	4 - SMD(2-1) THRU (2-4)-08	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	SMD (TY G)-08	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	SMD (BW1)-08	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	SMD (BW2)-08	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	BMCS	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	SPECIAL SIGN MOUNT DETAILS	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	5 - D&OM(1) THRU (5)-04	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	D&OM(VIA)-04	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	PM(1)-03	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	PM(2)-08	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	PM(4)-03	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	2 - PM(5) THRU (6)-01	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	FPM(1)-08	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	SIGN MNT DET.- LARGE RDSD. SIGNS: SMD(2'-6)-08	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	2 -OVERHEAD SIGN BRIDGE DETAILS: OSB-Z1	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	2 - HIGH LEVEL OVERHEAD SIGN BRIDGE DETAILS: HOSB-Z1	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	OVERHEAD SIGN BRIDGE TRUSS DETAILS: OSBC	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	FOUNDATION EMBEDMENT SELECTION CHARTS:OSB-FD	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	OVERHEAD SIGN BRIDGE DETAILS: OSS & OSB-SZ	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	CANTILEVER OVERHEAD SIGN SUPPORTS: COSS-Z1-10	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	HIGH LEVEL CANTILEVER OVERHEAD SIGN SUPPORTS: HCOSS-Z1-10	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	2 - CANTILEVER OVERHEAD SIGN SUPPORT DETAILS: COSSD	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	CANTILEVER OVERHEAD SIGN SUPPORT FOUNDATION: COSSF	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	FOUNDATION EMBEDMENT SELECTION CHARTS: COSS-FD	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	3 - FPM(2) THRU (4)-00A	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	SUB-TOTAL (F.C. 162-SIGNING, PAVEMENT, MARKINGS AND SIGNALIZATION)		$ -	$0.00		$0.00			$0.00
163	***FC 163 - MISCELLANEOUS - HIGH MAST ILLUMINATION (TO BE DONE BY ADD'L WORK)***								
	0-PREPARE ILLUMINATION DESIGN:	S&BI							
	0 - SUMMARY OF QUANTITIES	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	0 - ILLUMINATION LAYOUT	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	0 - ILLUMINATION CIRCUIT DIAGRAM	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	0 - UNDERPASS LIGHTING	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	0 - LIGHTING CONTOUR	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	0 - MISCELLANEOUS ILLUMINATION DETAILS	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	0-ILLUMINATION STANDARDS	S&BI							
	SUB TOTAL (F.C. 163-MISCELLANEOUS-HIGH MAST ILLUMINATION (TO BE DONE BY ADD'L WORK)		$ -	$0.00		$0.00			$0.00

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	IX. ENVIRONMENTAL								
163	*FC 163 - Misc.*								
	0 - PREPARE SW3P :	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	1 - SW3P NARRATIVE	S&BI	$ 1,117.91	$0.00	0%	$0.00	0%	$1,117.91	$0.00
	10 - SW3P LAYOUTS	S&BI	$ 9,301.20	$0.00	0%	$0.00	0%	$9,301.20	$0.00
	0 - MISCELLANEOUS SW3P DETAILS	S&BI	$ 1,052.24	$0.00	0%	$0.00	0%	$1,052.24	$0.00
	0 - SW3P STANDARDS:	S&BI	$ -	$0.00	0%	$0.00	0%	$0.00	$0.00
	0 - EC-(1)THRU (3)-93	S&BI	$ 624.63	$0.00	0%	$0.00	0%	$624.63	$0.00
	0 - CONDUCT SENSITIVE AREAS INVESTIGATION	S&BI	$ 2,152.58	$0.00	0%	$0.00	0%	$2,152.58	$0.00
	2 -EPIC SHEETS	S&BI	$ 2,919.69	$0.00	0%	$0.00	0%	$2,919.69	$0.00
	0 - PREPARE MISCELLANEOUS DETAILS	S&BI	$ 1,052.24	$0.00	0%	$0.00	0%	$1,052.24	$0.00
	SUB-TOTAL FC 163-MISC		$ 18,220.49	$ -		$ -		$16,220.49	$0.00
	X. MISCELLANEOUS								
163	*FC 163 - MISCELLANEOUS - LANDSCAPING/AESTHETICS*								
	0 - LANDSCAPING/IRRIGATION (To Be Provided By ADDITIONAL WORK)	S&BI	$ 285.08	$0.00	0%	$0.00	0%	$285.08	$0.00
	0 - AESTHETIC PLAN (To Be Provided by ADDITIONAL WORK)	S&BI	$ 285.08	$0.00	0%	$0.00	0%	$285.08	$0.00
	0 - AESTHETIC DETAILS (To Be Provided by ADDITIONAL WORK)	S&BI	$ 285.08	$0.00	0%	$0.00	0%	$285.08	$0.00
	SUB-TOTAL FC 163-MISCELLANEOUS-LANDSCAPING/AESTHETICS		$ 855.24	$0.00		$0.00		$855.24	$0.00
	XI. CROSS SECTIONS								
163	*FC 163 - MISCELLANEOUS - CROSS SECTIONS*								
	150 - CROSS SECTIONS (RDWY & DETENTION) (11x17 SHEETS) (3 Cross Section per Sheet) Includes Earthwork Calculations	S&BI	$ 18,001.79	$0.00	0%	$4,500.45	25%	$13,501.34	$4,500.45
	SUB-TOTAL FC 163-MISCELLANEOUS CROSS SECTIONS		$ 18,001.79	$0.00		$4,500.45		$13,501.34	$4,500.45
	XII. QC/QA								
163	*FC 163 - MISC*	S&BI							
	PREPARE 30% SUBMITTAL	S&BI	$ 6,774.76	$0.00	0%	$6,774.76	100%	$0.00	$6,774.76
	QC/QA - OVERALL 30% SUBMITTAL	S&BI	$ 15,564.46	$0.00	0%	$15,564.46	100%	$0.00	$15,564.46
	PREPARE 60% SUBMITTAL	S&BI	$ 6,774.76	$0.00	0%	$0.00	0%	$6,774.76	$0.00
	QC/QA - OVERALLL 60% SUBMITTAL	S&BI	$ 35,296.46	$0.00	0%	$0.00	0%	$35,296.46	$0.00
	PREPARE 90% SUBMITTAL	S&BI	$ 6,774.76	$0.00	0%	$0.00	0%	$6,774.76	$0.00
	QC/QA - OVERALLL 90% SUBMITTAL	S&BI	$ 35,296.46	$0.00	0%	$0.00	0%	$35,296.46	$0.00
	PREPARE 100% SUBMITTAL	S&BI	$ 6,774.76	$0.00	0%	$0.00	0%	$6,774.76	$0.00
	QC/QA - OVERALL 100% SUBMITTAL	S&BI	$ 21,906.94	$0.00	0%	$0.00	0%	$21,906.94	$0.00
	SUB-TOTAL FC 163-MISC		$ 135,163.36	$ -		$ 22,339.22		$112,824.14	$22,339.22
	GRAND TOTAL		$ 1,358,542.20	$ -		$160,943.43			$ 160,943.43
	NON LABOR								
164	*REPRO 794 SHEETS X $2.00 / SHEET (MYLAR) +[(794 SHEETS X $0.25) X4)/ PAPER SHEET - CHECK PLOTS & REVIEW SETS)+ (794 PAPER SHEETS X 10 SUBMITTAL SETS X $0.25)*	S&BI	$4,367.00						
	PLOTS (B/W ON BOND) $1.00/SF (30 FT/PLOT x 20 PLOTS x 3Ft Wide = 1800 SF)	S&BI	$1,800.00						
	PLOTS (COLOR ON BOND) $3.00/SF (30 FT/PLOT x 20 PLOTS x 3Ft Wide = 1800 SF)	S&BI	$5,400.00						
	COLOR GRAPHICS ON FOAM BOARD ($5.00/SF) (3'x5'x 10 Ea)	S&BI	$900.00						
	COURIER SERVICES - $20 / PACKAGE X 10 PACKAGES	S&BI	$200.00						
	MILEAGE 24 TRIP x 30 MI / TRIP @ $0.565/mile	S&BI	$406.80						
	Sub Total (F.C. 164) Non-Labor		$ 13,073.80	$0.00		$0.00			$0.00
	PROJECT TOTAL		$ 1,550,333.15	$ -		$ 182,008.65			$ 182,008.65

missing all circles, need to resubmit GR

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY
2014 PAYMENT SUMMARY

R Gutierrez Engineering
Surveying Services
International Bridge Trade Corridor

		Invoices		WA	WA
Billing Date		9/21/2014		Invoiced to Date	Balance
WA#1	$75,568.00	$75,568.00		$75,568.00	$0.00
	$75,568.00	**$75,568.00**		$75,568.00	$0.00
		Amount Approved for Payment			

Approved for Payment
Pilar Rodriguez
Executive Director

9/12/2014
Date

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

REQUEST FOR RECOMMENDATION ON PAYMENT

To: Dannenbaum Engineering
Attn: Louis Jones, HCRMA Project Manager
1109 Nolana Loop, Suite 208
McAllen, Texas 78504

Month and Year	06/25/14-8/21/14	
Contractor	R. Gutierrez Engineering Corporation	
Project/WA	IBTC/0010/WA1	
Invoice #	1	Date: 8/21/2014
Amount	$ 75,568.00	
Date Sent	9/3/2014	

Date Received	
Received by	

Recommendation: X Approval _____Disapproval
Comments:

Louis Jones, HCRMA Program Manager — Date 9/11/14

Recommendation: P.R Approval _____Disapproval
Comments:

Pilar Rodriguez, Executive Director — Date 9/12/2014

Please return this form via email to fkoll@hcrma.net

R. Gutierrez Engineering Corporation
Professional Engineers & Land Surveyors
130 E. PARK AVENUE • PHARR, TEXAS 78577
(TEL) 956-782-2557 • (FAX) 956-782-2558
Engineering Firm F-486 • Surveying Firm #101650-01

INVOICE PERIOD: *06/25/14 through 8/21/14* **INVOICE AMOUNT:** *$ 75,568.00*

August 21, 2014

Mr. Pilar Rodriguez, P.E. – Executive Director HCRMA
ATTN: Mr.Louis H. Jones, P.E. – Program Manager HCRMA
Hidalgo County Regional Mobility Authority
118 S. Cage Blvd., 4th Floor
Pharr, Texas 78577

RE: Work Authorization No. 1 on IBTC 0010
Invoice No. 1

Dear Mr. Jones:

Attached for your review and approval is our invoice for services rendered during the months of July and August 2014 on the subject referenced project.

The following is attached:

- Invoice No. 1

The following is a narrative of the progress for this period.

TASK
SURVEY SERVICES – SECTION 7 PARCEL SURVEYS
UPDATED: Completed and submitted all the parcel surveys on both Exhibit B-1 and Exhibit B-2. • Exhibit B-1 (Parcels 238-247, T1-T10) • Exhibit B-2 (Parcels 248-262, T11-T24)

Should you have any questions regarding this submittal, please do not hesitate to call me at (956) 782-2557.

Sincerely,

Ramiro Gutierrez, P.E.
President – R. Gutierrez Engineering Corporation

R. Gutierrez Engineering Corporation
Professional Engineers & Land Surveyors
130 E. PARK AVENUE • PHARR, TEXAS 78577
(TEL) 956-782-2557 • (FAX) 956-782-2558

AUGUST 2014 INVOICE

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Project:	IBTC 0010	**Bill Through:**	8/21/2014
Limits:	From Interchange with SH365 To I-2 & From Valleyview Interchange To FM 493	**Client:**	HCRMA
CSJ:	0921-02-142	**Contract:**	WA#1
County:	Hidalgo	**WA No.:**	

Func Code	BASIC SERVICES	FIRM	CONTRACTED FEE ($)	PREVIOUSLY INVOICED		INVOICED TO DATE		BALANCE	AMOUNT DUE THIS INVOICE
				($ AMOUNT)	(% COMPLETED)	($ AMOUNT)	(% COMPLETED)		
	I. GENERAL								
	SURVEY SERVICES DESCRIPTION - SECTION 7 PARCEL SURVEYS								
	Exhibit B-1 (Parcels 238-247, T1-T10)	*RGEC*	*$36,040.00*	*$0.00*	*0.00%*	*$36,040.00*	*100.00%*	*$0.00*	***$36,040.00***
	Exhibit B-2 (Parcels 248-262, T11-T24)	*RGEC*	*$39,528.00*	*$0.00*	*0.00%*	*$39,528.00*	*100.00%*	*$0.00*	***$39,528.00***
	SUBTOTAL (SURVEY SERVICES - SECTION 7 PARCEL SURVEYS) =		$75,568.00	$0.00	0.00%	$75,568.00	100.00%	$0.00	$75,568.00
	GRAND TOTAL		$75,568.00	$0.00	0.00%	$75,568.00	100.00%	$0.00	$75,568.00
							TOTAL THIS INVOICE =		$75,568.00

JA - Approves this INV. $ 75,568.00
Based on that RGEC has Submitted and Completed all Parcels assigned Them on IBTC (Ickes to the Expressway)

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

REQUEST FOR RECOMMENDATION ON PAYMENT

To: Dannenbaum Engineering
Attn: Louis Jones, HCRMA Project Manager
1109 Nolana Loop, Suite 208
McAllen, Texas 78504

Month and Year	7/28/14-8/31/14	
Contractor	Atkins	
Project/WA	SH365	
Invoice #	1201496	Date: 9/4/2014
Amount	$ 14,422.33	
Date Sent	9/4/2014	

Date Received	
Received by	

Recommendation: ___Approval ___Disapproval
Comments:

Louis Jones, HCRMA Program Manager — Date 9/10/14

Recommendation: ___Approval ___Disapproval
Comments:

Pilar Rodriguez, Executive Director — Date 9/12/2014

Please return this form via email to fkoll@hcrma.net

ATKINS

Atkins North America, Inc.
6504 Bridge Point Parkway, Suite 200
Austin, Texas 78730

Telephone: +1.512.327.6840
Fax: +1.512.327.2453

www.atkinsglobal.com/northamerica

September 4, 2014

Ms. Flor Koll
Hidalgo County Regional Mobility Authority (HCRMA)
P.O. Box 1766
Pharr, Texas 78577
VIA EMAIL: fkoll@hcrma.net

RE: **August 2014 Invoice**
State Highway 365 (SH 365) (Project No. 100020726)

Dear Ms. Koll:

As you are aware, limited notice to proceed for Supplemental Agreement 06 in the amount of **$10,935.00** was issued on 08/21/14; therefore the new contract amount for the SH 365 project is now **$1,012,457.57**. The total contract value is $1,060,057.90.

Enclosed please find the invoice and progress report for work completed for the period 07/28/2014 through 08/31/2014. The total amount due for this period is **$14,422.33**.

If you have any questions or need additional information, please contact me directly at (512) 342-3332.

Sincerely,

Sharon Becca
Project Manager

Enclosures

cc: Larry Cox (Cox McLain)
Project File

ATKINS

PROGRESS REPORT

To	Flor Koll (HCRMA)
From	Sharon Becca
Date	September 4, 2014
Project	State Highway 365 (SH 365) [Atkins Project No: 100020726]
Reference	Environmental Progress Report (For Period: 07/28/2014 – 08/31/2014)

Task	Description	Progress Report
SH 365 Environmental Assessment		
1.0	Project Management & Administration	• General project management • Coordination with HCRMA's PMC and TxDOT • Project coordination (biweekly telecons) • Monthly invoicing • Hazmat ISA coordination
2.0	Agency Coordination & Public Involvement	• USFWS coordination
3.0	Right of Entry	• ROE coordination/mapping
4.0	Environmental Classification Letter	Task complete
5.0	Environmental Document	• Draft EA revisions associated with alignment modifications and displacements • Memo of changes since TxDOT's review of Draft EA • EA figure updates • Began work on Hazmat ISA
6.0	Section 404 Delineation	• No action
7.01	Archaeology	• Archaeological coordination and management • Archaeological background study revisions • Section C cemetery coordination and revisions to archaeological survey report
7.02	Historic Resources	• No action
8.0	IBWC Permit	No associated budget
9.0	Section 4(f) Evaluation	• No action
10.0	Archaeology Survey Reports	• No action
15.0	Expenses	• No action
16.0	Subconsultant (CMEC)	• No action
SH 365 Early ROW Acquisition Document		
20.01	SA05 NFCE	• No action
20.99	SA05 NFCE Expenses	• No action

6504 Bridge Point Parkway, Suite 200 • Austin, Texas 78730 • Telephone: 512.342.3332 • Fax: 512.327.2453 • www.pbsj.com

ATKINS

Hidalgo County RMA
Attn: Flor Koll
P.O. Box 1766
Pharr, TX 78577

Invoice Date: September 04, 2014
Project #: 100020726
Invoice #: 1201496

Project Description : HCRMA SH 365
Invoice Comments:
Invoicing Period : July 28, 2014 to August 31, 2014

Basic Services	Current
Lump Sum	14,422.33

Total Invoice **14,422.33**

Total Due this Invoice **USD 14,422.33**

Pay Only

Contract Amount :	1,012,457.57
Previous Billed:	752,947.08
Billed to Date	767,369.41
Contract Balance :	245,088.16

9/12/2014

Remit to:
Atkins North America, Inc
PO Box 848176
Dallas, TX 75284-8176
Tax ID: 59-0896138
Wire Payments: Routing No. 026009593, Acct No 005481516927
ACH EFT Payments: ABA Routing 063100277, Acct No 005481516927

Hidalgo County RMA
SH 365/ENV Services726

Project Number 100020726
Invoice Number 1201496
Date 04-SEP-14

Task Number	Task Name	Contract Fee	Percent Complete	Total Earned	Previous Earned	Current Billing
01	Project Management &	114,345.68	95.56	109,268.73	105,849.79	3,418.94
02	Agency Coord & Publi	23,955.30	37.02	8,868.25	8,698.17	170.08
03	Right of Entry	18,173.36	85.58	15,551.91	15,454.42	97.49
04	ENV Classification	16,636.75	92.45	15,380.68	15,380.68	
05	ENV Document	178,042.22	81.78	145,601.71	140,049.49	5,552.22
06	Section 404 Delineat	53,424.09	84.6	45,198.04	45,198.04	
07	Cultural Resources	311,049.05	72.24	224,686.79	219,503.19	5,183.60
08	IBWC Permit					
09	Section 4(f) Evaluat	14,696.53	42.99	6,317.32	6,317.32	
10	Archaeology Survey R	21,186.91	100	21,186.90	21,186.90	
15	Expenses	183,024.84	80.46	147,266.43	147,266.43	
16	Subconsultant	28,065.14	90	25,258.58	25,258.58	
20	SA05 Early ROW CE	49,857.70	5.58	2,784.07	2,784.07	
TOTAL		1,012,457.57		767,369.41	752,947.08	14,422.33

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

REQUEST FOR RECOMMENDATION ON PAYMENT

To: Dannenbaum Engineering
Attn: Louis Jones, HCRMA Project Manager
1109 Nolana Loop, Suite 208
McAllen, Texas 78504

Month and Year	7/28/14-8/31/14	
Contractor	Atkins	
Project/WA	IBTC	
Invoice #	1201516	Date: 9/4/2014
Amount	$ 33,330.62	
Date Sent	9/4/2014	

Date Received	
Received by	

Recommendation: X Approval _____Disapproval
Comments:

Louis Jones, HCRMA Program Manager — Date 9/10/14

Recommendation: P.R Approval _____Disapproval
Comments:

Pilar Rodriguez, Executive Director — Date 9/12/2014

Please return this form via email to fkoll@hcrma.net

ATKINS

Atkins North America, Inc.
6504 Bridge Point Parkway, Suite 200
Austin, Texas 78730

Telephone: +1.512.327.6840
Fax: +1.512.327.2453

www.atkinsglobal.com/northamerica

September 4, 2014

Ms. Flor Koll
Hidalgo County Regional Mobility Authority (HCRMA)
P.O. Box 1766
Pharr, Texas 78577
VIA EMAIL: fkoll@hcrma.net

RE: **August 2014 Invoice**
International Bridge Trade Corridor (IBTC) (Project No. 100011499)

Dear Ms. Koll:

As you are aware, Supplemental Agreement 10 in the amount of $76,458.00 was executed on 07/29/14. The new contract amount for the IBTC (100011499) project is now **$1,969,948.55**.

Enclosed please find the invoice and progress report for work completed for the period 07/28/2014 through 08/31/2014. The total amount due for this period for the IBTC project is $33,330.62.

If you have any questions or need additional information, please contact me directly at (512) 342-3332.

Sincerely,

Sharon Becca
Project Manager

Enclosures

cc: Velma Garcia (L&G)
Project File

ATKINS

STATUS REPORT

To Flor Koll (HCRMA)

From Sharon G. Becca

Date September 04, 2014

Project HCRMA International Bridge Trade Corridor (IBTC) – Atkins Project No. 100011499

Reference Environmental Progress Report (For Period: 07/28/2014 – 08/31/2014)

Task	Description	Progress Report
B	IBTC Local EA	Work Complete
C	SA08 Early ROW CE	
C2.7	SA08 NFCE NEPA Mgt	No action
C4.0	SA08 NFCE Doc Prep	No action
C8.1	SA08 NFCE Expenses	No action
C9.1	SA08 NFCE Subconsultant	No action
D	SA09 Federal EA & TRs	
D2.1	SA09 Data Collection	ROE coordination
D2.3	SA09 Public Inv	No action
D2.4	SA09 Env Doc Prep	No action
D2.5	SA09 Section 404	• Began coordination for report update • Conducted field survey of new ROW 8/13/14 through 8/15/14
D2.6	SA09 Cultural Resources	• Respond to comments on Archaeological research design • Antiquities permit coordination • Archaeological field survey and backhoe vendor coordination • Respond to comments on Historic resources research design • Coordination related to Donna irrigation canal • Schedule development
D2.7	SA09 NEPA Mgt	• Coordination with project team, L&G, PMC, and TxDOT. • Schedule development
D5.0	SA09 Tech Reports	• Set up templates for technical report
D6.0	SA09 Env Class Ltr	Scoping coordination Attended informal Scoping Meeting on 8/20/14
D8.X	SA09 EA Expenses	No charges
D9.S	SA09 EA Subconsultant	No charges

6504 Bridge Point Parkway, Suite 200 • Austin, Texas 78730 • Telephone: 512.342.3332 • Fax: 512.327.2453 • www.pbsj.com

ATKINS

Hidalgo County RMA
Attn: Flor Koll
P.O. Box 1766
Pharr, TX 78577

Invoice Date: September 04, 2014
Project #: 100011499
Invoice #: 1201516

Project Description : Hidalgo International Bridge Trade *CORRIDOR* Engineering Services
Invoice Comments:
Invoicing Period : July 28, 2014 to August 31, 2014

Basic Services	Current
Lump Sum	33,330.62

Total Invoice **33,330.62**

Total Due this Invoice **USD 33,330.62**

Pay Only

Contract Amount :	1,969,948.55
Previous Billed:	1,286,707.62
Billed to Date	1,320,038.24
Contract Balance :	649,910.31

1 - 1 2

9/12/2014

Remit to:
Atkins North America, Inc
PO Box 848176
Dallas, TX 75284-8176
Tax ID: 59-0896138
Wire Payments: Routing No. 026009593, Acct No 005481516927
ACH EFT Payments: ABA Routing 063100277, Acct No 005481516927

Hidalgo County RMA
HCRMA-HIBT *(CORRIDOR)*499

Project Number 100011499
Invoice Number 1201516
Date 04-SEP-14

Task Number	Task Name	Contract Fee	Percent Complete	Total Earned	Previous Earned	Current Billing
B2	Phase II (NEPA Env)	350,748.19	100	350,748.19	350,748.19	
B3	Phase II Site Assess	11,013.00	100	11,013.00	11,013.00	
B8	Expenses	33,043.22	100	33,043.22	33,043.22	
B9	Subconsultant – L&G	810,063.34	100	810,063.34	810,063.34	
C2.7	SA08 NFCE NEPA Mgt	7,026.00	51.96	3,650.71	3,650.71	
C4.0	SA08 NFCE Doc Prep	15,409.78	0			
C8.1	SA08 NFCE Expenses	113.00	0			
C9.1	SA08 NFCE Subconsult	54,303.00	14.73	8,001.24	8,001.24	
D2.1	SA09 Data Collection	8,999.02	67	6,029.34	2,908.01	3,121.33
D2.3	SA09 Public Inv	5,492.00	0			
D2.4	SA09 Env Doc Prep	9,035.00	0			
D2.5	SA09 Section 404	17,324.00	42.23	7,315.93	188.84	7,127.09
D2.6	SA09 Cultural Resour	153,589.00	29.55	45,385.55	30,768.00	14,617.55
D2.7	SA09 NEPA Mgt	13,298.00	65.49	8,708.86	6,649.00	2,059.86
D5.0	SA09 Tech Reports	39,690.00	27.23	10,807.58	6,290.86	4,516.72
D6.0	SA09 Env Class Ltr	4,709.00	53.79	2,532.97	1,271.43	1,261.54
D8.X	SA09 EA Expenses	257,144.00	.25	641.05	14.52	626.53
D9.S	SA09 EA Subconsultan	178,949.00	12.35	22,097.26	22,097.26	
TOTAL		1,969,948.55		1,320,038.24	1,286,707.62	33,330.62

Bracewell & Giuliani LLP
ATTORNEYS AT LAW

P. O. Box 848566
Dallas, TX 75284-8566
713 223-2300
TAX ID 74-1024827

Remittance Page

September 4, 2014
035858
INVOICE NO: 21592544
04996

Client: Hidalgo County Regional Mobility Authority HCRMA
Matter: General Counsel - Projects
Matter No: 035858.000005

Please Remit Total Balance Due **$ 5,636.38**

Please Return this Remittance Page with Your Payment

WIRE TRANSFER INFORMATION

Wire to: Bank of America, 901 Main Street, Dallas, Texas
Name on Account: Bracewell & Giuliani LLP
Bank Account No: 001390004197
ABA Number (For **Wire Transfers Only**): 026009593; (For **ACH'S Only**): 111000025
For International Wires Also Include:
Swift Code **(U.S. Funds): BOFAUS3N;** Swift Code **(Foreign Funds): BOFAUS6S**
Please include the invoice number as a reference when sending the wire.

Law Office of Daniel G. Rios

Invoice submitted to:

Hidalgo County Regional Mobility Authority
c/o Pilar Rodriguez
P.O. Box 1766
Pharr, Texas 78577

September 03, 2014

In Reference To: HCRMA PROJECT
Invoice # 10557

	Hours	Amount
For professional services rendered	15.10	$3,775.00
Previous balance		2,387.50
Accounts receivable transactions		
Total payments and adjustments		**(2,387.50)**
Balance due		$ 3,775.00

$3,400.00

Pay Only

Recommend: P.R Approval _____ Disapproval

If disapproved, amount approved: $ 3,400.00

Comments:

P.R

Pilar Rodriguez, PE, Executive Director

9/12/2014

Date

Law Office of Daniel G. Rios
323 Nolana
McAllen, TX 78504
Tax ID# 74-2910612

Invoice submitted to:
Hidalgo County Regional Mobility Authority
c/o Pilar Rodriguez
P.O. Box 1766
Pharr, TX 78577

September 03, 2014

In Reference To:Right of Way Land Acquisitions
Invoice #10557

Professional Services

		Hrs/Rate	Amount
8/1/2014	Received and reviewed email from P. Rodriguez regarding SH 365 PDA	0.20 250.00/hr	50.00
	Received and reviewed email from P. Rodriguez regarding Acquisition Committee	0.10 250.00/hr	25.00
	Received and reviewed email from B. Fernandez regarding Acquisition Committee	0.10 250.00/hr	25.00
	Received and reviewed email from F. Koll regarding reception for Lt. General Joe Weber	0.10 250.00/hr	25.00
8/2/2014	Received and reviewed email from J. Dale regarding SH 365 PDA	0.20 250.00/hr	50.00
8/4/2014	Received and reviewed email from E. Davila regarding SH 365 Reduction of retaining wall heights	0.10 250.00/hr	25.00
8/6/2014	Received and reviewed email from P. Rodriguez regarding SH 365 PDA	0.10 250.00/hr	25.00
	Received and reviewed email from L. Jones regarding SH 365 PDA	0.10 250.00/hr	25.00
	Received and reviewed email from B. Fernandez regarding SH 365 PDA	0.20 250.00/hr	50.00
8/7/2014	Received and reviewed email from B. Fernandez regarding conference call on SH 365 PDA	0.10 250.00/hr	25.00
	Review final offer letter and comments to CJ Moreno	0.40 250.00/hr	100.00

		Hrs/Rate	Amount
8/8/2014	Received and reviewed email from E. Davila regarding conference call regarding SH 365 PDA	0.10 250.00/hr	25.00
	Received and reviewed email from B. Fernandez regarding conference call on SH 365 PDA	0.10 250.00/hr	25.00
	Telephone conference with CJ Moreno	0.20 250.00/hr	50.00
	Conference call with HCRMA, Dannenbaum, and B. Fernandez	1.40 250.00/hr	350.00
	Received and reviewed TxDot PDA	1.00 250.00/hr	250.00
8/11/2014	Received and reviewed email from B. Fernandez regarding SH 365 Draft PDA	0.20 250.00/hr	50.00
	Received and reviewed email from P. Rodriguez regarding Acquisition Committee	0.10 250.00/hr	25.00
	AR: Attend coordination meeting at Dannenbaum	0.70 250.00/hr	175.00
8/12/2014	Received and reviewed email from P. Rodriguez regarding BLF comments to Resolution - Acquisition Committee	0.10 250.00/hr	25.00
	Received and reviewed email from B. Fernandez regarding BLF comments to Resolution - Acquisition Committee	0.20 250.00/hr	50.00
	Received and reviewed email from L. Jones regarding transportation summit	0.10 250.00/hr	25.00
	Received and reviewed email from P. Rodriguez regarding transportation summit	0.10 250.00/hr	25.00
	Received and reviewed email from J. Dale regarding SH 365 Draft PDA	0.10 250.00/hr	25.00
8/15/2014	Received and reviewed email from P. Rodriguez regarding TexReg	0.10 250.00/hr	25.00
8/18/2014	Received and reviewed email from CJ Moreno regarding HCRMA	0.10 250.00/hr	25.00
	Draft and prepare email to CJ Moreno regarding review	0.20 250.00/hr	50.00

		Hrs/Rate	Amount
8/20/2014	Received and reviewed email from P. Rodriguez	0.20 250.00/hr	50.00
8/22/2014	Review Interchange accepted and IBTC counter accepted; waiting on response from TxDot regarding PDA.	0.20 250.00/hr	50.00
8/25/2014	WLS: Attend coordination meeting at Dannenbaum	1.50 250.00/hr	375.00
	Draft and prepare status report	0.60 250.00/hr	150.00
	Review requested Special Warranty Deed for Ibarra	0.40 250.00/hr	100.00
	Call to P. Rodriguez regarding special meeting in September	0.10 250.00/hr	25.00
	Review issues on Special Warranty Deed	0.70 250.00/hr	175.00
	Phone conference with Pilar regarding deed language, concerns, Donna Irrigation District and ETT update	0.40 250.00/hr	100.00
	Set meeting with P. Rodriguez to discuss closings for first few parcels	0.10 250.00/hr	25.00
8/26/2014	Prepare and send email George Ramon with Dannenbaum regarding business terms for MHWSC ILA	0.30 250.00/hr	75.00
8/29/2014	Received and reviewed email from B. Fernandez regarding conflicts question	0.10 250.00/hr	25.00
8/31/2014	Research on TxDot Right of Way Regulations	4.00 250.00/hr	1,000.00
	For professional services rendered	**15.10**	**$3,775.00**
	Previous balance		**$2,387.50**
	Accounts receivable transactions		
8/29/2014	Payment - Thank You No. Direct Deposit		($2,387.50)
	Total payments and adjustments		**($2,387.50)**
	Balance due		$3,775.00

- 375.00

$3,400.00

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY
PAYMENT SUMMARY

Dannenbaum Engineering - Program Management
$5,000,000 Maximum payable fee

Maximum fee minus approved WA $2,490,563.59

		Invoice Date											
	Approved WA Amount	12/12/2011	1/13/2012	2/14/2012	3/9/2012	4/9/2012	5/8/2012	6/7/2012	7/7/2012	8/6/2012	9/7/2012	10/8/2012	Pg 1 WA Billed to Date
WA#1	$909,960.63	$255,645.93	$226,404.86	$155,211.93	$145,740.60	$81,955.77	$45,001.54						$909,960.63
WA#2	$0.00												
WA#3	$57,750.00						$5,775.00						$5,775.00
WA#4	$694,355.85						$51,286.99	$147,460.94	$190,229.04	$163,719.99	$141,658.89		$694,355.85
WA#5	$847,369.93											$168,865.92	$168,865.92
	$2,509,436.41												$1,778,957.40

* Note: WA #2 for the La Joya Relief Route was not necessary and cancelled.
May 8, 2012 billing for WA#1 reduced by $5,459.01 to meet approved amount.
August 6, 2012 billing for WA#4 credited $70.00 due to overpayment on July 7, 2012 invoice.
Balance for WA#4 was deducted from approved amount of $891,814.61 by Supplemental 1 in the amount of $197,458.76 and closed out
WA#5 amended and restated to add $45,000 for public outreach for a revised WA#5 amount of $847,369.93
Balance for WA#5 was deducted from approved amount of $847,369.93 by supplemental 1 in the amount $78,132.97 and closed out
WA#7 was proposed for a route study for the City of Pharr, but cancelled.
WA#8 was approved in the amount of $574,581.59 for program management of SH 365 and the Overweight truck cooridor.
Supplemental No. 1 to WA#6 added a T&R Study for Overweight Trucks on SH 365 in the amount of $81,309.04
Supplemental No. 2 to WA#6 added a Value Engineering Study for SH 365 in the amount of $149,120.30
Supplemental No. 3 to WA#6 added a low level aerial flight and topographic survey for IBTC in the amount of $346,720.31
Supplemental No. 4 to WA#6 continued program management for SH 365 and IBTC in the amount of $1,437,465.41. Professional Service Agreement to be amended prior to exceeding $5,000,000 maximum payable amount.
Supplemental No. 5 to WA#6 added non destructive utility locations for SH 365 in the amount of $117,054.83.
Supplemental No. 6 to WA#6 revised scope of service for additional environmental coordination and Cross Valley Project Intervention work. No change in work authorization amount.
Supplemental No. 1 to WA#8 deducted remaining balance of work authorizaton in the amount of $114,581.59 and closed out WA#8.
WA#9 was approved in the amount of $10,340,781.60 for Program and Construction Management for SH 365 and IBTC Projects through 2018.
WA# 10, 11, 12, 13, 14 & 15 approved March 19, 2014 in the amounts of $285,984.85, $49,034.16, $180,053.72, $89,062.56, $397,750.88, $80,256.47 respectively.
Supplemental No. 7 to WA#6 and WA# 16 approved May 21, 2012 in the amount of$64,990.00 and $215,571.04.
WA#17 approved June 18, 2014 in the amount of $110,078.54.

P. R. R.
Approved for Payment

9/12/2014
Date

VRF 2013 Bond Construction Account

Prepared by:
P. Rodriguez, PE
Tx PE #85,567
9/12/2014

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY
PAYMENT SUMMARY

Dannenbaum Engineering - Program Management

$17,526,371.48 Maximum payable fee Maximum fee minus approved WA $0.00

	Approved WA Amount	Invoice Date 11/7/2012	12/3/2012	1/2/2013	1/5/2013	3/11/2013	4/2/2013	5/6/2013	6/5/2013	7/8/2013	8/8/2013	9/9/2013	WA Total Billed	WA Balance
WA#1	$909,960.63												$909,960.63	$0.00
WA#2	$0.00													
WA#3	$57,750.00	$13,282.50	$38,692.50										$57,750.00	$0.00
WA#4 *	$694,355.85												$694,355.85	$0.00
WA#5 *	$769,236.96	$192,547.60	$204,374.94	$203,448.50									$769,236.96	$0.00
WA#6	$689,834.33				$97,110.61	$132,811.94	$114,994.62	$114,995.38	$114,926.42	$114,995.36			$689,834.33	$0.00
S#1 to WA#6	$81,309.04								$32,523.62	$40,654.52	$5,691.62	$2,439.28	$81,309.04	$0.00
S#2 to WA#6	$149,120.30								$106,700.09	$26,307.78	$16,112.43		$149,120.30	$0.00
S#3 to WA#6	$346,720.31								$112,359.20	$105,240.87	$40,683.69	$34,407.06	$292,690.82	$54,029.49
S#4 to WA#6	$1,437,465.41										$94,124.62	$192,022.35	$286,146.97	$1,151,318.44
	$5,135,752.83												$3,930,404.90	$1,205,347.93
													$5,135,752.83	

	Approved WA Amount	Invoice Date 10/7/2013	11/6/2013	12/4/2013	1/10/2014	2/11/2014	3/10/2014	4/11/2014	5/7/2014	6/9/2014	7/9/2014	8/8/2014	WA Total Billed	WA Balance
WA#1	$909,960.63												$909,960.63	$0.00
WA#2	$0.00													
WA#3	$57,750.00												$57,750.00	$0.00
WA#4 *	$694,355.85												$694,355.85	$0.00
WA#5 *	$769,236.96												$769,236.96	$0.00
WA#6	$689,834.33												$689,834.33	$0.00
S#1 to WA#6	$81,309.04												$81,309.04	$0.00
S#2 to WA#6	$149,120.30												$149,120.30	$0.00
S#3 to WA#6	$346,720.31	$20,169.54	$19,094.27	$14,765.68									$346,720.31	$0.00
S#4 to WA#6	$1,437,465.41	$164,046.85	$302,260.12	$354,321.38	$325,100.77	$5,589.32							$1,437,465.41	$0.00
S#5 to WA#6	$117,054.83				$167.89	$29,095.82			$3,511.64	$46,821.94	$37,457.54		$117,054.83	$0.00
S#6 to WA#6	$0.00												$0.00	$0.00
S#7 to WA#6	$64,990.00										$61,740.50		$61,740.50	$3,249.50
WA#8	$574,581.59					$230,364.83	$229,635.17						$460,000.00	$114,581.59
S#1 to WA#8	($114,581.59)												$0.00	-$114,581.59
WA#9	$10,340,781.60							$256,950.00	$291,026.72	$322,106.42	$357,324.42	$276,314.34	$1,503,721.90	$8,837,059.70
WA#10	$285,984.85							$42,921.15	$42,921.15	$42,921.15	$42,921.15	$42,921.16	$214,605.76	$71,379.09
WA#11	$49,034.16							$18,534.16	$30,500.00				$49,034.16	$0.00
WA#12	$180,053.72							$43,212.89	$51,212.70	$35,330.85	$17,052.05	$33,245.23	$180,053.72	$0.00
WA#13	$89,062.56								$21,352.31	$23,352.30	$33,016.83	$9,236.88	$86,958.32	$2,104.24
WA#14	$397,750.88								$56,448.59	$41,676.92	$98,387.70	$159,658.10	$356,171.31	$41,579.57
WA#15	$80,256.47								$80,256.47				$80,256.47	$0.00
WA#16	$215,571.04										$34,540.00	$48,253.63	$82,793.63	$132,777.41
WA#17	$110,078.54											$44,531.75	$44,531.75	$65,546.79
	$17,526,371.48	$184,216.39	$321,354.39	$369,087.06	$325,268.66	$265,049.97	$229,635.17	$361,618.20	$577,229.58	$512,209.58	$682,440.19	$614,161.09	$8,372,675.18	$9,153,696.30
													$17,526,371.48	

Prepared by:
P. Rodriguez, PE
Tx PE #85,567
9/12/2014

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY
PAYMENT SUMMARY

Dannenbaum Engineering - Program Management

$17,526,371.48	Maximum payable fee	Maximum fee minus approved WA	$0.00

		Invoice Date											WA	WA
	Approved WA Amount	9/9/2014											Total Billed	Balance
WA#1	$909,960.63												$909,960.63	$0.00
WA#2	$0.00												$0.00	
WA#3	$57,750.00												$57,750.00	$0.00
WA#4 *	$694,355.85												$694,355.85	$0.00
WA#5 *	$769,236.96												$769,236.96	$0.00
WA#6	$689,834.33												$689,834.33	$0.00
S#1 to WA#6	$81,309.04												$81,309.04	$0.00
S#2 to WA#6	$149,120.30												$149,120.30	$0.00
S#3 to WA#6	$346,720.31												$346,720.31	$0.00
S#4 to WA#6	$1,437,465.41												$1,437,465.41	$0.00
S#5 to WA#6	$117,054.83												$117,054.83	$0.00
S#6 to WA#6	$0.00												$0.00	$0.00
S#7 to WA#6	$64,990.00	$3,249.50											$64,990.00	$0.00
WA#8	$574,581.59												$460,000.00	$114,581.59
S#1 to WA#8	($114,581.59)												$0.00	-$114,581.59
WA#9	$10,340,781.60	$279,270.73											$1,782,992.63	$8,557,788.97
WA#10	$285,984.85	$42,921.16											$257,526.92	$28,457.93
WA#11	$49,034.16												$49,034.16	$0.00
WA#12	$180,053.72												$180,053.72	$0.00
WA#13	$89,062.56												$86,958.32	$2,104.24
WA#14	$397,750.88	$27,034.41											$383,205.72	$14,545.16
WA#15	$80,256.47												$80,256.47	$0.00
WA#16	$215,571.04	$32,904.81											$115,698.44	$99,872.60
WA#17	$110,078.54	$62,319.38											$106,851.13	$3,227.41
	$17,526,371.48	**$447,699.99**	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$8,820,375.17	$8,705,996.31
		Amount Approved for Payment											$17,526,371.48	

Prepared by:
P. Rodriguez, PE
Tx PE #85,567
9/12/2014

DANNENBAUM ENGINEERING CORPORATION
1109 NOLANA LOOP, SUITE 208 McALLEN, TEXAS 78504 (956) 682-3677

ENGINEERING EXCELLENCE SINCE 1945

September 9, 2014

Dennis Burleson, Chairman
HCRMA
118 S. Cage Blvd, 4th Floor
Pharr, Texas 78577

Re: Hidalgo County Regional Mobility Authority (HCRMA) – Invoice for Work Authorization No. 1 (4652-01/34/XV)

Dear Mr. Burleson,

Enclosed please find Invoice 465201/34/XV for all Supplements to W.A. No. 6 and W.A. No. 17 totaling $ 447,699.99 of which Dannenbaum's fee $188,978.93 with remaining being subconsultants with Dannenbaum receiving no markup. This total includes:

- $ 0.00 for S.W.A. No. 1 to W.A. No. 6 at 100%
- $ 0.00 for S.W.A. No. 2 to W.A. No. 6 at 100%
- $ 0.00 for S.W.A. No. 3 to W.A. No. 6 at 100%
- $ 0.00 for S.W.A. No. 4 to W.A. No. 6 at 100%
- $ 0.00 for S.W.A. No. 5 to W.A. No. 6
- $ 3,249.50 for S.W.A. No. 5 & No. 7 to W.A. No. 6
- $ 0.00 for S.W.A. No. 6 to W.A. No. 6 (Replaced Supplemental No. 6 to W.A. No. 6) at 100%
- $ 0.00 for W.A. No. 8 at 100%
- $ 279,270.73 for W.A. No. 9
- $ 42,921.16 for W.A. No. 10
- $ 0.00 for W.A. No. 11 at 100%
- $ 0.00 for W.A. No. 12
- $ 0.00 for W.A. No. 13
- $ 27,034.41 for W.A. No. 14
- $ 0.00 for W.A. No. 15 at 100%
- $ 32,904.81 for W.A. No. 16
- $ 62,319.38 for W.A. No. 17

for Program Management Consultant Services performed for the Hidalgo County Regional Mobility Authority (HCRMA). The Progress Report will follow within the next few days.

9/12/2014
Approved for Payment

The billing cycle is from August 1, 2014 through August 31, 2014.

Total due this invoice is $447,699.99.

DANNENBAUM ENGINEERING CORPORATION

1109 NOLANA LOOP, SUITE 208 MCALLEN, TEXAS 78504 (956) 682-3677 (956) 686-1822

September 9, 2014

Dennis Burleson, Chairman
Hidalgo County Regional Mobility Authority
510 South Pleasantview Drive
Weslaco, Texas 78596

Project Name: HCRMA Program Management Consultant Contract
Work Authorization No. 1 through No. 17

Invoice Number: 465201/34/XV
Invoice Period: 08/01/2014 - 08/31/2014

INVOICE SUMMARY

WORK ORDER NO.	DESCRIPTION OF WORK TASK	TOTAL COST	PERCENT COMPLETE TO DATE	AMOUNT EARNED TO DATE	PREVIOUSLY BILLED	CURRENT BILLING
1	Research Planning/Immediate Operations Phase	$909,960.63	100.00%	$909,960.63	$909,960.63	$0.00
2	Advanced Planning for La Joya Relief Route (NOT APPROVED)	$0.00	0.00%	$0.00	$0.00	$0.00
3	Title Reports for TCC	$57,750.00	100.00%	$57,750.00	$57,750.00	$0.00
4	Engineering Management/Partial Operations Implementation/Public Outreach	$694,355.85	100.00%	$694,355.85	$694,355.85	$0.00
5	Engineering Management/Partial Operations Implementation/Public Outreach	$769,236.96	100.00%	$769,236.96	$769,236.96	$0.00
6	Engineering Management/Partial Operations Implementation/Public Outreach	$689,834.33	100.00%	$689,834.33	$689,834.33	$0.00
SWA 1 to WO 6	Sketch Level Assessment of Potential Truck Diversion from Nogales Poe to Texas	$81,309.04	100.00%	$81,309.04	$81,309.04	$0.00
SWA 2 to WO 6	Value Engineering Report for SH 365	$149,120.30	100.00%	$149,120.30	$149,120.30	$0.00
SWA 3 to WO 6	IBTC Low Level Flight	$346,720.31	100.00%	$346,720.31	$346,720.31	$0.00
SWA 4 to WO 6 Replaced by SWA 6 to WO 6	Engineering Management/Partial Operations Implementation/Public Outreach	$1,437,465.41	100.00%	$1,437,465.41	$1,437,465.41	$0.00
SWAs 5 & 7 to WO 6	SUE Services - SH 365	$182,044.83	100.00%	$182,044.83	$178,795.33	$3,249.50
8 incl. SWA 1 to WO 8	Systemwide Management & Project Management Tasks	$460,000.00	100.00%	$460,000.00	$460,000.00	$0.00
9	Systemwide Management & Project Management Tasks - SH 365	$5,165,553.00	18.02%	$930,919.03	$796,470.58	$134,448.45
9	Systemwide Management & Project Management Tasks - IBTC	$5,175,228.60	16.46%	$852,073.60	$707,251.32	$144,822.28
10	IBTC ROW Strip Map Development	$285,984.85	90.05%	$257,526.92	$214,605.76	$42,921.16
11	IBTC Update Topo Survey due to VE Changes	$49,034.16	100.00%	$49,034.16	$49,034.16	$0.00
12	TRZ No. 2 / HCAD Tax Database Update	$180,053.72	100.00%	$180,053.72	$180,053.72	$0.00
13	IBTC Environmental Assessment (Regional Toll Analysis)	$89,062.56	97.64%	$86,958.32	$86,958.32	$0.00
14	Investment Grade Traffic & Revenue Study for SH365 & IBTC	$399,355.20	95.96%	$383,205.72	$356,171.31	$27,034.41
15	TIGER VI Grant Preparation	$80,256.47	100.00%	$80,256.47	$80,256.47	$0.00
16	Hydrologic & Hydraulic Studies	$215,571.04	53.67%	$115,698.44	$82,793.63	$32,904.81
17	Traffic Projections for Intersections along SH 365 & IBTC	$110,078.54	97.07%	$106,851.13	$44,531.75	$62,319.38
	TOTALS	$17,527,975.80	50.32%	$8,820,375.17	$8,372,675.18	$447,699.99

TOTAL DUE THIS INVOICE: $447,699.99

9/12/2014 Pay Only

MONTHLY PROGRESS PAYMENT INVOICE - DANNENBAUM ENGINEERING CORPORATION
FOR CONSULTING ENGINEER'S SERVICES

Work Order No. 1:
Research Planning/Immediate Operations Phase

Invoice Number: 465201/34/XV
Invoice Period: 08/01/2014 - 08/31/2014

DESCRIPTION OF WORK TASK	COST PER TASK	PERCENT COMPLETE TO DATE	AMOUNT EARNED TO DATE	PREVIOUSLY BILLED	CURRENT BILLING
TASK 1 Research/Analyze/Gather all documents and develop Prog. Mgt. Plan (4 Months)					
A. Research/Analyze/Gather all existing documents					
1. Organize/Analyze all documents received	$ 35,455.62	100.00%	$35,455.62	$35,455.62	$0.00
2. Review/Comment all consultant contracts	$ 3,709.14	100.00%	$3,709.14	$3,709.14	$0.00
3. Review/Analyze all schematics including North of US 83	$ 75,561.96	100.00%	$75,561.96	$75,561.96	$0.00
5. Review/Analyze/Comment on all financial studies	$ 8,122.08	100.00%	$8,122.08	$8,122.08	$0.00
6. Review/Analyze/Comment on all TxDOT comments on all existing documents	$ 6,868.84	100.00%	$6,868.84	$6,868.84	$0.00
B. Review Exist. Quantities/Estimates and Prep.Cursive Review of Proj. Dev. Cost Est. on all projects					
1. SH 365 / TCC (All Sections)	$ 18,708.04	100.00%	$18,708.04	$18,708.04	$0.00
2. IBTC All Sections)	$ 10,997.72	100.00%	$10,997.72	$10,997.72	$0.00
3. US 281 Military Highway Overpass	$ 10,875.76	100.00%	$10,875.76	$10,875.76	$0.00
4. US 83 Connector to FM 495	$ 6,917.40	100.00%	$6,917.40	$6,917.40	$0.00
5. La Joya Relief Route Segment No. 1	$ 11,046.28	100.00%	$11,046.28	$11,046.28	$0.00
6. All Segments - North of US 83	$ 19,838.44	100.00%	$19,838.44	$19,838.44	$0.00
C. Develop Program Management Plan which includes the following components:					
2. Quality Control Plan	$ 7,727.18	100.00%	$7,727.18	$7,727.18	$0.00
3. Cost Control Plan	$ 40,535.94	100.00%	$40,535.94	$40,535.94	$0.00
4. Schedule Management /Tracking Plan	$ 13,402.16	100.00%	$13,402.16	$13,402.16	$0.00
5. Document Control Plan	$ 11,459.16	100.00%	$11,459.16	$11,459.16	$0.00
6. Financial Implementation Plan	$ 74,782.58	100.00%	$74,782.58	$74,782.58	$0.00
7. Right-of-way Acquisition Management Plan (Refer to Aranda & Associates)	$ 11,098.50	100.00%	$11,098.50	$11,098.50	$0.00
8. Utility Relocation Plan	$ 8,301.76	100.00%	$8,301.76	$8,301.76	$0.00
10. Environmental Document/Clearance/Permit Plan	$ 6,502.26	100.00%	$6,502.26	$6,502.26	$0.00
- SH365/TCC-Environmental-Atkins (formerly PBSJ)	$ 20,194.80	100.00%	$20,194.80	$20,194.80	$0.00
- IBTC-Environmental-Atkins (formerly PBSJ)	$ 8,855.48	100.00%	$8,855.48	$8,855.48	$0.00
- La Joya Bypass Phase I-B/TxDOT/Atkins	$ 14,282.10	100.00%	$14,282.10	$14,282.10	$0.00
12. Project Development / Capital Improvement Plan / Strategic Plan (CIP)	$ 146,529.12	100.00%	$146,529.12	$146,529.12	$0.00
13. General Engineering Consultant Plan Management (GEC Plan)	$ 3,687.16	100.00%	$3,687.16	$3,687.16	$0.00
14. Develop Budget for PMC Program for next 7 years	$ 30,459.78	100.00%	$30,459.78	$30,459.78	$0.00
TASK 2 Review/Monitor/Report/Implement All TxDOT Pass Thru / Toll Agreements (4 mo)					
A. Review/Monitor/Report/Implement All TxDOT Pass Thru / Toll Agreements which includes:					
1. SH 365 / Trade Corr. Conn. (TCC)(14.9 Mi.), includ. 1.97 mi. Anzalduas GSA Fac. Connect.					
- Review Agreement	$ 1,379.80	100.00%	$1,379.80	$1,379.80	$0.00
- Monitor Agreement (4 months)	$ 750.62	100.00%	$750.62	$750.62	$0.00
2. US 281 / Military Hwy Overpass					
- Review Agreement	$ 1,379.80	100.00%	$1,379.80	$1,379.80	$0.00
- Monitor Agreement	$ 750.62	100.00%	$750.62	$750.62	$0.00
3. La Joya Relief Route (Phase I)(8.3 Miles)					
- Review Agreement	$ 1,379.80	100.00%	$1,379.80	$1,379.80	$0.00
- Negotiate Agreement (1 meeting / 8 hrs / mtg) - Austin	$ 5,154.88	100.00%	$5,154.88	$5,154.88	$0.00
- Monitor Agreement	$ 750.62	100.00%	$750.62	$750.62	$0.00
4. US 281 - Falfurrias Toll Road					
- Review Agreement	$ -	0.00%	$0.00	$0.00	$0.00
- Negotiate Agreement (2 meeting / 8 hrs / mtg) - Austin	$ -	0.00%	$0.00	$0.00	$0.00
- Monitor Agreement	$ -	0.00%	$0.00	$0.00	$0.00

MONTHLY PROGRESS PAYMENT INVOICE - DANNENBAUM ENGINEERING CORPORATION
FOR CONSULTING ENGINEER'S SERVICES

Work Order No. 1:
Research Planning/Immediate Operations Phase

Invoice Number: 465201/34/XV
Invoice Period: 08/01/2014 - 08/31/2014

DESCRIPTION OF WORK TASK	COST PER TASK	PERCENT COMPLETE TO DATE	AMOUNT EARNED TO DATE	PREVIOUSLY BILLED	CURRENT BILLING
TASK 4 Gen. Eng. Consult. (GEC) Mgt. including contract negotiations (4 months) Continued					
B. General Engineering Consultant (GEC) Management of the following (4 Months)(Cont.)					
6. SH365/TCC at Anzalduas - Engineering/Geotech - L&G Engineering 1A					
- Review / Analyze / Comment on Consultant Contracts	$ 3,381.24	100.00%	$3,381.24	$3,381.24	$0.00
- Review / Analyze / Comment on all existing schematics; plans; reports; design parameters, etc.	$ 3,916.50	100.00%	$3,916.50	$3,916.50	$0.00
- Oversee / Manage contract from 10/01/11 to 02/01/12	$ 2,359.24	100.00%	$2,359.24	$2,359.24	$0.00
7. SH 365 / TCC (Toll / Pass Thru) – Seg. 1B – Anz. GSA Conn. to E. of 23rd – Eng. / Geo. - L&G Eng.					
- Review / Analyze / Comment on Consultant Contracts	$ 2,298.96	100.00%	$2,298.96	$2,298.96	$0.00
- Review / Analyze / Comment on all existing schematics; plans; reports; design parameters, etc.	$ 7,775.94	100.00%	$7,775.94	$7,775.94	$0.00
- Oversee / Manage contract from 10/01/11 to 02/01/12	$ 2,988.42	100.00%	$2,988.42	$2,988.42	$0.00
8. SH 365 / TCC (Toll / Pass Thru) – Seg. 2 – E. of 23rd to IBTC – Eng. / Geo. - S&B Infra.					
- Review / Analyze / Comment on Consultant Contracts	$ 3,186.94	100.00%	$3,186.94	$3,186.94	$0.00
- Review / Analyze / Comment on all existing schematics; plans; reports; design parameters, etc.	$ 6,107.56	100.00%	$6,107.56	$6,107.56	$0.00
- Oversee / Manage contract from 10/01/11 to 02/01/12	$ 4,775.06	100.00%	$4,775.06	$4,775.06	$0.00
9. US 281/Military Overpass - Engineering/Geotech/Survey -TEDSI Infrastructure					
- Review / Analyze / Comment on Consultant Contracts	$ 3,186.94	100.00%	$3,186.94	$3,186.94	$0.00
- Review / Analyze / Comment on all existing schematics; plans; reports; design parameters, etc.	$ 2,153.24	100.00%	$2,153.24	$2,153.24	$0.00
- Oversee / Manage contract from 10/01/11 to 02/01/12	$ 2,226.12	100.00%	$2,226.12	$2,226.12	$0.00
10. US 83 Connector to FM 495 - Eng./Geotech/Survey - S&B Infrastructure					
- Review / Analyze / Comment on Consultant Contracts	$ -	0.00%	$0.00	$0.00	$0.00
- Review / Analyze / Comment on all existing schematics; plans; reports; design parameters, etc.	$ -	0.00%	$0.00	$0.00	$0.00
- Oversee / Manage contract from 10/01/11 to 02/01/12	$ -	0.00%	$0.00	$0.00	$0.00
TASK 5 Procurement / Negotiations of Prof. Svcs.					
A. Procurement/Negotiations of Prof. Svcs. of the following: (4 months)					
1. SH 365 / TCC - Seg. 1 - ROW Acquisition/Title Company	$ -	0.00%	$0.00	$0.00	$0.00
2. SH 365 / TCC - Seg. 1A - ROW Acquisition/Title Company	$ -	0.00%	$0.00	$0.00	$0.00
3. SH 365 / TCC - Seg. 1B - ROW Acquisition/Title Company	$ -	0.00%	$0.00	$0.00	$0.00
4. SH 365 / TCC - Seg. 2 - ROW Acquisition/Title Company	$ -	0.00%	$0.00	$0.00	$0.00
5. IBTC Seg. 1-5 - Engineering (One Procurement up to Five(5) Firms)	$ 10,628.66	100.00%	$10,628.66	$10,628.66	$0.00
6. IBTC Seg. 1-5 - Survey (One Procurement up to Five(5) Firms)	$ 10,628.66	100.00%	$10,628.66	$10,628.66	$0.00
7. IBTC Seg. 1-5 - ROW Acquisition/Title Company	$ -	0.00%	$0.00	$0.00	$0.00
8. IBTC Geotech Total Project	$ -	0.00%	$0.00	$0.00	$0.00
9. US 83 Connector to SH 495 - ROW Acquisition/Title Company	$ -	0.00%	$0.00	$0.00	$0.00
10. US 281 (Military) Overpass at San Juan - ROW Acquisition/Title Company	$ -	0.00%	$0.00	$0.00	$0.00
11. La Joya Relief Route Corridor Seg. 1 - Environmental/Schematic (Update / Finalize)/Engineering	$ 5,991.18	100.00%	$5,991.18	$5,991.18	$0.00
12. La Joya Relief Route Corridor Seg. 1 - Geotech	$ -	0.00%	$0.00	$0.00	$0.00
13. La Joya Relief Route Corridor Seg. 1 - Survey	$ -	0.00%	$0.00	$0.00	$0.00
14. La Joya Relief Route Corridor Seg. 1 - ROW Acquisition/Title Co.	$ -	0.00%	$0.00	$0.00	$0.00
15. Toll Consultant / Traffic Management - system wide	$ -	0.00%	$0.00	$0.00	$0.00

MONTHLY PROGRESS PAYMENT INVOICE - DANNENBAUM ENGINEERING CORPORATION
FOR CONSULTING ENGINEER'S SERVICES

September 9, 2014

Dennis Burleson, Chairman
Hidalgo County Regional Mobility Authority
510 South Pleasantview Drive
Weslaco, Texas 78596

Work Order No. 3:
Title Report for TCC

Invoice Number: 465201/34/XV
Invoice Period: 08/01/2014 - 08/31/2014

TASK CODE	DESCRIPTION OF WORK TASK	TOTAL COST	PERCENT COMPLETE TO DATE	AMOUNT EARNED TO DATE	PREVIOUSLY BILLED	CURRENT BILLING
1	Provide Title Reports	$57,750.00	100.00%	$57,750.00	$57,750.00	$0.00
	TOTALS	**$57,750.00**	**100.00%**	**$57,750.00**	**$57,750.00**	**$0.00**

TOTAL DUE WORK ORDER NO. 3: **$0.00**

MONTHLY PROGRESS PAYMENT INVOICE - DANNENBAUM ENGINEERING CORPORATION
FOR CONSULTING ENGINEER'S SERVICES

Work Order No. 4:
Engineering Management/Partial Operations Implementation/Public Outreach

Invoice Number: 465201/34/XV
Invoice Period: 08/01/2014 - 08/31/2014

DESCRIPTION OF WORK TASK	COST PER TASK	PERCENT COMPLETE TO DATE	AMOUNT EARNED TO DATE	PREVIOUSLY BILLED	CURRENT BILLING
A. Coordinate / Update / Assist Executive Director					
1.) Educate Executive Director on Historical Activities / Budgets / Cost Accounting / Program Management Plan and QA/QC Plan (Including Bi-Monthly Mtgs (2 hrs/Wk x 9 Wks)	$ 8,958.03	100.00%	$8,958.03	$8,958.03	$0.00
B. Attend / Prepare Data / Report on Various Meetings (4.0 Months)					
1. HCRMA Board Meetings Including Presentation (Monthly) (5 Mts @ 4 hrs/Mtg) (Inc. Prep Time)	$ 16,401.80	100.00%	$16,401.80	$16,401.80	$0.00
2. HCRMA Planning Committee Meetings (5 Mts @ 2 hrs/Mtg) (Inc. Prep Time)	$ 4,694.28	100.00%	$4,694.28	$4,694.28	$0.00
3. HCRMA Finance Committee Meetings (5 Mts @ 2 hrs/Mtg) (Inc. Prep Time)	$ 4,694.28	100.00%	$4,694.28	$4,694.28	$0.00
4. HCRMA MPO Policy Committee Meeting (5 Mts @ 2 hrs/Mtg) (Inc. Prep Time)	$ 4,694.28	100.00%	$4,694.28	$4,694.28	$0.00
5. HCRMA MPO Tech Committee Meeting (5 Mts @ 2 hrs/Mtg) (Inc. Prep Time)	$ 4,694.28	100.00%	$4,694.28	$4,694.28	$0.00
6. Various Individual HCRMA Mtgs w/ Board (3 Mts @ 2 hrs/Mtg) (Inc. Prep Time)	$ 2,130.42	100.00%	$2,130.42	$2,130.42	$0.00
7. Hidalgo County Meetings w/Staff (2 Mtgs. @2 hr. / Mtg.) (Inc. Prep Time)	$ 2,023.44	100.00%	$2,023.44	$2,023.44	$0.00
8. Hidalgo County Commissioner Precinct No. 1 (2 Mtgs. @ 2 hrs. / Mtg.)	$ 1,379.80	100.00%	$1,379.80	$1,379.80	$0.00
9. Hidalgo County Commissioner Precinct No. 2 (2 Mtgs. @ 2 hrs. / Mtg.)	$ 1,379.80	100.00%	$1,379.80	$1,379.80	$0.00
10. Hidalgo County Commissioner Precinct No. 3 (2 Mtgs. @ 2 hrs. / Mtg.)	$ 1,379.80	100.00%	$1,379.80	$1,379.80	$0.00
11. Hidalgo County Commissioner Precinct No. 4 (2 Mtgs. @ 2 hrs. / Mtg.)	$ 1,379.80	100.00%	$1,379.80	$1,379.80	$0.00
12. Attend Meetings TxDOT-Pharr (3 Mtgs. @ 2 hrs. / Mtg.)(Inc. Prep Time)	$ 4,371.02	100.00%	$4,371.02	$4,371.02	$0.00
13. Attend Meetings TxDOT-Austin includes Travel (3 Mtgs. @ 10 hrs. / Mtg.)	$ 6,777.56	100.00%	$6,777.56	$6,777.56	$0.00
14. Attend Meetings With Senator Hinojosa (3 Mtgs. @ 2 hrs. / Mtg.)	$ 2,185.29	100.00%	$2,185.29	$2,185.29	$0.00
C. Coordinate With HCMPO to Modify Short/ Long Term TIP to Account for Approved Strategy	$ 2,711.90	100.00%	$2,711.90	$2,711.90	$0.00
D. Negotiate / Coordinate with TxDOT on Pass Thru Agreement Modifications for SH 365 TCC / La Joya Relief Route / US 281					
1. Meet / Coordinate With TxDOT Pharr (2 Mtgs. @ 4 hrs. / Mtg.)	$ 3,954.36	100.00%	$3,954.36	$3,954.36	$0.00
2. Meet / Coordinate With TxDOT Austin (1 Mtg @ 10 hrs. / Mtg.)	$ 4,694.28	100.00%	$4,694.28	$4,694.28	$0.00
3. Finalize Pass Thru Agreements	$ 9,863.90	100.00%	$9,863.90	$9,863.90	$0.00
E. Implement Interim Cost Accounting System Utilizing Dannenbaum Cost Accounting System					
1. Input Data for Development of Monthly Reports for HCRMA Board	$ 12,042.32	100.00%	$12,042.32	$12,042.32	$0.00
2. Modify Monthly Reports for HCRMA Needs	$ 5,697.02	100.00%	$5,697.02	$5,697.02	$0.00
3. Input Monthly Data and Produce Final Reports for May, June, July and August 2012	$ 5,186.98	100.00%	$5,186.98	$5,186.98	$0.00
F. Organize / Develop HCRMA Files By Project (Electronic and Hardcopy) - RMA Will Provide Flor Koll and Temporary Secretaries)	$ 19,183.08	100.00%	$19,183.08	$19,183.08	$0.00
G. Coordinate with Hidalgo County Appraisal District on TRZ Inputs and Agreements	$ 15,564.04	100.00%	$15,564.04	$15,564.04	$0.00
H. Implement Public Outreach Program Managing with Assistance from Consultant (Pathfinder) and others	$ 20,830.08	100.00%	$20,830.08	$20,830.08	$0.00

MONTHLY PROGRESS PAYMENT INVOICE - DANNENBAUM ENGINEERING CORPORATION
FOR CONSULTING ENGINEER'S SERVICES

Work Order No. 4:
Engineering Management/Partial Operations Implementation/Public Outreach

Invoice Number: 465201/34/XV
Invoice Period: 08/01/2014 - 08/31/2014

DESCRIPTION OF WORK TASK	COST PER TASK	PERCENT COMPLETE TO DATE	AMOUNT EARNED TO DATE	PREVIOUSLY BILLED	CURRENT BILLING
M. US 281 / Military (3.0 Months)					
1. Oversee Environmental Clearance by Atkins (Categorical Exclusion -CE)(Assisted by Blanton & Associates) (4.0 Months)	$ 5,034.52	100.00%	$5,034.52	$5,034.52	$0.00
2. Oversee Engineer in Development of Route Studies / Schematic / Survey / PS&E Development (4.0 Months)	$ 11,776.60	100.00%	$11,776.60	$11,776.60	$0.00
3. QA/QC Route Study	$ 1,277.95	100.00%	$1,277.95	$1,277.95	$0.00
4. Meet With City of Pharr Including Development of Exhibits to Analyze US 281 / I Road / San Juan Area (2 Mtgs @ 2 hrs / Mtg)	$ 6,067.40	100.00%	$6,067.40	$6,067.40	$0.00
DIRECT EXPENSES					
Lodging / Hotel ($100.00 / DAY)	$ 1,537.50	100.00%	$1,537.50	$1,537.50	$0.00
Meals ($30.00 / DAY)	$ 495.00	100.00%	$495.00	$495.00	$0.00
Rental Car	$ 675.00	100.00%	$675.00	$675.00	$0.00
Air Travel	$ 6,750.00	100.00%	$6,750.00	$6,750.00	$0.00
Parking	$ 63.00	100.00%	$63.00	$63.00	$0.00
Overnight Mail - letter size	$ 1,150.00	100.00%	$1,150.00	$1,150.00	$0.00
Courier Services	$ 1,250.00	100.00%	$1,250.00	$1,250.00	$0.00
Photocopies B/W (8.5 X 11)	$ 2,320.00	100.00%	$2,320.00	$2,320.00	$0.00
Photocopies B/W (11 X 17)	$ 915.00	100.00%	$915.00	$915.00	$0.00
Photocopies Color (8.5 X 11)	$ 700.00	100.00%	$700.00	$700.00	$0.00
Photocopies Color (11 X 17)	$ 625.00	100.00%	$625.00	$625.00	$0.00
Color Graphics on Foam Board	$ 200.00	100.00%	$200.00	$200.00	$0.00
Newspaper Advertisement	$ -	0.00%	$0.00	$0.00	$0.00
Court Reporter (Public Hearings & Transcription)	$ -	0.00%	$0.00	$0.00	$0.00
Translator (English to Spanish or Sign Language)	$ -	0.00%	$0.00	$0.00	$0.00
Public Involvement Facility Rental	$ -	0.00%	$0.00	$0.00	$0.00
Public Outreach Liaison	$ 75,000.00	100.00%	$75,000.00	$75,000.00	$0.00
Accounting Support Services	$ 4,000.00	100.00%	$4,000.00	$4,000.00	$0.00
IT / Support Services	$ 3,200.00	100.00%	$3,200.00	$3,200.00	$0.00
Management Support Services	$ 32,000.00	100.00%	$32,000.00	$32,000.00	$0.00
Community Action Support	$ 36,000.00	100.00%	$36,000.00	$36,000.00	$0.00
Totals	$ 694,355.85		$ 694,355.85	$ 694,355.85	$ -

Amount Due This Invoice $ -

MONTHLY PROGRESS PAYMENT INVOICE - DANNENBAUM ENGINEERING CORPORATION
FOR CONSULTING ENGINEER'S SERVICES

Work Order No. 5:
Engineering Management/Partial Operations Implementation/Public Outreach

Invoice Number: 465201/34/XV
Invoice Period: 08/01/2014 - 08/31/2014

DESCRIPTION OF WORK TASK	COST PER TASK	PERCENT COMPLETE TO DATE	AMOUNT EARNED TO DATE	PREVIOUSLY BILLED	CURRENT BILLING
A. Coordinate / Update / Assist Executive Director					
1.) Educate Executive Director on Historical Activities / Budgets / Cost Accounting / Program Management Plan and QA/QC Plan (Including Weekly Mtgs)	$ 6,123.52	100.00%	$6,123.52	$6,123.52	$0.00
B. Attend / Prepare Data / Report on Various Meetings (4.0 Months)					
1. HCRMA Board Meetings Including Presentation (Monthly) (4 Mtgs) (Inc. Prep Time)	$ 16,448.84	100.00%	$16,448.84	$16,448.84	$0.00
2. HCRMA Planning Committee Meetings (4 Mts @ 2 hrs/Mtg) (Inc. Prep Time)	$ 8,483.22	100.00%	$8,483.22	$8,483.22	$0.00
3. HCRMA Finance Committee Meetings (4 Mts @ 2 hrs/Mtg) (Inc. Prep Time)	$ 8,483.22	100.00%	$8,483.22	$8,483.22	$0.00
4. HCRMA MPO Policy Committee Meeting (4 Mts @ 2 hrs/Mtg) (Inc. Prep Time)	$ 3,939.90	100.00%	$3,939.90	$3,939.90	$0.00
5. HCRMA MPO Tech Committee Meeting (4 Mts @ 2 hrs/Mtg) (Inc. Prep Time)	$ 3,418.56	100.00%	$3,418.56	$3,418.56	$0.00
6. Various HCRMA Mtgs w/ Individual Board Members / Special Board Meetings (1 Mtg @ 2 hrs/Mtg) (Inc. Prep Time)	$ 1,849.66	100.00%	$1,849.66	$1,849.66	$0.00
7. Hidalgo County Meetings w/Staff (2 Mtgs. @2 hr. / Mtg.) (Inc. Prep Time)	$ -	0.00%	$0.00	$0.00	$0.00
8. Hidalgo County Commissioner Precinct No. 1 (2 Mtgs. @ 2 hrs. / Mtg.)	$ -	0.00%	$0.00	$0.00	$0.00
9. Hidalgo County Commissioner Precinct No. 2 (2 Mtgs. @ 2 hrs. / Mtg.)	$ 2,109.60	100.00%	$2,109.60	$2,109.60	$0.00
10. Hidalgo County Commissioner Precinct No. 3 (2 Mtgs. @ 2 hrs. / Mtg.)	$ 2,109.60	100.00%	$2,109.60	$2,109.60	$0.00
11. Hidalgo County Commissioner Precinct No. 4 (2 Mtgs. @ 2 hrs. / Mtg.)	$ -	0.00%	$0.00	$0.00	$0.00
12. Attend Meetings TxDOT-Pharr (2 Mtgs. @ 2 hrs. / Mtg.)(Inc. Prep Time)	$ 3,073.90	100.00%	$3,073.90	$3,073.90	$0.00
13. Attend Meetings TxDOT-Austin includes Travel (1 Mtg. @ 10 hrs. / Mtg.)	$ 6,534.68	100.00%	$6,534.68	$6,534.68	$0.00
14. Attend Meetings With Senator Hinojosa (1 Mtgs. @ 2 hrs. / Mtg.)	$ 1,011.72	100.00%	$1,011.72	$1,011.72	$0.00
15. Attend Meeting - 3 days in Washington to Visit Congress/TIFA (1 Mtg.)	$ -	0.00%	$0.00	$0.00	$0.00
16. Attend Hidalgo County Commissioners' Court Meeting (2 Monthly Mtgs.) (2 Mtgs. X 2 hr./Mtg.)	$ 1,962.72	100.00%	$1,962.72	$1,962.72	$0.00
C. Continue to Coordinate With HCMPO to Modify Short/ Long Term TIP to Account for Approved Strategy, Including Updating Strategy (Two (2) Updates)	$ 8,484.08	100.00%	$8,484.08	$8,484.08	$0.00
D. Continue to Negotiate / Coordinate with TxDOT on Pass Thru Agreement Modifications or other TxDOT Funding Modification (availability payments-CAT12) for SH 365 (Segment 1,2,3 and 4) / Segment No. 4 (US 281 / Military)					
1. Meet / Coordinate With TxDOT Pharr (1 Mtgs. @ 2 hrs. / Mtg.)	$ 1,728.22	100.00%	$1,728.22	$1,728.22	$0.00
2. Meet / Coordinate With TxDOT Austin (0 Mtg @ 10 hrs. / Mtg.)	$ 382.54	100.00%	$382.54	$382.54	$0.00
3. Finalize Pass Thru Agreements and/or availability payments	$ 1,728.22	100.00%	$1,728.22	$1,728.22	$0.00
E. Continue to Implement Interim Cost Accounting System Utilizing Dannenbaum Cost Accounting System					
1. Continue to Input Data for Development of Monthly Reports for HCRMA Board (September 1, 2012 thru December 31, 2012)	$ 7,636.32	100.00%	$7,636.32	$7,636.32	$0.00
2. Continue to Modify Monthly Reports for HCRMA Needs	$ 5,007.12	100.00%	$5,007.12	$5,007.12	$0.00
3. Continue to Input Monthly Data and Produce Final Reports for Sept., Oct., Nov. and Dec. 2012	$ 7,369.16	100.00%	$7,369.16	$7,369.16	$0.00
F. Continue to Organize / Develop HCRMA Files By Project (Electronic and Hardcopy)	$ 10,314.08	100.00%	$10,314.08	$10,314.08	$0.00
G. Continue to Coordinate with Hidalgo County Appraisal District on TRZ Inputs and Agreements and Finalize Agreements with each entity	$ 13,878.78	100.00%	$13,878.78	$13,878.78	$0.00

MONTHLY PROGRESS PAYMENT INVOICE - DANNENBAUM ENGINEERING CORPORATION
FOR CONSULTING ENGINEER'S SERVICES

Work Order No. 5:
Engineering Management/Partial Operations Implementation/Public Outreach

Invoice Number: 465201/34/XV
Invoice Period: 08/01/2014 - 08/31/2014

DESCRIPTION OF WORK TASK	COST PER TASK	PERCENT COMPLETE TO DATE	AMOUNT EARNED TO DATE	PREVIOUSLY BILLED	CURRENT BILLING
L. Continue to Oversee SH 365 (Segment 1, 2 & 3) (Inc. SH 365 at GSA Anzalduas Bridge)(4.0 Months)					
1. Continue to Oversee Environmental Clearance By Atkins (EA) includes Negotiating Limits to FM 1016 (Assisted by Blanton & Assoc. - Lead)	$ 52,943.45	100.00%	$52,943.45	$52,943.45	$0.00
2. Continue to Oversee Drainage Studies Produced By L&G Engineering / S&B Infrastructure including Segment No. 3. Also, Includes Negotiating Limits to FM 1016.	$ 60,223.91	100.00%	$60,223.91	$60,223.91	$0.00
3. Continue to QA/QC Drainage Study (90%)	$ 7,756.42	100.00%	$7,756.42	$7,756.42	$0.00
4. Attend Meeting With USIBWC (1 Mtg. - El Paso)	$ 1,114.94	100.00%	$1,114.94	$1,114.94	$0.00
5. Attend Meeting With USACOE (1 Mtg. - HST)	$ -	0.00%	$0.00	$0.00	$0.00
6. Attend Meeting With US Fish & Wildlife (1 Mtg. - RGV)	$ -	0.00%	$0.00	$0.00	$0.00
7. Attend Meeting With TxDOT Austin / FHWA (1 Mtg. - Austin)	$ 4,694.28	100.00%	$4,694.28	$4,694.28	$0.00
8. Continue to Oversee / Development of 4-Lane Schematic (L&G Engineering and S&B Infrastructure) and Negotiate Limits to FM 1016	$ 39,860.87	100.00%	$39,860.87	$39,860.87	$0.00
9. QA/QC Schematic (90%)	$ 28,128.05	100.00%	$28,128.05	$28,128.05	$0.00
10. Prepare Decision Matrix for Environmental Consultant (in Work Authorization 4)	$ -	0.00%	$0.00	$0.00	$0.00
11. Continue to Oversee Surveyors including Right of Entry Assistance for 52 Parcels (DOS Logistics / Quintanilla) (Assisted by Aranda and Associates - Lead)	$ 48,346.44	100.00%	$48,346.44	$48,346.44	$0.00
12. Hold / Lead Public Involvement Meeting (1 Additional Mtg.) Including Prepare Exhibits	$ 4,277.88	100.00%	$4,277.88	$4,277.88	$0.00
13. Prepare Land Plan to Assist Hunt Development / City of McAllen to Evaluate Alternative Thru Hunt Property	$ -	0.00%	$0.00	$0.00	$0.00
14. Meet with Hunt Development (Mission - 2 Mtgs) (2 hrs / Mtg)((Inc. Prep Time)	$ 3,569.91	100.00%	$3,569.91	$3,569.91	$0.00
15. Assist HDR in Developing TIFIA Application	$ -	0.00%	$0.00	$0.00	$0.00
M. SH 365 Segment No. 4 (US 281 / Military) (4.0 Months)					
1. Oversee Environmental Clearance by Atkins (Included in Item L.)	$ -	0.00%	$0.00	$0.00	$0.00
2. Oversee Engineer in Development of Route Studies / Schematic / Survey / PS&E Development (4.0 Months)	$ 22,084.47	100.00%	$22,084.47	$22,084.47	$0.00
3. Finalize QA/QC Route Study	$ 7,390.21	100.00%	$7,390.21	$7,390.21	$0.00
4. Continue to Meet With City of Pharr Including Development of Exhibits to Analyze SH 365 (Segment No. 4) (US 281 / I Road / San Juan Area) (2 Mtgs)	$ 4,860.21	100.00%	$4,860.21	$4,860.21	$0.00
N. Implementation of GIS Tools - Phase IA					
1. Conduct Stakeholder and Program Management Team GIS user requirements meeting	$ 5,256.06	100.00%	$5,256.06	$5,256.06	$0.00
2. Develop GIS user requirements documentation and implementation plan	$ 4,323.28	100.00%	$4,323.28	$4,323.28	$0.00
3. Present user requirements and implementation plan to Stakeholders and Program Management Team	$ 2,766.54	100.00%	$2,766.54	$2,766.54	$0.00
4. Acquire and integrate Bing Map services	$ 3,788.88	100.00%	$3,788.88	$3,788.88	$0.00
5. Acquire and integrate existing GIS base map data from local government sources into an ArcGIS Server / SQL Server central database hosted from Dannenbaum's GIS hosting facility	$ 4,511.52	100.00%	$4,511.52	$4,511.52	$0.00
6. Tile up to three large existing GIS databases acquired from local Government sources for efficient web map rendering of large datasets (Future W.A.)	$ -	0.00%	$0.00	$0.00	$0.00
7. Design, load and integrate HCRMA specific GIS data into an ArcGIS Server / SQL Server central databalse hosted from Dannenbaum's GIS hosting facility (Future W.A.)	$ -	0.00%	$0.00	$0.00	$0.00
8. QA/QC existing and HCRMA specific GIS database for compliance with Task 1 - Requirements (Future W.A.)	$ -	0.00%	$0.00	$0.00	$0.00
9. Develop login page user interface (Future W.A.)	$ -	0.00%	$0.00	$0.00	$0.00
10. QA/QC login page user interface for compliance with Task 1 - Requirements (Future W.A.)	$ -	0.00%	$0.00	$0.00	$0.00

MONTHLY PROGRESS PAYMENT INVOICE - DANNENBAUM ENGINEERING CORPORATION
FOR CONSULTING ENGINEER'S SERVICES

Work Order No. 5:
Engineering Management/Partial Operations Implementation/Public Outreach

Invoice Number: 465201/34/XV
Invoice Period: 08/01/2014 - 08/31/2014

DESCRIPTION OF WORK TASK	COST PER TASK	PERCENT COMPLETE TO DATE	AMOUNT EARNED TO DATE	PREVIOUSLY BILLED	CURRENT BILLING
DIRECT EXPENSES (Continued)					
Accounting Support Services	$ 20,000.00	100.00%	$20,000.00	$20,000.00	$0.00
IT / Support Services (includes time on Project Wise Implementation / Data Organization @ 55 hrs)	$ 8,000.00	100.00%	$8,000.00	$8,000.00	$0.00
Bing Maps Annual Subscription Fee	$ 7,000.00	100.00%	$7,000.00	$7,000.00	$0.00
Management Support Services	$ 32,000.00	100.00%	$32,000.00	$32,000.00	$0.00
Community Action Support	$ 31,500.00	100.00%	$31,500.00	$31,500.00	$0.00
Totals	$ 769,236.96		$ 769,236.96	$ 769,236.96	$ -

Amount Due This Invoice $ -

MONTHLY PROGRESS PAYMENT INVOICE - DANNENBAUM ENGINEERING CORPORATION
FOR CONSULTING ENGINEER'S SERVICES

Work Order No. 6:
Engineering Management/Partial Operations Implementation/Public Outreach

Invoice Number: 465201/34/XV
Invoice Period: 08/01/2014 - 08/31/2014

DESCRIPTION OF WORK TASK	COST PER TASK	PERCENT COMPLETE TO DATE	AMOUNT EARNED TO DATE	PREVIOUSLY BILLED	CURRENT BILLING
A. Coordinate / Update / Assist Executive Director					
1.) Educate Executive Director on Historical Activities / Budgets / Cost Accounting / Program Management Plan and QA/QC Plan (Including Weekly Mtgs)	$ 6,123.52	100.00%	$6,123.52	$6,123.52	$0.00
B. Attend / Prepare Data / Report on Various Meetings (6.0 Months)					
1. HCRMA Board Meetings Including Presentation (Monthly) (6 Mtgs) (Inc. Prep Time)	$ 11,571.60	100.00%	$11,571.60	$11,571.60	$0.00
2. HCRMA Planning Committee Meetings (6 Mts @ 2 hrs/Mtg) (Inc. Prep Time)	$ 6,313.20	100.00%	$6,313.20	$6,313.20	$0.00
3. HCRMA Finance Committee Meetings (6 Mts @ 2 hrs/Mtg) (Inc. Prep Time)	$ 6,313.20	100.00%	$6,313.20	$6,313.20	$0.00
4. HCRMA MPO Policy Committee Meeting (6 Mts @ 2 hrs/Mtg) (Inc. Prep Time)	$ 3,939.90	100.00%	$3,939.90	$3,939.90	$0.00
5. HCRMA MPO Tech Committee Meeting (6 Mts @ 2 hrs/Mtg) (Inc. Prep Time)	$ 3,108.90	100.00%	$3,108.90	$3,108.90	$0.00
6. Various HCRMA Mtgs w/ Individual Board Members / Special Board Meetings (6 Mtg @ 2 hrs/Mtg) (Inc. Prep Time)	$ 4,540.16	100.00%	$4,540.16	$4,540.16	$0.00
7. Hidalgo County Meetings w/Staff (2 Mtgs. @2 hr. / Mtg.) (Inc. Prep Time)	$ -	0.00%	$0.00	$0.00	$0.00
8. Hidalgo County Commissioner Precinct No. 1 (2 Mtgs. @ 2 hrs. / Mtg.)	$ 1,902.00	100.00%	$1,902.00	$1,902.00	$0.00
9. Hidalgo County Commissioner Precinct No. 2 (2 Mtgs. @ 2 hrs. / Mtg.)	$ 1,902.00	100.00%	$1,902.00	$1,902.00	$0.00
10. Hidalgo County Commissioner Precinct No. 3 (2 Mtgs. @ 2 hrs. / Mtg.)	$ 1,902.00	100.00%	$1,902.00	$1,902.00	$0.00
11. Hidalgo County Commissioner Precinct No. 4 (2 Mtgs. @ 2 hrs. / Mtg.)	$ 1,902.00	100.00%	$1,902.00	$1,902.00	$0.00
12. Attend Meetings TxDOT-Pharr (2 Mtgs. @ 2 hrs. / Mtg.)(Inc. Prep Time)	$ 1,902.00	100.00%	$1,902.00	$1,902.00	$0.00
13. Attend Meetings TxDOT-Austin includes Travel (1 Mtg. @ 10 hrs. / Mtg.)	$ 5,905.50	100.00%	$5,905.50	$5,905.50	$0.00
14. Attend Meetings With Senator Hinojosa (1 Mtgs. @ 2 hrs. / Mtg.)	$ 1,011.72	100.00%	$1,011.72	$1,011.72	$0.00
15. Attend Meeting - 3 days in Washington to Visit Congress/TIFA (1 Mtg.)	$ -	0.00%	$0.00	$0.00	$0.00
16. Attend Hidalgo County Commissioners' Court Meeting (2 Monthly Mtgs.) (3 Mtgs. X 2 hr./Mtg.)	$ 2,853.00	100.00%	$2,853.00	$2,853.00	$0.00
C. Continue to Coordinate With HCMPO to Modify Short/ Long Term TIP to Account for Approved Strategy, Including Updating Strategy (One (1) Update)	$ 2,687.60	100.00%	$2,687.60	$2,687.60	$0.00
D. Continue to Negotiate / Coordinate with TxDOT on Pass Thru Agreement Modifications or other TxDOT Funding Modification (availability payments-CAT12) for SH 365 (Segment 1,2,3 and 4) / Segment No. 4 (US 281 / Military)					
1. Meet / Coordinate With TxDOT Pharr (1 Mtgs. @ 2 hrs. / Mtg.)	$ 1,728.22	100.00%	$1,728.22	$1,728.22	$0.00
2. Meet / Coordinate With TxDOT Austin (1 Mtg @ 10 hrs. / Mtg.)	$ 3,528.44	100.00%	$3,528.44	$3,528.44	$0.00
3. Finalize Pass Thru Agreements and/or availability payments	$ 1,728.22	100.00%	$1,728.22	$1,728.22	$0.00
E. Continue to Implement Interim Cost Accounting System Utilizing Dannenbaum Cost Accounting System					
1. Continue to Input Data for Development of Monthly Reports for HCRMA Board (January 1, 2013 thru July 1, 2013)	$ 6,069.74	100.00%	$6,069.74	$6,069.74	$0.00
2. Continue to Modify Monthly Reports for HCRMA Needs	$ 5,826.86	100.00%	$5,826.86	$5,826.86	$0.00
3. Continue to Input Monthly Data and Produce Final Reports for January 1, 2013 thru July 1, 2013	$ 5,723.64	100.00%	$5,723.64	$5,723.64	$0.00
F. Continue to Organize / Develop HCRMA Files By Project (Electronic and Hardcopy)	$ 9,684.90	100.00%	$9,684.90	$9,684.90	$0.00
G. Continue to Coordinate with Hidalgo County Appraisal District on TRZ Inputs and Agreements and Finalize Agreements with each entity	$ -	0.00%	$0.00	$0.00	$0.00

MONTHLY PROGRESS PAYMENT INVOICE - DANNENBAUM ENGINEERING CORPORATION
FOR CONSULTING ENGINEER'S SERVICES

Work Order No. 6:
Engineering Management/Partial Operations Implementation/Public Outreach

Invoice Number: 465201/34/XV
Invoice Period: 08/01/2014 - 08/31/2014

DESCRIPTION OF WORK TASK	COST PER TASK	PERCENT COMPLETE TO DATE	AMOUNT EARNED TO DATE	PREVIOUSLY BILLED	CURRENT BILLING
L. Continue to Oversee SH 365 (Segment 1, 2 & 3) (Inc. SH 365 at GSA Anzalduas Bridge)(6.0 Months)					
1. Continue to Oversee Environmental Clearance By Atkins (EA) includes Negotiating Limits to FM 1016 (Assisted by Blanton & Assoc. - Lead)	$ 65,179.51	100.00%	$65,179.51	$65,179.51	$0.00
2. Continue to Oversee Drainage Studies / Utilities Produced By L&G Engineering / S&B Infrastructure including Segment No. 3. Also, (W.A. No. 1)	$ 64,918.66	100.00%	$64,918.66	$64,918.66	$0.00
3. Continue to QA/QC Drainage Study (90%)	$ 3,938.40	100.00%	$3,938.40	$3,938.40	$0.00
4. Attend Meeting With USIBWC (1 Mtg. - El Paso)	$ 4,459.76	100.00%	$4,459.76	$4,459.76	$0.00
5. Attend Meeting With USACOE (1 Mtg. - HST)	$ -	0.00%	$0.00	$0.00	$0.00
6. Attend Meeting With US Fish & Wildlife (1 Mtg. - RGV)	$ -	0.00%	$0.00	$0.00	$0.00
7. Attend Meeting With TxDOT Austin / FHWA (1 Mtg. - Austin)	$ 4,694.28	100.00%	$4,694.28	$4,694.28	$0.00
8. Continue to Oversee / Development of 4-Lane Schematic (L&G Engineering and S&B Infrastructure) (W.A. No. 1)	$ 49,511.86	100.00%	$49,511.86	$49,511.86	$0.00
9. QA/QC Schematic (100%)	$ 32,907.94	100.00%	$32,907.94	$32,907.94	$0.00
10. Prepare Decision Matrix for Environmental Consultant (in Work Authorization 4)	$ -	0.00%	$0.00	$0.00	$0.00
11. Continue to Oversee Surveyors including Right of Entry Assistance for 52 Parcels (DOS Logistics / Quintanilla) (Assisted by Aranda and Associates - Lead)	$ 57,702.70	100.00%	$57,702.70	$57,702.70	$0.00
12. Hold / Lead Public Involvement Meeting (1 Additional Mtg.) Including Prepare Exhibits	$ 19,200.30	100.00%	$19,200.30	$19,200.30	$0.00
13. Prepare Land Plan to Assist Hunt Development / City of McAllen to Evaluate Altemative Thru Hunt Property	$ -	0.00%	$0.00	$0.00	$0.00
14. Meet with Hunt Development (Mission - 2 Mtgs) (2 hrs / Mtg)((Inc. Prep Time)	$ 7,139.82	100.00%	$7,139.82	$7,139.82	$0.00
15. Assist HDR in Developing TIFIA Application	$ -	0.00%	$0.00	$0.00	$0.00
M. SH 365 Segment No. 4 (US 281 / Military) (6.0 Months)					
1. Oversee Environmental Clearance by Atkins (Included in Item L.)	$ -	0.00%	$0.00	$0.00	$0.00
2. Oversee Engineer in Development of Route Studies / Schematic / Survey / PS&E Development (4.0 Months)	$ 25,845.54	100.00%	$25,845.54	$25,845.54	$0.00
3. Finalize QA/QC Route Study	$ 6,591.94	100.00%	$6,591.94	$6,591.94	$0.00
4. Continue to Meet With City of Pharr Including Development of Exhibits to Analyze SH 365 (Segment No. 4) (US 281 / I Road / San Juan Area) (2 Mtgs)	$ 6,480.28	100.00%	$6,480.28	$6,480.28	$0.00
N. Implementation of GIS Tools - Phase IA					
1. Conduct Stakeholder and Program Management Team GIS user requirements meeting	$ -	0.00%	$0.00	$0.00	$0.00
2. Develop GIS user requirements documentation and implementation plan	$ -	0.00%	$0.00	$0.00	$0.00
3. Present user requirements and implementation plan to Stakeholders and Program Management Team	$ -	0.00%	$0.00	$0.00	$0.00
4. Acquire and integrate Bing Map services	$ -	0.00%	$0.00	$0.00	$0.00
5. Acquire and integrate existing GIS base map data from local government sources into an ArcGIS Server / SQL Server central database hosted from Dannenbaum's GIS hosting facility	$ -	0.00%	$0.00	$0.00	$0.00
6. Tile up to three large existing GIS databases acquired from local Government sources for efficient web map rendering of large datasets (Future W.A.)	$ -	0.00%	$0.00	$0.00	$0.00
7. Design, load and integrate HCRMA specific GIS data into an ArcGIS Server / SQL Server central database hosted from Dannenbaum's GIS hosting facility (Future W.A.)	$ -	0.00%	$0.00	$0.00	$0.00
8. QA/QC existing and HCRMA specific GIS database for compliance with Task 1 - Requirements (Future W.A.)	$ -	0.00%	$0.00	$0.00	$0.00
9. Develop login page user interface (Future W.A.)	$ -	0.00%	$0.00	$0.00	$0.00
10. QA/QC login page user interface for compliance with Task A - Requirements (Future W.A.)	$ -	0.00%	$0.00	$0.00	$0.00

MONTHLY PROGRESS PAYMENT INVOICE - DANNENBAUM ENGINEERING CORPORATION
FOR CONSULTING ENGINEER'S SERVICES

Work Order No. 6:
Engineering Management/Partial Operations Implementation/Public Outreach

Invoice Number: 465201/34/XV
Invoice Period: 08/01/2014 - 08/31/2014

DESCRIPTION OF WORK TASK	COST PER TASK	PERCENT COMPLETE TO DATE	AMOUNT EARNED TO DATE	PREVIOUSLY BILLED	CURRENT BILLING
DIRECT EXPENSES (Continued)					
Accounting Support Services	$ 10,000.00	100.00%	$10,000.00	$10,000.00	$0.00
IT / Support Services (includes time on Project Wise Implementation / Data Organization @ 55 hrs)	$ 8,000.00	100.00%	$8,000.00	$8,000.00	$0.00
Bing Maps Annual Subscription Fee	$ -	0.00%	$0.00	$0.00	$0.00
Management Support Services	$ 40,000.00	100.00%	$40,000.00	$40,000.00	$0.00
Community Action Support	$ 45,000.00	100.00%	$45,000.00	$45,000.00	$0.00
Totals	$ 689,834.33		$ 689,834.33	$ 689,834.33	$ -

Amount Due This Invoice $ -

MONTHLY PROGRESS PAYMENT INVOICE - DANNENBAUM ENGINEERING CORPORATION
FOR CONSULTING ENGINEER'S SERVICES

Work Order No. 6:
Supplemental Agreement No. 2 to WO 6 - Value Engineering Report for SH 365

Invoice Number: 465201/34/XV
Invoice Period: 08/01/2014 - 08/31/2014

DESCRIPTION OF WORK TASK	COST PER TASK	PERCENT COMPLETE TO DATE	AMOUNT EARNED TO DATE	PREVIOUSLY BILLED	CURRENT BILLING
A. Pre- and Post-Workshop					
1) Project Management	$ 3,714.78	100.00%	$3,714.78	$3,714.78	$0.00
2) Pre-Workshop planning, information review, draft functional analysis	$ 6,481.36	100.00%	$6,481.36	$6,481.36	$0.00
3) Prepare Draft VE report, circulate for comment, finalize VE report	$ 19,097.92	100.00%	$19,097.92	$19,097.92	$0.00
B. Value Engineering Workshop (Mon-Fri)					
1) Travel time allowance	$ 16,378.40	100.00%	$16,378.40	$16,378.40	$0.00
2) VE Workshop	$ 93,399.84	100.00%	$93,399.84	$93,399.84	$0.00
DIRECT EXPENSES					
Lodging / Hotel ($100.00 / DAY)	$ 2,000.00	100.00%	$2,000.00	$2,000.00	$0.00
Meals ($30.00 / DAY)	$ 900.00	100.00%	$900.00	$900.00	$0.00
Rental Car	$ 780.00	100.00%	$780.00	$780.00	$0.00
Air Travel	$ 4,900.00	100.00%	$4,900.00	$4,900.00	$0.00
Parking	$ 300.00	100.00%	$300.00	$300.00	$0.00
Overnight Mail - letter size	$ 163.00	100.00%	$163.00	$163.00	$0.00
Courier Services	$ 100.00	100.00%	$100.00	$100.00	$0.00
Photocopies B/W (8.5 X 11)	$ 50.00	100.00%	$50.00	$50.00	$0.00
Photocopies B/W (11 X 17)	$ 20.00	100.00%	$20.00	$20.00	$0.00
Photocopies Color (8.5 X 11)	$ 350.00	100.00%	$350.00	$350.00	$0.00
Photocopies Color (11 X 17)	$ 125.00	100.00%	$125.00	$125.00	$0.00
Presentation Boards 30" x 40" Color Mounted	$ 360.00	100.00%	$360.00	$360.00	$0.00
Totals	$ 149,120.30		$149,120.30	$149,120.30	$ -

Amount Due This Invoice $ -

MONTHLY PROGRESS PAYMENT INVOICE - DANNENBAUM ENGINEERING CORPORATION
FOR CONSULTING ENGINEER'S SERVICES

Work Order No. 6:
Supplemental Agreement No. 4 to WO 6 - Engineering Management/Partial Operations Implementation/Public Outreach
Replaced by Supplemental Agreement No. 6 to WO 6 - Engineering Management/Partial Operations Implementation/Public Outreach

Invoice Number: 465201/34/XV
Invoice Period: 08/01/2014 - 08/31/2014

DESCRIPTION OF WORK TASK		COST PER TASK	PERCENT COMPLETE TO DATE	AMOUNT EARNED TO DATE	PREVIOUSLY BILLED	CURRENT BILLING
A. Coordinate / Update / Assist Executive Director						
1.) Continue to Educate Executive Director on Historical Activities / Budgets / Cost Accounting / Program Management Plan and QA/QC Plan (Including Weekly Mtgs) from July 1, 2013 to December 31, 2013	$	6,123.52	100.00%	$6,123.52	$6,123.52	$0.00
B. Attend / Prepare Data / Report on Various Meetings (6.0 Months) July 1, 2013 through December 31, 2013						
1. HCRMA Board Meetings Including Presentation (Monthly) (6 Mtgs) (Inc. Prep Time)	$	11,571.60	100.00%	$11,571.60	$11,571.60	$0.00
2. HCRMA Planning Committee Meetings (6 Mts @ 2 hrs/Mtg) (Inc. Prep Time)	$	6,313.20	100.00%	$6,313.20	$6,313.20	$0.00
3. HCRMA Finance Committee Meetings (6 Mts @ 2 hrs/Mtg) (Inc. Prep Time)	$	3,156.60	100.00%	$3,156.60	$3,156.60	$0.00
4. HCRMA MPO Policy Committee Meeting (6 Mts @ 2 hrs/Mtg) (Inc. Prep Time)	$	3,939.90	100.00%	$3,939.90	$3,939.90	$0.00
5. HCRMA MPO Tech Committee Meeting (6 Mts @ 2 hrs/Mtg) (Inc. Prep Time)	$	3,108.90	100.00%	$3,108.90	$3,108.90	$0.00
6. Various HCRMA Mtgs w/ Individual Board Members / Special Board Meetings (6 Mtg @ 2 hrs/Mtg) (Inc. Prep Time)	$	4,540.16	100.00%	$4,540.16	$4,540.16	$0.00
7. Hidalgo County Meetings w/Staff (2 Mtgs. @2 hr. / Mtg.) (Inc. Prep Time)	$	-	0.00%	$0.00	$0.00	$0.00
8. Hidalgo County Commissioner Precinct No. 1 (2 Mtgs. @ 2 hrs. / Mtg.)	$	2,436.32	100.00%	$2,436.32	$2,436.32	$0.00
9. Hidalgo County Commissioner Precinct No. 2 (2 Mtgs. @ 2 hrs. / Mtg.)	$	1,902.00	100.00%	$1,902.00	$1,902.00	$0.00
10. Hidalgo County Commissioner Precinct No. 3 (2 Mtgs. @ 2 hrs. / Mtg.)	$	1,902.00	100.00%	$1,902.00	$1,902.00	$0.00
11. Hidalgo County Commissioner Precinct No. 4 (2 Mtgs. @ 2 hrs. / Mtg.)	$	1,902.00	100.00%	$1,902.00	$1,902.00	$0.00
12. Attend Meetings TxDOT-Pharr (2 Mtgs. @ 2 hrs. / Mtg.)(Inc. Prep Time)	$	1,902.00	100.00%	$1,902.00	$1,902.00	$0.00
13. Attend Meetings TxDOT-Austin includes Travel (1 Mtg. @ 10 hrs. / Mtg.)	$	3,388.78	100.00%	$3,388.78	$3,388.78	$0.00
14. Attend Meetings With Legislators (1 Mtgs. @ 2 hrs. / Mtg.)	$	1,011.72	100.00%	$1,011.72	$1,011.72	$0.00
15. Attend Meeting - 3 days in Washington to Visit Congress/TIFA (1 Mtg.)	$	-	0.00%	$0.00	$0.00	$0.00
16. Attend Hidalgo County Commissioners' Court Meeting (3 Mtgs. X 2 hr./Mtg.)	$	2,853.00	100.00%	$2,853.00	$2,853.00	$0.00
C. Continue to Coordinate With HCMPO to Modify Short/ Long Term TIP to Account for Approved Strategy, Including Updating Strategy (One (1) Update) from July 1, 2013 to December 31, 2013	$	5,132.32	100.00%	$5,132.32	$5,132.32	$0.00
D. Continue to Negotiate / Coordinate with TxDOT on TxDOT Funding Modification (availability payments-CAT12) for SH 365 (Segment 1,2,3 and 4) / Segment No. 4 (US 281 / Military) from July 1, 2013 to December 31, 2013						
1. Meet / Coordinate With TxDOT Pharr (1 Mtg. @ 2 hrs. / Mtg.)	$	1,728.22	100.00%	$1,728.22	$1,728.22	$0.00
2. Meet / Coordinate With TxDOT Austin (2 Mtgs. @ 10 hrs. / Mtg.)	$	7,579.08	100.00%	$7,579.08	$7,579.08	$0.00
3. Finalize Availability Payments with TxDOT	$	2,566.16	100.00%	$2,566.16	$2,566.16	$0.00
E. Continue to Implement Interim Cost Accounting System Utilizing Dannenbaum Cost Accounting System from July 1, 2013 to December 31, 2013						
1. Continue to Input Data for Development of Monthly Reports for HCRMA Board (July 1, 2013 thru December 31, 2013)	$	6,069.74	100.00%	$6,069.74	$6,069.74	$0.00
2. Continue to Modify Monthly Reports for HCRMA Needs	$	5,826.86	100.00%	$5,826.86	$5,826.86	$0.00
3. Continue to Input Monthly Data and Produce Final Reports for July 1, 2013 thru December 31, 2013	$	5,723.64	100.00%	$5,723.64	$5,723.64	$0.00
F. Continue to Organize / Develop HCRMA Files By Project (Electronic and Hardcopy) from July 1, 2013 through December 31, 2013	$	9,684.90	100.00%	$9,684.90	$9,684.90	$0.00

MONTHLY PROGRESS PAYMENT INVOICE - DANNENBAUM ENGINEERING CORPORATION
FOR CONSULTING ENGINEER'S SERVICES

Work Order No. 6:
Supplemental Agreement No. 4 to WO 6 - Engineering Management/Partial Operations Implementation/Public Outreach
Replaced by Supplemental Agreement No. 6 to WO 6 - Engineering Management/Partial Operations Implementation/Public Outreach

Invoice Number: 465201/34/XV
Invoice Period: 08/01/2014 - 08/31/2014

DESCRIPTION OF WORK TASK	COST PER TASK	PERCENT COMPLETE TO DATE	AMOUNT EARNED TO DATE	PREVIOUSLY BILLED	CURRENT BILLING
K. Continue to Oversee IBTC (6.0 Months) from July 1, 2013 to December 1, 2013 (continued)					
5. Oversee IBTC Drainage Studies (Nov. 1, 2013 to Dec. 31, 2013) (2.0 Months) (Delete Future WA)	$ -	0.00%	$0.00	$0.00	$0.00
6. Oversee Low Level Flight (Assisted by Aranda & Associates - Lead) (including previous)	$ -	0.00%	$0.00	$0.00	$0.00
7. QA/QC Drainage Study (60%)	$ -	0.00%	$0.00	$0.00	$0.00
8. QA/QC Low Level Flight (Aranda) (Including previous)	$ -	0.00%	$0.00	$0.00	$0.00
9. Attend Meeting with USIBWC (1) (Combined with SH 365) in El Paso	$ -	0.00%	$0.00	$0.00	$0.00
10. Attend Meeting with USACOE (1) (Combined with SH 365)	$ -	0.00%	$0.00	$0.00	$0.00
11. Attend Meeting with US Fish and Wildlife (1) (Delete Future WA)	$ -	0.00%	$0.00	$0.00	$0.00
L. Continue to Oversee SH 365 (Segment 1, 2 & 3) (Inc. SH 365 at GSA Anzalduas Bridge)(6.0 Months) from July 1, 2013 to December 31, 2013					
1. Continue to Oversee Environmental Clearance By Atkins (EA) includes Negotiating Limits to FM 1016 (Assisted by Blanton & Assoc. - Lead)	$ 85,371.13	100.00%	$85,371.13	$85,371.13	$0.00
2. Continue to Oversee Drainage Studies / Utilities / Pavement Design Produced By L&G Engineering / S&B Infrastructure including Segment No. 3. Also, (W.A. No. 1)	$ 51,171.52	100.00%	$51,171.52	$51,171.52	$0.00
3. Continue to QA/QC Drainage Study (90%)	$ 12,937.22	100.00%	$12,937.22	$12,937.22	$0.00
4. Attend Meeting With USIBWC (1 Mtg. - El Paso) (Including IBTC)	$ 5,544.34	100.00%	$5,544.34	$5,544.34	$0.00
5. Attend Meeting With USACOE (1 Mtg. - HST)	$ 5,544.34	100.00%	$5,544.34	$5,544.34	$0.00
6. Attend Meeting With US Fish & Wildlife (1 Mtg. - RGV) (Included in IBTC)	$ -	0.00%	$0.00	$0.00	$0.00
7. Attend Meeting With TxDOT Austin / FHWA (1 Mtg. - Austin)	$ 4,694.28	100.00%	$4,694.28	$4,694.28	$0.00
8. Continue to Oversee / Development of 4-Lane Schematic (L&G Engineering and S&B Infrastructure) (W.A. No. 1)	$ 22,267.48	100.00%	$22,267.48	$22,267.48	$0.00
9. QA/QC Schematic (100%)	$ 29,264.82	100.00%	$29,264.82	$29,264.82	$0.00
10. Prepare Decision Matrix for Environmental Consultant	$ -	0.00%	$0.00	$0.00	$0.00
11. Continue to Oversee Surveyors including Right of Entry Assistance for 100 Parcels (DOS Logistics / Quintanilla) (Assisted by Aranda and Associates - Lead)	$ 3,968.78	100.00%	$3,968.78	$3,968.78	$0.00
12. Hold / Lead Public Involvement Meeting (1 Additional Mtg.) Including Prepare Exhibits (Partial Deletion, Actual meeting in future WA)	$ 3,840.39	100.00%	$3,840.39	$3,840.39	$0.00
13. Negotiate/Prepare W.A. No. 2 with L&G & S&B for PS&E Development including monitoring PS&E Development from 9/1/13 to 12/31/13 (4 Months)	$ 42,197.02	100.00%	$42,197.02	$42,197.02	$0.00
14. Negotiate/Prepare W.A. No. 2 for DOS and Quintanilla for SH 365 (Assist by Aranda & Associates)	$ 71,198.50	100.00%	$71,198.50	$71,198.50	$0.00
15. Meet with Hunt Development (Mission - 2 Mtgs) (2 hrs / Mtg)((Inc. Prep Time)	$ 7,139.82	100.00%	$7,139.82	$7,139.82	$0.00
16. Assist HDR in Developing TIFIA Application (NOT in this supplemental)	$ -	0.00%	$0.00	$0.00	$0.00
M. Continue to Oversee SH 365 Segment No. 4 (US 281 / Military) (6.0 Months) from July 1, 2013 to December 1, 2013					
1. Oversee Environmental Clearance by Atkins (Included in Item L.)	$ -	0.00%	$0.00	$0.00	$0.00
2. Oversee Engineer in Development of Drainage / Utilities / Schematic / Survey / Warrant Studies / Illumination Studies (6.0 Months)	$ 59,802.88	100.00%	$59,802.88	$59,802.88	$0.00
3. Negotiate / Prepare WA No. 3 for TEDSI for Preparation of PS&E and Monitor PS&E for 11/1/13 to 12/31/13 (2.0 Months)	$ 24,628.72	100.00%	$24,628.72	$24,628.72	$0.00
4. Continue to Meet With City of Pharr Including Development of Exhibits to Analyze SH 365 (Segment No. 4) (US 281 / I Road / San Juan Area) (2 Mtgs)	$ 6,480.28	100.00%	$6,480.28	$6,480.28	$0.00

MONTHLY PROGRESS PAYMENT INVOICE - DANNENBAUM ENGINEERING CORPORATION
FOR CONSULTING ENGINEER'S SERVICES

Work Order No. 6:
Supplemental Agreement No. 4 to WO 6 - Engineering Management/Partial Operations Implementation/Public Outreach
Replaced by Supplemental Agreement No. 6 to WO 6 - Engineering Management/Partial Operations Implementation/Public Outreach

Invoice Number: 465201/34/XV
Invoice Period: 08/01/2014 - 08/31/2014

DESCRIPTION OF WORK TASK	COST PER TASK	PERCENT COMPLETE TO DATE	AMOUNT EARNED TO DATE	PREVIOUSLY BILLED	CURRENT BILLING
P. Negotiate Oversee Toll Integrator (Consultants) from July 1, 2013 to December 31, 2013					
1. Finalize Previous Selection / Negotiate / Prepare Contract and WA No. 1 to Develop Overall Toll Strategy for Loop with HDR Assistance	$ 2,653.83	100.00%	$2,653.83	$2,653.83	$0.00
2. Negotiate / Prepare WA No. 2 to Prepare Preliminary Engineering for SH 365 Toll Integrator with HDR Assistance (Next WA)	$ -	0.00%	$0.00	$0.00	$0.00
3. Oversee / Manage WA No. 1 - Toll Integrator (Consultants) (Overall Toll Strategy for Loop) (3 Months)	$ -	0.00%	$0.00	$0.00	$0.00
4. Oversee / Manage WA No. 2 - Toll Integrator (Consultants) (Preliminary Engineering for SH 365 (Next WA)	$ -	0.00%	$0.00	$0.00	$0.00
Q. Develop / Procure / Negotiate Services for various Consultants to be used on SH 365 and IBTC					
1. Assist E.D. to Develop RFP, Procurement Services and Negotiate Contracts for appraisal consultants for both SH 365 and IBTC (Develop Post-Assume three (3) Appraisals)	$ 5,933.78	100.00%	$5,933.78	$5,933.78	$0.00
2. Assist E.D. to Develop RFP, Procurement Services and Negotiate Contracts for title company consultants for both SH 365 and IBTC (Develop Post-Assume three (3) consultants)	$ 5,933.78	100.00%	$5,933.78	$5,933.78	$0.00
3. Assist E.D. to Develop RFP, Procurement Services and Negotiate Contracts for Right-of-Way Agents for both SH 365 and IBTC (Develop Post-Assume three (3) Agents)	$ 5,933.78	100.00%	$5,933.78	$5,933.78	$0.00
R. Value Engineering - IBTC					
Pre- and Post-Workshop					
1. Project Management	$ 3,714.78	100.00%	$3,714.78	$3,714.78	$0.00
2. Pre-Workshop Planning, information review, draft functional analysis	$ 6,481.36	100.00%	$6,481.36	$6,481.36	$0.00
3. Prepare Draft VE report, circulate for comment, finalize VE report	$ 18,642.52	100.00%	$18,642.52	$18,642.52	$0.00
Value Engineering Working (Mon-Fri) (IBTC)					
1. Travel time allowance (IBTC)	$ 16,378.40	100.00%	$16,378.40	$16,378.40	$0.00
2. VE Workshop (IBTC)	$ 86,113.44	100.00%	$86,113.44	$86,113.44	$0.00
R. Additional Tasks Required from September 1, 2013 to December 31, 2013					
1. Additional field effort based on TxDOT Pharr District Comment to Draft EA	$ 12,930.43	100.00%	$12,930.43	$12,930.43	$0.00
2. ETT Sharyland Utility / AEP Transmission Project	$ 55,061.80	100.00%	$55,061.80	$55,061.80	$0.00
3. VRF Bond sale documentation	$ 16,650.45	100.00%	$16,650.45	$16,650.45	$0.00
DIRECT EXPENSES					
Lodging / Hotel ($100.00 / DAY)	$ 3,370.00	100.00%	$3,370.00	$3,370.00	$0.00
Meals ($30.00 / DAY)	$ 1,320.00	100.00%	$1,320.00	$1,320.00	$0.00
Rental Car	$ 1,860.00	100.00%	$1,860.00	$1,860.00	$0.00
Air Travel	$ 10,400.00	100.00%	$10,400.00	$10,400.00	$0.00
Parking	$ 426.00	100.00%	$426.00	$426.00	$0.00
Mileage	$ 215.00	100.00%	$215.00	$215.00	$0.00
Overnight Mail - letter size	$ 2,250.00	100.00%	$2,250.00	$2,250.00	$0.00
Courier Services	$ 2,600.00	100.00%	$2,600.00	$2,600.00	$0.00
Photocopies B/W (8.5 X 11)	$ 2,120.00	100.00%	$2,120.00	$2,120.00	$0.00
Photocopies B/W (11 X 17)	$ 1,088.30	100.00%	$1,088.30	$1,088.30	$0.00
Photocopies Color (8.5 X 11)	$ 590.00	100.00%	$590.00	$590.00	$0.00
Photocopies Color (11 X 17)	$ 2,000.00	100.00%	$2,000.00	$2,000.00	$0.00
Color Graphics on Foam Board	$ 1,860.00	100.00%	$1,860.00	$1,860.00	$0.00
Newspaper Advertisement	$ -	0.00%	$0.00	$0.00	$0.00

MONTHLY PROGRESS PAYMENT INVOICE - DANNENBAUM ENGINEERING CORPORATION
FOR CONSULTING ENGINEER'S SERVICES

Work Order No. 6:
Supplemental Agreements No. 5 & No. 7 to WO 6 - SUE Services - SH 365

Invoice Number: 465201/34/XV
Invoice Period: 08/01/2014 - 08/31/2014

DESCRIPTION OF WORK TASK	COST PER TASK	PERCENT COMPLETE TO DATE	AMOUNT EARNED TO DATE	PREVIOUSLY BILLED	CURRENT BILLING
Oversight of Utility Exposures and Potholing for SH 365 from FM 1016/Conway Ave. to US 281/Military Highway (not including from 0.45 miles East of Spur 600 to FM 2557/Stewart Rd. along US 281/Military Highway)					
1. Coordination with SUE Provider, Utility Companies and Surveyors	$ 1,678.91	100.00%	$1,678.91	$1,678.91	$0.00
2. Review of Utility Exposure and Potholing Data	$ 7,925.92	100.00%	$7,925.92	$7,925.92	$0.00
Compensable Utility Exposures					
Utility Locating Services	$ 56,950.00	100.00%	$56,950.00	$56,950.00	$0.00
Mobilization/Demobilization	$ 2,700.00	100.00%	$2,700.00	$2,700.00	$0.00
Reimbursables (Traffic Control & Per Diem)	$ 3,740.00	100.00%	$3,740.00	$3,740.00	$0.00
Non-Compensable Utility Exposures (Permitted)					
Utility Locating Services	$ 38,700.00	100.00%	$38,700.00	$38,700.00	$0.00
Mobilization/Demobilization	$ 2,700.00	100.00%	$2,700.00	$2,700.00	$0.00
Reimbursables (Traffic Control & Per Diem)	$ 2,660.00	100.00%	$2,660.00	$2,660.00	$0.00
Subtotal - SA #5	**$ 117,054.83**		**$ 117,054.83**	**$ 117,054.83**	**$ -**
Compensable Utility Exposures - SA #7 - Additional 27 Exposures					
Utility Locating Services	$ 46,580.00	100.00%	$46,580.00	$44,251.00	$2,329.00
Mobilization/Demobilization	$ 2,700.00	100.00%	$2,700.00	$2,565.00	$135.00
Reimbursables (Traffic Control & Per Diem)	$ 4,970.00	100.00%	$4,970.00	$4,721.50	$248.50
Non-Compensable Utility Exposures (Permitted) - SA #7 - Additional 27 Exposures					
Utility Locating Services	$ 9,430.00	100.00%	$9,430.00	$8,958.50	$471.50
Reimbursables (Traffic Control & Per Diem)	$ 1,310.00	100.00%	$1,310.00	$1,244.50	$65.50
Subtotal - SA #7	**$ 64,990.00**		**$ 64,990.00**	**$ 61,740.50**	**$ 3,249.50**
Totals	**$ 182,044.83**		**$ 182,044.83**	**$ 178,795.33**	**$ 3,249.50**

Amount Due This Invoice $ 3,249.50

MONTHLY PROGRESS PAYMENT INVOICE - DANNENBAUM ENGINEERING CORPORATION
FOR CONSULTING ENGINEER'S SERVICES

Work Order No. 8 including SWA #1 to WO #8:
Systemwide Management & Project Management Tasks

Invoice Number: 465201/34/XV
Invoice Period: 08/01/2014 - 08/31/2014

DESCRIPTION OF WORK TASK	COST PER TASK	PERCENT COMPLETE TO DATE	AMOUNT EARNED TO DATE	PREVIOUSLY BILLED	CURRENT BILLING
SYSTEMWIDE MANAGEMENT					
1. Systemwide General Administrative Support (including coordination with HCRMA Executive Director's Office)					
A. Briefings on consultant activity, stakeholder coordination, and general RMA business matters	$ 2,250.00	100.00%	$2,250.00	$2,250.00	$0.00
B. Briefings on ideas to mitigate risks or issues that arise during plan design, ROW acquisition, and utility relocations	$ 2,250.00	100.00%	$2,250.00	$2,250.00	$0.00
C. Support for consultant invoice reviews (monthly) (6 Engineers; 5 Surveyors; 1 Environmental)					
1. SH 365 - Environmental (0020 Atkins)	$ 1,325.00	100.00%	$1,325.00	$1,325.00	$0.00
2. SH 365 - Survey (0031 QHA)	$ 1,325.00	100.00%	$1,325.00	$1,325.00	$0.00
3. SH 365 - Survey (0032/0034 DLS)	$ 1,325.00	100.00%	$1,325.00	$1,325.00	$0.00
4. SH 365 - Survey (0033 TEDSI)	$ 1,325.00	100.00%	$1,325.00	$1,325.00	$0.00
5. SH 365 - Engineering (0031 S&B)	$ 2,500.00	100.00%	$2,500.00	$2,500.00	$0.00
6. SH 365 - Engineering (0032/0034 L&G)	$ 2,500.00	100.00%	$2,500.00	$2,500.00	$0.00
7. SH 365 - Engineering (0033 TEDSI)	$ 2,500.00	100.00%	$2,500.00	$2,500.00	$0.00
D. Support for Board packet preparation (planning, finance, and full Board) (monthly)	$ 3,600.00	100.00%	$3,600.00	$3,600.00	$0.00
E. Support for contract management (create contracts, work authorizations, and supplemental agreements)	$ 3,600.00	100.00%	$3,600.00	$3,600.00	$0.00
F. Technical review of legal documents.	$ 2,750.00	100.00%	$2,750.00	$2,750.00	$0.00
2. Cost and Scheduling Controls					
A. Maintain document control efforts to record all HCRMA files (via ProjectWise) (weekly)	$ 4,350.00	100.00%	$4,350.00	$4,350.00	$0.00
B. Keep cost accounting up to date (input cost data)	$ 4,350.00	100.00%	$4,350.00	$4,350.00	$0.00
C. Develop monthly operating cashflows	$ 2,800.00	100.00%	$2,800.00	$2,800.00	$0.00
D. Update of Project Development Strategic Plan for construction cost updates, scheduling updates, revenue sources updates, etc.	$ 2,800.00	100.00%	$2,800.00	$2,800.00	$0.00
E. Provide updated cashflows to financial advisor	$ 1,600.00	100.00%	$1,600.00	$1,600.00	$0.00
F. Review financial plan update results with HCRMA staff	$ 1,600.00	100.00%	$1,600.00	$1,600.00	$0.00
3. Coordination with TxDOT Staff (All Projects)	$ 14,000.00	100.00%	$14,000.00	$14,000.00	$0.00
4. HCMPO Coordination	$ 2,000.00	100.00%	$2,000.00	$2,000.00	$0.00
5. Meetings with stakeholders (All Projects)					
A. HCRMA	$ 6,000.00	100.00%	$6,000.00	$6,000.00	$0.00
B. State	$ 9,500.00	100.00%	$9,500.00	$9,500.00	$0.00
C. Hidalgo County	$ 8,500.00	100.00%	$8,500.00	$8,500.00	$0.00
D. Municipalities	$ 8,000.00	100.00%	$8,000.00	$8,000.00	$0.00
6. Public Outreach	$ 8,000.00	100.00%	$8,000.00	$8,000.00	$0.00
7. Offsite Drainage Coordination					
A. Implement conditions of the Inter Local Agreement	$ 5,345.00	100.00%	$5,345.00	$5,345.00	$0.00
B. Coordinate outfall locations	$ 10,125.00	100.00%	$10,125.00	$10,125.00	$0.00
C. Participate in review for reimbursement agreements and verify scope of work and cost estimates for each outfall project to be funded by HCRMA local funding	$ 19,500.00	100.00%	$19,500.00	$19,500.00	$0.00

MONTHLY PROGRESS PAYMENT INVOICE - DANNENBAUM ENGINEERING CORPORATION
FOR CONSULTING ENGINEER'S SERVICES

Work Order No. 8 including SWA #1 to WO #8:
Systemwide Management & Project Management Tasks

Invoice Number: 465201/34/XV
Invoice Period: 08/01/2014 - 08/31/2014

DESCRIPTION OF WORK TASK	COST PER TASK	PERCENT COMPLETE TO DATE	AMOUNT EARNED TO DATE	PREVIOUSLY BILLED	CURRENT BILLING
I. Coordinate ROW Acquisition (Segments 1, 2, and 3)					
1. Coordinate data input into web-based interface server	$ 4,800.00	100.00%	$4,800.00	$4,800.00	$0.00
2. Coordinate with HCRMA Legal Team Title Reports, Appraisals on ROW acquisition	$ 5,200.00	100.00%	$5,200.00	$5,200.00	$0.00
3. Coordinate with ROW - Agent Title Reports, Appraisals on ROW acquisition	$ 3,600.00	100.00%	$3,600.00	$3,600.00	$0.00
J. Coordinate Utility Relocations (Segments 1, 2, 3, and 4)					
1. Manage Subsurface utility exposures SUE (RODS SUE as subconsultant to PMC)	$ 6,560.00	100.00%	$6,560.00	$6,560.00	$0.00
2. Project Management IBTC (Segment 1: Interchange with SH 365 to Floodway Bridge; Segment 2: Floodway Bridge to Valley View Interchange to I-2; Segment 3: Valley View Interchange to FM 493)					
A. Manage Federal Environmental Document efforts leading to FONSI (1 consultant @ 6 months)(Segments 1 through 3)(Assisted by Blanton and Associates)					
1. Review draft documents including development of classification letter	$ 23,500.00	100.00%	$23,500.00	$23,500.00	$0.00
2. Respond to RFI's to complete environmental documents	$ 22,500.00	100.00%	$22,500.00	$22,500.00	$0.00
3. Coordination with TxDOT Pharr District and Austin ENV including development of classification letter	$ 18,000.00	100.00%	$18,000.00	$18,000.00	$0.00
Direct Expenses					
Lodging / Hotel ($100 / day)	$ 250.00	100.00%	$250.00	$250.00	$0.00
Meals ($30 / day)	$ 100.00	100.00%	$100.00	$100.00	$0.00
Rental Car	$ 218.00	100.00%	$218.00	$218.00	$0.00
Parking	$ 62.00	100.00%	$62.00	$62.00	$0.00
Overnight Mail - letter size	$ 1,490.00	100.00%	$1,490.00	$1,490.00	$0.00
Courier Services	$ 2,000.00	100.00%	$2,000.00	$2,000.00	$0.00
Photocopies B/W (8.5 x 11)	$ 1,800.00	100.00%	$1,800.00	$1,800.00	$0.00
Photocopies B/W (11 x 17)	$ 300.00	100.00%	$300.00	$300.00	$0.00
Photocopies Color (8.5 x 11)	$ 900.00	100.00%	$900.00	$900.00	$0.00
Photocopies Color (11 x 17)	$ 1,250.00	100.00%	$1,250.00	$1,250.00	$0.00
Color Graphics on Foam Board	$ 1,250.00	100.00%	$1,250.00	$1,250.00	$0.00
Public Outreach Liaison	$ 10,500.00	100.00%	$10,500.00	$10,500.00	$0.00
Accounting Support Services	$ 7,500.00	100.00%	$7,500.00	$7,500.00	$0.00
IT / Support Services	$ 8,400.00	100.00%	$8,400.00	$8,400.00	$0.00
Community Action Support / Special Projects	$ 24,500.00	100.00%	$24,500.00	$24,500.00	$0.00
Totals	$ 460,000.00		$ 460,000.00	$ 460,000.00	$ -

Amount Due This Invoice $ -

MONTHLY PROGRESS PAYMENT INVOICE - DANNENBAUM ENGINEERING CORPORATION
FOR CONSULTING ENGINEER'S SERVICES

Work Order No. 9
Systemwide Management & Project Management Tasks

Invoice Number: 465201/34/XV
Invoice Period: 08/01/2014 - 08/31/2014

DESCRIPTION OF WORK TASK	COST PER TASK	PERCENT COMPLETE TO DATE	AMOUNT EARNED TO DATE	PREVIOUSLY BILLED	CURRENT BILLING
SH 365 (Segments 1 - 4)					
1. Program Management (including Design Management)					
Dannenbaum Engineering Corporation					
Program Manager	$ 425,325.00	11.54%	$49,076.04	$40,896.70	$8,179.34
Deputy Project Manager	$ 310,583.00	29.91%	$92,901.60	$77,418.00	$15,483.60
QA/QC Officer	$ 28,956.00	54.55%	$15,794.46	$13,162.05	$2,632.41
Senior Engineer (V) - Civil (Review)	$ 77,479.00	36.36%	$28,174.40	$28,174.40	$0.00
Senior Engineer (V) - Bridge (Review)	$ 77,479.00	36.36%	$28,174.40	$28,174.40	$0.00
Senior Engineer (V) - Hydro (Review)	$ 22,892.00	63.08%	$14,439.38	$10,213.22	$4,226.16
Project Engineer IV - Project Coordination	$ 705,995.00	11.54%	$81,460.92	$67,884.10	$13,576.82
Senior Designer	$ 142,033.00	35.29%	$50,129.40	$41,774.50	$8,354.90
Civil Engineer III - Schedule / Project Controls	$ 258,228.00	30.43%	$78,590.71	$67,363.41	$11,227.30
Civil Engineer III - Utility Engineer	$ 190,864.00	35.29%	$67,363.80	$56,136.50	$11,227.30
Engineer I	$ 167,098.00	20.0%	$33,419.60	$25,064.70	$8,354.90
Administrative Assistant / Document Control	$ 114,882.00	27.27%	$31,331.52	$26,109.60	$5,221.92
Administrative Assistant	$ 38,254.00	38.09%	$14,572.80	$12,144.00	$2,428.80
Direct Expenses	$ 433,350.00	11.54%	$50,010.00	$41,675.00	$8,335.00
Public Outreach Liaison	$ 115,000.00	30.43%	$35,000.00	$30,000.00	$5,000.00
Management Support Services (OW Corridor / Toll Coordination / Utility Coordination)	$ 163,800.00	28.57%	$46,800.00	$39,000.00	$7,800.00
Aranda & Associates, Inc.	$ 275,880.00	54.76%	$151,080.00	$136,880.00	$14,200.00
Blanton & Associates, Inc.	$ 67,200.00	85.71%	$57,600.00	$54,400.00	$3,200.00
Unintech Consulting Engineers, Inc.	$ 15,000.00	33.33%	$5,000.00	$0.00	$5,000.00
Subtotal - Program Management (including Design Management)	$ 3,630,298.00		$930,919.03	$ 796,470.58	$ 134,448.45
2. Construction Management					
Senior Construction Manager	$ 587,465.00	0.00%	$0.00	$0.00	$0.00
Construction Engineer (Civil)	$ 454,312.00	0.00%	$0.00	$0.00	$0.00
Construction Field Engineer - Scheduler / Project Controls	$ 336,820.00	0.00%	$0.00	$0.00	$0.00
Construction Field Engineer - Assistant Construction Engineer	$ -	0.00%	$0.00	$0.00	$0.00
Administrative Assistant / Document Control	$ 156,658.00	0.00%	$0.00	$0.00	$0.00
Subtotal - Construction Management	$ 1,535,255.00		$ -	$ -	$ -
Subtotal SH 365 (Segments 1 - 4)	$ 5,165,553.00		$ 930,919.03	$ 796,470.58	$ 134,448.45

MONTHLY PROGRESS PAYMENT INVOICE - DANNENBAUM ENGINEERING CORPORATION
FOR CONSULTING ENGINEER'S SERVICES

September 9, 2014

Dennis Burleson, Chairman
Hidalgo County Regional Mobility Authority
510 South Pleasantview Drive
Weslaco, Texas 78596

Work Order No. 10:
IBTC ROW Strip Map Development - Aranda & Associates, Inc.

Invoice Number: 465201/34/XV
Invoice Period: 08/01/2014 - 08/31/2014

TASK CODE	DESCRIPTION OF WORK TASK	TOTAL COST	PERCENT COMPLETE TO DATE	AMOUNT EARNED TO DATE	PREVIOUSLY BILLED	CURRENT BILLING
1	**IBTC ROW Strip Map Development**					
	A. Design, create and define ROW acquisition parcels within proposed ROW route	$156,883.38	90.05%	$141,272.15	$117,726.79	$23,545.36
	1. Update Boundary Base-Survey in area of new location	$22,300.00	90.05%	$20,080.96	$16,734.13	$3,346.83
	2. Update the research and abstract of parent tract vesting deeds & ownership	$10,494.00	90.05%	$9,449.76	$7,874.80	$1,574.96
	3. Research & abstract for easement, ROW & severances within parent tract vesting deeds	$10,494.00	90.05%	$9,449.76	$7,874.80	$1,574.96
	4. Coordinate with ROW design engineer - design of proposed ROW route	$8,402.88	90.05%	$7,566.72	$6,305.60	$1,261.12
	5. Coordination with others to correlate IBTC ROW with FM493 ROW	$8,402.88	90.05%	$7,566.72	$6,305.60	$1,261.12
	6. Field work to survey, measure and gather data as needed	$19,676.00	90.05%	$17,718.07	$14,765.06	$2,953.01
	B. Create & prepare full set of ROW plans including Title Sheet, Parcel Index and Plan Sheets	$49,331.71	90.05%	$44,422.78	$37,018.98	$7,403.80
	TOTALS	**$285,984.85**	**90.05%**	**$257,526.92**	**$214,605.76**	**$42,921.16**

TOTAL DUE WORK ORDER NO. 10: **$42,921.16**

MONTHLY PROGRESS PAYMENT INVOICE - DANNENBAUM ENGINEERING CORPORATION
FOR CONSULTING ENGINEER'S SERVICES

September 9, 2014

Dennis Burleson, Chairman
Hidalgo County Regional Mobility Authority
510 South Pleasantview Drive
Weslaco, Texas 78596

Work Order No. 12:
TRZ No. 2 / HCAD Tax Database Update - Aranda & Associates, Inc.

Invoice Number: 465201/34/XV
Invoice Period: 08/01/2014 - 08/31/2014

TASK CODE	DESCRIPTION OF WORK TASK	TOTAL COST	PERCENT COMPLETE TO DATE	AMOUNT EARNED TO DATE	PREVIOUSLY BILLED	CURRENT BILLING
1	TRZ / HCAD Tax Database Updating					
	a. Research and gather property information	$85,701.00	100.00%	$85,701.00	$85,701.00	$0.00
	b. Map out properties and input information into HCAD's GIS Database	$0.00	0.00%	$0.00	$0.00	$0.00
	c. Coordination with HCAD for the assignment of R-numbers and the updating of HCAD's records	$94,352.72	100.00%	$94,352.72	$94,352.72	$0.00
	TOTALS	**$180,053.72**	**100.00%**	**$180,053.72**	**$180,053.72**	**$0.00**

TOTAL DUE WORK ORDER NO. 12: **$0.00**

MONTHLY PROGRESS PAYMENT INVOICE - DANNENBAUM ENGINEERING CORPORATION
FOR CONSULTING ENGINEER'S SERVICES

September 9, 2014

Dennis Burleson, Chairman
Hidalgo County Regional Mobility Authority
510 South Pleasantview Drive
Weslaco, Texas 78596

Work Order No. 14:
Investment Grade Traffic & Revenue Study for SH 365 & IBTC - C&M Associates, Inc.

Invoice Number: 465201/34/XV
Invoice Period: 08/01/2014 - 08/31/2014

TASK CODE	DESCRIPTION OF WORK TASK	TOTAL COST	PERCENT COMPLETE TO DATE	AMOUNT EARNED TO DATE	PREVIOUSLY BILLED	CURRENT BILLING
	Investment Grade Traffic and Revenue Study for SH 365 and IBTC					
	1. Project Management	$13,511.15	95.00%	$12,835.59	$11,484.47	$1,351.12
	2. Review Existing Information	$14,665.94	100.00%	$14,665.94	$14,665.94	$0.00
	3. Field Data Collection and Survey					
	1. Traffic Counts	$7,867.36	100.00%	$7,867.36	$7,867.36	$0.00
	2. OD Survey	$7,973.92	100.00%	$7,973.92	$7,973.92	$0.00
	3. Focus Group SP Survey	$12,053.63	100.00%	$12,053.63	$12,053.63	$0.00
	4. Spped Monitoring / Streaming	$6,730.56	100.00%	$6,730.56	$6,730.56	$0.00
	4. Socioeconomic Analysis					
	1. Update socioeconomic forecast	$20,568.84	100.00%	$20,568.84	$20,568.84	$0.00
	2. International Trade	$12,364.64	100.00%	$12,364.64	$12,364.64	$0.00
	5. Travel Demand Modeling and Toll Diversion					
	1. Travel Demand Model	$29,812.57	100.00%	$29,812.57	$28,321.94	$1,490.63
	2. Toll Diversion Model	$25,704.56	100.00%	$25,704.56	$24,419.33	$1,285.23
	6. Opening Year Traffic					
	1. Opening Year Trip Tables	$10,138.64	100.00%	$10,138.64	$9,631.71	$506.93
	2. Traffic Estimates	$11,435.70	100.00%	$11,435.70	$10,863.92	$571.78
	7. Future Year Forecast					
	1. Future Years Trip Tables	$10,138.64	100.00%	$10,138.64	$7,603.98	$2,534.66
	2. Future Years Traffic Estimates	$11,435.70	100.00%	$11,435.70	$8,576.78	$2,858.92
	8. Sensitivity / Scenario Analysis	$24,421.21	100.00%	$24,421.21	$17,094.85	$7,326.36
	9. Traffic and Revenues Forecast	$26,025.07	85.00%	$22,121.31	$15,615.04	$6,506.27
	10. Documentation	$26,025.07	70.00%	$18,217.55	$15,615.04	$2,602.51
	Direct Expenses - Travel	$4,482.00	97.07%	$4,350.74	$4,350.74	$0.00
	Traffic Count	$25,000.00	97.07%	$24,267.87	$24,267.87	$0.00
	OD Survey (Aisage, US)	$40,000.00	97.07%	$38,828.59	$38,828.59	$0.00
	OD Survey (CYMA, Mexico)	$16,000.00	97.07%	$15,531.43	$15,531.43	$0.00
	Socioeconomic Study (TXP)	$35,000.00	97.07%	$33,975.01	$33,975.01	$0.00
	Phone Interviews	$8,000.00	97.07%	$7,765.72	$7,765.72	$0.00
	TOTALS	$399,355.20	95.96%	$383,205.72	$356,171.31	$27,034.41

TOTAL DUE WORK ORDER NO. 14: $27,034.41

MONTHLY PROGRESS PAYMENT INVOICE - DANNENBAUM ENGINEERING CORPORATION
FOR CONSULTING ENGINEER'S SERVICES

September 9, 2014

Dennis Burleson, Chairman
Hidalgo County Regional Mobility Authority
510 South Pleasantview Drive
Weslaco, Texas 78596

Work Order No. 16:
Hydrologic & Hydraulic Study - Civil Systems Engineering, Inc.

Invoice Number: 465201/34/XV
Invoice Period: 08/01/2014 - 08/31/2014

TASK CODE	DESCRIPTION OF WORK TASK	TOTAL COST	PERCENT COMPLETE TO DATE	AMOUNT EARNED TO DATE	PREVIOUSLY BILLED	CURRENT BILLING
	Hydrologic & Hydraulic Study for IBTC & SH 365					
1	Coordination and Meetings	$12,612.60	50.00%	$6,306.30	$4,414.41	$1,891.89
2	Data Collection and Assimilation	$7,244.16	100.00%	$7,244.16	$7,244.16	$0.00
3	Sites Visits / Field Reconnaissance	$8,408.40	50.00%	$4,204.20	$4,204.20	$0.00
4	LiDAR Data Processing	$15,307.60	100.00%	$15,307.60	$14,542.22	$765.38
5	Outfall Systems Subbasin Delineations	$24,255.00	90.00%	$21,829.50	$18,191.25	$3,638.25
6	Estimation of Subbasin Hydrologic Parameters & Runoff Computations	$12,504.80	60.00%	$7,502.88	$6,252.40	$1,250.48
7	Hydrologic & Hydraulic Impact & Mitigation Analysis (8 outfalls to E. Donna Drain	$16,859.92	50.00%	$8,429.96	$6,743.97	$1,685.99
8	Hydrologic & Hydraulic Impact & Mitigation Analysis (7 outfalls to Mission Inlet)	$17,506.72	50.00%	$8,753.36	$4,376.68	$4,376.68
9	Hydrologic & Hydraulic Impact & Mitigation Analysis (15 outfalls to S. Floodwater	$31,973.48	40.00%	$12,789.39	$7,993.37	$4,796.02
10	Floodplain Storage Volume Impact and Mitigation	$13,884.64	50.00%	$6,942.32	$3,471.16	$3,471.16
11	South Floodwater Channel Hydrologic & Hydraulic Modeling (open & closed gate	$10,952.48	60.00%	$6,571.49	$3,285.74	$3,285.75
12	South Floodwater Channel Hydraulic Impact Modeling (Rdway Floodplain Fill & Conveyance Encroachment)	$10,370.36	50.00%	$5,185.18	$2,074.07	$3,111.11
13	Hydraulic Analysis of Equalizing Structures at Donna Lake	$8,516.20	0.00%	$0.00	$0.00	$0.00
14	H&H Report	$19,468.68	15.00%	$2,920.30	$0.00	$2,920.30
	Direct Expenses	$5,706.00	30.00%	$1,711.80	$0.00	$1,711.80
	TOTALS	$215,571.04	53.67%	$115,698.44	$82,793.63	$32,904.81

TOTAL DUE WORK ORDER NO. 16: $32,904.81

ATTACHMENT H-3

Subprovider Monitoring System for Federally Funded Contracts
Progress Assessment Report for month of (Mo./Yr.) August / 2014

Contract #: HCRMA Program Mgmt Consultant Project
Original Contract Amount: $ 5,000,000.00

Date of Execution: October 27, 2011
Approved Supplemental Agreements: $ 12,527,975.80

Prime Provider: Dannenbaum Engineering Corporation
Total Contract Amount: $ 17,527,975.80

Work Authorization No. 1
Work Authorization Amount: $ 909,960.63

If no subproviders are used on this contract, please indicate by placing "N/A" on the 1st line under Subproviders.

DBE	All Subproviders	Category of Work	Total Subprovider Amount	% Total Contract Amount	Amount Paid This Period	Amount Paid To Date	Subcontract Balance Remaining
	HDR Engineering, Inc.	Program Mgmt	$ 57,705.85	6.34%	$ 0.00	$ 57,705.85	$ 0.00
*	Blanton & Associates, Inc.	Program Mgmt	$ 20,928.44	2.30%	$ 0.00	$ 20,928.44	$ 0.00
*	Guzman Munoz Engineering and Surveying, Inc.	Program Mgmt	$ 20,848.54	2.29%	$ 0.00	$ 20,848.54	$ 0.00
*	Barrera Torres Infrastructure, PLLC	Program Mgmt	$ 0.00	0%	$ 0.00	$ 0.00	$ 0.00
*	Aranda & Associates, Inc.	Program Mgmt	$ 44,620.72	4.90%	$ 0.00	$ 44,620.72	$ 0.00

Fill out Progress Assessment Report with each estimate/invoice submitted, *for all subcontracts*, and forward as follows:
1 Copy with Invoice – Hidalgo County Regional Mobility Authority Office

I hereby certify that the above is a true and correct statement of the amounts paid to the firms listed above.

Louis H. Jones, Jr., P.E.
Print Name - Company Official /DBE Liaison Officer

Signature

713-520-9570
Phone

September 4, 2014
Date

shari.bricarell@dannenbaum.com
Email

713-527-6442
Fax

ATTACHMENT H-3

Subprovider Monitoring System for Federally Funded Contracts
Progress Assessment Report for month of (Mo./Yr.) August / 2014

Contract #: HCRMA Program Mgmt Consultant Project
Original Contract Amount: $ 5,000,000.00

Date of Execution: _____
Approved Supplemental Agreements: $ 12,527,975.80

Prime Provider: Dannenbaum Engineering Corporation
Total Contract Amount: $ 17,527,975.80

Work Authorization No. 4
Work Authorization Amount: $ 694,355.85

If no subproviders are used on this contract, please indicate by placing "N/A" on the 1st line under Subproviders.

DBE	All Subproviders	Category of Work	Total Subprovider Amount	% Total Contract Amount	Amount Paid This Period	Amount Paid To Date	Subcontract Balance Remaining
	HDR Engineering, Inc.	Program Mgmt	$ 14,300.17	2.06%	$ 0.00	$ 14,300.17	$ 0.00
*	Blanton & Associates, Inc.	Program Mgmt	$ 12,024.80	1.73%	$ 0.00	$ 12,024.80	$ 0.00
*	Aranda & Associates, Inc.	Program Mgmt	$ 31,765.36	4.57%	$ 0.00	$ 31,765.36	$ 0.00
*	Barrera Torres Infrastructure, PLLC	Program Mgmt	$ 40,256.28	5.80%	$ 0.00	$ 40,256.28	$ 0.00
*	Unintech Consulting Engineers	Program Mgmt	$ 0.00	0.00%	$ 0.00	$ 0.00	$ 0.00

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Louis H. Jones, Jr., P.E.		713-520-9570	September 4, 2014
Print Name - Company Official /DBE Liaison Officer	Signature	Phone	Date
shari.bricarell@dannenbaum.com		713-527-6442	
Email		Fax	

ATTACHMENT H-3

Subprovider Monitoring System for Federally Funded Contracts
Progress Assessment Report for month of (Mo./Yr.) August / 2014

Contract #: HCRMA Program Mgmt Consultant Project
Original Contract Amount: $ 5,000,000.00

Date of Execution: _____
Approved Supplemental Agreements: $ 12,527,975.80

Prime Provider: Dannenbaum Engineering Corporation
Total Contract Amount: $ 17,527,975.80

Work Authorization No. 6
Work Authorization Amount: $ 2,886,494.22

If no subproviders are used on this contract, please indicate by placing "N/A" on the 1st line under Subproviders.

DBE	All Subproviders	Category of Work	Total Subprovider Amount	% Total Contract Amount	Amount Paid This Period	Amount Paid To Date	Subcontract Balance Remaining
*	Blanton & Associates, Inc.	Program Mgmt	$ 130,531.88	4.52%	$ 0.00	$ 44,454.74	$ 86,077.14
*	Aranda & Associates, Inc.	Program Mgmt	$ 397,469.80	13.77%	$ 0.00	$ 400,510.64	$ (3,040.84)
*	Barrera Torres Infrastructure, PLLC	Program Mgmt	$ 22,933.66	0.79%	$ 0.00	$ 0.00	$ 22,933.66
*	C&M Associates, Inc.	Program Mgmt	$ 70,000.00	2.43%	$ 0.00	$ 70,000.00	$ 0.00
*	Aerial Data Service	Program Mgmt	$ 63,885.56	2.21%	$ 0.00	$ 63,885.56	$ 0.00
	HDR Engineering, Inc.	Program Mgmt	$ 218,116.66	7.56%	$ 0.00	$ 124,109.75	$ 94,006.91
	RODS Subsurface Utility Engineering Inc.	SUE Services	$ 172,440.00	5.97%	$ 0.00	$ 169,190.50	$ 3,249.50

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Louis H. Jones, Jr., P.E.
Print Name - Company Official /DBE Liaison Officer

Signature

713-520-9570
Phone

September 4, 2014
Date

shari.bricarell@dannenbaum.com
Email

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ATTACHMENT H-3

Subprovider Monitoring System for Federally Funded Contracts
Progress Assessment Report for month of (Mo./Yr.) August / 2014

Contract #: HCRMA Program Mgmt Consultant Project
Original Contract Amount: $ 5,000,000.00

Date of Execution: _____
Approved Supplemental Agreements: $ 12,527,975.80

Prime Provider: Dannenbaum Engineering Corporation
Total Contract Amount: $ 17,527,975.80

Work Authorization No. 9
Work Authorization Amount: $ 10,340,781.60

If no subproviders are used on this contract, please indicate by placing "N/A" on the 1st line under Subproviders.

DBE	All Subproviders	Category of Work	Total Subprovider Amount	% Total Contract Amount	Amount Paid This Period	Amount Paid To Date	Subcontract Balance Remaining
*	Blanton & Associates, Inc.	Program Mgmt	$ 238,400.00	2.31%	$ 17,878.56	$ 64,279.62	$ 174,120.38
*	Aranda & Associates, Inc.	Program Mgmt	$ 499,880.00	4.83%	$ 30,200.00	$ 216,880.00	$ 283,000.00
*	Unintech Consulting	Program Mgmt	$ 30,000.00	0.29%	$ 0.00	$ 0.00	$ 30,000.00

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Louis H. Jones, Jr., P.E.
Print Name - Company Official /DBE Liaison Officer

Signature

713-520-9570
Phone

September 4, 2014
Date

shari.bricarell@dannenbaum.com
Email

713-527-6442
Fax

ATTACHMENT H-3

Subprovider Monitoring System for Federally Funded Contracts
Progress Assessment Report for month of (Mo./Yr.) August / 2014

Contract #: HCRMA Program Mgmt Consultant Project
Original Contract Amount: $ 5,000,000.00

Date of Execution: _____
Approved Supplemental Agreements: $ 12,527,975.80

Prime Provider: Dannenbaum Engineering Corporation
Total Contract Amount: $ 17,527,975.80

Work Authorization No. 11
Work Authorization Amount: $ 49,034.16

If no subproviders are used on this contract, please indicate by placing "N/A" on the 1st line under Subproviders.

DBE	All Subproviders	Category of Work	Total Subprovider Amount	% Total Contract Amount	Amount Paid This Period	Amount Paid To Date	Subcontract Balance Remaining
*	Aranda & Associates, Inc.	Program Mgmt	$ 18,534.16	37.80%	$ 0.00	$ 18,534.16	$ 0.00
*	Aerial Data Service Inc.	Program Mgmt	$ 30,275.33	62.20%	$ 0.00	$ 30,275.33	$ 0.00

Fill out Progress Assessment Report with each estimate/invoice submitted, *for all subcontracts*, and forward as follows:
1 Copy with Invoice – Hidalgo County Regional Mobility Authority Office

I hereby certify that the above is a true and correct statement of the amounts paid to the firms listed above.

Louis H. Jones, Jr., P.E.		713-520-9570	September 4, 2014
Print Name - Company Official /DBE Liaison Officer	Signature	Phone	Date
shari.bricarell@dannenbaum.com		713-527-6442	
Email		Fax	

ATTACHMENT H-3

Subprovider Monitoring System for Federally Funded Contracts
Progress Assessment Report for month of (Mo./Yr.) August / 2014

Contract #: HCRMA Program Mgmt Consultant Project
Original Contract Amount: $ 5,000,000.00

Date of Execution: _____
Approved Supplemental Agreements: $ 12,527,975.80

Prime Provider: Dannenbaum Engineering Corporation
Total Contract Amount: $ 17,527,975.80

Work Authorization No. 13
Work Authorization Amount: $ 89,062.56

If no subproviders are used on this contract, please indicate by placing "N/A" on the 1st line under Subproviders.

DBE	All Subproviders	Category of Work	Total Subprovider Amount	% Total Contract Amount	Amount Paid This Period	Amount Paid To Date	Subcontract Balance Remaining
*	C&M Associates, Inc.	Program Mgmt	$ 89,062.56	100.00%	$ 9,236.88	$ 86,958.32	$ 2,104.24

Fill out Progress Assessment Report with each estimate/invoice submitted, *for all subcontracts*, and forward as follows:
1 Copy with Invoice – Hidalgo County Regional Mobility Authority Office

I hereby certify that the above is a true and correct statement of the amounts paid to the firms listed above.

Louis H. Jones, Jr., P.E.		713-520-9570	September 4, 2014
Print Name - Company Official /DBE Liaison Officer	Signature	Phone	Date
shari.bricarell@dannenbaum.com		713-527-6442	
Email		Fax	

ATTACHMENT H-3

Subprovider Monitoring System for Federally Funded Contracts

Progress Assessment Report for month of (Mo./Yr.) August / 2014

Contract #: HCRMA Program Mgmt Consultant Project

Date of Execution: _____

Prime Provider: Dannenbaum Engineering Corporation

Work Authorization No. 15

Original Contract Amount: $ 5,000,000.00

Approved Supplemental Agreements: $ 12,527,975.80

Total Contract Amount: $ 17,527,975.80

Work Authorization Amount: $ 80,256.47

If no subproviders are used on this contract, please indicate by placing "N/A" on the 1st line under Subproviders.

DBE	All Subproviders	Category of Work	Total Subprovider Amount	% Total Contract Amount	Amount Paid This Period	Amount Paid To Date	Subcontract Balance Remaining
*	HDR Engineering, Inc.	Program Mgmt	$ 80,256.47	100.00%	$ 0.00	$ 80,256.47	$ 0.00

Fill out Progress Assessment Report with each estimate/invoice submitted, *for all subcontracts*, and forward as follows:

1 Copy with Invoice – Hidalgo County Regional Mobility Authority Office

I hereby certify that the above is a true and correct statement of the amounts paid to the firms listed above.

Louis H. Jones, Jr., P.E.		713-520-9570	September 4, 2014
Print Name - Company Official /DBE Liaison Officer	Signature	Phone	Date
shari.bricarell@dannenbaum.com		713-527-6442	
Email		Fax	

ATTACHMENT H-3

Subprovider Monitoring System for Federally Funded Contracts
Progress Assessment Report for month of (Mo./Yr.) August / 2014

Contract #: HCRMA Program Mgmt Consultant Project
Date of Execution: _____
Prime Provider: Dannenbaum Engineering Corporation
Work Authorization No. 17

Original Contract Amount: $ 5,000,000.00
Approved Supplemental Agreements: $ 12,527,975.80
Total Contract Amount: $ 17,527,975.80
Work Authorization Amount: $ 110,078.54

If no subproviders are used on this contract, please indicate by placing "N/A" on the 1st line under Subproviders.

DBE	All Subproviders	Category of Work	Total Subprovider Amount	% Total Contract Amount	Amount Paid This Period	Amount Paid To Date	Subcontract Balance Remaining
*	C&M Associates, Inc.	Program Mgmt	$ 110,078.54	100.00%	$ 44,531.75	$ 44,531.75	$ 65,546.79

Fill out Progress Assessment Report with each estimate/invoice submitted, *for all subcontracts*, and forward as follows:
1 Copy with Invoice – Hidalgo County Regional Mobility Authority Office

I hereby certify that the above is a true and correct statement of the amounts paid to the firms listed above.

Louis H. Jones, Jr., P.E.
Print Name - Company Official /DBE Liaison Officer

Signature

713-520-9570
Phone

September 4, 2014
Date

shari.bricarell@dannenbaum.com
Email

713-527-6442
Fax

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY
PAYMENT SUMMARY

Sendero
Acquisition Services
International Bridge Trade Corridor

	Invoices			Total Paid to Date
Billing Date	6/30/2014	7/31/2014	8/31/2014	
Billing Amount	$6,650.00	$24,700.00	$29,700.00	$61,050.00
			$29,700.00	
			Amount Approved for Payment	

Approved for Payment
Pilar Rodriguez
Executive Director

9/12/2014
Date

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

REQUEST FOR RECOMMENDATION ON PAYMENT

To: Carlos "CJ" Moreno, Land Acquisition Coordinator

Month and Year		
Contractor	Sendero Acquisitions, LP	
Project/WA	IBTC	
Invoice #	8312014HCRMA	Date: 08/31/2014
Amount	$ 29,700.00	
Date Sent	09/08/2014	

Date Received	
Received by	

Recommendation: ✓ Approval _____ Disapproval

Comments:

Carlos Moreno, Jr., Land Acquisition Coordinator — Date: 9/9/14

Recommendation: P.R Approval _____ Disapproval

Comments:

Pilar Rodriguez, Executive Director — Date: 9/12/2014

Please return this form via email to fkoll@hcrma.net

Sendero Acquisitions, LP

P. O. Box 5848
Abilene, TX 79608

325.672.5540 Office
325.672.5549 Fax

INVOICE

Date	Invoice #
8/31/14	8312014HCRMA

Bill To:
HCRMA Hidalgo County Regional Mobility Authority 118 S. Cage Blvd. 4th floor Pharr, TX 78577

Terms	Project
Net 30	HCRMA

Item	Quantity	Description	Rate	Amount
Sendero Acquisitions - Work Authorization 2: Quiet Village 264763, 264766, 264767, 264768/264769, 264770, 264771, 264869, 450209, 450207	9	Negotiation Service - Offer Letter	$ 1,150.00	$ 10,350.00
Halff Associates - Work Authorization 2: Quiet Village 450206, 450206B, 450204, 450203, 450202, 450199, 450198, 450313, 450304	9	Negotiation Service - Offer Letter	$ 1,150.00	$ 10,350.00
Sendero Acquisitions - Work Authorization 1: SH365 Seg. 3	1	Personal Property Relocation Service - 90 Day Offer Packet	$ 900.00	$ 900.00
Sendero Acquisitions - Work Authorization 2: Quiet Village 450209-R01, 264763-R01, 264766-R01, 264767-R01, 264768/264769-R01, 264768/264769-R02, 264771-R01, 264869-R01, 450207-R01	9	Personal Property Relocation Service - 90 Day Offer Packet	$ 900.00	$ 8,100.00
Remit to: Sendero Acquisitions LP PO Box 5848 Abilene, TX 79608			**TOTAL**	**$ 29,700.00**

Pay Only

1 - 12

9/12/2014

HCRMA Quiet Village | Negotiation Billing

SEP-02-2014 11:31 AM

Negotiation Billing

Parcel #	Provider	Intro Letters Sent	Billed Intro Letter	MADE OFFER	Negotiation $1,150 Initial Offer	FINAL OFFER LETTER SENT	AGREED (SIGNED)	Negotiation $2,250 Payment Submission or FOL	Parcel Closed	Negotiation $1,250 Completed Closing
AUG 2014 (18 Records)										
450209	Senero Acquisitions, LP	06-19-2014	06-30-2014	08-08-2014	08-31-2014					
264763	Sendero Acquisitions, LP	06-19-2014	06-30-2014	08-08-2014	08-31-2014					
264766	Sendero Acquistions, LP	06-19-2014	06-30-2014	08-08-2014	08-31-2014					
264767	Sendero Acquisitions, LP	06-19-2014	06-30-2014	08-08-2014	08-31-2014					
264768, 264769	Sender Acquistions, LP	06-19-2014	06-30-2014	08-08-2014	08-31-2014		08-25-2014			
264770	Sendero Acquisitions, LP	06-19-2014	06-30-2014	08-08-2014	08-31-2014					
264771	Sendero Acquisitions, LP	06-19-2014	06-30-2014	08-08-2014	08-31-2014					
264869	Sendero Acquisitios, LP	06-19-2014	06-30-2014	08-08-2014	08-31-2014					
450207	Sendero Acquisitions, LP	06-19-2014	06-30-2014	08-08-2014	08-31-2014					
450206	Halff	06-30-2014	07-31-2014	08-22-2014	08-22-2014					
450204	Halff	06-30-2014	07-31-2014	08-22-2014	08-22-2014					
450203	Halff	06-30-2014	07-31-2014	08-22-2014	08-22-2014					
450202	Halff	06-30-2014	07-31-2014	08-22-2014	08-22-2014					
450199	Halff	06-30-2014	07-31-2014	08-22-2014	08-22-2014					
450198	Halff	06-30-2014	07-31-2014	08-22-2014	08-22-2014					
450313	Halff	06-30-2014	07-31-2014	08-22-2014	08-22-2014					
450304	Halff	06-30-2014	07-31-2014	08-22-2014	08-22-2014					
450206B	Halff	06-30-2014	07-31-2014	08-22-2014	08-22-2014					
(empty) **(15 Records)**										
264772	Sendero Acquisitions, LP	06-19-2014	06-30-2014							
264773	Sendero Acquisitions, LP	06-19-2014	06-30-2014							
264776	Sendero Acquisitions, LP	06-19-2014	06-30-2014							
541539	Sendero Acquisitions, LP	06-19-2014	06-30-2014							
264875	Sendero Acquisitions, LP	06-19-2014	06-30-2014							

Sendero
Acquisitions, LP

223 Nolana Ave, Suite 2A
McAllen, TX 78504

(956) 627- 2298 phone
(956) 627-3785 fax

August 8, 2014

Delivered to HCRMA on 8/8/14

Pilar Rodriguez, PE
Executive Director
Hidalgo County Regional Mobility Authority
118 South Cage Blvd., 4th Floor
Pharr, Texas 78577

Re: Hidalgo County
ROW CSJ: 0220-01-023
Highway: International Bridge Trade Corridor

Dear Mr. Rodriguez,

Enclosed please find copies of the introduction letter packets that were sent certified to the landowner(s) pertaining to the below mentioned parcels or tracts:

Parcel No. 450209 – Roger Price and Carol Price

(1) Copy of the Negotiator's Report
(1) Copy of the Letter of Offer – *CERTIFIED MAIL*
(1) Copy of the Acknowledge Receipt of Appraisal Report(s)
(1) Copy of Negotiator's Checklist
(1) Copy of the Notice of Opening of Negotiations
(1) Copy of Land Owner Bill of Rights
(1) Copy of the Title Commitment

Milestone: Negotiation Service - $1,150 upon presentation of initial offer

Respectfully,

Lascurain

Carlos Lascurain, R/W-NAC
Sendero Acquisitions, LP
Enclosures

Sendero
Acquisitions, LP

223 Nolana Ave, Suite 2A
McAllen, TX 78504

(956) 627- 2298 phone
(956) 627-3785 fax

August 8, 2014

Delivered to HCRMA on 8/8/14

Pilar Rodriguez, PE
Executive Director
Hidalgo County Regional Mobility Authority
118 South Cage Blvd., 4th Floor
Pharr, Texas 78577

Re: Hidalgo County
ROW CSJ: 0220-01-023
Highway: International Bridge Trade Corridor

Dear Mr. Rodriguez,

Enclosed please find copies of the introduction letter packets that were sent certified to the landowner(s) pertaining to the below mentioned parcels or tracts:

Parcel No. 450207 – Armando Galvan and Susan G. Galvan

(1) Copy of the Negotiator's Report
(1) Copy of the Letter of Offer – *CERTIFIED MAIL*
(1) Copy of the Acknowledge Receipt of Appraisal Report(s)
(1) Copy of Negotiator's Checklist
(1) Copy of the Notice of Opening of Negotiations
(1) Copy of Land Owner Bill of Rights
(1) Copy of the Title Commitment

Milestone: Negotiation Service - $1,150 upon presentation of initial offer

Respectfully,

Lascurain

Carlos Lascurain, R/W-NAC
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223 Nolana Ave, Suite 2A
McAllen, TX 78504

(956) 627- 2298 phone
(956) 627-3785 fax

August 8, 2014

Delivered to HCRMA on 8/8/14

Pilar Rodriguez, PE
Executive Director
Hidalgo County Regional Mobility Authority
118 South Cage Blvd., 4th Floor
Pharr, Texas 78577

Re: Hidalgo County
ROW CSJ: 0220-01-023
Highway: International Bridge Trade Corridor

Dear Mr. Rodriguez,

Enclosed please find copies of the introduction letter packets that were sent certified to the landowner(s) pertaining to the below mentioned parcels or tracts:

Parcel No. 264869 – David F. Zorn and Carrol Zorn

(1) Copy of the Negotiator's Report
(1) Copy of the Letter of Offer – *CERTIFIED MAIL*
(1) Copy of the Acknowledge Receipt of Appraisal Report(s)
(1) Copy of Negotiator's Checklist
(1) Copy of the Notice of Opening of Negotiations
(1) Copy of Land Owner Bill of Rights
(1) Copy of the Title Commitment

Milestone: Negotiation Service - $1,150 upon presentation of initial offer

Respectfully,

Carlos Lascurain, R/W-NAC
Sendero Acquisitions, LP
Enclosures

Sendero
Acquisitions, LP

223 Nolana Ave, Suite 2A
McAllen, TX 78504

(956) 627- 2298 phone
(956) 627-3785 fax

August 8, 2014

Delivered to HCRMA on 8/8/14

Pilar Rodriguez, PE
Executive Director
Hidalgo County Regional Mobility Authority
118 South Cage Blvd., 4th Floor
Pharr, Texas 78577

Re: Hidalgo County
ROW CSJ: 0220-01-023
Highway: International Bridge Trade Corridor

Dear Mr. Rodriguez,

Enclosed please find copies of the introduction letter packets that were sent certified to the landowner(s) pertaining to the below mentioned parcels or tracts:

Parcel No. 264771 – Glen J. Sills, Barbara A. Parsons, Denis W. Lhamon, Ronald L. Lhamon, and John J. Lhamon

(1) Copy of the Negotiator's Report
(1) Copy of the Letter of Offer – *CERTIFIED MAIL*
(1) Copy of the Acknowledge Receipt of Appraisal Report(s)
(1) Copy of Negotiator's Checklist
(1) Copy of the Notice of Opening of Negotiations
(1) Copy of Land Owner Bill of Rights
(1) Copy of the Title Commitment

Milestone: Negotiation Service - $1,150 upon presentation of initial offer

Respectfully,

Carlos Lascurain, R/W-NAC
Sendero Acquisitions, LP
Enclosures

Sendero
Acquisitions, LP

223 Nolana Ave, Suite 2A
McAllen, TX 78504

(956) 627- 2298 phone
(956) 627-3785 fax

August 8, 2014

Delivered to HCRMA on 8/8/14

Pilar Rodriguez, PE
Executive Director
Hidalgo County Regional Mobility Authority
118 South Cage Blvd., 4th Floor
Pharr, Texas 78577

Re: Hidalgo County
ROW CSJ: 0220-01-023
Highway: International Bridge Trade Corridor

Dear Mr. Rodriguez,

Enclosed please find copies of the introduction letter packets that were sent certified to the landowner(s) pertaining to the below mentioned parcels or tracts:

Parcel No. 264770 – Glen J. Sills, Barbara A. Parsons, Denis W. Lhamon, Ronald L. Lhamon, and John J. Lhamon

(1) Copy of the Negotiator's Report
(1) Copy of the Letter of Offer – *CERTIFIED MAIL*
(1) Copy of the Acknowledge Receipt of Appraisal Report(s)
(1) Copy of Negotiator's Checklist
(1) Copy of the Notice of Opening of Negotiations
(1) Copy of Land Owner Bill of Rights
(1) Copy of the Title Commitment

Milestone: Negotiation Service - $1,150 upon presentation of initial offer

Respectfully,

Carlos Lascurain, R/W-NAC
Sendero Acquisitions, LP
Enclosures

Sendero
Acquisitions, LP

223 Nolana Ave, Suite 2A
McAllen, TX 78504

(956) 627- 2298 phone
(956) 627-3785 fax

August 8, 2014

Delivered to HCRMA on 8/8/14

Pilar Rodriguez, PE
Executive Director
Hidalgo County Regional Mobility Authority
118 South Cage Blvd., 4th Floor
Pharr, Texas 78577

Re: Hidalgo County
ROW CSJ: 0220-01-023
Highway: International Bridge Trade Corridor

Dear Mr. Rodriguez,

Enclosed please find copies of the introduction letter packets that were sent certified to the landowner(s) pertaining to the below mentioned parcels or tracts:

Parcel No. 264768 & 264769 – Edward R. Jones and Mary Jayne Jones

(1) Copy of the Negotiator's Report
(1) Copy of the Letter of Offer – *CERTIFIED MAIL*
(1) Copy of the Acknowledge Receipt of Appraisal Report(s)
(1) Copy of Negotiator's Checklist
(1) Copy of the Notice of Opening of Negotiations
(1) Copy of Land Owner Bill of Rights
(1) Copy of the Title Commitment

Milestone: Negotiation Service - $1,150 upon presentation of initial offer

Respectfully,

Lascurain

Carlos Lascurain, R/W-NAC
Sendero Acquisitions, LP
Enclosures

Sendero
Acquisitions, LP

223 Nolana Ave, Suite 2A
McAllen, TX 78504

(956) 627- 2298 phone
(956) 627-3785 fax

August 8, 2014

Delivered to HCRMA on 8/8/14

Pilar Rodriguez, PE
Executive Director
Hidalgo County Regional Mobility Authority
118 South Cage Blvd., 4th Floor
Pharr, Texas 78577

Re: Hidalgo County
ROW CSJ: 0220-01-023
Highway: International Bridge Trade Corridor

Dear Mr. Rodriguez,

Enclosed please find copies of the introduction letter packets that were sent certified to the landowner(s) pertaining to the below mentioned parcels or tracts:

Parcel No. 264767– T. L. & B. W. Gillen

(1) Copy of the Negotiator's Report
(1) Copy of the Letter of Offer – *CERTIFIED MAIL*
(1) Copy of the Acknowledge Receipt of Appraisal Report(s)
(1) Copy of Negotiator's Checklist
(1) Copy of the Notice of Opening of Negotiations
(1) Copy of Land Owner Bill of Rights
(1) Copy of the Title Commitment

Milestone: Negotiation Service - $1,150 upon presentation of initial offer

Respectfully,

Lascurain

Carlos Lascurain, R/W-NAC
Sendero Acquisitions, LP
Enclosures

Sendero
Acquisitions, LP

223 Nolana Ave, Suite 2A
McAllen, TX 78504

(956) 627- 2298 phone
(956) 627-3785 fax

August 8, 2014

Delivered to HCRMA on 8/8/14

Pilar Rodriguez, PE
Executive Director
Hidalgo County Regional Mobility Authority
118 South Cage Blvd., 4th Floor
Pharr, Texas 78577

Re: Hidalgo County
ROW CSJ: 0220-01-023
Highway: International Bridge Trade Corridor

Dear Mr. Rodriguez,

Enclosed please find copies of the introduction letter packets that were sent certified to the landowner(s) pertaining to the below mentioned parcels or tracts:

Parcel No. 264766 – T. L. & B. W. Gillen

(1) Copy of the Negotiator's Report
(1) Copy of the Letter of Offer – *CERTIFIED MAIL*
(1) Copy of the Acknowledge Receipt of Appraisal Report(s)
(1) Copy of Negotiator's Checklist
(1) Copy of the Notice of Opening of Negotiations
(1) Copy of Land Owner Bill of Rights
(1) Copy of the Title Commitment

Milestone: Negotiation Service - $1,150 upon presentation of initial offer

Respectfully,

Lascurain

Carlos Lascurain, R/W-NAC
Sendero Acquisitions, LP
Enclosures

Sendero
Acquisitions, LP

223 Nolana Ave, Suite 2A
McAllen, TX 78504

(956) 627- 2298 phone
(956) 627-3785 fax

August 8, 2014

Delivered to HCRMA on 8/8/14

Pilar Rodriguez, PE
Executive Director
Hidalgo County Regional Mobility Authority
118 South Cage Blvd., 4th Floor
Pharr, Texas 78577

Re: Hidalgo County
ROW CSJ: 0220-01-023
Highway: International Bridge Trade Corridor

Dear Mr. Rodriguez,

Enclosed please find copies of the introduction letter packets that were sent certified to the landowner(s) pertaining to the below mentioned parcels or tracts:

Parcel No. 264763 – John H. Curry and Joyce M. Curry

(1) Copy of the Negotiator's Report
(1) Copy of the Letter of Offer – *CERTIFIED MAIL*
(1) Copy of the Acknowledge Receipt of Appraisal Report(s)
(1) Copy of Negotiator's Checklist
(1) Copy of the Notice of Opening of Negotiations
(1) Copy of Land Owner Bill of Rights
(1) Copy of the Title Commitment

Milestone: Negotiation Service - $1,150 upon presentation of initial offer

Respectfully,

Carlos Lascurain, R/W-NAC
Sendero Acquisitions, LP
Enclosures

INVOICE

HALFF

ENGINEERS ARCHITECTS SCIENTISTS PLANNERS SURVEYORS

REMITTANCE ADDRESS
Halff Associates, Inc
P.O. Box 678316
Dallas, TX 75267
www.halff.com

Sendero Acquisitions, L.P.
2658 Industrial Blvd
Abilene, TX. 79605

Attention: Charles M. Davis

Invoice Date : 08/29/2014
Invoice # : 187900
Project : 30246
Invoice Group : 01
Client Code : SEND01

Project Name : Sendero Acquisitions/ROW Hidalgo Co

For Professional Services Rendered through: 8/24/2014
Re: Right of Way Acquisition Services
Hidalgo County, TX

Phase / Task / Name		Fee	Previous Amount	% Complete	Current Amount	Total Fee Earned
WA01 -- IBTC						
NEGT -- Negotiation Service		190,000.00	14,000.00	12.82	10,350.00	24,350.00
PPR -- Relocation - PP/Storage Units		20,000.00	0.00	0.00	0.00	0.00
RESR -- Relocation - Residential		54,000.00	0.00	0.00	0.00	0.00
TTLE -- Title and Closing Service		45,600.00	0.00	0.00	0.00	0.00
Phase WA01 Subtotal		**309,600.00**	**14,000.00**	**7.86**	**10,350.00**	**24,350.00**
	Totals:	**309,600.00**	**14,000.00**	**7.86**	**10,350.00**	**24,350.00**

Total Fee Earned To Date	24,350.00
Less Previous Billings	14,000.00
Amount Due this Invoice	**10,350.00**

TERMS: DUE UPON RECEIPT

(214) 346-6200

ORIGINAL

(214) 739-0108 Fax

HCRMA | PP Billing Report

SEP-02-2014 9:30 AM

PP Billing Report

Parcel #	Relo Parcel No.	90 Day Notice	PP $900 90 Day Notice / $700- Not Legal	File Delivered to HCRMA	PP $1,100 Submitting master file
2-SH365-Seg. 3	P2-R01(PP)	08-26-2014	08-31-2014		

HCRMA Quiet Village | PP Billing Report

SEP-02-2014 10:09 AM

PP Billing Report

Parcel #	Provider	Relo Parcel No.	90 Day Notice	PP $900 90 Day Notice / $700 - Not Legal	File Delivered to HCRMA	PP $1,100 Submitting master file
AUG 2014 (9 Records)						
450209	Senero Acquisitions, LP	450209 - R01(PP)	08-20-2014	08-31-2014		
264763	Sendero Acquisitions, LP	264763-R01(PP)	08-21-2014	08-31-2014		
264766	Sendero Acquistions, LP	264766-R01(PP)	08-20-2014	08-31-2014		
264767	Sendero Acquisitions, LP	264767 - R01(PP)	08-20-2014	08-31-2014		
264768, 264769	Sender Acquistions, LP	264768- R01(PP)	08-20-2014	08-31-2014		
264768, 264769	Sendero Acquisitioins, LP	264769-R02(PP)	08-20-2014	08-31-2014		
264771	Sendero Acquisitions, LP	264771- R01(PP)	08-20-2014	08-31-2014		
264869	Sendero Acquisitios, LP	264869-R01(PP)	08-20-2014	08-31-2014		
450207	Sendero Acquisitions, LP	450207-R01 (PP)	08-20-2014	08-31-2014		
(empty) **(2 Records)**						
264870	Halff					
264873	Halff					

Sendero
Acquisitions, LP

223 W. Nolana Ave., Ste 2A
McAllen, TX 78504
956.627.2298 phone
956.627.3785 fax

August 20, 2014

Pilar Rodriguez, PE
Executive Director
Hidalgo County Regional Mobility Authority
118 South Cage Blvd., 4th Floor
Pharr, Texas 78577

Re: Hidalgo County
ROW CSJ: 0220-01-023
Highway: International Bridge Trade Corridor

Dear Mr. Rodriguez:
Enclosed please find the copies of the 90 day offer packets that were sent certified to the landowner(s) pertaining to the blow mentioned parcels of tracts:

450209-R01 - Roger Price and Carol Price
264763-R01 - John H. Curry & Joyce M. Curry
264766-R01 - T.L. Gillen and B.W. Gillen
264767-R01 - B.W. Gillen and T.L. Gillen, with the right of survivor ship
264768/264769-R01 - Edward R. Jones and Mary Jayne Jones
264768/264769-R02 - Edward R. Jones and Mary Jayne Jones
264771-R01 - Glen J. Sills, Barbara A. Parson, Denis W. Lhamon, Ronald L. Lhamon, and John J. Lhamon
264869-R01 - David F. Zorn and Carrol Zorn
450207-R01 - Armando Galvan and Susan G. Galvan

Milestone: Personal Property and Storage Unit Relocation Assistance Service: $900 payment milestone paid upon;

2.5.2.1	Submitting to HCRMA R/W Office completed ROW-R-MP, ROW-R-96 and ROW-R-CE signed by Displacee.
2.5.2.2	Providing 90-day notice to Displacee.

Thank you,

Mendy Baird

Mendy Baird
Sendero Acquisitions, LP

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY
2014 PAYMENT SUMMARY

Leonel Garza & Associates
Appraisal Report Services
International Bridge Trade Corridor

	Invoices						
Billing Date	7/7/2014	8/4/2014	8/5/2014	8/6/2014	9/1/2014	9/9/2014	Total Paid to Date
Billing Amount	$40,000.00	$5,000.00	$5,000.00	$55,000.00	$82,500.00	$2,500.00	$190,000.00
					$82,500.00	**$2,500.00**	
					$85,000.00		
					Amount Approved for Payment		

Approved for Payment
Pilar Rodriguez
Executive Director

9/12/2014
Date

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

REQUEST FOR RECOMMENDATION ON PAYMENT

To: Carlos "CJ" Moreno, Land Acquisition Coordinator

Month and Year		
Contractor	Leonel Garza Jr. & Associates, LLC	
Project/WA	ITBC	
Invoice #	2575	Date: 09/01/2014
Amount	$ 5,000.00	
Date Sent	09/08/2014	

Date Received	
Received by	

Recommendation: ✓ Approval _____ Disapproval

Comments:

Carlos Moreno, Jr., Land Acquisition Coordinator — Date: 9/9/14

Recommendation: P.R Approval _____ Disapproval

Comments:

Pilar Rodriguez, Executive Director — Date: 9/12/2014

Please return this form via email to fkoll@hcrma.net

Leonel Garza Jr. & Associates,LLC
1419 Dove Ste. 1
McAllen, TX 78504
Phone # 956-687-7295

TIN# 74-2948770

Invoice

Date	Invoice #
9/1/2014	2575

Hidalgo Co. Regional Mobility Authority
Carlos Moreno
118 S Cage Blvd 4th Floor
Pharr, TX 78577

P.O. No.	Terms	Job
	Due on receipt	Quiet Village

Item	Office File#	Description	Rate	Amount
Right of Way	3012	Quiet Village Lot 58 Subject Location: 215 S Valley View Road Lot 58 Donna , TX 78537 Owner: Nona Kowaleski	2,500.00	2,500.00
Right of Way	3025	Quiet Village Lot 283 Subject Location: 215 S Valley View Road Lot 283 Donna , TX 78537 Owner: Ruth C. Word	2,500.00	2,500.00

9/12/2014

Pay Only

Total $5,000.00

Fax # 956-687-9236 leonel3@garza-associates.com

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

REQUEST FOR RECOMMENDATION ON PAYMENT

To: Carlos "CJ" Moreno, Land Acquisition Coordinator

Month and Year		
Contractor	Leonel Garza Jr. & Associates, LLC	
Project/WA	IBTC	
Invoice #	2574	Date: 09/01/2014
Amount	$ 60,000.00	
Date Sent	09/08/2014	

Date Received	
Received by	

Recommendation: ✓ Approval _____ Disapproval

Comments:

Carlos Moreno, Jr., Land Acquisition Coordinator — Date: 9/9/14

Recommendation: ✓ Approval _____ Disapproval

Comments:

Pilar Rodriguez, Executive Director — Date: 9/12/2014

Please return this form via email to fkoll@hcrma.net

Ag 13

Leonel Garza Jr. & Associates,LLC
1419 Dove Ste. 1
McAllen, TX 78504
Phone # 956-687-7295

TIN# 74-2948770

Invoice

Date	Invoice #
9/1/2014	2574

Hidalgo Co. Regional Mobility Authority
Carlos Moreno
118 S Cage Blvd 4th Floor
Pharr, TX 78577

P.O. No.	Terms	Job
	Due on receipt	Red River

Item	Office File#	Description	Rate	Amount
Right of Way	3028	RMA - Red River Subdivision Parcel 20 Owner: Pelon LLC	2,500.00	2,500.00
Right of Way	3029	RMA - Red River Subdivision Parcel 21 Owner: Pelon LLC	2,500.00	2,500.00
Right of Way	3030	RMA - Red River Subdivision Parcel 22 Owner: Pelon LLC	2,500.00	2,500.00
Right of Way	3031	RMA - Red River Subdivision Parcel 23 Owner: Pelon LLC	2,500.00	2,500.00
Right of Way	3032	RMA - Red River Subdivision Parcel 24 Owner: Pelon LLC	2,500.00	2,500.00
Right of Way	3034	RMA - Red River Subdivision Parcel 26 Owner: Pelon LLC	2,500.00	2,500.00
Right of Way	3035	RMA - Red River Subdivision Parcel 27 Owner: Pelon LLC	2,500.00	2,500.00
Right of Way	3036	RMA - Red River Subdivision Parcel 28 Owner: Pelon LLC	2,500.00	2,500.00
Right of Way	3037	RMA - Red River Subdivision Parcel 29 Owner: Pelon LLC	2,500.00	2,500.00
Right of Way	3038	RMA - Red River Subdivision Parcel 30 Owner: Pelon LLC	2,500.00	2,500.00
Right of Way	3039	RMA - Red River Subdivision Parcel 45 Owner: Pelon LLC	2,500.00	2,500.00
Right of Way	3040	RMA - Red River Subdivision Parcel 46 Owner: Pelon LLC	2,500.00	2,500.00

Total

Fax # 956-687-9236 leonel3@garza-associates.com

Leonel Garza Jr. & Associates,LLC
1419 Dove Ste. 1
McAllen, TX 78504
Phone # 956-687-7295

TIN# 74-2948770

Invoice

Date	Invoice #
9/1/2014	2574

Hidalgo Co. Regional Mobility Authority
Carlos Moreno
118 S Cage Blvd 4th Floor
Pharr, TX 78577

P.O. No.	Terms	Job
	Due on receipt	Red River

Item	Office File#	Description	Rate	Amount
Right of Way	3041	RMA - Red River Subdivision Parcel 47 Owner: Pelon LLC	2,500.00	2,500.00
Right of Way	3042	RMA - Red River Subdivision Parcel 48 Owner: Pelon LLC	2,500.00	2,500.00
Right of Way	3043	RMA - Red River Subdivision Parcel 49 Owner: Pelon LLC	2,500.00	2,500.00
Residential	3044	RMA - Red River Subdivision Parcel 50 Owner: Pelon LLC	2,500.00	2,500.00
Right of Way	3046	RMA - Red River Subdivision Parcel 52 Owner: Pelon LLC	2,500.00	2,500.00
Right of Way	3047	RMA - Red River Subdivision Parcel 53 Owner: Pelon LLC	2,500.00	2,500.00
Right of Way	3048	RMA - Red River Subdivision Parcel 70 Owner: Pelon LLC	2,500.00	2,500.00
Right of Way	3053	RMA - Red River Subdivision Parcel 75 Owner: Pelon LLC	2,500.00	2,500.00
Right of Way	3061	RMA - Red River Subdivision Parcel 98 Owner: Pelon LLC	2,500.00	2,500.00
Right of Way	3066	RMA - Red River Subdivision Parcel 103 Owner: Pelon LLC	2,500.00	2,500.00
Right of Way	3067	RMA - Red River Subdivision Parcel 104 Owner: Pelon LLC	2,500.00	2,500.00

Total

Fax # 956-687-9236 leonel3@garza-associates.com

Leonel Garza Jr. & Associates,LLC
1419 Dove Ste. 1
McAllen, TX 78504
Phone # 956-687-7295

TIN# 74-2948770

Invoice

Date	Invoice #
9/1/2014	2574

Hidalgo Co. Regional Mobility Authority
Carlos Moreno
118 S Cage Blvd 4th Floor
Pharr, TX 78577

P.O. No.	Terms	Job
	Due on receipt	Red River

Item	Office File#	Description	Rate	Amount
Right of Way	3068	RMA - Red River Subdivision Parcel 105 Owner: Pelon LLC	2,500.00	2,500.00

1 - 12
9/12/2014

Total $60,000.00

Pay Only

Fax # 956-687-9236 leonel3@garza-associates.com

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

REQUEST FOR RECOMMENDATION ON PAYMENT

To: Carlos "CJ" Moreno, Land Acquisition Coordinator

Month and Year		
Contractor	Leonel Garza Jr. & Associates, LLC	
Project/WA	IBTC	
Invoice #	2580	Date: 09/09/2014
Amount	$ 2,500.00	
Date Sent	09/09/2014	

Date Received	
Received by	

Recommendation: ✓ Approval _____ Disapproval

Comments:

Carlos Moreno, Jr., Land Acquisition Coordinator — Date: 9/9/14

Recommendation: P.R Approval _____ Disapproval

Comments:

Pilar Rodriguez, Executive Director — Date: 9/12/2014

Please return this form via email to fkoll@hcrma.net

Leonel Garza Jr. & Associates,LLC
1419 Dove Ste. 1
McAllen, TX 78504
Phone # 956-687-7295

TIN# 74-2948770

Invoice

Date	Invoice #
9/9/2014	2580

Hidalgo Co. Regional Mobility Authority
Carlos Moreno
118 S Cage Blvd 4th Floor
Pharr, TX 78577

P.O. No.	Terms	Job
	Due on receipt	Quiet Village

Item	Office File#	Description	Rate	Amount
Right of Way	3002	HCRMA Quiet Village Parcel 52 Owner: Glen J and Barbara Parson Sills	2,500.00	2,500.00

P.R.
9/12/2014

Total $2,500.00

Pay Only

Fax # 956-687-9236 leonel3@garza-associates.com

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

REQUEST FOR RECOMMENDATION ON PAYMENT

To: Carlos "CJ" Moreno, Land Acquisition Coordinator

Month and Year		
Contractor	Leonel Garza Jr. & Associates, LLC.	
Project/WA	IBTC	
Invoice #	2576	Date: 09/01/2014
Amount	$ 17,500.00	
Date Sent	09/08/2014	

Date Received	
Received by	

Recommendation: ✓ Approval _____ Disapproval

Comments:

Carlos Moreno, Jr., Land Acquisition Coordinator — Date: 9/9/14

Recommendation: P.R Approval _____ Disapproval

Comments:

Pilar Rodriguez, Executive Director — Date: 9/12/2014

Please return this form via email to fkoll@hcrma.net

Leonel Garza Jr. & Associates,LLC
1419 Dove Ste. 1
McAllen, TX 78504
Phone # 956-687-7295

TIN# 74-2948770

Invoice

Date	Invoice #
9/1/2014	2576

Hidalgo Co. Regional Mobility Authority
Carlos Moreno
118 S Cage Blvd 4th Floor
Pharr, TX 78577

P.O. No.	Terms	Job
	Due on receipt	Red River

Item	Office File#	Description	Rate	Amount
Right of Way	3028	RMA - Red River Subdivision Parcel 93 Owner: Juan J. Sierra & Sylvia Alaniz	2,500.00	2,500.00
Right of Way	3070	RMA - Red River Subdivision Parcel 107 Owner:	2,500.00	2,500.00
Right of Way	3071	RMA - Red River Subdivision Parcel 108 Owner: Pelon LLC	2,500.00	2,500.00
Right of Way	3072	RMA - Red River Subdivision Parcel 109 Owner: Pelon LLC	2,500.00	2,500.00
Right of Way	3073	RMA - Red River Subdivision Parcel 110 Owner: Pelon LLC	2,500.00	2,500.00
Right of Way	3074	RMA - Red River Subdivision Parcel 111 Owner: Pelon LLC	2,500.00	2,500.00
Right of Way	3075	RMA - Red River Subdivision Parcel 112 Owner: Pelon LLC	2,500.00	2,500.00

1 - 7 R
9/12/2014

Total $17,500.00

Pay Only

Fax # 956-687-9236 leonel3@garza-associates.com

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY
2014 PAYMENT SUMMARY

Leonel Garza & Associates
Appraisal Report Services
State Highway 365

	Invoices	Total Paid to Date
Billing Date	9/9/2014	
Billing Amount	$27,500.00	$27,500.00
	$27,500.00	
	Amount Approved for Payment	

Approved for Payment
Pilar Rodriguez
Executive Director

9/12/2014
Date

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

REQUEST FOR RECOMMENDATION ON PAYMENT

To: Carlos "CJ" Moreno, Land Acquisition Coordinator

Month and Year		
Contractor	Leonel Garza Jr. & Associates, LLC	
Project/WA	SH 365	
Invoice #	2579	Date: 09/09/2014
Amount	$ 27,500.00	
Date Sent	09/09/2014	

Date Received	
Received by	

Recommendation: ✓ Approval _____ Disapproval

Comments:

Carlos Moreno, Jr., Land Acquisition Coordinator — Date: 9/9/14

Recommendation: P.R Approval _____ Disapproval

Comments:

Pilar Rodriguez, Executive Director — Date: 9/12/2014

Please return this form via email to fkoll@hcrma.net

Leonel Garza Jr. & Associates,LLC
1419 Dove Ste. 1
McAllen, TX 78504
Phone # 956-687-7295

TIN# 74-2948770

Invoice

Date	Invoice #
9/9/2014	2579

Hidalgo Co. Regional Mobility Authority
Carlos Moreno
118 S Cage Blvd 4th Floor
Pharr, TX 78577

P.O. No.	Terms	Job
	Due on receipt	US281

Item	Office File#	Description	Rate	Amount
Right of Way	2962	US 281 Parcel 1 Owner: Rocio I Llanos Collado	2,500.00	2,500.00
Right of Way	2975	US 281 Parcel 9E Owner: KVS Family Limited Partnership	2,500.00	2,500.00
Right of Way	2977	US 281 Parcel 10E Owner: KVS Family Limited Partnership	2,500.00	2,500.00
Right of Way	2981	US 281 Parcel 13E Owner: Fortco Properties LTD	2,500.00	2,500.00
Right of Way	2983	US 281 Parcel 14E Owner: Hidalgo County Irrigation District No. 2	2,500.00	2,500.00
Right of Way	2985	US 281 Parcel 15E1 Owner: KVS Family Limited Partnership	2,500.00	2,500.00
Right of Way	2986	US 281 Parcel 15E2 Owner: KVS Family Limited Partnership	2,500.00	2,500.00
Right of Way	2989	US 281 Parcel 17E Owner: KVS Family Limited Partnership	2,500.00	2,500.00
Right of Way	2992	US 281 Parcel 0033-002 Owner: KVS Family Limited Partnership	2,500.00	2,500.00
Right of Way	2993	US 281 Parcel 0033-003 Owner: Hidalgo County Irrigation District	2,500.00	2,500.00
Right of Way	2994	US 281 Parcel 0033-004 Owner:9GS3GD, LP c/o Phil Dyer	2,500.00	2,500.00

P-R
9/12/2014

Total $27,500.00

Fax # 956-687-9236 leonel3@garza-associates.com

Pay Only

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY
2014 PAYMENT SUMMARY

HLH Appraisal Services
Review Appraisal Report Services
International Bridge Trade Corridor

	Invoices		
Billing Date	8/27/2014	9/2/2014	Total Paid to Date
Billing Amount	$9,500.00	$9,975.00	$19,475.00
	$9,500.00	**$9,975.00**	
	$19,475.00		
	Amount Approved for Payment		

Approved for Payment
Pilar Rodriguez
Executive Director

9/12/2014
Date

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

REQUEST FOR RECOMMENDATION ON PAYMENT

To: Carlos "CJ" Moreno, Land Acquisition Coordinator

Month and Year		
Contractor	HLH Appraisal Services	
Project/WA	IBTC	
Invoice #	# 3	Date: 09/02/2014
Amount	$ 9,975.00	
Date Sent	09/03/2014	

Date Received	
Received by	

Recommendation: ✓ Approval _____ Disapproval

Comments:

Carlos Moreno, Jr., Land Acquisition Coordinator — Date: 9/9/14

Recommendation: P.R Approval _____ Disapproval

Comments:

Pilar Rodriguez, Executive Director — Date: 9/12/2014

Please return this form via email to fkoll@hcrma.net

HLH APPRAISAL SERVICES

Specializing in Appraisal Review of Road and Drainage Projects

HCRMA- INVOICE NO. 3

PROPOSED REGIONAL LOOP PROJECT
US 281/SH 365-SEGMENT 3

SEPTEMBER 2, 2014

ITEMIZED BILLING STATEMENT FOR APPRAISAL REVIEW WORK PERFORMED ON THE PARCELS LISTED BELOW ON THE ABOVE PROJECT, HIDALGO COUNTY, TEXAS. THE BILLING IS IN ACCORDANCE WITH THE TERMS AND CONDITIONS OF THE HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY PROFESSIAL REVIEW APPRAISAL SERVICES CONTRACT EXECUTED BY THE HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY ON APRIL 1, 2014 (the "AUTHORITY") AND HLH APPRAISAL SERVICES, "CONSULTANT."

Parcel No. 1	$ 475.00	Parcel No. 11	475.00
Parcel No. 2	475.00	Parcel No. 12	475.00
Parcel No. 2E	475.00	Parcel No. 13	475.00
Parcel No. 3	475.00	Parcel No. 14	475.00
Parcel No. 3E	475.00	Parcel No. 15	475.00
Parcel No. 4	475.00	Parcel No. 16	475.00
Parcel No. 4E	475.00	Parcel No. 17	475.00
Parcel No. 5	475.00		$9,975.00 -Total
Parcel No. 6	475.00		
Parcel No. 7	475.00		
Parcel No. 7E2	475.00		
Parcel No. 8	475.00		
Parcel No. 9	475.00		
Parcel No. 10	475.00		

Pay Only

Twenty One (21) parcels at $475.00 per parcel totals $9,975.00 Due

Harvey L. Heerssen – Review Appraiser
Tx. State Certified General Real Estate Appraiser
No. TX-1327190-G
6107 Aberton Forest Drive
Houston, TX. 77084

9-2-14
Date

9/12/2014

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

REQUEST FOR RECOMMENDATION ON PAYMENT

To: Carlos "CJ" Moreno, Land Acquisition Coordinator

Month and Year		
Contractor	HLH Appraisal Services	
Project/WA	IBTC	
Invoice #	# 2	Date: 08/27/2014
Amount	$ 8,550.00	
Date Sent	09/03/2014	

Date Received	
Received by	

Recommendation: ✓ Approval _____ Disapproval

Comments:

Carlos Moreno, Jr., Land Acquisition Coordinator — Date: 9/9/14

Recommendation: P.R Approval _____ Disapproval

Comments:

Pilar Rodriguez, Executive Director — Date: 9/12/2014

Please return this form via email to fkoll@hcrma.net

HLH APPRAISAL SERVICES

Specializing in Appraisal Review of Road and Drainage Projects

HCRMA- INVOICE NO. 2

PROPOSED REGIONAL LOOP PROJECT
INTERNATIONAL BRIDGE TRADE CORRIDOR
(IBTC)

AUGUST 27, 2014

ITEMIZED BILLING STATEMENT FOR APPRAISAL REVIEW WORK PERFORMED ON THE PARCELS LISTED BELOW ON THE ABOVE PROJECT, HIDALGO COUNTY, TEXAS. THE BILLING IS IN ACCORDANCE WITH THE TERMS AND CONDITIONS OF THE HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY PROFESSIAL REVIEW APPRAISAL SERVICES CONTRACT EXECUTED BY THE HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY ON APRIL 1, 2014 (the "AUTHORITY") AND HLH APPRAISAL SERVICES, "CONSULTANT."

Lots 43, 44 & 45	$ 475.00	Lot 68	475.00
Lot 46	475.00	Lots 280 & 281	475.00
Lot 47	475.00	Lot 282	475.00
Lots 48 & 49	475.00	Lot 287	475.00
Lot 50	475.00		
Lot 51	475.00	Total	8,550.00
Lot 57	475.00		
Lot 59	475.00		
Lot 60	475.00		
Lot 61	475.00		
Lot 62	475.00		
Lot 63	475.00		
Lot 64	475.00		
Lot 67	475.00		

Pay Only

Eighteen (18) parcels at $475.00 per parcel totals $8,550.00 Due

Harvey L. Heerssen

8-27-14

Harvey L. Heerssen – Review Appraiser
Tx. State Certified General Real Estate Appraiser
No. TX-1327190-G
6107 Aberton Forest Drive
Houston, Tx. 77084

Date

9/12/2014

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

REQUEST FOR RECOMMENDATION ON PAYMENT

To: Carlos "CJ" Moreno, Land Acquisition Coordinator

Month and Year		
Contractor	HLH Appraisal Services	
Project/WA	IBTC	
Invoice #	# 1	Date: 08/27/2014
Amount	$ 950.00	
Date Sent	09/03/2014	

Date Received	
Received by	

Recommendation: ✓ Approval _____ Disapproval

Comments:

Carlos Moreno, Jr., Land Acquisition Coordinator — Date 9/9/14

Recommendation: P.R Approval _____ Disapproval

Comments:

Pilar Rodriguez, Executive Director — Date 9/12/2014

Please return this form via email to fkoll@hcrma.net

HLH APPRAISAL SERVICES

Specializing in Appraisal Review of Road and Drainage Projects

HCRMA- INVOICE NO. 1

PROPOSED REGIONAL LOOP PROJECT
INTERNATIONAL BRIDGE TRADE CORRIDOR
(IBTC)

AUGUST 27, 2014

ITEMIZED BILLING STATEMENT FOR APPRAISAL REVIEW WORK PERFORMED ON TWO (2) TRACTS OF LAND ON THE ABOVE PROJECT OWNED BY COMMANCHE ASSET MANAGNEMENT COMPANY AND TARRIBA PROPERTIES, INC. HIDALGO COUNTY, TEXAS. THE BILLING IS IN ACCORDANCE WITH THE TERMS AND CONDITIONS OF THE HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY PROFESSIAL REVIEW APPRAISAL SERVICED CONTRACT WORK EXECUTED BY THE AUTRHORITY ON APRIL 1, 2014 BETWEEN THE HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY (the "AUTHORITY") AND HLH APPRAISAL SERVICES, "CONSULTANT."

Comanche Parcel	**$**	**475.00**
Tarriba Parcel		**475.00**
Total		**950.00** ← Pay Only

Two (2) parcels at $475.00 per parcel totals 950.00Due

Harvey L. Heerssen

Harvey L. Heerssen – Review Appraiser
Tx. State Certified General Real Estate Appraiser
No. TX-1327190-G
6107 Aberton Forest Drive
Houston, Tx. 77084

8-27-14
Date

9/12/2014

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Item 2C

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

AGENDA RECOMMENDATION FORM

BOARD OF DIRECTORS	**X**	**AGENDA ITEM**	**2C**
PLANNING COMMITTEE		**DATE SUBMITTED**	**9/10/14**
FINANCE COMMITTEE		**MEETING DATE**	**9/24/14**
TECHNICAL COMMITTEE			

1. Agenda Item: **APPROVAL OF THE FINANCIAL REPORT FOR THE MONTH OF AUGUST 2014.**

2. Nature of Request: (Brief Overview) Attachments: X Yes ___ No

   Consideration and approval of financial report for the month of August 2014.

3. Policy Implication: Board Policy, Local Government Code, Texas Government Code, Texas Transportation Code, TxDOT Policy

4. Budgeted: ___ Yes ___ No X N/A

   Funding Source:

5. Staff Recommendation**: Motion to approve the Financial Report for the Month of August 2014, as presented.**

6. Program Manager's Recommendation: ___ Approved ___ Disapproved **X** None

7. Planning Committee's Recommendation: ___ Approved ___ Disapproved **X** None

8. Board Attorney's Recommendation: ___ Approved ___ Disapproved **X** None

9. Chief Financial Officer's Recommendation: **X** Approved ___ Disapproved ___ None

10. Executive Director's Recommendation: **X** Approved ___ Disapproved ___ None

SAS◆CPAs
SALINAS, ALLEN & SCHMITT, LLP

ACCOUNTANT'S COMPILATION REPORT

To the Board of Directors
Hidalgo County Regional Mobility Authority
Pharr, TX

We have compiled the accompanying Statement of Net Position of Hidalgo County Regional Mobility Authority (a governmental authority) and the related Statements of Revenues, Expenditures and Net Change in fund balances (budget basis) as of and for the eight-months ended August 31, 2014. We have not audited or reviewed the accompanying financial statements and, accordingly, do not express an opinion or provide any assurance about whether the financial statements are in accordance with accounting principles generally accepted in the United States of America.

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America and for designing, implementing, and maintaining internal control relevant to the preparation and fair presentation of the financial statements.

Our responsibility is to conduct the compilation in accordance with Statements on Standards for Accounting and Review Services issued by the American Institute of Certified Public Accountants. The objective of a compilation is to assist management in presenting financial information in the form of financial statements without undertaking to obtain or provide any assurance that there are no material modifications that should be made to the financial statements.

Management has elected to omit substantially all of the disclosures required by accounting principles generally accepted in the United States of America. If the omitted disclosures were included in the financial statements, they might influence the user's conclusions about the Authority's financial position, results of operations, and cash flows. Accordingly, these financial statements are not designed for those who are not informed about such matters.

Also, management has not presented the statement of cash flows, management's discussion and analysis information or the budgetary comparison supplementary information that the Governmental Accounting Standards Board has determined is required to supplement, although not required to be a part of, the basic financial statements.

We are not independent with respect to Hidalgo County Regional Mobility Authority.

Salinas, Allen + Schmitt, LLP
Salinas, Allen & Schmitt, L.L.P.

September 16, 2014

HIDALGO CO. REGIONAL MOBILITY AUTHORITY
STATEMENT OF NET POSITION
AUGUST 31, 2014

ASSETS

CURRENT ASSETS		
Cash	$	1,845,867
Cash - Capital Projects Funds		295,385
Investments		3,359,273
Accounts Receivable - VR fees		432,130
Total Current Assets		5,932,654
RESTRICTED ASSETS		
Investments		41,907,589
Total Restricted Assets		41,907,589
CAPITAL ASSETS		
Office Equipment, net		25,926
Capital Assets Not Being Depreciated		51,058,775
Total Capital Assets		51,084,700
TOTAL ASSETS	$	98,924,943

LIABILITIES AND NET POSITION

CURRENT LIABILITIES		
Due to LRGVDC	$	1,028
Accrued Expenses		56,936
Total Current Liabilities		57,964
RESTRICTED LIABILITIES		
Accrued Interest - Bonds		728,416
Accounts Payable		2,182,319
Current Portion of Long-Term Debt		1,135,000
Total Restricted Liabilities		4,045,735
LONG-TERM LIABILITIES		
Accrued Interest - Note Payable to Hidalgo County		123,906
2013 VRF Bonds Payable (Net)		62,707,436
Total Long-Term Liabilities		62,831,341
Total Liabilities		66,935,040
NET POSITION		
Investment in Capital Assets, Net of Related Debt		25,382,175
Restricted for:		
Capital Projects		295,285
Debt Service		857,044
Unrestricted		5,455,399
Total Net Position		31,989,903
TOTAL LIABILITIES AND NET POSITION	$	98,924,943

HIDALGO CO. REGIONAL MOBILITY AUTHORITY
GENERAL FUND
STATEMENT OF REVENUES AND EXPENDITURES AND NET CHANGE
BUDGET BASIS
For Month and Year-to-Date Ending August 31, 2014

	Annual Budget	Actual One-Month Ending August 31, 2014	Month Ending Budget August 31, 2014	Variance	Actual Year-to-Date Ending August 31, 2014	Year-to-Date Budget August 31, 2014	Variance
REVENUES:							
Vehicle Registration Fees	$ 5,579,704	$ 432,130	$ 464,975	$ (32,845)	$ 4,017,710	$ 3,719,803	$ 297,907
Overweight/Oversized Permit Fees	0	0	0	0	27	0	27
Interest Income	0	0	0	0	85	0	85
Interest Income - TexSTAR	0	100	0	100	661	0	661
Total Revenues	5,579,704	432,230	464,975	(32,745)	4,018,483	3,719,803	298,680
EXPENDITURES:							
Personnel Services:							
Wages & Benefits	507,478	37,928	42,290	(4,362)	326,654	338,319	(11,665)
Supplies:							
Office Supplies	7,500	(1,886)	625	(2,511)	838	5,000	(4,162)
Other Services & Charges:							
Administrative	4,860	0	405	(405)	1,680	3,240	(1,560)
Dues & Subscriptions	22,500	496	1,875	(1,379)	28,067	15,000	13,067
Postage & Delivery	2,000	0	167	(167)	0	1,333	(1,333)
Temporary Employees	7,000	0	583	(583)	0	4,667	(4,667)
Insurance-E&O	640	0	53	(53)	0	427	(427)
Insurance- Surety	800	0	67	(67)	0	533	(533)
Advertising	0	0	0	0	3,460	0	3,460
Training	11,500	0	958	(958)	(315)	7,667	(7,982)
Travel	15,000	138	1,250	(1,112)	10,792	10,000	792
Printing & Publications	1,200	368	100	268	702	800	(98)
Bank Service Charges	0	0	0	0	23	0	23
Accounting Fees	25,200	0	2,100	(2,100)	35,588	16,800	18,788
Legal & Professional	100,000	5,991	8,333	(2,342)	24,417	66,667	(42,250)
Financial Consulting Fees	57,000	5,529	4,750	779	39,555	38,000	1,555
Rental - Office	15,000	1,000	1,250	(250)	12,032	10,000	2,032
Rent - Office Equipment	10,900	905	908	(3)	6,337	7,267	(930)
Contractual IT Services	1,800	150	150	0	5,790	1,200	4,590
Telephone	0	82	0	82	315	0	315
Miscellaneous	0	4,222	0	4,222	24,234	0	24,234

See accountants' compilation report.

HIDALGO CO. REGIONAL MOBILITY AUTHORITY

GENERAL FUND

STATEMENT OF REVENUES AND EXPENDITURES AND NET CHANGE

BUDGET BASIS

For Month and Year-to-Date Ending August 31, 2014

	Annual Budget	Actual One-Month Ending August 31, 2014	Month Ending Budget August 31, 2014	Variance	Actual Year-to-Date Ending August 31, 2014	Year-to-Date Budget August 31, 2014	Variance
Total Other Services & Charges	275,400	18,881	22,949	(4,068)	192,677	183,601	9,076
Maintenance:							
Repairs & Maintenance	2,000	0	167	(167)	0	1,333	(1,333)
Capital Outlay	175,000	0	14,583	(14,583)	13,378	116,667	(103,289)
Debt Related Expense:							
Premium Amortization	0	(6,389)	0	(6,389)	(51,110)	0	(51,110)
Interest Expense	0	0	0	0	9,917	0	9,917
Total Debt Related Expense	0	(6,389)	0	(6,389)	(41,193)	0	(41,193)
Total Expenditures	967,378	48,534	80,614	(32,080)	492,354	644,920	(152,566)
NET REVENUES	4,612,326	383,696	384,361	(665)	3,526,129	3,074,883	451,246
OTHER FINANCING SOURCES (USES)							
Capitalized Transfers	0	(6,389)	0	6,389	(37,732)	0	37,732
Transfers In	0	0	0	0	678,077	0	(678,077)
Transfers Out to Debt Fund	(3,981,899)	(337,379)	(331,825)	5,554	(2,673,314)	(2,654,599)	18,715
Transfers Out to Capital Proj Fund	(1,614,138)	0	(134,512)	(134,512)	(496,311)	(1,076,092)	(579,781)
Total Other Financing Sources (Uses)	(5,596,037)	(343,768)	(466,336)	122,569	(2,529,279)	(3,730,691)	1,201,412
NET CHANGE IN FUND BALANCE	(983,711)	39,928	(81,976)	121,904	996,850	(655,808)	1,652,658
BEGINNING FUND BALANCE	(22,967,143)	(22,967,143)	(22,967,143)	0	(22,967,143)	(22,967,143)	0
ENDING FUND BALANCE	$ (23,950,854)	$ (22,927,215)	$ (23,049,119)	$ 121,904	$ (21,970,293)	$ (23,622,951)	$ 1,652,658

See accountants' compilation report.

HIDALGO CO. REGIONAL MOBILITY AUTHORITY

DEBT SERVICE FUND

STATEMENT OF REVENUES AND EXPENDITURES AND NET CHANGE

BUDGET BASIS

For Month and Year-to-Date Ending August 31, 2014

	Annual Budget	Actual One-Month Ending August 31, 2014	Month Ending Budget August 31, 2014	Variance	Actual Year-to-Date Ending August 31, 2014	Year-to-Date Budget August 31, 2014	Variance
REVENUES:							
Intergovernmental	$ 0	$ 0	$ 0	$ 0	$ 0	$ 0	$ 0
EXPENDITURES:							
Principal Payments	1,135,000	0	94,583	(94,583)	0	756,667	(756,667)
Interest Expense	2,840,821	230,665	236,735	(6,070)	1,881,740	1,893,881	(12,140)
Fees	0	0	0	0	0	0	0
Total Expenditures	3,975,821	230,665	331,318	(100,653)	1,881,740	2,650,547	(768,807)
NET REVENUES	(3,975,821)	(230,665)	(331,318)	100,653	(1,881,740)	(2,650,547)	768,807
OTHER FINANCING SOURCES (USES)							
Transfers In	3,981,899	337,379	331,825	(5,554)	2,644,202	2,654,599	10,398
Transfers Out	0	0	0	0	(152,763)	0	152,763
Total Other Financing Sources (Uses)	3,981,899	337,379	331,825	5,554	2,491,439	2,654,599	(163,161)
NET CHANGE IN FUND BALANCE	6,078	106,714	507	106,207	609,698	4,052	605,646
BEGINNING FUND BALANCE	325,248	247,346	325,248	77,902	247,346	325,248	77,902
ENDING FUND BALANCE	$ 331,326	$ 354,060	$ 325,755	$ 28,305	$ 857,044	$ 329,300	$ 527,744

See accountants' compilation report.

HIDALGO CO. REGIONAL MOBILITY AUTHORITY

CAPITAL PROJECTS - STATE GRANTS FUND

STATEMENT OF REVENUES AND EXPENDITURES AND NET CHANGE

BUDGET BASIS

For Month and Year-to-date Ending August 31, 2014

	Annual Budget	Actual One Month Ending August 31, 2014	Month Ending Budget August 31, 2014	Variance	Actual Year-to-Date Ending August 31, 2014	Year-to-Date Budget August 31, 2014	Variance
REVENUES:							
Grants	$ 1,900,000	$ 796,262	$ 158,333	$ (637,929)	$ 1,091,547	$ 1,266,667	$ (175,119)
Total Revenues	1,900,000	796,262	158,333	637,929	1,091,547	1,266,667	(175,119)
EXPENDITURES:							
Administrative							
SH 365							
Environmental	0	0	0	0	0	0	0
Design	0	0	0	0	0	0	0
Acquisition	0	0	0	0	0	0	0
ROW	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0
Total SH 365	1,900,000	0	158,333	(158,333)	0	1,108,333	(1,108,333)
IBTC Project							
Total Expenditures	1,900,000	0	158,333	(158,333)	0	1,108,333	(1,108,333)
NET REVENUES	0	796,262	0	796,262	1,091,547	158,334	933,214
OTHER FINANCING SOURCES (USES)							
Transfers Out	0	0	0	0	0	0	0
Total Other Financing							
NET CHANGE IN FUND BALANCE	0	796,262	0	796,262	1,091,547	158,334	933,214
BEGINNING FUND BALANCE	0	0	0	0	0	0	0
ENDING FUND BALANCE	$ 0	$ 796,262	$ 0	$ 796,262	$ 1,091,547	$ 158,334	$ 933,214

See accountants' compilation report.

HIDALGO CO. REGIONAL MOBILITY AUTHORITY
BOND CONSTRUCTION FUND
STATEMENT OF REVENUES AND EXPENDITURES AND NET CHANGE
BUDGET BASIS
For Month and Year-to-Date Ending August 31, 2014

	Annual Budget	One Month Ending August 31, 2014 Actual	Month Ending Budget August 31, 2014	Variance	Year-to-Date Ending August 31, 2014 Actual	Year-to-Date Budget August 31, 2014	Variance
REVENUES:							
Interest Income - TexSTAR	$ 110,155	$ 1,224	$ 9,180	$ (7,956)	$ 10,120	$ 73,437	$ (63,317)
Total Revenues	110,155	1,224	9,180	(7,956)	10,120	73,437	(63,317)
EXPENDITURES:							
Administrative							
Legal & Professional	0	5,636	0	5,636	27,835	0	27,835
Fees	0	0	0	0	10	0	10
Total Administrative	0	5,636	0	5,636	27,845	0	27,845
SH 365							
Consulting & Engineering	0	447,700	0	447,700	3,359,854	0	3,359,854
Environmental	0	14,422	0	14,422	206,120	0	206,120
Design	0	944,218	0	944,218	6,714,709	0	6,714,709
Acquisition	0	28,450	0	28,450	28,450	0	28,450
ROW	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0
Total SH 365	0	1,434,790	0	1,434,790	10,309,133	0	10,309,133
IBTC Project							
Envionmental	0	33,331	0	33,331	101,309	0	101,309
Design	0	574,437	0	574,437	1,711,783	0	1,711,783
Acquisition	0	130,725	0	130,725	340,685	0	340,685
ROW	0	3,400	0	3,400	30,745	0	30,745
Total IBTC	0	741,892	0	741,892	2,184,521	0	2,184,521
Total Expenditures	32,873,509	2,182,318	2,739,459	(557,141)	12,521,499	19,176,214	(6,654,715)
NET REVENUES	(32,763,354)	(2,181,094)	(2,730,279)	549,185	(12,511,379)	(19,102,777)	6,591,398
OTHER FINANCING SOURCES							
Bond Issuance Costs	0	0	0	0	(17,500)	0	17,500
Capitalized Transfers	0	2,182,319	0	(2,182,319)	12,507,464	0	(12,507,464)
Transfers In	1,614,138	0	134,512	134,512	9,804	1,076,092	1,066,288
Transfers Out	0	0	0	0	(9,694)	0	9,694
Total Other Financing Sources (Uses)	1,614,138	2,182,319	134,512	2,047,807	12,490,074	1,076,092	11,413,982
NET CHANGE IN FUND BALANCE	(31,149,216)	1,224	(2,595,768)	2,596,992	(21,306)	(18,026,685)	18,005,379
BEGINNING FUND BALANCE	48,518,464	52,032,911	48,518,464	(3,514,447)	52,032,911	48,518,464	(3,514,447)
ENDING FUND BALANCE	$ 17,369,248	$ 52,034,135	$ 45,922,697	$ 6,111,439	$ 52,011,605	$ 30,491,779	$ 21,519,826

See accountants' compilation report.

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Item 2D

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

AGENDA RECOMMENDATION FORM

BOARD OF DIRECTORS	**X**	**AGENDA ITEM**	**2D**
PLANNING COMMITTEE		**DATE SUBMITTED**	**9/15/14**
FINANCE COMMITTEE		**MEETING DATE**	**9/24/14**
TECHNICAL COMMITTEE			

1. Agenda Item: **RESOLUTION 2014 – 91 AUTHORIZATION TO SOLICIT REQUEST FOR PROPOSALS TO PROVIDE UNDERWRITER SERVICES FOR THE HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY**

2. Nature of Request: (Brief Overview) Attachments: X Yes ___ No

   Approval of Resolution 2014 – 91 Authorization to solicit Request For Proposals to provide Underwriter Services for the Hidalgo County Regional Mobility Authority.

3. Policy Implication: Board Policy, Local Government Code, Texas Government Code, Texas Transportation Code, TxDOT Policy

4. Budgeted: X Yes ___ No ___ N/A

   Funding Source:

5. Staff Recommendation**: Motion to approve Resolution 2014-91 Authorization to solicit Request For Proposals to provide Underwriter Services for the Hidalgo County Regional Mobility Authority**

6. Program Manager's Recommendation: ___ Approved ___ Disapproved **X** None

7. Planning Committee's Recommendation: ___ Approved ___ Disapproved **X** None

8. Board Attorney's Recommendation: ___ Approved ___ Disapproved **X** None

9. Chief Financial Officer's Recommendation: **X** Approved ___ Disapproved ___ None

10. Executive Director's Recommendation: **X** Approved ___ Disapproved ___ None

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Memorandum

To: Rance G. Sweeten, Chairman

From: Pilar Rodriguez, PE, Executive Director

Date: September 15, 2014

Re: **Resolution 2014-91 Authorization to Solicit Request for Proposals to provide Underwriter Services for the Hidalgo County Regional Mobility Authority**

Background

On October 16, 2013, the HCRMA Board of Directors approved Resolution 2013-40 – Authorizing the issuance of one or more series of HCRMA Senior Lien Vehicle Registration Fee Revenue & Refund Bonds in the amount not to exceed $63,000,000. Series 2013 bonds were issued in the amount of $61,600,000.

Goal

In order to continue financing HCRMA projects, additional revenue bonds need to be issued. With the proposed acceptance of the Investment Grade Traffic and Revenue Study for State Highway 365 and IBTC Projects and the updated Strategic Plan, underwriting Services will be needed for the next bond issuance.

The HCRMA is requesting proposals from qualified financial institutions to provide underwriting services in connection with the financing of various potential projects that the HCRMA may elect to execute within the specified term of the engagement. Any and all financial institutions selected to serve the HCRMA pursuant to the Request for Proposals will serve as members of a pool of potential underwriters for the next four (4) years.

Options

Authorization to solicit Requests for Proposals may be disapproved.

Recommendation

Based on review by this office, **approval of Resolution 2014 – 91 - Authorization to solicit Request for Proposals to provide Underwriter Services for the Hidalgo County Regional Mobility Authority is recommended.**

If you should have any questions or require additional information, please advise.

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

BOARD RESOLUTION No. 2014-91

AUTHORIZATION TO SOLICIT REQUEST FOR PROPOSALS TO PROVIDE UNDERWRITING SERVICES

THIS RESOLUTION is adopted this 24th day of September, 2014 by the Board of Directors of the Hidalgo County Regional Mobility Authority.

WHEREAS, on April 21, 2005, Hidalgo County (the "County") petitioned the Texas Transportation Commission (the "Commission") for authorization to create the Hidalgo County Regional Mobility Authority (the "Authority") pursuant to the provisions of the Texas Transportation Code; and

WHEREAS, the Commission authorized the creation of the Authority on November 17, 2005; and

WHEREAS, the Authority now operates pursuant to, among other statutory provisions, Chapters 370 and 502, Texas Transportation Code, and the corresponding Commission regulations, policies and procedures, as amended from time to time (collectively, the "Authorizing Law"); and

WHEREAS, the County is authorized by Section 502.402, Texas Transportation Code, to adopt an order authorizing the adoption and implementation of an Optional Vehicle Registration Fee in the amount of $10.00, effective January 1, 2008 (the "Vehicle Registration Fee"); and

WHEREAS, the Authorizing Law requires that the County remit the Vehicle Registration Fee to the Authority to fund long-term transportation projects in the County (the "Projects") and pursuant to that certain Transportation Project and Pledge Agreement by and between the County and the Authority, dated as of July 24, 2013, as amended (the "Agreement"), the County has agreed to pledge the Vehicle Registration Fees toward payment of the principal of, interest on, redemption requirements of, and various charges and expenses related to obligations issued by the Authority for the Projects; and

WHEREAS, on November 20, 2013, the Authority approved the post issuance compliance procedures for the Hidalgo County Regional Mobility Authority Vehicle Registration Fee Senior Lien Revenue and Refunding Bond Series 2013 in accordance with Sections 103 and 141 through 150 of the Internal Revenue Code of 1986; and

WHEREAS, the Authority has determined it is necessary to solicit requests for proposals to provide Underwriting Services as part of the process to fund long term transportation projects in the County.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY THAT:

Section 1. The recital clauses are incorporate in the text of this Resolution as if fully restated.

Section 2. The Board of Directors hereby authorizes staff to solicit Request for Proposals to provide Underwriting Services for the Hidalgo County Regional Mobility Authority, hereto attached as Exhibit A.

Section 3. All the Request for Proposals to provide Underwriting Services for the Hidalgo County Regional Mobility Authority will be presented to the Board of Directors at the first available meeting after the deadline for receipt of proposals for review and consideration.

* * *

PASSED AND APPROVED AS TO BE EFFETIVE IMMEDIATELY BY THE BOARD OF DIRECTORS OF THE HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY AT A REGULAR MEETING on the 24th day of September 2014, at which meeting a quorum was present.

_____

Rance G. Sweeten, Chairman

_____

Ricardo Perez, Secretary / Treasurer

Exhibit A

Request for Proposals for Underwriting Services

Hidalgo County Regional Mobility Authority

Request for Proposals

to provide

Underwriting Services

RFP Issue Date:	October X, 2014
RFP Responses Due	October X, 2014 3:00 P.M. CDT At the electronic and physical addresses set forth herein
Selection Anticipated:	October 2014

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY
REQUEST FOR PROPOSALS TO PROVIDE UNDERWRITING SERVICES

PROPOSALS DUE: 3:00 PM (CDT), October X, 2014
AT THE ADDRESSES SPECIFIED BELOW

I. PURPOSE OF REQUEST

Hidalgo County Regional Mobility Authority ("HCRMA", the "Authority") is requesting proposals from qualified financial institutions to provide underwriting services in connection with the financing of various potential projects that HCRMA may elect to execute within the specified term of the engagement.

Any and all financial institutions selected to serve HCRMA pursuant to this Request for Proposals ("RFP") will serve as members of a pool of potential underwriters for the next four (4) years. From time to time, HCRMA may select, from members of the pool, an underwriting syndicate to underwrite financings or provide other debt management related services. Inclusion in the underwriting pool does not guarantee participation in any or all HCRMA financings. HCRMA reserves the right to select any firm from the pool to serve as Senior, Co-Senior or Co-Manager at HCRMA's sole discretion. HCRMA may, at its sole discretion, add or remove any member from participation in the pool or shorten or lengthen the period of time for which the pool is in place.

II. HCRMA CREATION AND BACKGROUND

Regional Mobility Authorities

In 2001, the 77th Texas Legislature authorized the creation of regional mobility authorities ("RMAs") through Senate Bill 342 for the purpose of 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 (air quality plan), the Unified Transportation Program, or applicable metropolitan planning organization long-range plan, and improvements in certain transportation reinvestment zones.

Creation of Hidalgo County Regional Mobility Authority

On April 21, 2005, the Hidalgo County Commissioners Court ("the County") authorized the County Judge to file a petition to the Texas Transportation Commission to create an RMA for the Hidalgo County area. The petition was approved by the Texas Transportation Commission on November 17, 2005. The County 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.

The Authority assists the citizens of the County and surrounding area by providing congestion relief, traffic safety, enhanced mobility and viable alternative routes. The Authority works with the numerous cities in the County to construct projects at a much more rapid pace. The Authority is working very closely with the Texas Department of Transportation ("TXDOT") on several on-going projects in the County.

III. RFP PROCESS DETAILS

Any contact with members of the Board of Directors while this procurement is pending is strictly prohibited. Violation of this prohibition is grounds for disqualification from the selection process.

HCRMA shall not be liable for any expenses incurred in the preparation and presentation of the responses.

Questions arising from this RFP must be submitted via email to the HCRMA Financial Advisor, First Southwest Company to richard.ramirez@firstsw.com and tina.peterman@firstsw.com.

Proposals must be delivered to HCRMA by 3:00 PM (CDT), October x, 2014, as follows:

10 Hardcopies and 1 Electronic version (on CD) to:

Hidalgo County Regional Mobility Authority
118 S. Cage Blvd, 4th Fl.
Pharr, Texas 78577

Attn: Flor Koll
Program Administrator

Electronic copies to:

Richard.ramirez@firstsw.com
Tina.peterman@firstsw.com
Sara.bedford@firstsw.com

IV. PROPOSAL FORMAT

A. Response must not exceed twenty (20) pages (8.5 x 11 inches with one-inch margins from all sides), type font size not less than 11-point and printed on one side. Submittals of information in response to this RFP greater than the specified twenty (20) pages will only be reviewed and scored up to the first twenty (20) pages. The twenty (20) page limit shall be exclusive of professional résumés, cover sheets, fly leafs, brochures, table of contents, requested appendices and dividers, etc. These additional items should be limited and directly applicable to this RFP. Additional material which you deem relevant must be submitted in the form of an attachment or appendix. **However, no response in excess of thirty-five (35) pages shall be accepted or reviewed by HCRMA.**

B. Please provide a response to every question or request for information identified in Section V below in the order requested, or indicate why no response is given.

C. Proposals should be submitted by individual firms only; no proposal should be submitted on a joint basis. HCRMA reserves the right to select and combine firms as it feels is appropriate to best meet its needs.

D. Identify the question or request for information being answered in the introduction to each response. Answer the question or request for information specifically and succinctly.

V. PROPOSAL CONTENT

Provide an executive summary (no longer than two (2) pages in length) identifying the key components of the Proposer's qualifications. (This summary will NOT be included in the twenty (20) page limit).

A. General Information

Please provide the following general information.

(1) Name, address, telephone number, fax number, e-mail address, and title of the individual submitting the response for your firm and to whom questions or requests for additional data should be directed.
(2) Firm's corporate address.
(3) Firm's capital position (e.g., total capital, net capital and excess net capital) for the past three (3) years as of your fiscal year end and the most current reporting period. Please also include the average daily inventory in municipal securities excluding primary offerings. Additionally, please provide recent examples of willingness to underwrite and commit capital for unsold balances.
(4) State which of each subpart noted below, best describes your firm: (i) national or regional; (ii) minority or non-minority; and (iii) retail or institutional. Minority firms will be required to provide certification to HCRMA.
(5) State whether your firm wishes to be considered as Senior Manager. Stating NO to this question does NOT preclude your firm from being considered for a Co-Senior Manager or Co-Manager position, if any.
(6) Number and location of all public finance offices and all underwriting/committing desks.
(7) Number and location of all U.S. municipal fixed income employees, municipal institutional sales associates and retail sales associates.

B. Sales and Marketing Capabilities

(1) Describe the sales and marketing capabilities of your firm, identifying any particular buyer base in which your firm specializes (institutional, retail, retail aggregators, etc.). Discuss your firm's municipal underwriting and trading resources nationally and within Texas.

C. Texas Presence

(1) List all the offices your firm has within the State of Texas. These can incorporate all offices, including non-public finance offices. Please state the number of and type of personnel in each office (i.e. public finance, retail, corporate, etc.).

(2) List, in general terms, your firms' contact as an underwriter with HCRMA in terms of proposals, meetings, idea submittals and board meeting attendance.

D. Analysis

Without implying that any other requirements of this RFP will be waived, proposers should be aware that this section MUST be answered with substantive recommendations and suggestions for a firm to be considered for designation as a Senior Manager, but will also be considered for all other underwriting positions as well.

(1) Discuss any suggestions regarding new or innovative financing techniques which should be considered by HCRMA for toll revenue supported debt either through private or public placement.

(2) In addition to toll revenues, discuss your knowledge of and recommendations for future bond issuances utilizing such revenue streams as Transportation Reinvestments Zones, Federal and State funding.

E. Experience

(1) Discuss your firm's overall qualifications and experience to serve HCRMA. Specifically detail your experience serving as senior and/or co-manager, since January 1, 2012 for: (1) Texas negotiated deals, (2) Texas Transportation deals, and (3) Tax Increment financing transactions. Whenever possible, detail the contributions made by the proposed lead and support bankers.

(2) List at least three underwriting (3) references that HCRMA would be allowed to contact, two (2) or more should be related to a recent financing transaction shown above, preferably for an RMA. Please provide name, title, affiliation, address and telephone number. HCRMA reserves the right to independently contact other references.

F. Personnel

Please submit the names, titles, educational background, professional certifications, geographic location and relevant experience of those key professional staff members that will be assigned to serve HCRMA. Please also note that any changes to significant personnel assigned to the account, either before or during the term of appointment to the underwriting pool could jeopardize the firm's appointment to a syndicate or cause removal from a syndicate at HCRMA's discretion.

G. Case Studies

Provide three case studies of innovative structuring and/or marketing techniques that your firm has used to enhance the marketability of long-term obligations, particularly for toll road transportation clients. Include client references for the lead and support bankers in the case studies.

H. Financial Condition

Provide a copy of your firm's most recent FINRA Quarterly Focus Report and 10k or annual audited financial statement. (This should be included as an attachment or appendix and will NOT be included within the page limit.)

I. Conflicts of Interest

Respondents are responsible for compliance with the Conflict of Interest Policies for Financial Consultants adopted by HCRMA.

"On November 17, 2006, Hidalgo County Regional Mobility Authority ("HCRMA") adopted a conflict of interest policy for consultants (the "Policy"). Under this Policy, any individual, firm, or team (including individual team members) submitting a proposal to HCRMA shall disclose the existence of any current or previous (defined as terminating within 12 months prior to the submission of the proposal) business relationship with any of HCRMA's personnel or outside consultants (the "Key Personnel"). This disclosure shall include information on: (i) the nature of the relationship, (ii) the current status, and (iii) the date of termination (or expected termination if known) of the relationship. Failure to make the disclosure required is grounds for rejection of the proposal and disqualification from further consideration for the project or work which is the subject of the proposal."

Describe any current or potential relationship that could create a conflict of interest if your firm is selected. Disclose all compensation/fee arrangements formal or informal that your firm, its related entities, or any individual(s) listed in the response to Section F currently has or within the past twelve (12) months has had, with any potential parties related to HCRMA. In addition, disclose all relationships with entities doing business with HCRMA including private and public entities.

J. Regulatory Compliance

Over the past three (3) years, has your firm or any of its affiliates or parent, or any officer or principal been involved in any material litigation, administrative proceedings, violation of or investigation for any regulatory agency rules (SEC, MSRB, FINRA, NYSE)? If so, provide an explanation and indicate the current status. If selected for the pool, you will be required to disclose such information within thirty (30) days after you know or should know of it. A failure to do so will be sufficient grounds for HCRMA to remove a firm from the underwriting pool and from consideration for future underwriting pools.

VI. SELECTION PROCESS

A. Selection Committee

A staff committee, assisted by HCRMA's Financial Advisor, will review the proposals and discuss results with the HCRMA Finance Committee. The Finance Committee will make a recommendation to the Board. The HCRMA Board will make the final decision, with regard to the underwriting pool selected, if any. There has been no determination made whether or not oral interviews will be conducted.

B. Criteria for Selection and Weighting

The selection committee will evaluate the proposals and forward recommendations to the HCRMA Board for final selection. Criteria to be used in the recommendations, and the weight assigned to each, are:

(1) The financial stability, strength, and overall experience of the responding firm; particularly, the experience of the underwriter/dealer/investment banking team and sales/trading team in the development and active management of other established financing programs similar to HCRMA. (30%)

(2) Approach to structuring and marketing that most effectively meets HCRMA's objectives. (25%)

(3) Understanding HCRMA structure and capital projects and the use of creative and successful ideas that are relevant to HCRMA and its projects. (25%)

(4) The responding firm's past commitment to HCRMA based on prior ideas and HCRMA interaction (10%).

(5) Overall responsiveness to this RFP (10%)

C. Recommendations to the HCRMA Board

Firms whose proposals and qualifications the selection committee deems to be most advantageous to HCRMA will be recommended to the Board for inclusion in the underwriting pool. The selection committee will also advise the Board of the recommended size of the underwriting pool. However, the final decision regarding the size of the pool and the individual firms ultimately included in such pool remains solely with the HCRMA Board.

[END OF RFP]

Item 2E

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

AGENDA RECOMMENDATION FORM

BOARD OF DIRECTORS	**X**	**AGENDA ITEM**	**2E**
PLANNING COMMITTEE		**DATE SUBMITTED**	**9/15/14**
FINANCE COMMITTEE		**MEETING DATE**	**9/24/14**
TECHNICAL COMMITTEE			

1. Agenda Item: **RESOLUTION 2014-92 – AUTHORIZATION TO REMOVE DENNIS BURLESON AS A SIGNATORY AND THE ADDITION OF RANCE G. SWEETEN AS AN AUTHORIZED SIGNATORY ON ALL PLAINSCAPITAL BANK ACCOUNTS**

2. Nature of Request: (Brief Overview) Attachments: X Yes ___ No

   Consideration and authorization for the addition of Rance G. Sweeten as an authorized signatory on all PlainsCapital Bank accounts.

3. Policy Implication: Board Policy, Local Government Code, Texas Government Code

4. Budgeted: ___ Yes ___ No X N/A

   Funding Source: N/A

5. Staff Recommendation**: Motion to approve Resolution 2014-92 – Authorization to remove Dennis Burleson as a signatory and the addition of Rance G. Sweeten as an authorized signatory on all PlainsCapital Bank accounts.**

6. Program Manager's Recommendation: ___ Approved ___ Disapproved **X** None

7. Board Attorney's Recommendation: ___ Approved ___ Disapproved **X** None

8. Chief Auditor's Recommendation: **X** Approved ___ Disapproved ___ None

9. Chief Financial Officer's Recommendation: **X** Approved ___ Disapproved ___ None

10. Executive Director's Recommendation: **X** Approved ___ Disapproved ___ None

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Memorandum

To: Rance G. Sweeten, Chairman

From: Pilar Rodriguez, PE, Executive Director

Date: September 15, 2014

Re: **Authorization to remove Dennis Burleson as Signatory and the addition of Rance G. Sweeten as and Authorized Signatory on all PlainsCapital Bank Accounts**

Background
The Hidalgo County Regional Mobility Authority (HCRMA) has historically held excess idle cash in its non-interest bearing demand account at the PlainsCapital. All Board members, as well as the Chief Financial Officer and Executive Director are authorized signatories on all PlainsCapital Bank accounts.

Goal
Staff is requesting authorization to add Rance G. Sweeten, HCRMA Chairman, as an authorized signatory on all PlainsCapital Bank Accounts. The approval will allow staff to transfer investments in TexSTAR to a demand account with PlainsCapital Bank and vice versa. Approval will allow executive staff to address daily transactions that are necessary as part of the management of the Authority's finances. As an internal check and balance, two signatures will be required on all transactions conducted with PlainsCapital Bank and/or TexSTAR.

Options
The addition of signatories may be disapproved.

Recommendation
Based on review by this office, **approval of Resolution 2014-92 – Authorization to remove Dennis Burleson as a signatory and the addition of Rance G. Sweeten as an authorized signatory on all PlainsCapital Bank Accounts is recommended.**

If you should have any questions or require additional information, please advise.

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY
BOARD RESOLUTION NO. 2014-92

RESOLUTION AUTHORIZING THE REMOVAL OF DENNIS BURLESON AS A SIGNATORY AND THE ADDITION OF RANCE G. SWEETEN AS AN AUTHORIZED SIGNATORY ON ALL PLAINSCAPITAL BANK ACCOUNTS

THIS RESOLUTION is adopted this 24th day of September, 2014 by the Board of Director of the Hidalgo County Regional Mobility Authority.

WHEREAS, the Hidalgo County Regional Mobility Authority (the "Authority"), acting through its Board of Directors (the "Board"); is a regional mobility authority created pursuant to Chapter 370, Texas Transportation Code, as amended (the "Act"); and

WHEREAS, the Authority was created by Order of Hidalgo County (the "County") dated October 26, 2004; Petition of the County dated April 21, 2005; and a Minute Order of the Texas Transportation Commission (the "Commission") dated November 17, 2005, pursuant to provisions under the Act the Authority; and

WHEREAS, the Authority has established a certain bank account with PlainsCapital Bank; and

WHEREAS, it has become necessary to revise the authorized signatories for the bank accounts;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTOR OF THE HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY THAT:

Section 1. The recital clauses are incorporated in the text of this Resolution as if fully restated.

Section 2. The Board authorizes the removal of Dennis Burleson as an authorized signatory on all PlainsCapital Bank Accounts.

Section 3. The Board authorizes the addition of Rance G. Sweeten as a signatory on all PlainsCapital Bank Accounts.

*****

PASSED AND APPROVED AS TO BE EFFECTIVE IMMEDIATELY BY THE BOARD OF DIRECTORS OF THE HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY AT A REGULAR MEETING on the 24th day of September, 2014, at which meeting a quorum was present.

_____

Rance G. Sweeten, Chairman

Attest:

_____

Ricardo Perez, Secretary/Treasurer

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Item 2F

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

AGENDA RECOMMENDATION FORM

BOARD OF DIRECTORS	**X**	**AGENDA ITEM**	**2F**
PLANNING COMMITTEE		**DATE SUBMITTED**	**9/15/14**
FINANCE COMMITTEE		**MEETING DATE**	**9/24/14**
TECHNICAL COMMITTEE			

1. Agenda Item: **RESOLUTION 2014 – 93 AUTHORIZATION TO SOLICIT REQUEST FOR PROPOSALS TO PROVIDE AUDITING SERVICES FOR THE HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY**

2. Nature of Request: (Brief Overview) Attachments: X Yes ___No

   Approval of Resolution 2014 – 93 Authorization to solicit Request For Proposals to provide Auditing Services for the Hidalgo County Regional Mobility Authority.

3. Policy Implication: Board Policy, Local Government Code, Texas Government Code, Texas Transportation Code, TxDOT Policy

4. Budgeted: X Yes ___No ___N/A

   Funding Source:

5. Staff Recommendation**: Motion to approve Resolution 2014-93 Authorization to solicit Request For Proposals to provide Auditing Services for the Hidalgo County Regional Mobility Authority**

6. Program Manager's Recommendation: ___Approved ___Disapproved **X** None

7. Planning Committee's Recommendation: ___Approved ___Disapproved **X** None

8. Board Attorney's Recommendation: ___Approved ___Disapproved **X** None

9. Chief Financial Officer's Recommendation: **X** Approved ___Disapproved ___None

10. Executive Director's Recommendation: **X** Approved ___Disapproved ___None

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Memorandum

To: Rance G. Sweeten, Chairman

From: Pilar Rodriguez, PE, Executive Director

Date: September 15, 2014

Re: **Resolution 2014-93 Authorization to Solicit Request for Proposals to provide Auditing Services for the Hidalgo County Regional Mobility Authority**

Background

Texas Administrative Code, Title 43, Part 1, Chapter 26, Subchapter G, §26.62 requires the HCRMA to have an annual financial and compliance audit of its books and records to be conducted by an independent certified public accountant in accordance with generally accepted auditing standards. Section 37(d) of the HCRMA bylaws requires the HCRMA to submit an annual audit conducted by an independent certified public accountant in accordance with generally accepted auditing standards to the Hidalgo County and the City of McAllen within one hundred twenty (120) days after the end of the fiscal year.

In previous years, the HCRMA has contracted with Long Chilton LLP, to conduct the annual audit. However, with the appointment of the new Chairman, senior partner of Long Chilton LLP, the HCRMA will need to solicit proposals for auditing services from alternative firms.

Goal

To comply with TAC Title 43, Part 1, Chapter 26, Subchapter G, §26.62 and Section 37(d) of the HCRMA bylaws, which require an annual financial and compliance audit of its books and records be conducted by an independent certified public accountant.

Options

Authorization to solicit Requests for Proposals may be disapproved.

Recommendation

Based on review by this office, **approval of Resolution 2014 – 93 - Authorization to solicit Request for Proposals to provide Auditing Services for the Hidalgo County Regional Mobility Authority is recommended.**

If you should have any questions or require additional information, please advise.

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

BOARD RESOLUTION No. 2014-93

AUTHORIZATION TO SOLICIT REQUEST FOR PROPOSALS TO PROVIDE AUDITING SERVICES

THIS RESOLUTION is adopted this 24th day of September, 2014 by the Board of Directors of the Hidalgo County Regional Mobility Authority.

WHEREAS, on April 21, 2005, Hidalgo County (the "County") petitioned the Texas Transportation Commission (the "Commission") for authorization to create the Hidalgo County Regional Mobility Authority (the "Authority") pursuant to the provisions of the Texas Transportation Code; and

WHEREAS, the Commission authorized the creation of the Authority on November 17, 2005; and

WHEREAS, the Authority now operates pursuant to, among other statutory provisions, Chapters 370 and 502, Texas Transportation Code, and the corresponding Commission regulations, policies and procedures, as amended from time to time (collectively, the "Authorizing Law"); and

WHEREAS, the Authority is required by Texas Administrative Code, Title 43, Part 1, Chapter 26, Subchapter G, §26.62 to have an annual financial and compliance audit of its books and records to be conducted by an independent certified public accountant in accordance with generally accepted auditing standards ; and

WHEREAS, the Authority is required by Section 37(d) of its bylaws to submit an annual audit conducted by an independent certified public accountant in accordance with generally accepted auditing standards to the Hidalgo County and the City of McAllen within one hundred twenty (120) days after the end of the fiscal year; and

WHEREAS, the Authority has determined it is necessary to solicit requests for proposals to comply with the Texas Administrative Code, Title 43, Part 1, Chapter 26, Subchapter G, §26.62 and Section 37(d) bylaws requirement;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY THAT:

Section 1. The recital clauses are incorporate in the text of this Resolution as if fully restated.

Section 2. The Board of Directors hereby authorizes staff to solicit Request for Proposals to provide Auditing Services for the Hidalgo County Regional Mobility Authority, hereto attached as Exhibit A.

Section 3. All the Request for Proposals to provide Auditing Services for the Hidalgo County Regional Mobility Authority will be presented to the Board of Directors at the first available meeting after the deadline for receipt of proposals for review and consideration.

* * *

PASSED AND APPROVED AS TO BE EFFETIVE IMMEDIATELY BY THE BOARD OF DIRECTORS OF THE HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY AT A REGULAR MEETING on the 24th day of September 2014, at which meeting a quorum was present.

_____

Rance G. Sweeten, Chairman

_____

Ricardo Perez, Secretary / Treasurer

Exhibit A

Request for Proposals for Auditing Services

HIDALGO COUNTY

REGIONAL MOBILITY AUTHORITY

REQUEST FOR PROPOSALS

FOR

AUDITING SERVICES

OCTOBER XX, 2014

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118 S. Cage Blvd. 4th Floor

Pharr, TX 78577

(956) 402-4762

REQUEST FOR PROPOSAL

INTRODUCTION

The Hidalgo County Regional Mobility Authority (Authority) is soliciting proposals for the Authority's annual audit requirements for fiscal years ending December 31, 2014, 2015 and 2016 with an option exercisable by the Authority for each of the two (2) subsequent years, 2017 and 2018.

PROPOSAL REQUIREMENTS

Each firm should submit three hardcopies and a portable document format, PDF, version (on cd or flash drive) of their proposal to the Authority **by 4:00 pm (CDT), October xx, 2014**. Hardcopies should be delivered to the Hidalgo County Regional Mobility Authority, 118 S. Cage Blvd 4th Floor, Pharr, TX 78577, ATTN: Flor Koll. Elements of the proposal to be included are:

1. Table of Contents – Include a clear identification of the material by section and by page number.

2. Scope Section – Clearly describe the scope of the required services to be provided defined in terms of the examination of the general purpose external financial statements, basic financial statements, and compliance examination pursuant to the Single Audit Act. Proposed Engagement Letters must accompany proposal.

3. Audit Staff- Identity the responsible partner(s) and appropriate supervisors who will work on the audit, including staff from other than the local office. Resumes for each should be included, showing compliance with continuing professional education standards listed in the U.S. General Accounting Office's (GAO) Governmental Audit Standards (1998) and specific governmental experience should be indicated. Each resume should indicate the number of years of experience with governmental entities, including Regional Mobility Authorities, at what level(s) as well as the specific entities. In addition, each resume should detail the specific courses taken that comprise the total requirement. The depth of the staff available should be included.

4. Audit Approach – Clearly describe your firm's approach to conducting the examination. Include in this description your proposed utilization of Authority staff available, methodology for accomplishing the varied audit requirements in a timely and efficient manner and any special techniques you may employ to facilitate the first year engagement.

5. Proposals shall contain a provision to the effect that in the event disclosures in the audit indicate extraordinary circumstances, which warrant more intensive detailed services, the firm shall provide all pertinent facts relative to the extraordinary circumstances together with the firm's estimate of the cost of additional services to the Authority. No extended services will be performed unless they are authorized in the contractual agreement or in an amendment to the agreement.

6. Profile of the Firm – State whether your firm is local, national or international. Give the location(s) of the office(s) from which the work is to be done and the number of partners, managers, supervisors, seniors and other professional staff employed at that office(s) and your proposed billing rates for each. (See

DRAFT

Schedule A)

7. Governmental Entities/Regional Mobility Authority Experience- Describe recent auditing experiences similar to the type requested and emphasize any local office engagements. Provide as references the names, email addresses and telephone numbers of client officials responsible for those audits.

8. Additional Data – Give any additional information considered essential to this proposal, including involvement in state and local government organizations, seminars, etc. Indicate any planned participation by minority and/or local firms.

9. Audit Fees - The fixed fee for each fiscal year should be quoted individually for the following:

   A. Financial Audit of the Authority
   B. Compliance Audit

SELECTION PROCESS

The recommendation to the Finance Committee on selection of auditors will be based on the criteria indicated on Exhibit A.

The firm(s) may be selected for interview by the Finance Committee and will be selected for interview by the Board of Directors, after which the firm considered to be the best and most advantageous to the Authority, will be selected. It is the Authority's intention to select one firm to perform all of the audit services required.

PROPOSAL SCHEDULE

The deadline to submit the proposals to the **Authority is 4:00 pm (CDT), October xx, 2014**. The Authority anticipates awarding the contract in December xx 2014. The firm selected should be able to begin field work in February 2, 2015.

AUDIT REQUIREMENTS

The following services are required, as per attached time schedule (Exhibit B):

1. The Authority is required by Texas Administrative Code, Title 43, Chapter 26, Subchapter G, §26.62, as well as the Authority's bylaws, to have an independent audit annually of the books of accounts and records of the Authority. The Authority maintains several individual funds, at the general ledger level, to record these transactions, which are combined/consolidated for financial reporting purposes. Below are the general ledger funds by type with the current number of each type of fund to be audited, that comprise the Authority's entity as a whole to be audited.

General Ledger Fund Type	No. of Individual Funds
Proprietary/Enterprise General Fund	1
Debt Service	1
Capital Projects	4

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The auditor's opinion is to be rendered on the basic financial statements of the Authority, although the Auditor is required to be "associated with" the required supplementary information.

2. An examination for compliance of procedures as established by the standards set for financial audits in the U.S. General Accounting Office's (GAO) Government Auditing Standards (1998), the provisions of the Federal Single Audit Act of 1984 and U.S. Office of Management and Budget (OMB) Circular A-133, Audits of States, Local Governments and Non-Profit Organizations.

3. A management letter setting forth any weaknesses or opportunities for improvement in the Authority's operation and procedures should be provided as a result of the auditor's study and evaluation of the Authority's system of internal accounting controls, legality of actions, other instances of non-compliance with laws and regulations, and any other material matters.

REPORTS REQUIREMENTS

1. Audit reports should be addressed and contain information as follows:

   A. Report on the Authority's general purpose external financial, basic financial statements should be addressed to the Authority's Board of Directors. The report must state the scope of the examination and that the audit was performed in accordance with generally accepted auditing standards and must include an opinion as to whether the financial statements and related notes present fairly the financial position of the Authority, changes in financial position and cash flows, in conformity with accounting principles generally accepted in the United States of America.

   B. The Report of Compliance should be addressed to the Authority's Board of Directors. The report must include a statement that the examination was conducted in accordance with applicable auditing standards. The report must state whether the examination disclosed instances of significant non-compliance with laws and regulations. Findings of ineligible expenditures must be presented.

   C. A report on internal accounting controls should be addressed to the Authority's Board of Directors. The report must state the scope of the study and evaluation of the Authority's system of internal accounting control and also state that is was performed in accordance with generally accepted auditing standards, the Single Audit Act of 1984, and the standards for financial and compliance audits contained in the U.S. General Accounting Office's Standards for Audits of Governmental Organizations, Programs, Activities and Functions. The report must also state an opinion on the system of internal accounting control.

   Both B. and C. above, related to the Single Audit Act should be included in the same report as the audited basic financial statements under a separate tab labeled as such.

2. A management letter, addressed to the Authority's Board of Directors is required. This letter should include a statement of audit findings and recommendations

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affecting the financial statements, internal accounting control, management information systems, legality of actions, other instances of non-compliance with laws and regulations of any other material matters.

3. Basic financial statements are to be prepared by Auditor and reviewed by Authority's staff.

AUDIT PERIODS

The periods to be audited shall be the Authority's fiscal years ending December 31, 2014, 2015 and 2016 with the option by Authority for each of the two (2) subsequent years, 2017 and 2018. The fee including any travel and/or out-of-pocket expenses, if applicable, for each fiscal year will be as stated in the firm's proposal. All fees are subject to Board approval.

BUDGET

The Authority's budget represents fund appropriations as authorized by the appropriation resolution and as revised by the Authority's Board of Directors during the fiscal year. Appropriations and estimated revenues are recorded in the accounting records.

ACCOUNTING SYSTEM

The Authority's general ledger work, as well as its interim financial reporting, is performed by a local CPA firm under the supervision of one of its partners, Cheryl Bellamy with oversight from the Authority's Chief Financial Officer. The firm's contact information is as follows:

Salinas Allen & Schmitt, LLP
2300 West Pike Suite 201
Weslaco, Texas 78599
(956) 968-2108

Creative Solution software for the general ledger/financial reporting applications.

ASSISTANCE AVAILABLE TO AUDITORS

1. Authority staff, including assistance through Salinas Allen & Schmitt, in its relationship with previous Auditors, provided the schedules, a listing of which will be made available by email. Upon selection of new Auditors, these items will be addressed in a meeting between Authority staff and the successful firm.

2. Personnel will be available to the auditors for the purpose of providing invoices, directing auditors to the proper files, or for explaining procedures on a time available basis.

3. Some Prepared by Clients (PBC's) can be provided; however, these should be coordinated with the Chief Financial Officer.

4. Auditor work areas are available although all auditors may not be able to work in one specific area due to shortage of space.

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TIMING OF AUDITOR REPORTS

1. The Authority's annual report, including the audited basic financial statements and the opinion, and the Single Audit reports should be submitted on or before March 31, of each year of the engagement.

2. Management Letter - the letter should be submitted on or before March 31, of each year of the engagement.

INQUIRIES

Any informational questions for this request may be directed to the HCRMA's point of contact, Celia Gaona, Chief Auditor/Compliance Officer, by calling (956) 402-4762.

DISQUALIFICATION

Respondents shall restrict all contact with the HCRMA Board of Directors and direct all questions regarding this RFP, including questions regarding terms and conditions, to the point of contact. Failure to comply with this procedure may result in disqualification.

NONAPPROPRIATION PROVISION

The Authority may cancel the contract should the present or any future Board(s) not appropriate funds in any fiscal year for the payments required by this agreement. No penalty shall be assessed against the Authority in the event of any such non-appropriation. In the event of non-appropriation, the Authority shall give the successful Proposer advance written notice before cancellation of the contract, and the Authority shall not be obligated to make any payments beyond the end of the fiscal year.

EQUAL EMPLOYMENT OPPORTUNITY

The Proposer agrees that during the performance of its contract it will:

1. Treat all applicants and employees without discrimination as to race, color, religion, set, national origin, marital status, age, or handicap.

2. Identify itself as an "Equal Opportunity Employer" in all help wanted advertising or request.

The Proposer shall be advised of any complaints filed with the Authority alleging that Proposer is not an Equal Opportunity Employer.

OTHER

The successful respondent agrees to hold the Authority, its officers and employees free and harmless from any and all claims of whatsoever kind and nature for the damage to property for personal injury made by anyone whom-so-ever, which may arise from operations carried out under this contract to the extent such claims are caused by the negligence or misconduct

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of the successful respondent. The successful respondent further agrees to indemnify and hold harmless the Authority, its agents and employees, against and from any and all of the foregoing liabilities, and any and all costs and expenses incurred by the Authority on account of any claim arising by the reason of the work done or by any act or omission of the contractor.

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EXHIBIT A

EVALUATION OF AUDIT PROPOSALS

Criteria	Possible Points
1. Prior auditing experience (0-15 points)	
a) Does the proposal have appropriate, specific references of current government clients?	0-5
b) Does the proposal indicate the extent of the firm's experience in municipal auditing?	0-5
c) Has the firm indicated experience in grant, auditing or accounting?	0-5
2. Availability (0-10 points)	
a) Is the firm available for year-round questions and consultations?	0-10
3. Qualifications of staff to be assigned to the audit (0-35 points)	
a) What are the municipal auditing qualifications of the staff to be assigned to the audit? Has specific experience been indicated?	0-10
b) Does the firm provide its staff with continuing firm's experience in municipal auditing?	0-5
c) Does the proposal comment on continuity of staff to be assigned to the Authority on future engagements?	0-10
d) Size of the firm or office-indicates flexibility.	0-10

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EXHIBIT A
(Continued)

EVALUATION OF AUDIT PROPOSALS

Criteria	Possible Points
4. Commitment to governmental accounting and auditing (0-10 points)	
a) Is the firm involved in governmental organizations and agencies such as the GFOA and GFOAT?	0-2
b) Did the firm demonstrate a knowledge of and commitment to generally accepted accounting principles as promulgated by the AICPA, GASB, GFOA and the NCGA?	0-2
c) Does the firm take part in seminars and training programs as instructors?	0-2
d) Did the proposal indicate an appreciation for and knowledge of the Authority's needs?	0-4
5. Audit approach (0-10 points)	
a) Is the audit approach specific approach specific and tailored to the Authority?	0-5
b) What is the firm's plan to utilize Authority assistance during the audit?	0-5
6. Points for minority and/or local firm participation	**0-5**
7. Points for audit fees	**0-15**
Total points possible	**100**

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SCHEDULE A

AUTHORITY PROPOSAL FORM FOR ANNUAL
COMPLIANCE AUDIT AND FINANCIAL REPORTS

1. Hourly Rates to be charged for staff services:

   Partner _____ per hour

   Supervisor _____ per hour

   Senior Staff Asst. _____ per hour

   Staff Assistant _____ per hour

   Others:

   _____ _____ per hour

   _____ _____ per hour

   _____ _____ per hour

2. Authority Comprehensive Annual Financial Report $_____

3. Compliance Report $_____

4. Comprehensive Annual Financial Report – As Alternative $_____

5. Travel & Out-of-Pocket, if applicable $_____

TOTAL ESTIMATED COST OF SERVICES AND TIME REQUIRED TO PERFORM SERVICES $_____

Respectfully submitted this _____day of _____, 2014

Signature: _____

Title: _____

Firm: _____

Address: _____

Telephone: _____

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Item 2G

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

AGENDA RECOMMENDATION FORM

BOARD OF DIRECTORS	**X**	**AGENDA ITEM**	**2G**
PLANNING COMMITTEE		**DATE SUBMITTED**	**9/15/14**
FINANCE COMMITTEE		**MEETING DATE**	**9/24/14**
TECHNICAL COMMITTEE			

1. Agenda Item: **RESOLUTION 2014-94 – APPROVAL OF SUPPLEMENTAL NUMBER 1 THE PROFESSIONAL SERVICE AGREEMENT WITH HALFF ASSOCIATES TO INCREASE THE MAXIMUM PAYABLE AMOUNT FOR PREVIOUSLY APPROVED WORK AUTHORIZATION FOR SURVEYING SURVICES FOR THE INTERNATIONAL BRIDGE TRADE CORRIDOR PROJECT.**

2. Nature of Request: (Brief Overview) Attachments: X Yes ___No

   Recommendation on approval of Supplemental Number 1 to the Professional Service Agreement with Halff Associates to increase the maximum payable amount for previously approved Work Authorization for surveying services as part of the IBTC Project in the amount of $23,240.00 for an the revised amount of $64,040.00.

3. Policy Implication: Board Policy, Local Government, Texas Government Code, Texas Transportation Code, TxDOT Policy

4. Budgeted: ___Yes ___No X N/A Funding Source: Loop Fund

Approved maximum payable fee	$40,800.00
Approved Work Authorization 1 & S1WA1	$64,040.00
Maximum fee balance	($23,240.00)
Total authorized for WA 1 & S1WA1	$64,040.00
Payments to date for WA 1 & S1WA1	($64,040.00)
Work Authorization balance	$ 0.00

   Proposed Supplemental Number 1 to Professional Service Agreement:

Approved maximum payable amount	**$40,800.00**
Proposed Supplemental Number 1 to PSA	**$23,240.00**
Proposed revised maximum payable amount	**$64,040.00**

5. Staff Recommendation**: Motion to recommend approval of Resolution 2014-94 – Approval of Supplemental Number 1 to the Professional Service Agreement with Halff Associates to increase the maximum payable amount for previously approved Work Authorizations in the revised maximum payable amount of $64,040.00.**

6. Program Manager's Recommendation: **X** Approved ___Disapproved ___None

7. Planning Committee's Recommendation: ___Approved ___Disapproved **X** None

8. Board Attorney's Recommendation: ___Approved ___Disapproved **X** None

9. Chief Financial Officer's Recommendation: ___Approved ___Disapproved **X** None

10. Executive Director's Recommendation: **X** Approved ___Disapproved ___None

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Memorandum

To: Rance G. Sweeten, Chairman

From: Pilar Rodriguez, PE, Executive Director

Date: September 15, 2014

Re: **Approval of Supplemental Agreement No. 1 to the Professional Service Agreement with Halff Associates**

Background
On June 18, 2014, the Hidalgo County Regional Mobility Authority (HCRMA) Board of Directors awarded a professional service agreement for surveying services for the International Bridge Trade Corridor Project in the maximum payable amount of $40,800.00.

On August 27, 2014, the HCRMA Board of Directors also approved Supplemental Number 1 to Work Authorization Number 1 in the amount $23,240.00 for additional surveying services.

Goal
Work Authorizations Numbers 1 and Supplemental Number 1 to Work Authorization 1 have all been previously approved by the Board of Directors. Supplemental Number 1 to the Professional Service Agreement is necessary to increase the maximum payable amount to correspond with the approved Work Authorizations.

Options
The Board may disapprove Supplemental Number 1 to the Professional Service Agreement, however, the work has already be authorized by the Board of Directors.

Recommendation
Based on review by this office, **approval of Resolution 2014-94 – Approval of Supplemental Number 1 to the Professional Service agreement with Halff Associates to increase the maximum payable amount for all previously approved Work Authorizations in the revised maximum payable amount of $64,040.00.**

If you should have any questions or require additional information, please advise.

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

BOARD RESOLUTION No. 2014 – 94

APPROVAL OF SUPPLEMENTAL NUMBER 1 TO THE PROFESSIONAL SERVICE AGREEMENT WITH HALFF ASSOCIATES TO PROVIDE SURVEYING SERVICES FOR THE INTERNATIONAL BRIDGE TRADE CORRIDOR PROJECT TO INCREASE THE MAXIMUM PAYABLE AMOUNT FOR ALL PREVIOUSLY APPROVED WORK AUTHORIZATIONS

THIS RESOLUTION is adopted this 24th day of September, 2014 by the Board of Directors of the Hidalgo County Regional Mobility Authority at a regular meeting.

WHEREAS, the Hidalgo County Regional Mobility Authority (the "Authority"), acting through its Board of Directors (the "Board"), is a regional mobility authority created pursuant to Chapter 370, Texas Transportation Code, as amended (the "Act");

WHEREAS, the Authority is authorized by the Act to address mobility issues in and around Hidalgo County;

WHEREAS, on February 22, 2012 the Authority approved Resolution 2012-04, which created the Technical Committee, comprised of senior level engineers and professional from various communities and agencies in the jurisdiction of the Authority, to serve to advise the Board on procurement and consultant work products; and

WHEREAS, Resolution 2012-04 also authorized the Executive Committee to determine the size, structure and scope of the Technical Committee, identify candidates and issue requests for participation; and

WHEREAS, Resolution 2013-41 authorized the use and structure of the Technical Committee to rate, rank and recommend a short list to the Board of Directors for the Statements of Qualifications for the International Bride Trade Corridor Project for Engineering, Surveying and Geotechnical Services; and

WHEREAS, the Technical Committee has rated and ranked the Statements of Qualifications for the International Bridge Trade Corridor Project for Surveying Services and recommends that HCRMA staff be authorized to negotiate with all qualified Surveying Firms to establish a surveying pool for the project; and

WHEREAS, on November 20, 2014, the Board of Directors authorized staff to negotiate professional services agreements with Halff Associates, RODS Surveying, Quintanilla, Headley & Associates, Land Tech Consultants, R. Gutierrez Engineering, Melden & Hunt, DOS Land Surveying, SAMES, Bain Medina Bain, ROW Surveying Services and Fulcrum Consulting Services; and

WHEREAS, on June 18, 2014, the Authority awarded professional service agreements to Halff Associates, RODS Surveying, Quintanilla, Headley & Associates, Land Tech Consultants, R. Gutierrez Engineering, Melden & Hunt, DOS Land Surveying, SAMES, Bain Medina Bain, ROW Surveying Services and Fulcrum Consulting Services for surveying services for the International Bridge Trade Corridor Project; and

WHEREAS, on June 18, 2014, the Authority approved Work Authorization Number 1 to the Professional Service Agreement with Halff Associates to prepare 34 parcel plats and descriptions in the amount of $40,800.00; and

WHEREAS, On August 24, 2014, the Authority approved Supplemental Number 1 to Work Authorization Number 1 to the Professional Service Agreement with Halff Associates to prepare 33 additional parcel plats and descriptions in the amount of $23,240.00; and

WHEREAS, the Authority has determined it is necessary to increase the maximum payable amount of the Professional Service Agreement with Halff Associates to correspond with the approved work authorizations in the revised maximum payable amount of $64,040.00;

NOW THEREFORE, BE IT RESOLVED, BY THE BOARD OF DIRECTORS OF THE HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY THAT:

Section 1. The recital clauses are incorporated in the text of this Resolution as if fully restated.

Section 2. The Board hereby approves Supplemental Number 1 to the Professional Service Agreements for Surveying Services with Halff Associates, hereto attached as Exhibit A.

Section 3. The Board authorizes the Executive Director to execute the Supplemental Number 1 to the Professional Services Agreement for Surveying Services with Halff Associates as approved.

*****

PASSED AND APPROVED AS TO BE EFFECTIVE IMMEDIATELY BY THE BOARD OF DIRECTORS OF THE HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY AT A REGULAR MEETING, duly posted and noticed, on the 24th day of September, 2014, at which meeting a quorum was present.

_____

Rance G. Sweeten, Chairman

_____

Ricardo Perez, Secretary/Treasurer

Exhibit A

Supplemental Number 1
to
Professional Service Agreements
with
Halff Associates
for
Surveying Services
for the
International Bridge Trade Corridor

♦Contract♦

Hidalgo County
Regional Mobility Authority
(HCRMA)(Authority)

SURVEYING SERVICES IBTC
Interchange with SH 365 to I-2 and from the ValleyView Interchange to FM 493

SA No. 1 to Main Contract

September 04, 2014

Halff Associates, Inc.

SUPPLEMENTAL AGREEMENT NO. 1

SUPPLEMENTAL AGREEMENT NO. _1_
TO PROFESSIONAL SERVICES
AGREEMENT FOR ENGINEERING / DESIGN SERVICES

THIS SUPPLEMENTAL AGREEMENT NO 1 TO MAIN CONTRACT is made pursuant to the terms and conditions of "Article III Compensation and Attachment A General Provisions Section 6 Supplemental Agreements of that certain Professional Services Agreement for Engineering Design Services" hereinafter identified as the "Agreement," entered into by and between the Hidalgo County Regional Mobility Authority (Authority), and Halff Associatez, Inc. (the Engineer).

The following terms and conditions of the Agreement are hereby amended as follows:

Article III Compensation
Article III Compensation shall be amended to increase the amount payable under this contract from $40,800.00 to $64,040.00 for a total increase of $23,240.00 due to additional scope and effort outlined in SWA No. 1 to WA No. 1 for 33 additional parcels at Red River Subdivision.

This Supplemental Agreement No. 1 to the Main Contract shall become effective on the date of final execution of the parties hereto. All other terms and conditions of the Agreement not hereby amended are to remain in full force and effect.

IN WITNESS WHEREOF, this Supplemental Agreement is executed in duplicate counterparts and hereby accepted and acknowledged below.

THE ENGINEER	**THE AUTHORITY**
_____	_____
(Signature)	(Signature)
_____	_____
(Printed Name)	(Printed Name)
_____	_____
(Title)	(Title)
_____	_____
(Date)	**(Date)**

Item 2H

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

AGENDA RECOMMENDATION FORM

BOARD OF DIRECTORS	**X**	**AGENDA ITEM**	**2H**
PLANNING COMMITTEE		**DATE SUBMITTED**	**9/15/14**
FINANCE COMMITTEE		**MEETING DATE**	**9/24/14**
TECHNICAL COMMITTEE			

2. Agenda Item: **RESOLUTION 2014-95 – APPROVAL OF SUPPLEMENTAL NUMBER 1 THE PROFESSIONAL SERVICE AGREEMENT WITH MELDEN & HUNT TO INCREASE THE MAXIMUM PAYABLE AMOUNT FOR PREVIOUSLY APPROVED WORK AUTHORIZATION FOR SURVEYING SURVICES FOR THE INTERNATIONAL BRIDGE TRADE CORRIDOR PROJECT.**

2. Nature of Request: (Brief Overview) Attachments: X Yes ___No

Recommendation on approval of Supplemental Number 1 to the Professional Service Agreement with Melden & Hunt to increase the maximum payable amount for previously approved Work Authorization for surveying services as part of the IBTC Project in the amount of $5,542.00 for an the revised amount of $31,752.00.

3. Policy Implication: Board Policy, Local Government, Texas Government Code, Texas Transportation Code, TxDOT Policy

4. Budgeted: ___Yes ___No X N/A Funding Source: Loop Fund

Approved maximum payable fee	$26,210.00
Approved Work Authorization 1 & S1WA1	$ 5,542.00
Maximum fee balance	($ 5,542.00)
Total authorized for WA 1 & S1WA1	$31,752.00
Payments to date for WA 1 & S1WA1	($31,752.00)
Work Authorization balance	$ 0.00

Proposed Supplemental Number 1 to Professional Service Agreement:

Approved maximum payable amount	**$26,210.00**
Proposed Supplemental Number 1 to PSA	**$ 5,542.00**
Proposed revised maximum payable amount	**$31,752.00**

6. Staff Recommendation**: Motion to recommend approval of Resolution 2014-95 – Approval of Supplemental Number 1 to the Professional Service Agreement with Melden & Hunt to increase the maximum payable amount for previously approved Work Authorizations in the revised maximum payable amount of $31,752.00.**

6. Program Manager's Recommendation: **X** Approved ___Disapproved ___None

7. Planning Committee's Recommendation: ___Approved ___Disapproved **X** None

8. Board Attorney's Recommendation: ___Approved ___Disapproved **X** None

9. Chief Financial Officer's Recommendation: ___Approved ___Disapproved **X** None

10. Executive Director's Recommendation: **X** Approved ___Disapproved ___None

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Memorandum

To: Rance G. Sweeten, Chairman

From: Pilar Rodriguez, PE, Executive Director

Date: September 15, 2014

Re: **Approval of Supplemental Agreement No. 1 to the Professional Service Agreement with Melden & Hunt**

Background
On June 18, 2014, the Hidalgo County Regional Mobility Authority (HCRMA) Board of Directors awarded a professional service agreement for surveying services for the International Bridge Trade Corridor Project in the maximum payable amount of $26,210.00.

On August 27, 2014, the HCRMA Board of Directors also approved Supplemental Number 1 to Work Authorization Number 1 in the amount $5,542.00 for additional surveying services.

Goal
Work Authorizations Numbers 1 and Supplemental Number 1 to Work Authorization 1 have all been previously approved by the Board of Directors. Supplemental Number 1 to the Professional Service Agreement is necessary to increase the maximum payable amount to correspond with the approved Work Authorizations.

Options
The Board may disapprove Supplemental Number 1 to the Professional Service Agreement, however, the work has already be authorized by the Board of Directors.

Recommendation
Based on review by this office, **approval of Resolution 2014-95 – Approval of Supplemental Number 1 to the Professional Service agreement with Melden & Hunt to increase the maximum payable amount for all previously approved Work Authorizations in the revised maximum payable amount of $31,752.00.**

If you should have any questions or require additional information, please advise.

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

BOARD RESOLUTION No. 2014 – 95

APPROVAL OF SUPPLEMENTAL NUMBER 1 TO THE PROFESSIONAL SERVICE AGREEMENT WITH MELDEN & HUNT TO PROVIDE SURVEYING SERVICES FOR THE INTERNATIONAL BRIDGE TRADE CORRIDOR PROJECT TO INCREASE THE MAXIMUM PAYABLE AMOUNT FOR ALL PREVIOUSLY APPROVED WORK AUTHORIZATIONS

THIS RESOLUTION is adopted this 24th day of September, 2014 by the Board of Directors of the Hidalgo County Regional Mobility Authority at a regular meeting.

WHEREAS, the Hidalgo County Regional Mobility Authority (the "Authority"), acting through its Board of Directors (the "Board"), is a regional mobility authority created pursuant to Chapter 370, Texas Transportation Code, as amended (the "Act");

WHEREAS, the Authority is authorized by the Act to address mobility issues in and around Hidalgo County;

WHEREAS, on February 22, 2012 the Authority approved Resolution 2012-04, which created the Technical Committee, comprised of senior level engineers and professional from various communities and agencies in the jurisdiction of the Authority, to serve to advise the Board on procurement and consultant work products; and

WHEREAS, Resolution 2012-04 also authorized the Executive Committee to determine the size, structure and scope of the Technical Committee, identify candidates and issue requests for participation; and

WHEREAS, Resolution 2013-41 authorized the use and structure of the Technical Committee to rate, rank and recommend a short list to the Board of Directors for the Statements of Qualifications for the International Bride Trade Corridor Project for Engineering, Surveying and Geotechnical Services; and

WHEREAS, the Technical Committee has rated and ranked the Statements of Qualifications for the International Bridge Trade Corridor Project for Surveying Services and recommended that HCRMA staff be authorized to negotiate with all qualified Surveying Firms to establish a surveying pool for the project; and

WHEREAS, on November 20, 2014, the Board of Directors authorized staff to negotiate professional services agreements with Halff Associates, RODS Surveying, Quintanilla, Headley & Associates, Land Tech Consultants, R. Gutierrez Engineering, Melden & Hunt, DOS Land Surveying, SAMES, Bain Medina Bain, ROW Surveying Services and Fulcrum Consulting Services; and

WHEREAS, on June 18, 2014, the Authority awarded professional service agreements to Halff Associates, RODS Surveying, Quintanilla, Headley & Associates, Land Tech Consultants, R. Gutierrez Engineering, Melden & Hunt, DOS Land Surveying, SAMES, Bain Medina Bain, ROW Surveying Services and Fulcrum Consulting Services for surveying services for the International Bridge Trade Corridor Project; and

WHEREAS, on June 18, 2014, the Authority approved Work Authorization Number 1 to the Professional Service Agreement with Melden & Hunt to prepare 8 parcel plats and descriptions in the amount of $26,210.00; and

WHEREAS, on August 27, 2014, the Authority approved Work Authorization Number 2 to the Professional Service Agreement with Melden & Hunt to provide select topography along the Donna Irrigation District Main Canal in the amount of $5,542.00; and

WHEREAS, the Authority has determined it is necessary to increase the maximum payable amount of the Professional Service Agreement with Melden & Hunt to correspond with the approved work authorizations in the revised maximum payable amount of $31,752.00;

NOW THEREFORE, BE IT RESOLVED, BY THE BOARD OF DIRECTORS OF THE HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY THAT:

Section 1. The recital clauses are incorporated in the text of this Resolution as if fully restated.

Section 2. The Board hereby approves Supplemental Number 1 to the Professional Service Agreements for Surveying Services with Melden & Hunt, hereto attached as Exhibit A.

Section 3. The Board authorizes the Executive Director to execute the Supplemental Number 1 to the Professional Services Agreement for Surveying Services with Melden & Hunt as approved.

*****

PASSED AND APPROVED AS TO BE EFFECTIVE IMMEDIATELY BY THE BOARD OF DIRECTORS OF THE HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY AT A REGULAR MEETING, duly posted and noticed, on the 24th day of September, 2014, at which meeting a quorum was present.

_____

Rance G. Sweeten, Chairman

_____

Ricardo Perez, Secretary/Treasurer

Exhibit A

Supplemental Number 1
to
Professional Service Agreements
with
Melden & Hunt
for
Surveying Services
for the
International Bridge Trade Corridor

♦Contract♦

Hidalgo County
Regional Mobility Authority
(HCRMA)(Authority)

SURVEYING SERVICES IBTC
Interchange with SH 365 to I-2 and from the ValleyView Interchange to FM 493

SA No. 1 to Main Contract

September 04, 2014

Melden & Hunt, Inc.

SUPPLEMENTAL AGREEMENT NO. 1

SUPPLEMENTAL AGREEMENT NO. _1_
TO PROFESSIONAL SERVICES
AGREEMENT FOR ENGINEERING / DESIGN SERVICES

THIS SUPPLEMENTAL AGREEMENT NO 1 TO MAIN CONTRACT is made pursuant to the terms and conditions of "Article III Compensation and Attachment A General Provisions Section 6 Supplemental Agreements of that certain Professional Services Agreement for Engineering Design Services" hereinafter identified as the "Agreement," entered into by and between the Hidalgo County Regional Mobility Authority (Authority), and Melden & Hunt, Inc. (the Engineer).

The following terms and conditions of the Agreement are hereby amended as follows:

Article III Compensation
Article III Compensation shall be amended to increase the amount payable under this contract from $26,210.00 to $31,752.00 for a total increase of $5,542.00 due to additional scope and effort outlined in WA No. 2 for select topography along the Donna Irrigation District Main Canal.

This Supplemental Agreement No. 1 to the Main Contract shall become effective on the date of final execution of the parties hereto. All other terms and conditions of the Agreement not hereby amended are to remain in full force and effect.

IN WITNESS WHEREOF, this Supplemental Agreement is executed in duplicate counterparts and hereby accepted and acknowledged below.

THE ENGINEER	**THE AUTHORITY**
_____	_____
(Signature)	(Signature)
_____	_____
(Printed Name)	(Printed Name)
_____	_____
(Title)	(Title)
_____	_____
(Date)	**(Date)**

Item 3A

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

AGENDA RECOMMENDATION FORM

BOARD OF DIRECTORS	**X**	**AGENDA ITEM**	**3A**
PLANNING COMMITTEE		**DATE SUBMITTED**	**9/15/14**
FINANCE COMMITTEE		**MEETING DATE**	**9/24/14**
TECHNICAL COMMITTEE			

1. Agenda Item: **RESOLUTION 2014 – 80.1 – APPROVAL OF AMENDED AND RESTATED BYLAWS OF THE HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY.**

2. Nature of Request: (Brief Overview) Attachments: X Yes ___ No

   Authorization to Approve the second reading of the Hidalgo County Regional Mobility Authority's amended and restate bylaws.

3. Policy Implication: Board Policy, Local Government Code, Texas Government Code, Texas Transportation Code, TxDOT Policy

4. Budgeted: ___ Yes ___ No X N/A

5. Staff Recommendation**: Motion to Approve Resolution 2014- 80.1 – Approval of amended and restated bylaws of the Hidalgo County Regional Mobility Authority.**

6. Program Manager's Recommendation: ___ Approved ___ Disapproved **X** None

7. Planning Committee's Recommendation: ___ Approved ___ Disapproved **X** None

8. Board Attorney's Recommendation: **X** Approved ___ Disapproved ___ None

9. Chief Auditor's Recommendation: **X** Approved ___ Disapproved ___ None

10. Chief Financial Officer's Recommendation: **X** Approved ___ Disapproved ___ None

11. Executive Director's Recommendation: **X** Approved ___ Disapproved ___ None

AMENDED AND RESTATED BYLAWS OF THE HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

The bylaws of the Hidalgo County Regional Mobility Authority (the "Authority"), initially adopted by the Authority on October 12, 2006, and amended by that First Amendment to the Bylaws on May 20, 2008, is hereby amended and restated as provided below by the Board of Directors of the Authority on , 2014.

§ 1. The Authority

These bylaws are made and adopted for the regulation of the affairs and the performance of the functions of the Hidalgo County Regional Mobility Authority (the "Authority"), a regional mobility authority authorized and existing pursuant to Chapter 370 of the Texas Transportation Code, as the same may be amended from time to time (the "RMA Act"), as well as rules adopted by the Texas Department of Transportation ("TxDOT"), as may be amended from time to time, concerning the operation of regional mobility authorities, located at Title 43 ~~Tex. Admin.~~Texas Administrative Code ~~§~~, Rule 26.01, *et seq*. (the "RMA Rules").

a. The Authority was created pursuant to Texas Transportation Commission (the "Commission") Minute Order Number 110315 adopted by the Commission on November 17, 2005.

b. The Authority is a political subdivision of the State of Texas.

§ 2. Principal Office

The domicile and principal office of the Authority shall be in Hidalgo County.

§ 3. General Powers

The activities, property, and affairs of the Authority will be managed by its Board of Directors (the "Board"), which may exercise all powers and do all lawful acts permitted by the Constitution and statutes of the State of Texas (the "State"), the RMA Act, the RMA Rules, and these bylaws.

§ 4. Initial Board

a. ~~(a)~~ The initial Board of the Authority shall be composed of seven (7) Directors, appointed as follows:

(1) The Governor shall appoint one (~~I~~1) Director, who shall serve as the presiding officer of the Board. The Governor's Appointee must be a resident of Hidalgo County.

(2) The ~~Commissioner's~~Commissioners Court of Hidalgo County shall appoint five (5) Directors, two (2) with terms of two (2) years and three (3) with terms of ~~one~~ (1) year. Each Director must be a resident of Hidalgo County.

(3) The City of McAllen shall ~~appoint~~recommend one (1) Director with a term of two (2) ~~years. Such director~~to the Commissioners Court of Hidalgo County for appointment to the Authority. Such Director may be a resident of the City of McAllen and must be a resident of Hidalgo County.

b. ~~(b)~~ The terms of the initial Directors of the Authority shall begin on the date of their appointment by the office or entity which appointed them through February 1 of the year in which the term of each initial Director expires.

c. ~~(c)~~ Directors may be reappointed at the discretion of the entity which appointed them.

d. ~~(d)~~ Each initial Director shall serve until his or her successor has been duly appointed and qualified or until his or her death, resignation, or removal from office in accordance with these bylaws.

§ 5. Subsequent Directors

a. ~~(a)~~ When the term of an initial Director of the Authority expires, and thereafter, when the term of each Director subsequently appointed Director expires, the entity that appointed or recommended the Director whose term is expiring shall appoint or recommend a successor to that Director.

b. ~~(b)~~ Subject to ~~§~~Section 7 of these bylaws, each successor to an initial Director, and each Director thereafter appointed, shall be appointed for a two (2)-year term commencing on February 2 of the year of appointment and expiring on February 1 two (2) years later. Each Director shall serve until his or her successor has been duly appointed and qualified or until his or her death, resignation, or removal from office in accordance with these bylaws or provisions of state law.

c. ~~(c)~~ Upon the admission of a new ~~county~~entity into the Authority ~~in accordance with the RMA Act, the RMA Rules, and these bylaws~~, the number of Directors ~~composing the Board shall~~may be increased ~~by one. The Commissioner's Court of the newly admitted county shall appoint one Director who must be a resident of that county at the time of their appointment.~~in accordance with any then-applicable laws and regulations.

d. ~~(d)~~ In the event that the addition or withdrawal of a county from the Authority results in at even number of Directors on the Board, the governor shall appoint an additional Director.

e. ~~(e)~~ Directors qualified to serve under applicable law and these bylaws may be reappointed following the expiration of their terms. Except as otherwise provided by applicable law, there is no limitation on the number of terms a Director may serve.

§ 6. Qualifications of Directors

a. ~~(a)~~ All Directors will have and maintain the qualifications set forth in this ~~§~~Section 6 and in the RMA Act or RMA Rules.

b. ~~(b)~~ All appointments to the Board shall be made without regard to disability, sex, religion, age, or national origin.

c. ~~(c)~~ Each Director appointed by the ~~Commissioner's~~Commissioners Court of Hidalgo County or by a municipality located within Hidalgo County must be a resident of the County at the time of their appointment. All gubernatorial appointees must also be ~~a resident~~residents of Hidalgo County at the time of ~~their appointment~~his or her respective appointments.

d. ~~(d)~~ An elected official is not eligible to serve as a Director.

e. An employee of a city, county, or other governmental entity located wholly or partly within the boundaries of the Authority is not eligible to serve as a Director. An employee of TxDOT is not eligible to serve as a Director.

f. ~~(e)~~ A person who is an officer, employee, or paid consultant of a Texas trade association in the field of road construction or maintenance, public transportation or aviation, or whose spouse is an officer, manager, or paid consultant of a Texas trade association in the aforementioned fields, is not eligible to serve as a Director or as the Authority's Executive Director.

g. A person who owns an interest in real property that will be acquired for an Authority project is not eligible to serve as a Director, if it is known at the time of the person's proposed appointment that the property will be so acquired.

h. ~~(f)~~ A person is not eligible to serve as a Director or as the Authority's Executive Director if the person or the person's spouse:

(1) is employed by or participates in the management of a business entity or other organization, other than a ~~political subdivision,~~governmental entity, that is regulated by or receives money from TxDOT ~~or~~, the Authority or Hidalgo County, unless the Commission approves an exception;

(2) owns or controls, directly or indirectly, more than a ten (10) percent interest in a business entity or other organization that is regulated by or receives money from TxDOT ~~or~~, the Authority, or Hidalgo County, other than compensation for acquisition of ~~turnpike~~highway right-of-way;

(3) uses or receives a substantial amount of tangible goods, services, or money from TxDOT or the Authority~~, other than compensation or reimbursement authorized by law for Board membership, attendance, or expenses, or for compensation for acquisition of turnpike right-of-way~~;

(4) is an officer, employee, or paid consultant of a Texas trade association in the field of road construction~~,~~ or maintenance, ~~or operation~~public transportation, or aviation; or

(5) is required to register as a lobbyist under Chapter 305, Government Code, because of the person's activities for compensation on behalf of a profession related to the operation of TxDOT ~~or~~, the Authority, or Hidalgo County.

i. A person is not ineligible to serve as a Director or Executive Director of the Authority if the person has received funds from TxDOT for acquisition of highway right-of-way, unless the acquisition was for a project of the Authority.

j. All Directors shall annually certify to the Secretary of the Board that he or she is qualified to serve as a Director of the Authority, pursuant to and in accordance with these bylaws, the RMA Act, and the RMA Rules, as may be amended. Such certification shall be made in a form as provided by the Authority; provided, however, that the submission to the Secretary of those similar certifications required by the State of Texas shall satisfy this requirement.

§ 7. Vacancies

A vacancy on the Board shall be filled promptly by the entity that made the appointment that falls vacant. Each Director appointed to a vacant position shall be appointed for the unexpired term of the Director's predecessor in that position. Reappointment to a full term is permitted thereafter.

§ 8. Resignation and Removal

a. Resignation. A Director may resign at any time upon giving written notice to the Authority and the entity that appointed that Director.

b. ~~A Director may resign at any time upon giving written notice to the Authority and the entity that appointed that Director.~~ Removal. A Director may be removed from the Board if the Director does not possess at the time the Director is appointed, or does not maintain, the qualifications required by the RMA Act, the RMA Rules, or these bylaws~~,~~; or, if the Director violates any of the foregoing. In addition, a Director who cannot discharge the Director's duties for a substantial portion of the term for which he or she is appointed because of illness or disability, or a Director who is absent from more than ~~one-third~~half of the regularly scheduled Board meetings during a given calendar year, may be removed. If the Executive Director of the Authority knows that a potential ground for removal of a Director exists, the Executive Director shall notify the Chairman of the potential ground for removal. The Chairman then shall notify the entity that appointed such Director of potential ground for removal. Additionally, the ~~Commissioner's Court of the county appointing a Director,~~Hidalgo County Commissioners Court or the City Council ~~of a municipality appointing a Director,~~ may respectively remove a Director appointed by that entity for cause. A Director

shall be considered removed from the Board only after the Authority receives notice of removal from the entity that appointed such Director.

§ 9. Compensation of Directors

Directors shall serve without compensation, but will be reimbursed for their actual expenses of attending each meeting of the Board and for such other expenses as may be reasonably incurred in their carrying out the duties and functions as set forth herein.

§ 10. ~~Conflict~~Conflicts of Interest; Ethics and Compliance

a. A Director or employee of the Authority shall not:

(1) ~~A Director shall not: (a)~~ accept or solicit any gift, favor, or service that might reasonably tend to influence that Director or employee in the discharge of official duties on behalf of the Authority or that the Director or employee knows or should know is being offered with the intent to influence the Director or employee's official conduct; ~~or (b) accept other compensation that could reasonably he expected to impair the Director's independence of judgment in the performance of the Director's official duties. Directors shall familiarize themselves and comply with all applicable laws regarding conflicts of interest, including Chapter 171 of the Texas Local Government Code and any conflict of interested policy adopted by the Board.~~

(2) accept other employment or engage in a business or professional activity that the Director or employee might reasonably expect would require or induce the Director or employee to disclose confidential information acquired by reason of the official position;

(3) accept other employment or compensation that could reasonably be expected to impair the Director's or employee's independence of judgment in the performance of the Director's or employee's official duties;

(4) make personal investments, including investments of a spouse, that could reasonably be expected to create a substantial conflict between the Director's or employee's private interest and the interest of the Authority or that could impair the ability of the Director or employee to make independent decisions;

(5) intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised the Director's or employee's official powers or performed the Director's or employee's official duties in favor of another;

(6) have a personal interest in an agreement executed by the Authority; or

(7) contract with the Authority or be directly or indirectly interested in a contract with the Authority or the sale of property to the Authority.

b. Directors shall familiarize themselves and comply with all applicable laws regarding conflicts of interest, including Chapters 171 or 176 of the Texas Local Government Code and any conflict of interest policy adopted by the Board.

c. The Authority shall adopt a written internal compliance and ethics program within the first anniversary of its creation. The ethics and compliance program shall:

(1) be designed to detect and prevent violations of the law, including regulations, and ethical standards applicable to the entity or its officers or employees; and

(2) provide that:

(A) High-level personnel are responsible for oversight of compliance with the program's standards and procedures;

(B) Reasonable steps are being taken to achieve compliance by using monitoring and auditing systems reasonably designed to detect noncompliance and providing and publicizing a system for reporting noncompliance without fear of retaliation;

(C) Consistent enforcement of compliance standards and procedures is administered through appropriate disciplinary mechanisms;

(D) Reasonable steps are taken to respond appropriately to detected offenses and to prevent future offenses; and

(E) A written code of conduct for employees is adopted to address record retention, fraud, equal opportunity employment, sexual harassment and misconduct, conflicts of interest, personal use of Authority property, and gifts and honoraria.

§ 11. Additional Obligations of Directors

Directors shall comply with ~~the~~additional requirements provided by the RMA Act and RMA Rules, including:

a. The requirement to file an annual personal financial statement with the Texas Ethics Commission as provided by §370.2521 of the RMA Act ~~and the~~;

b. The requirement to complete training on the RMA's responsibilities under the Open Meetings Act and the Public Information Act as provided by §§551.005 and 552.012 of the Texas Government Code~~.~~;

c. The nepotism laws under Chapter 573, Texas Government Code; and

d. The HCRMA Ethics and Compliance Program as adopted by the Board under Title 43 of the Texas Administrative Code, Rule 10.51.

§ 12. Meetings

a. Regular Meetings. All regular meetings of the Board shall be held in Hidalgo County, at a specific site, date, and time to be determined by the Chairman. The Chairman may postpone any regular meeting if it is determined that such meeting is unnecessary or that a quorum will not be achieved, but no fewer than four (4) regular meetings shall be held during each calendar year.

b. ~~All regular meetings of the Board shall be held in a county of the Authority, at a specific site, date, and time to be determined by the Chairman. The Chairman may postpone any regular meeting if it is determined that such meeting is unnecessary or that a quorum will not be achieved, but no fewer than four regular meetings shall be held during each calendar year.~~ Special Meetings. Special meetings and emergency meetings of the Board may be called, upon proper notice, at any time by the Chairman or at the request of any three (3) Directors. Special meetings and emergency meetings shall be held at such time and place as is specified by the Chairman, if the Chairman calls the meeting, or by the three (3) Directors, if they call the meeting.

c. Agendas. The Chairman shall set the agendas for meetings of the Board, except that the agendas of meetings called by three (3) Directors shall be set by those Directors.

§ 13. Voting; Quorum

a. Voting. Each Director, including the Chairman, has equal voting status and may vote on Authority matters.

b. Quorum. A majority of the Directors constitutes a quorum, and the vote of a majority of the Directors present at a meeting at which a quorum is present will be necessary for any action to be taken by the Board. No vacancy in the membership of the Board will impair the right of a quorum to exercise all of the rights and to perform all of the duties of the Board. Therefore, if a vacancy occurs, a majority of the Directors then serving in office will constitute a quorum.

§ 14. Meetings by Telephone

As authorized by § 370.262 of the RMA Act, the Board, committees of the Board, staff, or any combination thereof, may participate in and hold open or closed meetings by means of ~~conference telephone~~teleconference or other electronic communications equipment by which all persons participating in the meeting can communicate with each other and at which public participation is permitted by a speaker telephone or other electronic communications equipment at a conference room of the Authority or other facility in a county of the Authority that is accessible to the public. Such meetings are subject to the notice requirements set forth in §§551.125(c) – (f) of the Texas Open Meetings Act, however they are not subject to the additional requirements of §§551.125(b) of the Act. The notice must state the location where members of the public can attend to hear those portions of the meeting open to the public.

Participation in a meeting pursuant to this §Section 14 constitutes being present in person at such meeting, except that a Director will not be considered in attendance when the Director appears at such a meeting for the express purpose of objecting to the transaction of any business on the ground that the meeting is not lawfully called or convened as generally provided under §Section 17 of these bylaws. Each part of a meeting conducted by telephone conference call or other electronic means that by law must be open to the public shall be accessible to the public at the location specified in the notice and shall be tape-recorded and documented by written minutes. On conclusion of the meeting, the tape recording and the written minutes of the meeting shall be made available to the public within a reasonable period of time.

§ 15. Procedure

All meetings of the Board and its committees shall be conducted generally in accordance with Robert's Rules of Order pursuant to statutorily proper notice of meeting posted as provided by law. The Chairman at any time may change the order of items to be considered from that set forth in the notice of meeting, provided that all agenda items that require a vote by the Board shall be considered at the meeting for which they have been posted. To the extent procedures prescribed by applicable statutes, the RMA Rules or these bylaws conflict with Robert's Rules of Order, the statutes, the RMA Rules, or these bylaws shall govern.

§ 16. Committees

a. Executive Committee. The Authority shall establish an Executive Committee, consisting of the officers of the Authority as identified in Section 21, and such other members as the Chairman may direct. Meetings of the Executive Committee shall be conducted on no less than three (3) days' notice to the Executive Committee members. A majority of the members of the Executive Committee constitutes a quorum of the Committee, and the vote of a majority of the members present at a meeting at which a quorum is present will be necessary for any action taken by the Executive Committee. Minutes shall be kept of all meetings of the Executive Committee. Consistent with this Section 16, the Executive Committee shall have and may exercise all of the authority of the Board, subject to the limitations imposed by applicable law; provided, however, that the Executive Committee shall not enter into or approve any contract, nor authorize the expenditure of funds on behalf of the Authority, except to the extent explicitly authorized in a resolution of the Board. Actions requiring Board approval shall be submitted to the Board as recommendations of the Executive Committee.

b. Ad Hoc and Standing Committees. The Chairman at any time may designate from among the Directors one or more ad hoc or standing committees, each of which shall be comprised of three (3) or more Directors, and may designate one (1) or more Directors as alternate members of such committees, who may, subject to any limitations imposed by the Chairman, replace absent or disqualified members at any meeting of that committee. The Chairman serves as an ex-officio member of each committee.

c. Authority of Committees. If approved by resolution and passed by a majority vote of the Board, a committee shall have and may exercise all of the authority of the Board, to the extent provided in such resolution and subject to the limitations imposed by applicable law; provided that no Committee shall be authorized to enter into or approve any contract, nor authorize the expenditure of funds on behalf of the Authority. All contracts and expenditures of the Authority shall be made by the Board of Directors.

d. ~~The Chairman at any time may designate from among the Directors one or more ad hoc or standing committees, each of which shall be comprised of two or more Directors, and may designate one or more Directors as alternate members of such committees, who may, subject to any limitations imposed by the Chairman, replace absent or disqualified members at any meeting of that committee. The Chairman serves as an ex-officio member of each committee. If approved by resolution passed by a majority vote of the Board, a committee shall have and may exercise all of the authority of the Board, to the extent provided in such resolution and subject to the limitations imposed by applicable law; provided that no Committee shall be authorized to enter into or approve any contract, nor authorize the expenditure of funds on behalf of the Authority. All contracts and expenditures of the Authority shall be made by the Board of Directors.~~ Committee Members. The Chairman shall appoint the chairman of each committee, as well as Directors to fill any vacancies in the membership of the committees. At the next regular meeting of the Board following the Chairman's formation of a committee, the Chairman shall deliver to the Directors and the Secretary a written description of the committee, including (a) the name of the committee, (b) whether it is an ad hoc or standing committee, (c) its assigned function(s) and/or task(s), (d) whether it is intended to have a continuing existence or to ~~dissolve~~dissolve upon the completion of a specified task and/or the occurrence of certain events, (e) the Directors designated as members and alternate members to the committee, and its chairman, and (f) such other information as requested by any Director. The Secretary shall enter such written description into the official records of the Authority. The Chairman shall provide a written description of any subsequent changes to the name, function, task, term, or composition of any committee in accordance with the procedure described in the preceding two sentences. A committee also may be formed by a majority vote of the Board, which vote (and not independently the Chairman) also shall specify the committee's chairman and provide the descriptive information otherwise furnished by the Chairman in accordance with the preceding three sentences. ~~A meeting of any committee formed pursuant to this §16 may be called by the Chairman, the chairman of the applicable committee, or by any two members of the committee. All committees comprised of a quorum of the Board shall keep regular minutes of their proceedings and report to the Board as required. The designation of a committee of the Board and the delegation thereto of authority shall not operate to relieve the Board, or any Director, of any responsibility imposed upon the Board or the individual Director by law. To the extent applicable, the provisions of these bylaws relating to meetings, quorums, meetings by telephone, and procedure shall govern the meetings of the Board's committees.~~

e. Committee Meetings. A meeting of any committee formed pursuant to this Section 16 may be called by the Chairman, the chairman of the applicable committee, or by any two members of the committee. All committees comprised of a quorum of the Board shall keep regular minutes of their proceedings and report to the Board as required. The designation of a committee of the Board and the delegation thereto of authority shall not operate to relieve the Board, or any Director, of any responsibility imposed upon the Board or the individual Director by law. To the extent applicable, the provisions of these bylaws relating to meetings, quorums, meetings by telephone, and procedure shall govern the meetings of the Board's committees.

§ 17. Notice of Meetings

Notice of each meeting of the Board shall be sent by mail, electronic mail, or facsimile to all Directors entitled to vote at such meeting. If sent by mail, such notice will be deemed delivered when it is deposited in the United States mail with sufficient postage prepaid. If sent by electronic mail or facsimile, the notice will ~~he~~be deemed delivered when transmitted properly to the correct email address or number, provided that an additional copy of such notice shall be sent by overnight delivery as confirmation of the notice sent by electronic mail or facsimile. Such notice of meetings also may be given by telephone, provided that any of the Chairman, Executive Director, Secretary, or their designee speaks personally to the applicable Director to give such notice.

§ 18. Waiver of Notice

Whenever any notice is required to be given to any Director by statute or by these bylaws, a written waiver of such notice signed by the person or persons entitled to such notice, whether before or after the time required for such notice, shall be deemed equivalent to the giving of such notice.

§ 19. Attendance as Waiver

Attendance of a Director at a meeting of the Board or a committee thereof will constitute a waiver of notice of such meeting, except that a Director will not be considered in attendance when the Director appears at such a meeting for the express purpose of objecting to the transaction of any business on the ground that the meeting is not lawfully called or convened.

§ 20. Officers

The officers of the Authority shall consist of a Chairman, a Vice-Chairman, a Secretary, and a Treasurer. The offices of Secretary and Treasurer may be held simultaneously by the same person. The individuals elected as officers shall not be compensated for their service as officers. However, officers shall be reimbursed for all expenses incurred in conducting proper Authority business and for travel expenses incurred in the performance of their duties. If desired, the Board may also designate an Assistant Secretary and Assistant Treasurer, who shall also be considered officers of the Authority.

§ 21. Election and Term of Office

Except for the office of Chairman, which is filled by the Governor's appointment, officers will be elected by the Board for a term of one (1) year, subject to §Section 22 of these bylaws. The election of officers to succeed officers whose terms have expired shall be by a vote of the Directors of the Authority at the first meeting of the Authority held after February 1 of each year or at such other meeting as the Board determines.

§ 22. Removal and Vacancies of Officers

Each officer shall hold office until a successor is chosen and qualified, or until the officer's death, resignation, or removal, or, in the case of a Director serving as an officer, until such officer ceases to serve as a Director. Any officer, except the Chairman, may resign at any time upon giving written notice to the Board. The Chairman may resign at any time upon giving written notice to the Board and the Governor. Any officer except the Chairman may be removed from service as an officer at any time, with or without cause, by the affirmative vote of a majority of the Directors of the Authority. The Directors of the Authority may at any meeting vote to fill any vacated officer position except the Chairman ~~vacated~~position due to an event described in this §Section 22 for the remainder of the unexpired term.

§ 23. Chairman

The Chairman is appointed by the Governor and is a Director of the Authority. The Chairman shall appoint all committees of the Board as specified in these bylaws (except as otherwise provided in §Section 16 of these bylaws), call all regular meetings of the Board, and preside at and set the agendas for all meetings of the Board (except as provided in the concluding sentence of §Section 12 of these bylaws). The Chairman shall further review and approve all requests for reimbursement of expenses sought by the Executive Director.

§ 24. Vice Chairman

The Vice Chairman must be a Director of the Authority. During the absence or disability of the Chairman, upon the Chairman's death (and pending the Governor's appointment of a successor new Chairman), or upon the Chairman's request, the Vice Chairman shall perform the duties and exercise the authority and powers of the Chairman.

§ 25. Secretary

The Secretary need not be a Director of the Authority, The Secretary shall:

a. keep true and complete records of all proceedings of the Directors in books provided for that purpose and shall assemble, index, maintain, and keep up-to-date a book of all of the policies adopted by the Authority;

b. attend to the giving and serving of all notices of meetings of the Board and its committees and such other notices as are required by the office of Secretary and as may be directed by the RMA Act, any trust indenture binding on the Authority, Directors of the Authority, or the Executive Director;

c. seal with the official seal of the Authority (if any) and attest all documents, including trust agreements, bonds, and other obligations of the Authority that require the official seal of the Authority to be impressed thereon;

d. ~~The Secretary need not be a Director of the Authority, The Secretary shall keep true and complete records of all proceedings of the Directors in books provided for that purpose and shall assemble, index, maintain, and keep up-to-date a book of all of the policies adopted by the Authority; attend to the giving and serving of all notices of meetings of the Board and its committees and such other notices as are required by the office of Secretary and as may be directed by the RMA Act, any trust indenture binding on the Authority, Directors of the Authority, or the Executive Director, seal with the official seal of the Authority (if any) and attest all documents, including trust agreements, bonds, and other obligations of the Authority that require the official seal of the Authority to be impressed thereon;~~ execute, attest, and verify signatures on all contracts in which the total consideration equals or exceeds an amount established in resolutions of the Board, contracts conveying property of the Authority, and other agreements binding on the Authority which by law ~~of~~or Board resolution require attestation;

e. certify resolutions of the Board and any committee thereof;

f. maintain custody of the corporate seal, minute books, accounts, and all other official documents and records, files and contracts that are not specifically entrusted to some other officer or depository; and

g. hold such administrative offices and perform such other duties as the Directors or the Executive Director shall require.

§ 26. Treasurer

The Treasurer need not be a Director of the Authority. The Treasurer shall:

a. execute all requisitions to the applicable bond trustee for withdrawals from the construction fund, unless the Board designates a different officer, Director, or employee of the Authority to execute any or all of such requisitions;

b. execute, and if necessary attest, any other documents or certificates required to be executed and attested by the Treasurer under the terms of any trust agreement or supplemental trust agreement entered into by the Authority;

c. maintain custody of the Authority's funds and securities and keep a full and accurate account of all receipts and disbursements, and endorse, or cause to be endorsed, in the name of the Authority and deposit, or cause to be deposited, all funds in such bank or banks as may be designated by the Authority as depositories;

d. render to the Directors at such times as may be required an account of all financial transactions coming under the scope of the Treasurer's authority;

e. give a good and sufficient bond, to be approved by the Authority, in such an amount as may be fixed by the Authority;

f. invest such of the Authority's funds as directed by resolution of the Board, subject to the restrictions of any trust agreement entered into by the Authority; and

g. ~~The Treasurer need not be a Director of the Authority. The Treasurer shall execute all requisitions to the applicable bond trustee for withdrawals from the construction fund, unless the Board designates a different officer, Director, or employee of the Authority to execute any or all of such requisitions. In addition, the Treasurer shall execute, and if necessary attest, any other documents or certificates required to be executed and attested by the Treasurer under the terms of any trust agreement or supplemental trust agreement entered into by the Authority; maintain custody of the Authority's funds and securities and keep a full and accurate account of all receipts and disbursements, and endorse, or cause to be endorsed, in the name of the Authority and deposit, or cause to be deposited, all funds in such bank or banks as may be designated by the Authority as depositories; render to the Directors at such times as may be required an account of all financial transactions coming under the scope of the Treasurer's authority; give a good and sufficient bond, to be approved by the Authority, in such an amount as may be fixed by the Authority; invest such of the Authority's funds as directed by resolution of the Board, subject to the restrictions of any trust agreement entered into by the Authority; and~~ hold such administrative offices and perform such other duties as the Directors of the Authority or the Executive Director shall require. If, and to the extent that, the duties or responsibilities of the Treasurer and those of any administrator conflict and are vested in different persons, the conflicting duties and responsibilities shall be deemed vested in the Treasurer.

§ 27. Administrators

The chief administrator of the Authority shall be the Executive Director. Other administrators may be appointed by the Executive Director with the consent of the Board. All such administrators, except for the Executive Director, shall perform such duties and have such powers as may be assigned to them by the Executive Director or as set forth in Board Resolutions. Any administrator may be removed, with or without cause, at any time by the Executive Director. All administrators will be reimbursed for expenses incurred in performance of their duties as approved by the Executive Director and the Executive Director's expense reimbursements shall be approved by the Executive Committee.

§ 28. Executive Director

a. ~~(a)~~ The Executive Director will be selected by the Board and shall serve at the pleasure of the Board, performing all duties assigned by the Board and implementing all resolutions adopted by the Board.

b. ~~(b)~~ In addition, the Executive Director:

(1) shall be responsible for general management, hiring and termination of employees, and day-to-day operations of the Authority;

(2) shall be responsible for preparing a draft of the Strategic Plan for the Authority's operations as described in ~~§~~Section 37 of these bylaws;

(3) shall be responsible for preparing a draft of the Authority's written Annual Report, as described in ~~§~~Section 37 of these bylaws;

(4) at the invitation of the ~~Commissioner's~~Hidalgo County Commissioners Court or of the ~~City Council~~city council of a municipality located within the County, shall appear, with representatives of the Board, before the inviting body to present the Authority's Annual Report and respond to questions and receive comments regarding the Report or the Authority's operations;

(5) may execute inter-agency and interlocal contracts and service contracts approved by the Board;

(6) may execute contracts, contract supplements, contract change orders, and purchase orders not exceeding amounts established in Resolutions of the Board; and

(7) shall have such obligations and authority as may be described in one or more Resolutions enacted from time to time by the Board.

c. ~~(c)~~ The Executive Director may delegate the foregoing duties and responsibilities as the Executive Director deems appropriate; provided such delegation does not conflict with applicable law or any express direction of the Board.

§ 29. Interim or Outsourced Executive Director

The Board may designate an Interim Executive Director to perform the duties of the Executive Director during such times as the position of Executive Director is vacant. The Interim Executive Director need not be an employee of the Authority. Alternatively, the Board may contract with any municipality in Hidalgo County through an interlocal agreement to provide administrative and other professional services in lieu of or in addition to hiring an Executive Director.

§ 30. Indemnification by the Authority

a. Indemnification. Any person made a party to or involved in any litigation, including any civil, criminal or administrative action, suit or proceeding, by reason of the fact that such person is or was a Director, officer, or administrator of the Authority or by reason of such person's alleged negligence or misconduct in the performance of his or her duties as such Director, officer, or administrator shall be indemnified by the Authority, to the extent funds are lawfully available and subject to any other limitations that exist by law against liability and the reasonable expenses, including attorneys' fees, actually and necessarily incurred

by him or her in connection with any action therein, except in relation to matters as to which it is adjudged that such Director, officer, or administrator is liable for gross negligence or willful misconduct in the performance of his or her duties.

b. Exception. In the event of a conviction for an offense involving the conduct for which the Director, officer, or administrator was indemnified, the officer, Director, or administrator shall be liable to the Authority for the amount of indemnification paid, with interest at the legal rate for interest on a judgment from the date the indemnification was paid, as provided by §370.258 of the RMA Act. A conviction or judgment entered in connection with a compromise or settlement of any such litigation shall not by itself be deemed to constitute an adjudication of liability for such gross negligence or willful misconduct.

c. ~~Any person made a party to or involved in any litigation, including any civil, criminal or administrative action, suit or proceeding, by reason of the fact that such person is or was a Director, officer, or administrator of the Authority or by reason of such person's alleged negligence or misconduct in the performance of his or her duties as such Director, officer, or administrator shall be indemnified by the Authority, to the extent funds are lawfully available and subject to any other limitations that exist by law against liability and the reasonable expenses, including attorneys' fees, actually and necessarily incurred by him or her in connection with any action therein, except in relation to matters as to which it is adjudged that such Director, officer, or administrator is liable for gross negligence or willful misconduct in the performance of his or her duties. A conviction or judgment entered in connection with a compromise or settlement of any such litigation shall not by itself be deemed to constitute an adjudication of liability for such gross negligence or willful misconduct, In the event of a conviction for an offense involving the conduct for which the director, officer, or administrator was indemnified, the officer, director, or administrator shall be liable to the Authority for the amount of indemnification paid, with interest at the legal rate for interest on a judgment from the date the indemnification was paid, as provided by §370.258 of the RMA Act.~~ Right to be Paid. The right to indemnification will include the right to be paid by the Authority for expenses incurred in defending a proceeding in advance of its final disposition in the manner and to the extent permitted by the Board in its sole discretion. In addition to the indemnification described above that the Authority shall provide a Director, officer or administrator, the Authority may, upon approval of the Board in its sole discretion, indemnify a Director, officer, or administrator under such other circumstances, or may indemnify an employee, against liability and reasonable expenses, including attorneys' fees, incurred in connection with any claim asserted against him or her in said party's capacity as a Director, officer, administrator, or employee of the Authority, subject to any limitations that exist by law. Any indemnification by the Authority pursuant to this ~~§~~Section 30 shall be evidenced by a resolution of the Board.

§ 31. Expenses Subject to Indemnification

As used herein, the term "expenses" includes fines or penalties imposed and amounts paid in compromise or settlement of any such litigation only if:

a. ~~(a)~~ independent legal counsel designated by a majority of the Board, excluding those Directors who have incurred expenses in connection with such litigation for which indemnification has been or is to be sought, shall have advised the Board that, in the opinion of such counsel, such Director, officer, administrator, or other employee is not liable to the Authority for gross negligence or willful misconduct in the performance of his or her duties with respect to the subject of such litigation; and

b. ~~(b)~~ a majority of the Directors shall have made a determination that such compromise or settlement was or will be in the best interest of the Authority.

§ 32. Procedure for Indemnification

Any amount payable by way of indemnity under these bylaws may be determined and paid pursuant to an order of or allowance by a court under the applicable provisions of the laws of the State of Texas in effect at the time and pursuant to a resolution of a majority of the Directors, other than those who have incurred expenses in connection with such litigation for which indemnification has been or is to be sought. In the event that all the Directors are made parties to such litigation, a majority of the Board shall be authorized to pass a resolution to provide for legal expenses for the entire Board.

§ 33. Additional Indemnification

The right of indemnification provided by these bylaws shall not be deemed exclusive of any right to which any Director, officer, administrator, or other employee may be entitled, as a matter of law, and shall extend and apply to the estates of deceased Directors, officers, administrators, and other employees.

§ 34. Contracts and Purchases

All contracts and purchases on behalf of the Authority shall be entered into and made in accordance with rules of procedure prescribed by the Board and applicable laws and rules of the State of Texas and its agencies.

§ 35. Sovereign Immunity

Unless otherwise required by law, the Authority will not by agreement or otherwise waive or impinge upon its sovereign immunity.

§ 36. Termination of Employees

Employees of the Authority shall be employees at will unless they are a party to an employment agreement with the Authority executed by the Chairman upon approval by the Board. Employees

may be terminated at any time, with or without cause, by the Executive Director subject to applicable law and the policies in place at the time of termination.

§ 37. ~~Strategic Plan, Annual Report, and Presentation to Governmental Bodies~~Reports

The Executive Director shall direct that all reports required under State law, the RMA Act, the RMA Rules or requested by TxDOT shall be prepared and delivered. At the time of the adoption of these bylaws, the required reports include:

a. ~~(a)~~ Strategic Plan. Each even-numbered year, the Authority shall issue a Strategic Plan of its operations covering the next five (5) fiscal years, beginning with the next odd-numbered fiscal year. A draft of each Strategic Plan shall be submitted to the Board for review, approval, and, subject to revisions required by the Board, adoption.

b. ~~(b)~~ Annual Report. Under the direction of the Executive Director~~,~~ (or in the absence of an Executive Director, the Chairman ~~shall direct that~~), the staff of the Authority shall prepare a draft of an Annual Report on the Authority's activities during the preceding year and describing all ~~turnpike~~ revenue bond issuances anticipated for the coming year, the financial condition of the Authority, all project schedules, and the status of the Authority's performance under the most recent Strategic Plan. The draft shall be submitted to the Board not later than January 30th for review, approval, and, subject to revisions required by the Board, adoption. Not later than March 31 following the conclusion of the preceding fiscal year, the Authority shall file with the ~~Commissioner's Court of~~ Hidalgo County ~~and the City Council of the City of McAllen~~Commissioners Court the Authority's Annual Report, as adopted by the Board.

c. Financial Reports. The Authority shall submit to Hidalgo County and the City of McAllen (i) its annual operating and capital budgets for each fiscal year, along with any amended or supplemental operating or capital budget, within ninety (90) days of the beginning of the fiscal year; (ii) its annual financial information and notice of material events required to be disclosed under Rule 15c2-12 of the United States Securities and Exchange Commission, within thirty (30) days after disclosure; and (iii) a statement of any surplus revenue held by the Authority and a summary of how the Authority intends to use such surplus, within ninety (90) days of the of the beginning of the fiscal year. Such financial reports must be approved by the Board and certified as correct by the chief administrative officer of the Authority.

d. Annual Audit. The Authority shall submit annual audit, conducted by an independent certified public accountant in accordance with generally accepted auditing standards (as modified by the governor's Uniform Grant Management Standards, or the standards of the Office of Management and Budget A-133, Audits of States, Local Governments, and Non-profit Organizations, as applicable) to Hidalgo County and the City of McAllen within one hundred twenty (120) days after the end of the fiscal year.

e. Investment Reports. Within thirty (30) days' of acceptance of an independent auditor's report, the Authority shall submit to Hidalgo County and the City of McAllen an independent auditor's review of the annual reports of investment transactions prepared by the Authority's investment officers. Such investment reports must be approved by the Board and certified as correct by the chief administrative officer of the Authority.

f. Project Report. Not later than December 31 of year, the Authority shall submit to the Commission a written report that describes the progress made during that year on each transportation project or system of projects of the Authority, including the initial project for which the Authority was created.

g. ~~(c)~~ Presentation of Reports. At the invitation of ~~a Commissioner's~~the Hidalgo County Commissioners Court or of the ~~City Council~~city council of a municipality located within Hidalgo County, representatives of the Board and the Executive Director shall appear before the inviting body to present the Annual Report, provide any other information requested, and respond to questions and receive comments.

h. Notice of Debt. The Authority shall give 90 days' notice to the Hidalgo County Commissioners Court of the date of issuance of revenue bonds.

i. Compliance Report. Within one hundred fifty (150) days after the end of the fiscal year, in the form required by TxDOT, the Authority shall submit to TxDOT's Executive Director a report that lists each duty the Authority is required to perform under Title 43 Texas Administrative Code Chapter 26(G) that indicates the Authority has performed the requirements for the fiscal year. The Compliance Report must be approved by the Board and certified as correct by the chief administrative officer of the Authority.

§ 38. Rates and Regulations; Compliance with Law

The Board shall, in accordance with all applicable trust agreements, the RMA Act, the RMA Rules, or other law, establish toll rates and fees, weight restrictions, designate speed limits, establish fines for toll violators, and adopt rules and regulations for the use and occupancy of said ~~turnpike~~ project.

§ 39. Seal

The official seal of the Authority shall consist of the embossed impression of a circular disk with the words "Hidalgo County Regional Mobility Authority, 2006" on the outer rim, with a star in the center of the disk.

§ 40. Fiscal Year

The fiscal year for the Authority shall be from _____ to _____.

§ 41. Public Access Policy

The Authority shall maintain an access policy to be adopted by the Board that provides the public with a reasonable opportunity to appear before the Board to speak on any issue under the jurisdiction of the Authority.

§ 42. Appeals Procedure

The Authority shall maintain an appeals procedure to be adopted by the Board and amended from time to time that sets forth the process by which parties may bring to the attention of the Authority their questions, grievances, or concerns and may appeal any action taken by the Authority.

§ 43. Amendments ~~by~~to Bylaws

Except as may be otherwise provided by law, these bylaws may be amended, modified, altered, or repealed in whole or in part, at any regular meeting of the Board after ten (10) days' advance notice has been given by the Chairman to each Director of the proposed change. These ~~Bylaws~~bylaws may not be amended at any special or emergency meeting of the Board.

§ 44. Dissolution of the Authority

a. ~~(a)~~ Voluntary Dissolution

(1) The Authority may not be dissolved unless the dissolution is approved by the ~~Texas Transportation Commission (the "Commission")~~Commission. The Board may submit a request to the Commission for approval to dissolve.

(2) The Commission may approve a request to dissolve only if:

(A) all debts, obligations, and liabilities of the Authority have been paid and discharged or adequate provision has been made for the payment of all debts, obligations and liabilities;

(B) there are no suits pending against the Authority, or adequate provision has been made for the satisfaction of any judgment, order or decree that may be entered against it in any pending suit; and

(C) the Authority has commitments from other governmental entities to assume jurisdiction of all Authority transportation facilities.

b. ~~(b)~~ Involuntary Dissolution

(1) The Commission by ~~Order~~order may require the Authority to dissolve if the Commission determines that the Authority has not substantially complied with the requirements of a Commission Rule or an agreement between the department and the Authority and the Commission has given

the Board thirty (30) days' written notice of its intention to adopt such an order.

(2) The Commission may not require dissolution unless:

(A) The Conditions described in §Section 44(a)(2)(A) and (B) have been met; and

(B) The holders of any indebtedness have evidenced their agreement to the dissolution.

* * * * *

Adopted October 2, 2006
First Amendment approved May 20, 2008
Amended and Restated Bylaws approved , 2014

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

BOARD RESOLUTION No. 2014 – 80.1

APPROVING THE SECOND READING OF THE HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY'S AMENDED AND RESTATED BYLAWS

THIS RESOLUTION is adopted this 24th day of September, 2014 by the Board of Directors of the Hidalgo County Regional Mobility Authority at a regular meeting.

WHEREAS, the Hidalgo County Regional Mobility Authority (the "Authority"), acting through its Board of Directors (the "Board"), is a regional mobility authority created pursuant to Chapter 370, Texas Transportation Code, as amended (the "Act");

WHEREAS, the Authority was created by Order of Hidalgo County (the "County") dated October 26, 2004; Petition of the County dated April 21, 2005; and a Minute Order of the Texas Transportation Commission (the "Commission") dated November 17, 2005, pursuant to provisions under the Act;

WHEREAS, the bylaws of the Authority were originally adopted on October 2, 2006 and a First Amendment to such bylaws was adopted by Resolution 2008-11 on May 20, 2008; and

WHEREAS, the Board finds it to be in the best interest of the Authority to amend and restate the bylaws to capture additional statutory and regulatory requirements; and, in order to provide adequate review of the proposed changes, agrees to adopt such revisions to the bylaws in two readings;

NOW THEREFORE, BE IT RESOLVED, BY THE BOARD OF DIRECTORS OF THE HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY THAT:

Section 1. The recital clauses are incorporated in the text of this Resolution as if fully restated.

Section 2. The Board hereby approves the First Reading of the Amended and Restated Bylaws of the Hidalgo County Regional Mobility Authority, attached hereto as Exhibit A (including a redline highlighting the changes to the original bylaws).

*****

PASSED AND APPROVED AS TO BE EFFECTIVE IMMEDIATELY BY THE BOARD OF DIRECTORS OF THE HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY AT A REGULAR MEETING, duly posted and noticed, on the 24th day of September, 2014, at which meeting a quorum was present.

Rance G. Sweeten, Chairman

Ricardo Perez, Secretary/Treasurer

EXHIBIT A

AMENDED AND RESTATED BYLAWS OF THE HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

The bylaws of the Hidalgo County Regional Mobility Authority (the "Authority"), initially adopted by the Authority on October 12, 2006, and amended by that First Amendment to the Bylaws on May 20, 2008, is hereby amended and restated as provided below by the Board of Directors of the Authority on August 27, 2014.

§ 1. The Authority

These bylaws are made and adopted for the regulation of the affairs and the performance of the functions of the Hidalgo County Regional Mobility Authority (the "Authority"), a regional mobility authority authorized and existing pursuant to Chapter 370 of the Texas Transportation Code, as the same may be amended from time to time (the "RMA Act"), as well as rules adopted by the Texas Department of Transportation ("TxDOT"), as may be amended from time to time, concerning the operation of regional mobility authorities, located at Title 43 Texas Administrative Code, Rule 26.01, *et seq*. (the "RMA Rules").

a. The Authority was created pursuant to Texas Transportation Commission (the "Commission") Minute Order Number 110315 adopted by the Commission on November 17, 2005.

b. The Authority is a political subdivision of the State of Texas.

§ 2. Principal Office

The domicile and principal office of the Authority shall be in Hidalgo County.

§ 3. General Powers

The activities, property, and affairs of the Authority will be managed by its Board of Directors (the "Board"), which may exercise all powers and do all lawful acts permitted by the Constitution and statutes of the State of Texas (the "State"), the RMA Act, the RMA Rules, and these bylaws.

§ 4. Initial Board

a. The initial Board of the Authority shall be composed of seven (7) Directors, appointed as follows:

(1) The Governor shall appoint one (1) Director, who shall serve as the presiding officer of the Board. The Governor's Appointee must be a resident of Hidalgo County.

(2) The Commissioners Court of Hidalgo County shall appoint five (5) Directors, two (2) with terms of two (2) years and three (3) with terms of (1) year. Each Director must be a resident of Hidalgo County.

(3) The City of McAllen shall recommend one (1) Director with a term of two (2) to the Commissioners Court of Hidalgo County for appointment to the Authority. Such Director may be a resident of the City of McAllen and must be a resident of Hidalgo County.

b. The terms of the initial Directors of the Authority shall begin on the date of their appointment by the office or entity which appointed them through February 1 of the year in which the term of each initial Director expires.

c. Directors may be reappointed at the discretion of the entity which appointed them.

d. Each initial Director shall serve until his or her successor has been duly appointed and qualified or until his or her death, resignation, or removal from office in accordance with these bylaws.

§ 5. Subsequent Directors

a. When the term of an initial Director of the Authority expires, and thereafter, when the term of each Director subsequently appointed Director expires, the entity that appointed or recommended the Director whose term is expiring shall appoint or recommend a successor to that Director.

b. Subject to Section 7 of these bylaws, each successor to an initial Director, and each Director thereafter appointed, shall be appointed for a two (2)-year term commencing on February 2 of the year of appointment and expiring on February 1 two (2) years later. Each Director shall serve until his or her successor has been duly appointed and qualified or until his or her death, resignation, or removal from office in accordance with these bylaws or provisions of state law.

c. Upon the admission of a new entity into the Authority, the number of Directors may be increased in accordance with any then-applicable laws and regulations.

d. In the event that the addition or withdrawal of a county from the Authority results in at even number of Directors on the Board, the governor shall appoint an additional Director.

e. Directors qualified to serve under applicable law and these bylaws may be reappointed following the expiration of their terms. Except as otherwise provided by applicable law, there is no limitation on the number of terms a Director may serve.

§ 6. Qualifications of Directors

a. All Directors will have and maintain the qualifications set forth in this Section 6 and in the RMA Act or RMA Rules.

b. All appointments to the Board shall be made without regard to disability, sex, religion, age, or national origin.

c. Each Director appointed by the Commissioners Court of Hidalgo County or by a municipality located within Hidalgo County must be a resident of the County at the time of their appointment. All gubernatorial appointees must also be residents of Hidalgo County at the time of his or her respective appointments.

d. An elected official is not eligible to serve as a Director.

e. An employee of a city, county, or other governmental entity located wholly or partly within the boundaries of the Authority is not eligible to serve as a Director. An employee of TxDOT is not eligible to serve as a Director.

f. A person who is an officer, employee, or paid consultant of a Texas trade association in the field of road construction or maintenance, public transportation or aviation, or whose spouse is an officer, manager, or paid consultant of a Texas trade association in the aforementioned fields, is not eligible to serve as a Director or as the Authority's Executive Director.

g. A person who owns an interest in real property that will be acquired for an Authority project is not eligible to serve as a Director, if it is known at the time of the person's proposed appointment that the property will be so acquired.

h. A person is not eligible to serve as a Director or as the Authority's Executive Director if the person or the person's spouse:

(1) is employed by or participates in the management of a business entity or other organization, other than a governmental entity, that is regulated by or receives money from TxDOT, the Authority or Hidalgo County, unless the Commission approves an exception;

(2) owns or controls, directly or indirectly, more than a ten (10) percent interest in a business entity or other organization that is regulated by or receives money from TxDOT, the Authority, or Hidalgo County, other than compensation for acquisition of highway right-of-way;

(3) uses or receives a substantial amount of tangible goods, services, or money from TxDOT or the Authority;

(4) is an officer, employee, or paid consultant of a Texas trade association in the field of road construction or maintenance, public transportation, or aviation; or

(5) is required to register as a lobbyist under Chapter 305, Government Code, because of the person's activities for compensation on behalf of a profession related to the operation of TxDOT, the Authority, or Hidalgo County.

i. A person is not ineligible to serve as a Director or Executive Director of the Authority if the person has received funds from TxDOT for acquisition of highway right-of-way, unless the acquisition was for a project of the Authority.

j. All Directors shall annually certify to the Secretary of the Board that he or she is qualified to serve as a Director of the Authority, pursuant to and in accordance with these bylaws, the RMA Act, and the RMA Rules, as may be amended. Such certification shall be made in a form as provided by the Authority; provided, however, that the submission to the Secretary of those similar certifications required by the State of Texas shall satisfy this requirement.

§ 7. Vacancies

A vacancy on the Board shall be filled promptly by the entity that made the appointment that falls vacant. Each Director appointed to a vacant position shall be appointed for the unexpired term of the Director's predecessor in that position. Reappointment to a full term is permitted thereafter.

§ 8. Resignation and Removal

a. Resignation. A Director may resign at any time upon giving written notice to the Authority and the entity that appointed that Director.

b. Removal. A Director may be removed from the Board if the Director does not possess at the time the Director is appointed, or does not maintain, the qualifications required by the RMA Act, the RMA Rules, or these bylaws; or, if the Director violates any of the foregoing. In addition, a Director who cannot discharge the Director's duties for a substantial portion of the term for which he or she is appointed because of illness or disability, or a Director who is absent from more than half of the regularly scheduled Board meetings during a given calendar year, may be removed. If the Executive Director of the Authority knows that a potential ground for removal of a Director exists, the Executive Director shall notify the Chairman of the potential ground for removal. The Chairman then shall notify the entity that appointed such Director of potential ground for removal. Additionally, the Hidalgo County Commissioners Court or the City Council may respectively remove a Director appointed by that entity for cause. A Director shall be considered removed from the Board only after the Authority receives notice of removal from the entity that appointed such Director.

§ 9. Compensation of Directors

Directors shall serve without compensation, but will be reimbursed for their actual expenses of attending each meeting of the Board and for such other expenses as may be reasonably incurred in their carrying out the duties and functions as set forth herein.

§ 10. Conflicts of Interest; Ethics and Compliance

a. A Director or employee of the Authority shall not:

(1) accept or solicit any gift, favor, or service that might reasonably tend to influence that Director or employee in the discharge of official duties on behalf of the Authority or that the Director or employee knows or should know is being offered with the intent to influence the Director or employee's official conduct;

(2) accept other employment or engage in a business or professional activity that the Director or employee might reasonably expect would require or induce the Director or employee to disclose confidential information acquired by reason of the official position;

(3) accept other employment or compensation that could reasonably be expected to impair the Director's or employee's independence of judgment in the performance of the Director's or employee's official duties;

(4) make personal investments, including investments of a spouse, that could reasonably be expected to create a substantial conflict between the Director's or employee's private interest and the interest of the Authority or that could impair the ability of the Director or employee to make independent decisions;

(5) intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised the Director's or employee's official powers or performed the Director's or employee's official duties in favor of another;

(6) have a personal interest in an agreement executed by the Authority; or

(7) contract with the Authority or be directly or indirectly interested in a contract with the Authority or the sale of property to the Authority.

b. Directors shall familiarize themselves and comply with all applicable laws regarding conflicts of interest, including Chapters 171 or 176 of the Texas Local Government Code and any conflict of interest policy adopted by the Board.

c. The Authority shall adopt a written internal compliance and ethics program within the first anniversary of its creation. The ethics and compliance program shall:

(1) be designed to detect and prevent violations of the law, including regulations, and ethical standards applicable to the entity or its officers or employees; and

(2) provide that:

(A) High-level personnel are responsible for oversight of compliance with the program's standards and procedures;

(B) Reasonable steps are being taken to achieve compliance by using monitoring and auditing systems reasonably designed to detect

noncompliance and providing and publicizing a system for reporting noncompliance without fear of retaliation;

(C) Consistent enforcement of compliance standards and procedures is administered through appropriate disciplinary mechanisms;

(D) Reasonable steps are taken to respond appropriately to detected offenses and to prevent future offenses; and

(E) A written code of conduct for employees is adopted to address record retention, fraud, equal opportunity employment, sexual harassment and misconduct, conflicts of interest, personal use of Authority property, and gifts and honoraria.

§ 11. Additional Obligations of Directors

Directors shall comply with additional requirements provided by the RMA Act and RMA Rules, including:

a. The requirement to file an annual personal financial statement with the Texas Ethics Commission as provided by §370.2521 of the RMA Act;

b. The requirement to complete training on the RMA's responsibilities under the Open Meetings Act and the Public Information Act as provided by §§551.005 and 552.012 of the Texas Government Code;

c. The nepotism laws under Chapter 573, Texas Government Code; and

d. The HCRMA Ethics and Compliance Program as adopted by the Board under Title 43 of the Texas Administrative Code, Rule 10.51.

§ 12. Meetings

a. Regular Meetings. All regular meetings of the Board shall be held in Hidalgo County, at a specific site, date, and time to be determined by the Chairman. The Chairman may postpone any regular meeting if it is determined that such meeting is unnecessary or that a quorum will not be achieved, but no fewer than four (4) regular meetings shall be held during each calendar year.

b. Special Meetings. Special meetings and emergency meetings of the Board may be called, upon proper notice, at any time by the Chairman or at the request of any three (3) Directors. Special meetings and emergency meetings shall be held at such time and place as is specified by the Chairman, if the Chairman calls the meeting, or by the three (3) Directors, if they call the meeting.

c. Agendas. The Chairman shall set the agendas for meetings of the Board, except that the agendas of meetings called by three (3) Directors shall be set by those Directors.

§ 13. Voting; Quorum

a. Voting. Each Director, including the Chairman, has equal voting status and may vote on Authority matters.

b. Quorum. A majority of the Directors constitutes a quorum, and the vote of a majority of the Directors present at a meeting at which a quorum is present will be necessary for any action to be taken by the Board. No vacancy in the membership of the Board will impair the right of a quorum to exercise all of the rights and to perform all of the duties of the Board. Therefore, if a vacancy occurs, a majority of the Directors then serving in office will constitute a quorum.

§ 14. Meetings by Telephone

As authorized by §370.262 of the RMA Act, the Board, committees of the Board, staff, or any combination thereof, may participate in and hold open or closed meetings by means of teleconference or other electronic communications equipment by which all persons participating in the meeting can communicate with each other and at which public participation is permitted by a speaker telephone or other electronic communications equipment at a conference room of the Authority or other facility in a county of the Authority that is accessible to the public. Such meetings are subject to the notice requirements set forth in §§551.125(c) – (f) of the Texas Open Meetings Act, however they are not subject to the additional requirements of §§551.125(b) of the Act. The notice must state the location where members of the public can attend to hear those portions of the meeting open to the public. Participation in a meeting pursuant to this Section 14 constitutes being present in person at such meeting, except that a Director will not be considered in attendance when the Director appears at such a meeting for the express purpose of objecting to the transaction of any business on the ground that the meeting is not lawfully called or convened as generally provided under Section 17 of these bylaws. Each part of a meeting conducted by telephone conference call or other electronic means that by law must be open to the public shall be accessible to the public at the location specified in the notice and shall be tape-recorded and documented by written minutes. On conclusion of the meeting, the tape recording and the written minutes of the meeting shall be made available to the public within a reasonable period of time.

§ 15. Procedure

All meetings of the Board and its committees shall be conducted generally in accordance with Robert's Rules of Order pursuant to statutorily proper notice of meeting posted as provided by law. The Chairman at any time may change the order of items to be considered from that set forth in the notice of meeting, provided that all agenda items that require a vote by the Board shall be considered at the meeting for which they have been posted. To the extent procedures prescribed by applicable statutes, the RMA Rules or these bylaws conflict with Robert's Rules of Order, the statutes, the RMA Rules, or these bylaws shall govern.

§ 16. Committees

a. Executive Committee. The Authority shall establish an Executive Committee, consisting of the officers of the Authority as identified in Section 21, and such

other members as the Chairman may direct. Meetings of the Executive Committee shall be conducted on no less than three (3) days' notice to the Executive Committee members. A majority of the members of the Executive Committee constitutes a quorum of the Committee, and the vote of a majority of the members present at a meeting at which a quorum is present will be necessary for any action taken by the Executive Committee. Minutes shall be kept of all meetings of the Executive Committee. Consistent with this Section 16, the Executive Committee shall have and may exercise all of the authority of the Board, subject to the limitations imposed by applicable law; provided, however, that the Executive Committee shall not enter into or approve any contract, nor authorize the expenditure of funds on behalf of the Authority, except to the extent explicitly authorized in a resolution of the Board. Actions requiring Board approval shall be submitted to the Board as recommendations of the Executive Committee.

b. Ad Hoc and Standing Committees. The Chairman at any time may designate from among the Directors one or more ad hoc or standing committees, each of which shall be comprised of three (3) or more Directors, and may designate one (1) or more Directors as alternate members of such committees, who may, subject to any limitations imposed by the Chairman, replace absent or disqualified members at any meeting of that committee. The Chairman serves as an ex-officio member of each committee.

c. Authority of Committees. If approved by resolution and passed by a majority vote of the Board, a committee shall have and may exercise all of the authority of the Board, to the extent provided in such resolution and subject to the limitations imposed by applicable law; provided that no Committee shall be authorized to enter into or approve any contract, nor authorize the expenditure of funds on behalf of the Authority. All contracts and expenditures of the Authority shall be made by the Board of Directors.

d. Committee Members. The Chairman shall appoint the chairman of each committee, as well as Directors to fill any vacancies in the membership of the committees. At the next regular meeting of the Board following the Chairman's formation of a committee, the Chairman shall deliver to the Directors and the Secretary a written description of the committee, including (a) the name of the committee, (b) whether it is an ad hoc or standing committee, (c) its assigned function(s) and/or task(s), (d) whether it is intended to have a continuing existence or to dissolve upon the completion of a specified task and/or the occurrence of certain events, (e) the Directors designated as members and alternate members to the committee, and its chairman, and (f) such other information as requested by any Director. The Secretary shall enter such written description into the official records of the Authority. The Chairman shall provide a written description of any subsequent changes to the name, function, task, term, or composition of any committee in accordance with the procedure described in the preceding two sentences. A committee also may be formed by a majority vote of the Board, which vote (and not independently the Chairman) also shall specify

the committee's chairman and provide the descriptive information otherwise furnished by the Chairman in accordance with the preceding three sentences.

e. Committee Meetings. A meeting of any committee formed pursuant to this Section 16 may be called by the Chairman, the chairman of the applicable committee, or by any two members of the committee. All committees comprised of a quorum of the Board shall keep regular minutes of their proceedings and report to the Board as required. The designation of a committee of the Board and the delegation thereto of authority shall not operate to relieve the Board, or any Director, of any responsibility imposed upon the Board or the individual Director by law. To the extent applicable, the provisions of these bylaws relating to meetings, quorums, meetings by telephone, and procedure shall govern the meetings of the Board's committees.

§ 17. Notice of Meetings

Notice of each meeting of the Board shall be sent by mail, electronic mail, or facsimile to all Directors entitled to vote at such meeting. If sent by mail, such notice will be deemed delivered when it is deposited in the United States mail with sufficient postage prepaid. If sent by electronic mail or facsimile, the notice will be deemed delivered when transmitted properly to the correct email address or number, provided that an additional copy of such notice shall be sent by overnight delivery as confirmation of the notice sent by electronic mail or facsimile. Such notice of meetings also may be given by telephone, provided that any of the Chairman, Executive Director, Secretary, or their designee speaks personally to the applicable Director to give such notice.

§ 18. Waiver of Notice

Whenever any notice is required to be given to any Director by statute or by these bylaws, a written waiver of such notice signed by the person or persons entitled to such notice, whether before or after the time required for such notice, shall be deemed equivalent to the giving of such notice.

§ 19. Attendance as Waiver

Attendance of a Director at a meeting of the Board or a committee thereof will constitute a waiver of notice of such meeting, except that a Director will not be considered in attendance when the Director appears at such a meeting for the express purpose of objecting to the transaction of any business on the ground that the meeting is not lawfully called or convened.

§ 20. Officers

The officers of the Authority shall consist of a Chairman, a Vice-Chairman, a Secretary, and a Treasurer. The offices of Secretary and Treasurer may be held simultaneously by the same person. The individuals elected as officers shall not be compensated for their service as officers. However, officers shall be reimbursed for all expenses incurred in conducting proper Authority business and for travel expenses incurred in the performance of their duties. If desired, the Board

may also designate an Assistant Secretary and Assistant Treasurer, who shall also be considered officers of the Authority.

§ 21. Election and Term of Office

Except for the office of Chairman, which is filled by the Governor's appointment, officers will be elected by the Board for a term of one (1) year, subject to Section 22 of these bylaws. The election of officers to succeed officers whose terms have expired shall be by a vote of the Directors of the Authority at the first meeting of the Authority held after February 1 of each year or at such other meeting as the Board determines.

§ 22. Removal and Vacancies of Officers

Each officer shall hold office until a successor is chosen and qualified, or until the officer's death, resignation, or removal, or, in the case of a Director serving as an officer, until such officer ceases to serve as a Director. Any officer, except the Chairman, may resign at any time upon giving written notice to the Board. The Chairman may resign at any time upon giving written notice to the Board and the Governor. Any officer except the Chairman may be removed from service as an officer at any time, with or without cause, by the affirmative vote of a majority of the Directors of the Authority. The Directors of the Authority may at any meeting vote to fill any vacated officer position except the Chairman position due to an event described in this Section 22 for the remainder of the unexpired term.

§ 23. Chairman

The Chairman is appointed by the Governor and is a Director of the Authority. The Chairman shall appoint all committees of the Board as specified in these bylaws (except as otherwise provided in Section 16 of these bylaws), call all regular meetings of the Board, and preside at and set the agendas for all meetings of the Board (except as provided in the concluding sentence of Section 12 of these bylaws). The Chairman shall further review and approve all requests for reimbursement of expenses sought by the Executive Director.

§ 24. Vice Chairman

The Vice Chairman must be a Director of the Authority. During the absence or disability of the Chairman, upon the Chairman's death (and pending the Governor's appointment of a successor new Chairman), or upon the Chairman's request, the Vice Chairman shall perform the duties and exercise the authority and powers of the Chairman.

§ 25. Secretary

The Secretary need not be a Director of the Authority, The Secretary shall:

a. keep true and complete records of all proceedings of the Directors in books provided for that purpose and shall assemble, index, maintain, and keep up-to-date a book of all of the policies adopted by the Authority;

b. attend to the giving and serving of all notices of meetings of the Board and its committees and such other notices as are required by the office of Secretary and as may be directed by the RMA Act, any trust indenture binding on the Authority, Directors of the Authority, or the Executive Director;

c. seal with the official seal of the Authority (if any) and attest all documents, including trust agreements, bonds, and other obligations of the Authority that require the official seal of the Authority to be impressed thereon;

d. execute, attest, and verify signatures on all contracts in which the total consideration equals or exceeds an amount established in resolutions of the Board, contracts conveying property of the Authority, and other agreements binding on the Authority which by law or Board resolution require attestation;

e. certify resolutions of the Board and any committee thereof;

f. maintain custody of the corporate seal, minute books, accounts, and all other official documents and records, files and contracts that are not specifically entrusted to some other officer or depository; and

g. hold such administrative offices and perform such other duties as the Directors or the Executive Director shall require.

§ 26. Treasurer

The Treasurer need not be a Director of the Authority. The Treasurer shall:

a. execute all requisitions to the applicable bond trustee for withdrawals from the construction fund, unless the Board designates a different officer, Director, or employee of the Authority to execute any or all of such requisitions;

b. execute, and if necessary attest, any other documents or certificates required to be executed and attested by the Treasurer under the terms of any trust agreement or supplemental trust agreement entered into by the Authority;

c. maintain custody of the Authority's funds and securities and keep a full and accurate account of all receipts and disbursements, and endorse, or cause to be endorsed, in the name of the Authority and deposit, or cause to be deposited, all funds in such bank or banks as may be designated by the Authority as depositories;

d. render to the Directors at such times as may be required an account of all financial transactions coming under the scope of the Treasurer's authority;

e. give a good and sufficient bond, to be approved by the Authority, in such an amount as may be fixed by the Authority;

f. invest such of the Authority's funds as directed by resolution of the Board, subject to the restrictions of any trust agreement entered into by the Authority; and

g. hold such administrative offices and perform such other duties as the Directors of the Authority or the Executive Director shall require. If, and to the extent that, the duties or responsibilities of the Treasurer and those of any administrator conflict and are vested in different persons, the conflicting duties and responsibilities shall be deemed vested in the Treasurer.

§ 27. Administrators

The chief administrator of the Authority shall be the Executive Director. Other administrators may be appointed by the Executive Director with the consent of the Board. All such administrators, except for the Executive Director, shall perform such duties and have such powers as may be assigned to them by the Executive Director or as set forth in Board Resolutions. Any administrator may be removed, with or without cause, at any time by the Executive Director. All administrators will be reimbursed for expenses incurred in performance of their duties as approved by the Executive Director and the Executive Director's expense reimbursements shall be approved by the Executive Committee.

§ 28. Executive Director

a. The Executive Director will be selected by the Board and shall serve at the pleasure of the Board, performing all duties assigned by the Board and implementing all resolutions adopted by the Board.

b. In addition, the Executive Director:

(1) shall be responsible for general management, hiring and termination of employees, and day-to-day operations of the Authority;

(2) shall be responsible for preparing a draft of the Strategic Plan for the Authority's operations as described in Section 37 of these bylaws;

(3) shall be responsible for preparing a draft of the Authority's written Annual Report, as described in Section 37 of these bylaws;

(4) at the invitation of the Hidalgo County Commissioners Court or of the city council of a municipality located within the County, shall appear, with representatives of the Board, before the inviting body to present the Authority's Annual Report and respond to questions and receive comments regarding the Report or the Authority's operations;

(5) may execute inter-agency and interlocal contracts and service contracts approved by the Board;

(6) may execute contracts, contract supplements, contract change orders, and purchase orders not exceeding amounts established in Resolutions of the Board; and

(7) shall have such obligations and authority as may be described in one or more Resolutions enacted from time to time by the Board.

c. The Executive Director may delegate the foregoing duties and responsibilities as the Executive Director deems appropriate; provided such delegation does not conflict with applicable law or any express direction of the Board.

§ 29. Interim or Outsourced Executive Director

The Board may designate an Interim Executive Director to perform the duties of the Executive Director during such times as the position of Executive Director is vacant. The Interim Executive Director need not be an employee of the Authority. Alternatively, the Board may contract with any municipality in Hidalgo County through an interlocal agreement to provide administrative and other professional services in lieu of or in addition to hiring an Executive Director.

§ 30. Indemnification by the Authority

a. Indemnification. Any person made a party to or involved in any litigation, including any civil, criminal or administrative action, suit or proceeding, by reason of the fact that such person is or was a Director, officer, or administrator of the Authority or by reason of such person's alleged negligence or misconduct in the performance of his or her duties as such Director, officer, or administrator shall be indemnified by the Authority, to the extent funds are lawfully available and subject to any other limitations that exist by law against liability and the reasonable expenses, including attorneys' fees, actually and necessarily incurred by him or her in connection with any action therein, except in relation to matters as to which it is adjudged that such Director, officer, or administrator is liable for gross negligence or willful misconduct in the performance of his or her duties.

b. Exception. In the event of a conviction for an offense involving the conduct for which the Director, officer, or administrator was indemnified, the officer, Director, or administrator shall be liable to the Authority for the amount of indemnification paid, with interest at the legal rate for interest on a judgment from the date the indemnification was paid, as provided by §370.258 of the RMA Act. A conviction or judgment entered in connection with a compromise or settlement of any such litigation shall not by itself be deemed to constitute an adjudication of liability for such gross negligence or willful misconduct.

c. Right to be Paid. The right to indemnification will include the right to be paid by the Authority for expenses incurred in defending a proceeding in advance of its final disposition in the manner and to the extent permitted by the Board in its sole discretion. In addition to the indemnification described above that the Authority shall provide a Director, officer or administrator, the Authority may, upon

approval of the Board in its sole discretion, indemnify a Director, officer, or administrator under such other circumstances, or may indemnify an employee, against liability and reasonable expenses, including attorneys' fees, incurred in connection with any claim asserted against him or her in said party's capacity as a Director, officer, administrator, or employee of the Authority, subject to any limitations that exist by law. Any indemnification by the Authority pursuant to this Section 30 shall be evidenced by a resolution of the Board.

§ 31. Expenses Subject to Indemnification

As used herein, the term "expenses" includes fines or penalties imposed and amounts paid in compromise or settlement of any such litigation only if:

a. independent legal counsel designated by a majority of the Board, excluding those Directors who have incurred expenses in connection with such litigation for which indemnification has been or is to be sought, shall have advised the Board that, in the opinion of such counsel, such Director, officer, administrator, or other employee is not liable to the Authority for gross negligence or willful misconduct in the performance of his or her duties with respect to the subject of such litigation; and

b. a majority of the Directors shall have made a determination that such compromise or settlement was or will be in the best interest of the Authority.

§ 32. Procedure for Indemnification

Any amount payable by way of indemnity under these bylaws may be determined and paid pursuant to an order of or allowance by a court under the applicable provisions of the laws of the State of Texas in effect at the time and pursuant to a resolution of a majority of the Directors, other than those who have incurred expenses in connection with such litigation for which indemnification has been or is to be sought. In the event that all the Directors are made parties to such litigation, a majority of the Board shall be authorized to pass a resolution to provide for legal expenses for the entire Board.

§ 33. Additional Indemnification

The right of indemnification provided by these bylaws shall not be deemed exclusive of any right to which any Director, officer, administrator, or other employee may be entitled, as a matter of law, and shall extend and apply to the estates of deceased Directors, officers, administrators, and other employees.

§ 34. Contracts and Purchases

All contracts and purchases on behalf of the Authority shall be entered into and made in accordance with rules of procedure prescribed by the Board and applicable laws and rules of the State of Texas and its agencies.

§ 35. Sovereign Immunity

Unless otherwise required by law, the Authority will not by agreement or otherwise waive or impinge upon its sovereign immunity.

§ 36. Termination of Employees

Employees of the Authority shall be employees at will unless they are a party to an employment agreement with the Authority executed by the Chairman upon approval by the Board. Employees may be terminated at any time, with or without cause, by the Executive Director subject to applicable law and the policies in place at the time of termination.

§ 37. Reports

The Executive Director shall direct that all reports required under State law, the RMA Act, the RMA Rules or requested by TxDOT shall be prepared and delivered. At the time of the adoption of these bylaws, the required reports include:

a. Strategic Plan. Each even-numbered year, the Authority shall issue a Strategic Plan of its operations covering the next five (5) fiscal years, beginning with the next odd-numbered fiscal year. A draft of each Strategic Plan shall be submitted to the Board for review, approval, and, subject to revisions required by the Board, adoption.

b. Annual Report. Under the direction of the Executive Director (or in the absence of an Executive Director, the Chairman), the staff of the Authority shall prepare a draft of an Annual Report on the Authority's activities during the preceding year and describing all revenue bond issuances anticipated for the coming year, the financial condition of the Authority, all project schedules, and the status of the Authority's performance under the most recent Strategic Plan. The draft shall be submitted to the Board not later than January 30th for review, approval, and, subject to revisions required by the Board, adoption. Not later than March 3l following the conclusion of the preceding fiscal year, the Authority shall file with the Hidalgo County Commissioners Court the Authority's Annual Report, as adopted by the Board.

c. Financial Reports. The Authority shall submit to Hidalgo County and the City of McAllen (i) its annual operating and capital budgets for each fiscal year, along with any amended or supplemental operating or capital budget, within ninety (90) days of the beginning of the fiscal year; (ii) its annual financial information and notice of material events required to be disclosed under Rule 15c2-12 of the United States Securities and Exchange Commission, within thirty (30) days after disclosure; and (iii) a statement of any surplus revenue held by the Authority and a summary of how the Authority intends to use such surplus, within ninety (90) days of the of the beginning of the fiscal year. Such financial reports must be approved by the Board and certified as correct by the chief administrative officer of the Authority.

d. Annual Audit. The Authority shall submit annual audit, conducted by an independent certified public accountant in accordance with generally accepted auditing standards (as modified by the governor's Uniform Grant Management Standards, or the standards of the Office of Management and Budget A-133, Audits of States, Local Governments, and Non-profit Organizations, as applicable) to Hidalgo County and the City of McAllen within one hundred twenty (120) days after the end of the fiscal year.

e. Investment Reports. Within thirty (30) days' of acceptance of an independent auditor's report, the Authority shall submit to Hidalgo County and the City of McAllen an independent auditor's review of the annual reports of investment transactions prepared by the Authority's investment officers. Such investment reports must be approved by the Board and certified as correct by the chief administrative officer of the Authority.

f. Project Report. Not later than December 31 of year, the Authority shall submit to the Commission a written report that describes the progress made during that year on each transportation project or system of projects of the Authority, including the initial project for which the Authority was created.

g. Presentation of Reports. At the invitation of the Hidalgo County Commissioners Court or of the city council of a municipality located within Hidalgo County, representatives of the Board and the Executive Director shall appear before the inviting body to present the Annual Report, provide any other information requested, and respond to questions and receive comments.

h. Notice of Debt. The Authority shall give 90 days' notice to the Hidalgo County Commissioners Court of the date of issuance of revenue bonds.

i. Compliance Report. Within one hundred fifty (150) days after the end of the fiscal year, in the form required by TxDOT, the Authority shall submit to TxDOT's Executive Director a report that lists each duty the Authority is required to perform under Title 43 Texas Administrative Code Chapter 26(G) that indicates the Authority has performed the requirements for the fiscal year. The Compliance Report must be approved by the Board and certified as correct by the chief administrative officer of the Authority.

§ 38. Rates and Regulations; Compliance with Law

The Board shall, in accordance with all applicable trust agreements, the RMA Act, the RMA Rules, or other law, establish toll rates and fees, weight restrictions, designate speed limits, establish fines for toll violators, and adopt rules and regulations for the use and occupancy of said project.

§ 39. Seal

The official seal of the Authority shall consist of the embossed impression of a circular disk with the words "Hidalgo County Regional Mobility Authority, 2006" on the outer rim, with a star in the center of the disk.

§ 40. Fiscal Year

The fiscal year for the Authority shall be from _____ to _____.

§ 41. Public Access Policy

The Authority shall maintain an access policy to be adopted by the Board that provides the public with a reasonable opportunity to appear before the Board to speak on any issue under the jurisdiction of the Authority.

§ 42. Appeals Procedure

The Authority shall maintain an appeals procedure to be adopted by the Board and amended from time to time that sets forth the process by which parties may bring to the attention of the Authority their questions, grievances, or concerns and may appeal any action taken by the Authority.

§ 43. Amendments to Bylaws

Except as may be otherwise provided by law, these bylaws may be amended, modified, altered, or repealed in whole or in part, at any regular meeting of the Board after ten (10) days' advance notice has been given by the Chairman to each Director of the proposed change. These bylaws may not be amended at any special or emergency meeting of the Board.

§ 44. Dissolution of the Authority

a. Voluntary Dissolution

(1) The Authority may not be dissolved unless the dissolution is approved by the Commission. The Board may submit a request to the Commission for approval to dissolve.

(2) The Commission may approve a request to dissolve only if:

(A) all debts, obligations, and liabilities of the Authority have been paid and discharged or adequate provision has been made for the payment of all debts, obligations and liabilities;

(B) there are no suits pending against the Authority, or adequate provision has been made for the satisfaction of any judgment, order or decree that may be entered against it in any pending suit; and

(C) the Authority has commitments from other governmental entities to assume jurisdiction of all Authority transportation facilities.

b. Involuntary Dissolution

(1) The Commission by order may require the Authority to dissolve if the Commission determines that the Authority has not substantially complied with the requirements of a Commission Rule or an agreement between the department and the Authority and the Commission has given the Board thirty (30) days' written notice of its intention to adopt such an order.

(2) The Commission may not require dissolution unless:

(A) The Conditions described in Section 44(a)(2)(A) and (B) have been met; and

(B) The holders of any indebtedness have evidenced their agreement to the dissolution.

* * * * *

Adopted October 2, 2006
First Amendment approved May 20, 2008
Amended and Restated Bylaws approved September 24, 2014

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Item 3B

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

AGENDA RECOMMENDATION FORM

BOARD OF DIRECTORS	**X**	**AGENDA ITEM**	**3B**
PLANNING COMMITTEE		**DATE SUBMITTED**	**9/15/14**
FINANCE COMMITTEE		**MEETING DATE**	**9/24/14**
TECHNICAL COMMITTEE			

1. Agenda Item: **RESOLUTION 2014-87 – ACCEPTANCE OF INVESTMENT GRADE TRAFFIC & REVENUE STUDY FOR STATE HIGHWAY 365, INTERNATIONAL BRIDGE TRADE CORRIDOR AND STATE HIGHWAY 68 PROJECTS.**

2. Nature of Request: (Brief Overview) Attachments: X Yes ___ No

Acceptance of Investment Grade Traffic and Revenue Study prepared by C&M Associates for the SH 365, IBTC and SH 68 Projects.

3. Policy Implication: Board Policy, Local Government, Texas Government Code, Texas Transportation Code, TxDOT Policy

4. Budgeted: ___ Yes X No ___ N/A Funding Source: Overweight Permit Fees

5. Staff Recommendation**: Motion to to approve Resolution 2014-87 – Acceptance of Investment Grade Traffic & Revenue Study for State Highway 365, International Bridge Trade Corridor and State Highway 68 Projects is recommended as presented.**

6. Program Manager's Recommendation: **X** Approved ___ Disapproved ___ None

7. Planning Committees Recommendation: ___ Approved ___ Disapproved **X** None

8. Board Attorney's Recommendation: ___ Approved ___ Disapproved **X** None

9. Chief Financial Officer's Recommendation: **X** Approved ___ Disapproved ___ None

10. Executive Director's Recommendation: **X** Approved ___ Disapproved ___ None

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Memorandum

To: Rance G. Sweeten, Chairman

From: Pilar Rodriguez, PE, Executive Director

Date: September 15, 2014

Re: **Acceptance of Investment Grade Traffic & Revenue Study**

Background
On March 19, 2014, the HCRMA Board of Directors approved Work Authorization Number 14 in the amount of $397,750.88 to provide an Investment Grade Traffic and Revenue Study for the State Highway 365 and International Bridge Trade Corridor Projects and the Sketch Level Traffic and Revenue Study for the State Highway 68/FM 1925 (Monte Cristo) Project.

Goal
The Investment Grade Traffic and Revenue Study for the State Highway 365 and International Bridge Trade Corridor Project, as well as, a Sketch Level Traffic and Revenue Study for the State Highway 68/FM 1925 (Monte Cristo) Project has been completed and requires acceptance by the Board of Directors to allow for incorporation into the Strategic Plan Update.

Options
The Board of Directors may chose to not accept the Investment Grade Traffic & Revenue Study, however, project development may be delayed due to funding constraints.

Recommendation
Based on review by this office, **approval of Resolution 2014-87 – Acceptance of the Investment Grade Traffic & Revenue Study for State Highway 365, International Bridge Trade Corridor and State Highway 68 Projects is recommended as presented.**

If you should have any questions or require additional information, please advise.

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

BOARD RESOLUTION No. 2014 – 87

ACCEPTANCE OF INVESTMENT GRADE TRAFFIC & REVENUE STUDY FOR THE STATE HIGHWAY 365, INTERNATIONAL BRIDGE TRADE CORRIDOR AND THE STATE HIGHWAY 68 PROJECTS

THIS RESOLUTION is adopted this 24th day of September, 2014 by the Board of Directors of the Hidalgo County Regional Mobility Authority at a regular meeting.

WHEREAS, the Hidalgo County Regional Mobility Authority (the "Authority"), acting through its Board of Directors (the "Board"), is a regional mobility authority created pursuant to Chapter 370, Texas Transportation Code, as amended (the "Act");

WHEREAS, the Authority is authorized by the Act to address mobility issues in and around Hidalgo County;

WHEREAS, on March 28, 2012, the Authority approved the 2012-2017 Strategic Plan - Project Manager Strategy No. 8, which included SH 365 with a four (4) lane roadway and no bridge structure over the Anzalduas Bridge from the limits of US 281/Military Highway to FM 396; and

WHEREAS, on October 18, 2012, the Authority amended the 2012-2017 Strategic Plan – Project Manager Strategy No. 8 adding approximately 3.15 miles of roadway to the SH 365 project from FM 396 to FM 1016; and

WHEREAS, on October 16, 2013, the Authority amended the 2012-2017 Strategic Plan – Program Manager Strategy No. 8 to include the Program Manager recommendation scenario 3 of the Value Engineering Study for the State Highway 365 Project with an estimated saving of $23.73 million for the project; and

WHEREAS, on March 19, 2014, the Authority adopted Scenario 3 of the Value Engineering Study recommendations for the International Bridge Trade Corridor Project with and estimated saving of $57.26 Million and updated the 2015-2019 Strategic Plan as required by Chapter 370 of the Texas Transportation Code biannually; and

WHEREAS, in order to update the 2015-2019 Strategic Plan, the Authority authorized C&M Associates to perform an Investment Grade Traffic & Revenue Study for the State Highway 365, International Bridge Trade Corridor and State Highway 68 Projects;

WHEREAS, in order for the Investment Grade Traffic & Revenue projections to be incorporated into the 2015-2019 Strategic Plan, the Board of Directors must review and accept the projected revenues;

NOW THEREFORE, BE IT RESOLVED, BY THE BOARD OF DIRECTORS OF THE HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY THAT:

Section 1. The recital clauses are incorporated in the text of this Resolution as if fully restated.

Section 2. The Board hereby accepts the Investment Grade Traffic & Revenue Study conducted by C&M Associates dated September 11, 2014, for the State Highway 365, International Bridge Trade Corridor and State Highway 68 Projects hereto attached as Exhibit A.

*****

PASSED AND APPROVED AS TO BE EFFECTIVE IMMEDIATELY BY THE BOARD OF DIRECTORS OF THE HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY AT A REGULAR MEETING, duly posted and noticed, on the 24th day of September, 2014, at which meeting a quorum was present.

Rance G. Sweeten, Chairman

Ricardo Perez, Secretary/Treasurer

EXHIBIT A
INVESTMENT GRADE TRAFFIC & REVENUE STUDY FOR THE STATE HIGHWAY 365,
INTERNATIONAL BRIDGE TRADE CORRIDOR AND STATE HIGHWAY 68 PROJECTS
DATED SEPTEMBER 11, 2014



Investment Grade Traffic and Revenue Analysis for SH365 and IBTC

- DRAFT -

Presented to

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

DANNENBAUM
ENGINEERING CORPORATION

Submitted By:

C&M
C&M Associates, Inc.
10 years of reliable advice

September 2014

Investment Grade Traffic and Revenue Analysis for SH 365 and IBTC

Prepared For:

Hidalgo County Regional Mobility Authority
through
Dannenbaum Engineering Corporation

By:

C&M Associates, Inc.
10 years of reliable advice

Draft Report

September, 2014

Review History

Document: Investment Grade Traffic and Revenue Analysis for SH 365 and IBTC

Date: September 15, 2014

Prepared by: Axel Herrmann, M.S., Dipl.-Ing.
Roshna Ashraf, M.E., E.I.T.

Reviewed by:

Date	Details	Name/Position	Signature/ Initials
September 8, 2014	Draft Report V1	Shahram Bohluli, PE Vice President	SB
September 15, 2014	Draft Report V2	Shahram Bohluli, PE Vice President	SB

The results of this study constitute the opinion of C&M. This opinion is based on normal professional effort with respect to future traffic and revenue for the tolled facility, and subject to the time and budget constraints of the study's scope of work, and based on the information available to C&M at the time of execution of this study. C&M cannot guarantee or assure future events in connection to this traffic and revenue forecast.

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List of Acronyms and Abbreviations

Acronym/Abbreviation	Description
AADT	Annual Average Daily Traffic
ADT	Average Daily Traffic
AP	Attraction-to-Production
ATR	Automatic Traffic Recorder
BLS	Bureau of Labor Statistics
BPR	Bureau of Public Roads
C&M	C&M Associates, Inc.
CAGR	Compound Annual Growth Rate
CANACAR	Cámara Nacional de Autotransporte de Carga
CBEST	Center for Border Economic Studies
CBP	U.S. Customs and Border Protection
CMHCTDM	C&M Hidalgo County Travel Demand Model
CPI	Consumer Price Index
C-TPAT	Customs-Trade Partnership Against Terrorism
CV	Commercial Vehicle
DOT	Department of Transportation
EB	Eastbound
EDC	Economic Development Corporation
ETC	Electronic Toll Collection
FAST	Free and Secure Trade
FM	Farm-to-Market Road
FHWA	Federal Highway Administration
GDP	Gross Domestic Product
IH	Interstate Highway
HBH	Home-Based Home
HBO	Home-Based Other
HBW	Home-Based Work
HCMPO	Hidalgo County Metropolitan Planning Organization
HCRM	Hidalgo County Road Builders
HCRMA	Hidalgo County Regional Mobility Authority
HNW	Home-Based Non-Work
HOT	High Occupancy Toll
IBTC	International Bridge Trade Corridor
IDENT	Automated Biometric Fingerprint Identification System
IIRIRA	Illegal Immigration Reform and Immigrant Responsibility Act
ITE	Institution of Transportation Engineers

LOS	Level of Service
MCFTZ	McAllen Foreign Trade Zone
MD	Midday
Moody's	Moody's Analytics
MSA	Metropolitan Statistical Area
MTP	Metropolitan Transportation Plan
NAFTA	North American Free Trade Agreement
NHB	Non-Home-Based
NHTS	National Household Travel Survey
NPV	Net Present Value
NT	Nighttime
OBH	Other-Based Home
OBO	Other-Based Other
OBW	Other-Based Work
OD	Origin and Destination
PA	Production-to-Attraction
POE	Port of Entry
R^2	Coefficient of determination
RFID	Radio Frequency Identification
RFP	Request for Proposal
SENTRI	Secure Electronic Network for Travelers' Rapid Inspection
SH	State Highway
SIAVE	Sistema de Aforo Vehicular
SP	Stated Preference
T&R	Traffic and Revenue
TAZ	Traffic Analysis Zone
TDM	Travel Demand Model
TIP	Transportation Improvement Program
TOD	Time-of-Day
TSDC	Texas State Data Center
TTI	Texas Transportation Institute
TWDB	Texas Water Development Board
TxDOT	Texas Department of Transportation
US	U. S. Route
USA PATRIOT	United and Strengthening America by Providing Appropriate Tools Required to Intercept and Obstruct Terrorism
UTPA	University of Texas-Pan American
VMT	Vehicle Miles Traveled
VOT	Value of Time
W&P	Woods & Poole Economics

WBH	Work-Based Home
WBO	Work-Based Other
WBW	Work-Based Work
WHTI	The Western Hemisphere Travel Initiative
WiSE	Wireless Signal Extraction

Executive Summary

This Investment Grade Traffic and Revenue (T&R) Analysis summarizes C&M Associates', Inc. (C&M) efforts to carry out a T&R forecast for the proposed State Highway 365 (SH 365) and International Bridge Trade Corridor (IBTC) projects (The Projects) in Hidalgo County, Texas. This analysis was conducted to support possible financing of the Projects by the Hidalgo County Regional Mobility Authority (HCRMA).

ES.1. Study Background

The study area comprises the Rio Grande Valley region, specifically the area covering both sides of the U.S./Mexican border along the southern part of Hidalgo County. The location of Hidalgo County, in combination with the economic opportunities offered by the North American Free Trade Agreement (NAFTA), make this one of the most dynamically growing areas in the United States. Compared to other counties along the border, the state of Texas, and the United States as a whole, demographic growth in Hidalgo County has been among the highest. Employment in the county exhibited an average annual growth rate of 2.8 percent between 2001 and 2012, while population grew by 2.9 percent annually.

Hidalgo County and northern Mexico represent a highly integrated economic unit. Residents from both countries cross the border each day in search of consumer goods, personal services, and educational and employment opportunities. Businesses ship raw materials and unfinished goods to manufacturing facilities throughout the region for additional processing, final assembly, and distribution. Therefore, it is important to consider socioeconomic trends within the border area of Mexico, given the connection to activity in Hidalgo County.

Reynosa, the largest Mexican municipality near Hidalgo County, has shown a very fast rate of population growth in recent decades. From 1990 to 2000, the Reynosa municipality exhibited the second highest population growth rate in all of Mexico, with a CAGR of 4.48 percent. From 2000 to 2010, the Reynosa municipality became the fastest growing municipality in Mexico, with a reported CAGR of 3.6 percent.

The Projects are proposed to be open to traffic on July 1, 2018 and can be briefly described as follows:

- SH 365: 14.8 miles from Farm-to-Market Road 1016 (FM 1016/Conway Avenue) to U.S. Route 281 (US 281/Military Highway).
- IBTC: 12.3 miles from the intersection of SH 365 and FM 3072 (Dicker Road) to Interstate Highway 2 (IH2/US 83) and FM 493 to IH2 (US 83).

The Projects are being planned as a new toll road facility. C&M has delivered several T&R studies related to the Projects since 2008, when they were originally envisioned as a single project (i.e., the Hidalgo Loop). C&M performed an intermediate level T&R study for the Hidalgo Loop project in 2008. Then, in the second half of 2009, C&M studied traffic and revenue on two southern sections of the Loop—an east section and a west section—and presented HCRMA with an update of its earlier intermediate

T&R study. In 2010, C&M presented the first Investment Grade Study for the project. This study was then updated in 2013.

ES.2. Study Components

The current study effort involves the following key components:

- *Existing Data Collection*: C&M updated its databases of existing traffic data, which were collected in the previous studies, to analyze traffic pattern changes within the study area. The existing traffic data considered for this study include the historical data of nearby roadway networks and International Bridges, historical trends, and the current traffic pattern. Since the traffic pattern of the study area is strongly affected by the cross-border traffic, C&M took into consideration border trends and policies.

  According to the Texas Department of Transportation (TxDOT), the Annual Average Daily Traffic (AADT) on the two major freeways IH2 (US 83) and IH69C (US 281) has been growing by more than 3.0 percent per year during the 2000–2012 period.

- *Field Data Collection and Analysis*: Since 2008, C&M has been collecting field data in the study area specifically for the Projects. Based on these data, C&M has not only developed a user profile, but also gained a better understanding of traffic characteristics and travel patterns within the study area. The field work performed by C&M for the present investment grade analysis included: Economic Development Corporation's (EDC) survey in Hidalgo County, Automatic Traffic Recorder (ATR) counts, Travel time monitoring, cell phone metadata based Origin-Destination (OD) surveys and a Commercial vehicle survey on the US/Mexican Border.

- *Independent Socioeconomic Forecast*: The University of Texas-Pan American (UTPA) in Hidalgo County prepared the socioeconomic forecast for the study area. UTPA estimated the annual growth rate in population and employment for the year 2012–2035 to be 1.7 and 1.8 percent, respectively.

- *Model Development*: C&M developed the C&M Hidalgo County Travel Demand Model (CMHCTDM), updated the base year network for the year 2012, and created three future build networks for model years 2018, 2025, and 2035. A series of sensitivity tests were performed based on toll rates, value of time (VOT), and socioeconomic forecast scenarios.

- *Traffic and Revenue Forecast*: C&M modeled and prepared T&R forecasts for two different scenarios: a scenario for the proposed Projects (i.e., SH 365 and the IBTC), and an SH 365-Only scenario that includes only some highway segments of SH 365.

ES.3. Traffic and Revenue Assumptions

C&M's T&R forecast is based on the following set of post-processing assumptions, some of which may differ depending upon whether the traveler remains exclusively within the United States or crosses the U.S./Mexican border. C&M determined that of the Projects' potential users, approximately 20 percent of those will have their origins or destinations in Mexico.

The following T&R assumptions were used in this study:

- The Projects are expected to open to traffic by July 1, 2018.
- Traffic and revenue were forecasted for a 40-year period beginning in 2018.
- Trucks were assumed to have an average of 3.9 axles for internal trucks and 4.9 for external trucks.
- All revenues are expressed in nominal dollars. C&M used the average CPI from the Dallas Forth Worth and Houston Metropolitan Area forecasted by Moody's to inflate the revenue forecast.
- While a number of new toll roads are scheduled to open within the next five years in the Rio Grande Valley of South Texas, the fact remains that the region currently has no toll roads, and the only existing tolled facilities are the international bridges. Therefore, during its analysis, C&M was aware that many drivers in the area may be unfamiliar with the notion of road pricing and, consequently, reluctant to use the new toll roads. This may result in an extended ramp-up period (i.e., the time it takes for traffic volumes to reach their full potential after the opening of a new toll facility). For the analysis, trucks are expected to utilize the facilities at a slightly higher rate than cars throughout the ramp-up period. In addition, C&M also expected passenger car motorists on the U.S. side of the border to become familiar with the toll roads more quickly than those Mexican drivers crossing the border on a regular basis. Ramp-ups for cars and trucks start at a modest 50 and 60 percent, respectively, during the Projects' opening year.
- Tolls will be collected by means of ETC or video recognition. The video toll rates are assumed to be 150% of the ETC rates to compensate the offset of additional costs associated with the video tolling recognition and billing method.
- In the Projects' opening year, ETC penetration—referring to the percentage of all toll transactions collected electronically—was assumed to be 50–60 percent for U.S. customers (passenger vehicles and trucks) and 30–50 percent for border-crossing customers. These percentages were assumed to reach an eventual maximum of 80 percent for U.S. customers and 60–70 percent for border-crossing customers. In fact, C&M's SP survey in earlier projects found that more than 70 percent of automobile travelers said they would be likely to utilize the ETC system. ETC penetration for trucks was assumed to be higher than that for autos due to the operational characteristics of truck traffic.

- For this study, the ETC leakage rate was assumed to be 1 percent, enough to account for any uncollected revenue from ETC customers as a result of system deficiencies.
- A video violation rate was applied in order to make up for revenue lost as a result of deficiencies in the video transaction system and potential toll evaders. An effective video toll factor of 32 percent was assumed for all customers in the opening year.
- In order to obtain annual T&R figures, C&M estimated equivalent revenue days of 350 for cars (365 for border-crossing cars) and 280 for trucks (275 for border-crossing trucks), a result of its analysis of weekday and weekend traffic counts.
- Only the roadway improvements from the Hidalgo County MTP 2010–2035 and TIP have been implemented within the model.
- It was assumed that the use of alternative modes of transportation in the area of influence would remain unchanged during the forecast period.
- Gasoline availability and prices were assumed to remain at levels that would not significantly affect traffic.
- Federal and state fuel taxes would not change to a degree that would affect travel behavior.
- The proposed toll road would be efficiently maintained for the length of the forecast period.

ES.4. Traffic and Revenue Results

Table ES-1 and Table ES-2 present the predicted annual transactions for the Projects (Scenario 1) and the SH 365-Only scenario (Scenario 2), respectively. For Scenario 1, transactions are shown for SH 365, the IBTC, and both facilities combined. Table ES-3 and Table ES-4 present the predicted annual revenue for the Projects and the SH 365-Only scenario, respectively. All results are based on the most likely (i.e., Base) socioeconomic forecast and have the same toll rates per mile.

Table ES-1. SH365 and IBTC Annual Transactions– Base Scenario

Year	SH365 Annual Transactions (in Thousands)			IBTC Annual Transactions (in Thousands)			Total Annual Transactions (in Thousands)		
	Auto	Truck	Total	Auto	Truck	Total	Auto	Truck	Total
2018	1,895	420	2,315	565	150	715	2,460	570	3,030
2030	12,630	2,700	15,330	3,740	1,060	4,800	16,370	3,760	20,130
2035	14,560	3,170	17,730	4,580	1,300	5,880	19,140	4,470	23,610
2040	16,500	3,660	20,160	5,550	1,590	7,140	22,050	5,250	27,300
2050	20,430	4,710	25,140	7,470	2,190	9,660	27,900	6,900	34,800
2057	22,970	5,430	28,400	8,120	2,390	10,510	31,090	7,820	38,910

Table ES-2. SH365 only Annual Transactions- Scenario 2

Year	SH365 Annual Transactions (in Thousands)		
	Auto	Truck	Total
2018	1,315	205	1,520
2030	8,210	1,250	9,460
2035	9,190	1,420	10,610
2040	10,140	1,600	11,740
2050	12,120	2,000	14,120
2057	13,360	2,270	15,630

Table ES-3 SH365 and IBTC Annual Revenue– Base Scenario

Year	SH365 Annual Revenue (in Thousand Nominal Dollars)			IBTC Annual Revenue (in Thousand Nominal Dollars)			Total Annual Revenue (in Thousand Nominal Dollars)		
	Auto	Truck	Total	Auto	Truck	Total	Auto	Truck	Total
2018	$845	$630	$1,475	$390	$380	$770	$1,235	$1,010	$2,245
2030	$10,300	$6,340	$16,640	$4,400	$3,820	$8,210	$14,700	$10,160	$24,860
2035	$13,510	$8,310	$21,820	$5,910	$5,120	$11,030	$19,420	$13,430	$32,850
2040	$17,040	$10,670	$27,710	$7,960	$7,050	$15,010	$25,000	$17,720	$42,720
2050	$26,360	$17,190	$43,550	$13,290	$12,240	$25,530	$39,650	$29,430	$69,080
2057	$34,550	$23,130	$57,680	$16,880	$15,650	$32,530	$51,430	$38,780	$90,210

Table ES-4 SH365 only Annual Revenue- Scenario 2

Year	SH365 Annual Revenue (in Thousand Nominal Dollars)		
	Auto	Truck	Total
2018	$630	$305	$935
2030	$6,990	$3,020	$10,010
2035	$9,360	$3,900	$13,260
2040	$11,510	$4,900	$16,410
2050	$17,280	$7,670	$24,950
2057	$22,290	$10,190	$32,480

1.Introduction

This report documents the Investment Grade Traffic and Revenue (T&R) Analysis conducted by C&M Associates, Inc. (C&M)—acting as an independent T&R consultant—for the proposed State Highway 365 (SH 365) and International Bridge Trade Corridor (IBTC) projects (the Projects) in Hidalgo County, Texas. This analysis will support the Hidalgo County Regional Mobility Authority (HCRMA) in their effort to finance the Projects by providing an Investment Grade T&R forecast for the Projects over a 40-year period.

1.1. Study Background

Figure 1-1 shows the study area and the Projects' locations. Hidalgo County's proximity to major industrial and retail centers on both sides of the U.S./Mexican border promotes constant economic growth in this region. Alongside economic growth, population and employment in Hidalgo County have grown faster than those in other border counties in Texas. From 2001 to 2012, population and employment grew by 2.9 and 2.8 percent, respectively. The Milken Institute ranked this metro area as one of the top ten best performing U.S. cities from 2005 to 2011.[1] According to the University of Texas-Pan American (UTPA) forecast, the population in Hidalgo County is expected to grow, with an annual average growth rate of about 1.7 percent from 2012 to 2035. In the same period, employment is expected to grow at a Compound Annual Growth Rate (CAGR) of approximately 1.8 percent.[2]

As a result of economic and population growth, the transportation needs in this region have been increasing. According to the Texas Department of Transportation (TxDOT), the Annual Average Daily Traffic (AADT) on the two major roadways in the urban area—U.S. Route 83 (US 83) and US 281—has grown by more than 3.5 percent during the 2000–2012 period. As part of its study on emission trends in different Texas counties, the Texas Transportation Institute (TTI) estimated that Vehicle Miles Traveled (VMT) has grown by an average annual growth rate of more than 4 percent between 1990 and 2012.[3] The study forecasts that VMT in Hidalgo County will grow by approximately 46 percent by 2030.

Hidalgo County and northern Mexico represent a highly integrated economic unit. Residents from both countries cross the border each day in search of consumer goods, personal services, and educational and employment opportunities. Businesses ship raw materials and unfinished goods to manufacturing facilities throughout the region for additional processing, final assembly, and distribution. Therefore, it is important to consider socioeconomic trends within the border area of Mexico, given the connection to activity in Hidalgo County.

Reynosa, the largest Mexican municipality near Hidalgo County, has shown a very fast rate of population growth in recent decades. From 1990 to 2000, the Reynosa municipality exhibited the second highest population growth rate in all of Mexico, with a CAGR of 4.48 percent.[4] From 2000 to 2010, the Reynosa municipality became the fastest growing municipality in Mexico, with a reported CAGR of 3.6 percent.[5]

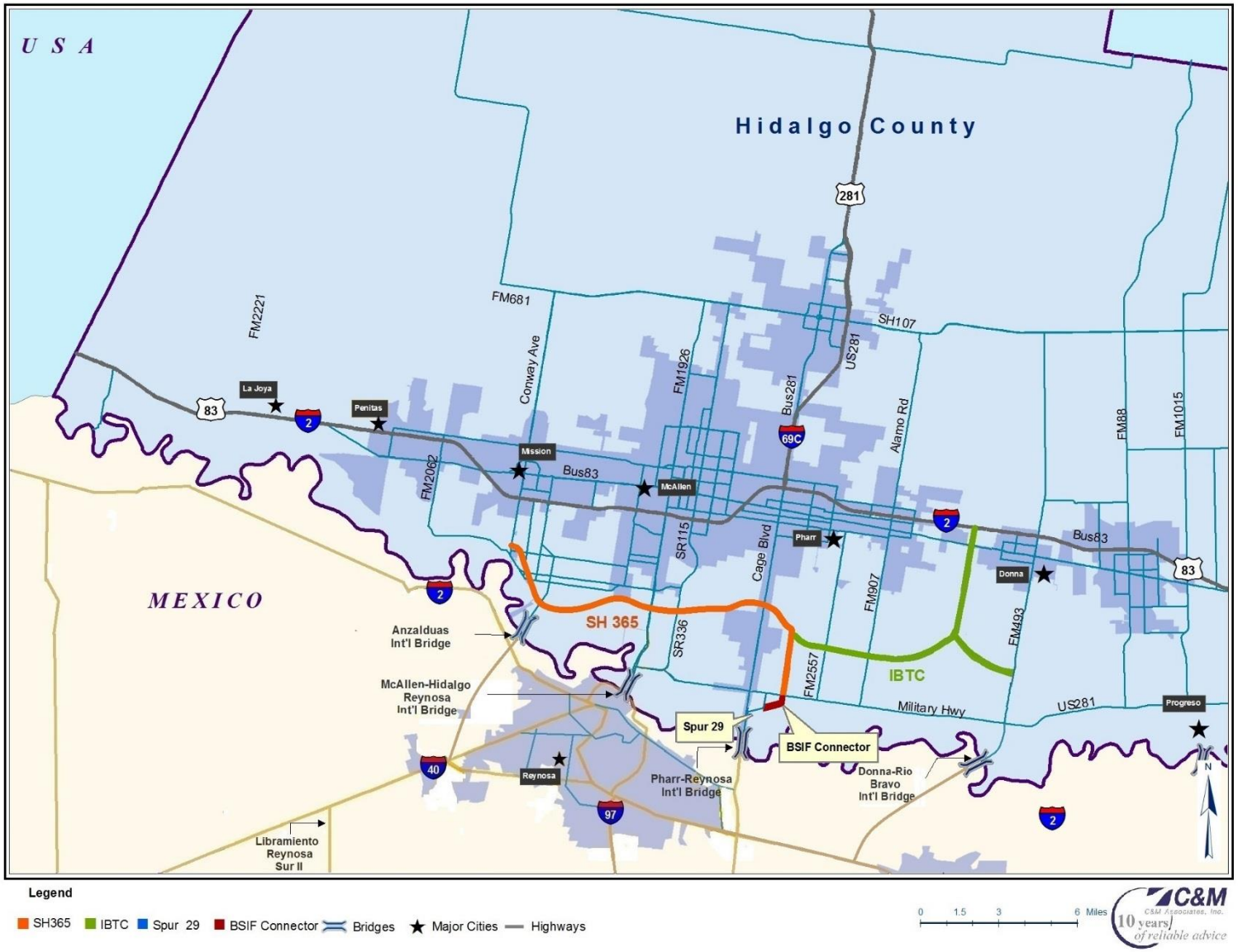

Figure 1-1. Project Location and Study Area

In addition to the truck traffic associated with the *maquiladora* industry, many other vehicles travel the roadways of the study area on a daily basis. These vehicles might include cross-border commuters destined for universities and other education centers, or commuters driving to their places of employment. Others might be crossing the border on their way to the many retail attractions located within the study area, or for other non-work related trips. Whatever the case, the combination of various traffic generators is unique to this region and has resulted in, and continues to contribute to, significant traffic growth in Hidalgo County. These conditions are expected to contribute to increasing congestion and pollution over time due to a lack of state funds with which to expand the existing, and already congested, traffic network.

To deal with future transportation needs, the Hidalgo Loop was proposed. Originally envisioned as a single project and now split into the proposed Projects, the Hidalgo Loop will eventually result in the formation of a loop around the metropolitan area of the cities of McAllen, Mission, Pharr, and Edinburg. In 2008, on behalf of Hidalgo County Road Builders (HCRB), C&M performed an intermediate level T&R study for the Loop project.[6] Then, in the second half of 2009, C&M studied traffic and revenue on two southern sections of the Loop—an east section and a west section—and presented HCRMA and First Southwest Company with an update of its earlier intermediate T&R study.[7] In 2010, C&M presented the first Investment Grade Study for the project.[8] This study was then updated in 2013.[9]

Based on the results of these studies, HCRMA decided to finance and build the following two projects:

- SH 365: 14.8 miles from Farm-to-Market Road 1016 (FM 1016/Conway Avenue) to US 281 (Military Highway).
- International Bridge Trade Corridor (IBTC): 12.3 miles from the intersection of SH 365 and FM 3072 (Dicker Road) to Interstate Highway 2 (IH2/US 83) and FM 493 to IH2 (US 83).

For the present T&R Investment Grade Analysis, C&M can build upon the previous knowledge and efforts related to the Projects, including the following traffic surveys:

- Commercial truck Origin and Destination (OD) and Stated Preference (SP) survey on the U.S./Mexican border crossings.
- Commercial company OD and SP survey.
- Regional intercept and off-side OD and SP survey using mail back, internet, and person-to-person interview methods.
- Person-to-person interviews with the Projects' stakeholders.
- A video license plate recording survey for vehicle OD on the major corridors.
- Several traffic count data collection efforts with automatic and manual counts, including turning movements and vehicle axle counts.

1.2. Objective and Scope of the Study

The aim of this Investment Grade T&R Analysis is to create traffic and revenue forecasts for the Projects. Results are expressed in annual toll transactions and toll revenue over a 40-year period beginning in 2018.

C&M T&R forecast methods and practices meet common standards and are accepted within the T&R business. Part of the scope for this study is an independent socioeconomic review of the study area conducted by a local economist from UTPA. Another improvement over previous studies is the possibility of a cellphone-based regional OD survey of the entire model area. The regional OD, as well as an extensive field data collection program, are the keys to calibrating the C&M Hidalgo County Travel Demand Model (CMHCTDM) to base year conditions. The field work scope includes traffic counts and a commercial truck OD survey on the U.S./Mexican Border. The CMCHTDM and socioeconomic forecast create the traffic demand for the Projects, which will ultimately lead to the final traffic and revenue figures.

1.3. Study Area

The focus of this study is on the southern part of Hidalgo County and includes both sides of the U.S./Mexican border. Figure 1-1 shows the study area and the location and alignment of the Projects. Major U.S. cities located within the study area include McAllen, Pharr, Mission, Alamo, and Donna in Texas; and Reynosa in Mexico. The study area features significant transportation generators such as industrial zones and shopping malls.

The area is served by two major roads: IH2 (US 83) and IH69C (US 281). IH2 is a major east-west travel corridor connecting the urban areas of Hidalgo County with those of neighboring Cameron County to the east and Starr County to the west. Many residential and commercial developments are located along the IH2 corridor.

IH69C is a north-south travel corridor which intersects US 83 just north of the City of Pharr, linking that city to the Pharr-Reynosa International Bridge located further south at the U.S./Mexican border. North of IH2, IH69C becomes a high speed roadway that connects Hidalgo County to northern destinations throughout the State of Texas and to the broader United States.

1.4. Project Description

The Projects will provide more efficient traffic movement and congestion relief for locals within the study area and for the traffic movements between the international bridges and IH2. The toll road will only have electronic and video toll systems installed, meaning that vehicles are not required to stop at any time when using this toll facility.

In the opening year, the Projects will be built with two mainlanes in each direction. They will be upgraded to three lanes per direction in 2035, providing a high-speed connection between the Pharr-Reynosa International Bridge, the Anzalduas International Bridge, the Alliance International Bridge, and IH2.

SH 365 is expected to be constructed as an extension from Military Road, west of FM 1016 towards the eastern section of S I Road crossing Cage Boulevard (US 281). It then runs north-south, meeting Military Highway (US 281) to the east of the Pharr International Bridge. SH 365 will have access to the Pharr International Bridge through Spur 29 at Cage Boulevard and the Border Safety Inspection Facility (BSIF) Connector at Military Highway, which is a toll-free road.

It is also expected that SH 365 will have an interchange with the IBTC, north of the Pharr Bridge, that will run west to east along FM 3072 (Dicker Road), allowing partial access to nearby intersecting roads, and that it will run from south to north before merging with US 83 between the cities of Alamo and Donna. Near Valley View Road, the IBTC will spur eastward and proceed to FM 493, which is the access road leading to the Alliance International Bridge. The existing FM 3072 has been developed as a frontage road for the IBTC.

1.5. Organization of the Report

This report is organized into six chapters, with the remaining chapters consisting of the following:

- Chapter 2 provides a review of existing traffic information, historical traffic trends and characteristics of existing traffic within the study area, including those typical of traffic crossing the U.S./Mexican border. Background information regarding the Mexican traffic network near the border, as well as a description of special programs that facilitate easier cross-border travel, are also provided in this chapter.
- Chapter 3 describes C&M's data collection efforts and the results of its traffic data analysis.
- Chapter 4 reviews and evaluates the study area's existing and projected socioeconomic data.
- Chapter 5 explains the travel demand modeling procedure undertaken by C&M in its effort to obtain traffic and revenue figures based on socioeconomic inputs and traffic characteristics within the study area.
- Chapter 6 summarizes the toll transactions and revenue projected by C&M for the proposed SH 365 and IBTC Projects, as well as an outline of results from various sensitivity analyses performed by C&M during the development of its T&R projections.

1.6. C&M Qualifications

C&M Associates, Inc. is a corporation founded by U.S. investors and by Cal y Mayor y Asociados, S.C., a premier Mexican engineering firm with offices and operations throughout Latin America. The combined experience of C&M Associates, Inc. and Cal y Mayor y Asociados, S.C., jointly referred to as C&M, comprises more than 25 years of U.S. and international T&R analysis. C&M's staff has vast experience in providing reliable and detailed traffic and revenue forecasts, as well as risk analysis, to turnpike authorities, trusts, bond underwriters, rating agencies, credit enhancers, bank lenders, and investors,

in both the United States and Latin America.

C&M's experience in P3 projects includes toll roads, toll tunnels, and toll bridges as well as HOT lanes, managed lanes, and projects with fixed, dynamic, and variable pricing, with a focus on congestion management and/or revenue maximization.

1.6.1. Traffic and Revenue Expertise

From 2005 to 2012, C&M has served as a prime traffic and revenue consultant, performing 142 traffic and revenue studies to date: 32 in the United States and the remainder in Mexico, Colombia, and Puerto Rico. This experience ranges from sketch to investment grade studies for the support of toll revenue bonds and bank debt on behalf of a variety of clients almost evenly distributed between public entities and private concessionaires. Of the 142 studies, 52 have been investment grade studies. More than $11 billion in bonds and debt, plus equity investments, have been supported by C&M's investment grade studies.

1.6.2. Recent Experience

Route 460 Investment Grade T&R Study, Virginia (2012) – Produced an investment grade T&R study to support the ultimate issuance of approximately $300 million in toll revenue bonds. The project consisted of constructing a 55-mile Greenfield toll road connecting the Richmond and Hampton Roads metropolitan areas.

PR-22 PR-5 and Dynamic Tolled Lanes Investment Grade T&R Study, Puerto Rico (2011) – As part of the investment grade traffic and revenue study performed on behalf of Citi Infrastructure Investors and CCR for the PR-22 and PR-5 in Puerto Rico privatization, C&M conducted an analysis of the proposed dynamic tolled lanes to be built in the western end of the San Juan metropolitan area. The work included a review of the operational implications of the added lanes and a T&R forecast.

North Tarrant Express Managed Lanes Investment Grade T&R Study, Texas (2008) – Provided forecasts to support the concession bid of Itinere North America. C&M's work included forecasting revenues for the concession period, an operational analysis—through micro-simulation—of the interaction between the managed lanes and the surrounding network and key interchanges, and presenting the results to financial advisors and lenders.

I-64 HOT Lanes Sketch Level T&R (2008) and Intermediate T&R (2012-2013) – Produced a preliminary T&R study of the possible development of I-64 High Occupancy Toll (HOT) Lanes by the Virginia Department of Transportation (DOT). The HOT lane analysis was performed in urban areas within a larger I-64 toll project in Virginia, from I-95 (east of Richmond) to the beginning of the Hampton Roads Bridge-Tunnel in Hampton Roads.

IH20 East Managed Lanes T&R (2008) – Produced sketch and subsequent intermediate T&R forecasts for the Public Private Initiative Program of the Georgia DOT. The analysis included the following: assessing the feasibility of a base case project and an extension alternative; forecasting traffic demand, project revenues, and the resulting toll rates of a free-flow throughput maximization strategy; interacting with the environmental review team to select geometric alternatives and ramp configurations; and conducting a micro-

simulation traffic operation analysis to identify potential issues in the interaction of the managed lanes with the general purpose lanes and surrounding network.

I-70 Mountain Corridor RFP Development and Proposal Review, Colorado (2012) – Provided the High Performance Transportation Enterprise division of the Colorado DOT with Request for Proposal (RFP) Language Development Assistance and RFP Response Evaluation Assistance regarding the scope and adequacy of traffic and revenue, and regarding conclusions presented by the proposers to develop managed lanes along the corridor as a co-development agreement.

Midtown Tunnel / Downtown Tunnel / MLK Freeway Extension T&R Study and Review (2009–2011) – Intermediate level T&R study, in which C&M advised the Virginia DOT in the procurement of the Downtown Tunnel / Midtown Tunnel / MLK Freeway Extension project in Norfolk and Portsmouth, Virginia. The project comprised a new two-lane tunnel parallel to the existing Midtown Tunnel, maintenance and safety improvements to the existing Midtown and Downtown Tunnels, and extension of the MLK Freeway to Interstate 264. C&M reviewed the project sponsor's T&R forecast and provided the Virginia DOT with advice during contract negotiations.

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[1] Milken Institute (2010). Best-performing cities: Large cities 2010. Retrieved from http://www.best-cities.org/bestcities.taf?rankyear=2010&type=Large-Cities-Rankings

[2] Center for Border Economic Studies (2014). *Hidalgo county tract level socioeconomic forecast*. Edinburg, TX: University of Texas-Pan American.

[3] Texas Transportation Institute (2008). County Population, VMT, CO, CO, VOC, NOx, SO, NH, and PM Trends for 1990 – 2040. Retrieved from ftp://amdaftp.tceq.texas.gov/pub/Mobile_EI/Trends/m62/Trends_Charts_Report .pdf

[4] Instituto Nacional de Estadistica y Geografía (INEGI) (2000). Tamaulipas: Perfil sociodemográfico. *XII Censo General de Población y Vivienda 2000*. Retrieved from http://www.inegi.org.mx/prod_serv/contenidos/espanol/bvinegi/productos/censos/poblacion/2000/perfiles/perfil_tams_1.pdf

[5] INEGI (2011). Principales resultados del Censo de Población y Vivienda 2010: Tamaulipas. *Censo de Población v Vivienda.* Retrieved from http://www.inegi.org.mx/prod_serv/contenidos/espanol/bvinegi/productos/censos/poblacion/2010/princi_result/tamps/28_principales_resultados_cpv2010.pdf

[6] C&M Associates, Inc. (2009). *Hidalgo County Loop Intermediate Traffic and Revenue Study*. Dallas, TX: Author.

[7] C&M Associates, Inc. (2009). *Hidalgo County Loop Intermediate T&R Forecast Update* [Memorandum]. Dallas, TX: Author.

[8] C&M Associates, Inc. (2010). *Hidalgo County International Bridge Trade Corridor Investment Grade Traffic and Revenue Study*. Dallas, TX: Author.

[9] C&M Associates, Inc. (2013). *Hidalgo County Loop (SH 365 and IBTC) Intermediate Traffic and Revenue Study***.** Dallas, TX: Author.

2. Existing Traffic Information

This chapter presents an overview of existing traffic-related data corresponding to the study area, including the historical data of nearby roadway networks and International Bridges, historical trends, and the current traffic pattern that has been used for the study's traffic forecast. The traffic pattern of the study area is strongly affected by the cross-border traffic; therefore, the last section of this chapter discusses border trends and policies.

C&M updated the existing traffic data, which were collected in the previous studies, to analyze traffic pattern changes within the study area. The following two sections discuss the existing roadway networks and related historical traffic data in Hidalgo County and in Mexico near the border (i.e., in and around the city of Reynosa), respectively.

2.1. Existing Roadway Network: Hidalgo County

Hidalgo County has two major traffic corridors: IH2 (US 83) traveling east-west and IH69C (US 281) traveling north-south. Additionally, a minor but nevertheless important east-west corridor is Military Highway (US 281), which serves as the major connection between Hidalgo County and Cameron County after IH2. Finally, given the high proportion of truck traffic in the study area, it is necessary to consider specific truck road corridors in Hidalgo County. The following sections describe the characteristics and functions of these corridors, as well as provide corresponding historical traffic data.

2.1.1. IH2 (US 83)

IH2 (US 83) is the major east-west limited-access regional highway in Hidalgo County, running parallel to the border with Mexico for approximately 48 miles. Within the study area of Hidalgo County, IH2 (US 83) extends from Sullivan City at the Starr County line on the west to the city of Mercedes at the Cameron County line on the east. Beyond the study area, the road continues out of Hidalgo County into the City of Harlingen in Cameron County to the east and to the City of Laredo in Webb County to the west.

IH2 (US 83) connects most of the major cities in Hidalgo County with outlying counties to the west and with Brownsville and South Padre Island to the east, making it a crucial industrial, retail, and recreational link within the region. Its traffic pattern is influenced not only by trucks coming from and going to the industrial zones within the study area, but also by retail shoppers driving to malls along the expressway, vacationers traveling to South Padre Island resorts, and daily commuters.

The only major interchange along IH2 (US 83) within the study area is located at the junction of IH69C (US 281), a leading roadway that provides access to northern destinations in Hidalgo County and the rest of Texas, as well as to southern destinations in Mexico. This interchange is currently working near capacity, with low speeds during peak times.

Within the study area, US 83 runs from approximately 1.5 miles east of Peñitas at its westernmost point, to the Cameron County line at its easternmost point, and functions as an expressway with overpasses, frontage roads, and entrance and exit ramps at major

crossroads. Figure 2-1 below presents historical Annual Average Daily Traffic (AADT) volumes at both ends of IH2 (US 83) within Hidalgo County and near its interchange with US 281. As expected, the traffic increases with proximity to the interchange. Overall, traffic has exhibited an average annual growth of about 3.0 percent since 2000 near the more densely populated areas west of US 281 and Mercedes. Near La Joya, the CAGR has remained at 0.0 percent since 2000.[1]

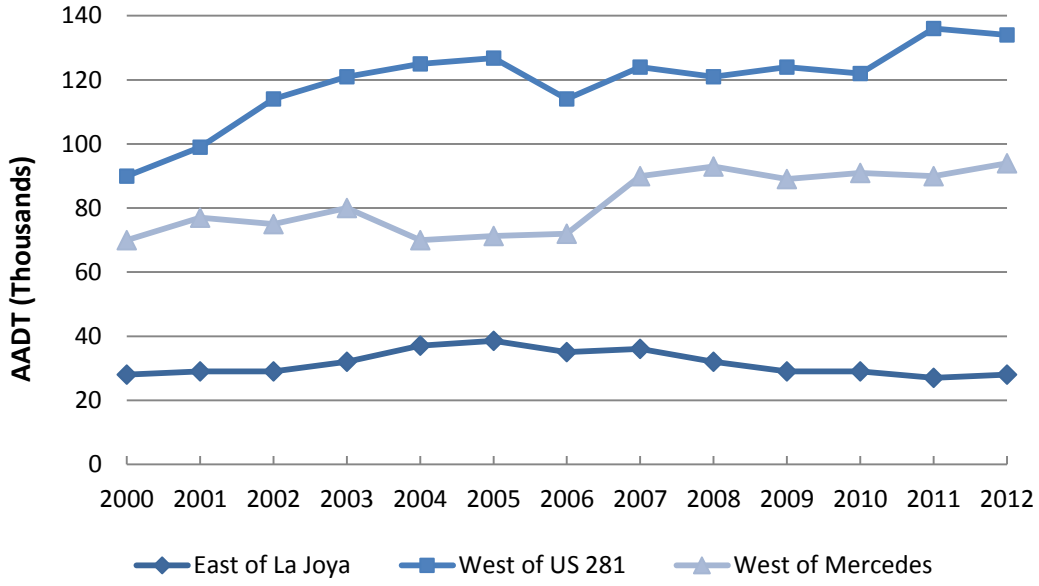


Figure 2-1. IH2 (US 83) AADT at Selected Locations

2.1.2. IH69C (US 281)

This section focuses on the north-south direction of IH69C (US 281) from the Pharr International Bridge to the north county line, approximately 50 miles to the northern end of Hidalgo County. The portion of US 281 known as Military Highway—the east-west direction between the Pharr International Bridge and the east county line—is described in the next section.

Just south of its interchange with IH2 (US 83), US 281 serves as a signalized main street through the City of Pharr. In addition to the numerous retail properties located near this corridor, there are also low density residential areas scattered along the southbound path of US 281, as well as agricultural and industrial zones where it approaches the international bridge at the US/Mexico border. North of IH2 (US 83), this facility becomes a limited-access highway—indeed, Hidalgo County's most crucial north-south route—connecting Hidalgo County not only to San Antonio and other northern Texas cities, but to the rest of the country.

IH69C plays a critical role within Hidalgo County: This single roadway is the county's link to the Pharr International Bridge, important industrial parks, major retail centers, IH2, and, by way of San Antonio, to the rest of Texas and the interstate highway system. Because IH69C (US 281) is the only major roadway within the study area by which long haul trucks can reach their nationwide destinations, the traffic pattern of this road is greatly influenced

by international trucks going to and coming from the study area's industrial zones. Traffic on IH69C (US 281) is also significantly affected by the large number of retail shoppers who use this roadway to access area malls, as well as by daily commuters.

The only interchange along IH69C (US 281) is where it meets IH2 (US 83). This interchange currently is working near or above capacity. The IH2 (US 83) and IH69C (US 281) interchange is by far the most congested within the study area during peak periods. According to INRIX's 2013 national traffic scorecard, the McAllen-Edinburg-Mission Metropolitan Area was ranked 78th in national congestion based on the congestion at the US 83/US 281 interchange.[2] Traffic congestion is mostly a result of the high volume of traffic that merges from IH2 (US 83) into IH69C (US 281). Figure 2-2 presents historical AADT volumes at selected locations along IH2 and US 281: south of Military Highway near the Pharr International Bridge, near the northern Hidalgo County line just south of FM 490, and north of IH2 (US 83). Similar to IH2 (US 83), IH69C (US 281) has exhibited a CAGR of 2.6 percent since 2000.[3]

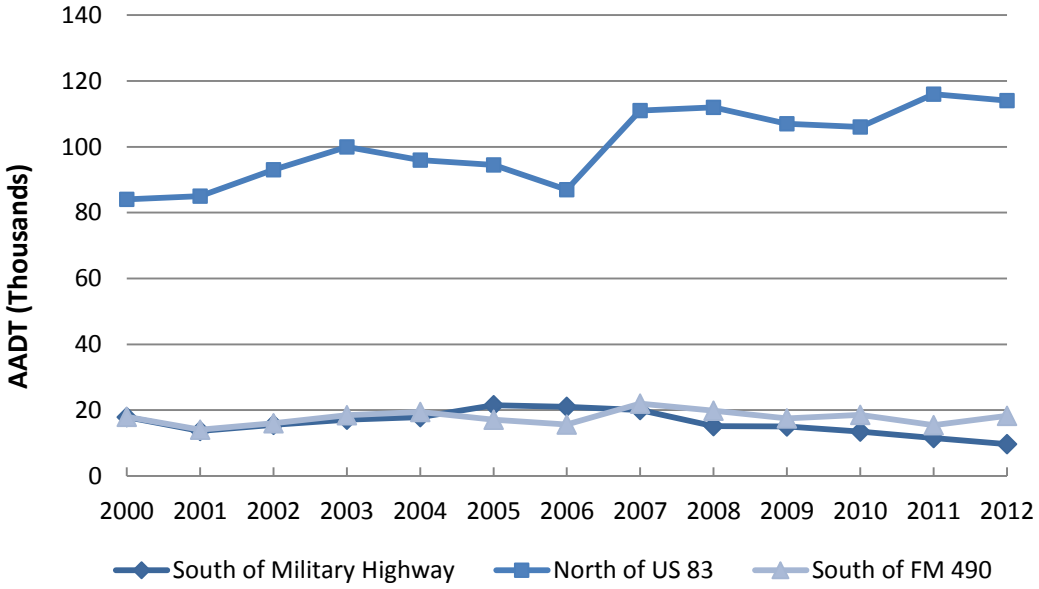


Figure 2-2. IH69C (US 281) AADT at Selected Locations

2.1.3. Military Highway (US 281)

In the past, Military Highway (US 281) was a major east-west truck corridor, but recently its traffic pattern has become more closely aligned with that of commuters, tourists, and retail shoppers. This has resulted in a reduced Level of Service (LOS) for truckers, forcing many of them to opt for alternate routes. Recent improvements on Military Highway east of US 281 Cage Blvd, in the form of bypass lanes, have improved the LOS for a few segments. Trucks now encounter large numbers of passenger cars traveling to and from the many residential and retail developments between the Pharr International Bridge and the Hidalgo International Bridge. West of the Pharr International Bridge, Military Highway is a four-lane local access road with traffic signals and turning bays at all major intersections. This section of the road is located near major shopping outlets, business

centers, and industrial parks. East of the Pharr International Bridge, Military Highway is a two-lane farm-to-market road primarily serving the agricultural needs of local farmers. Figure 2-3 presents historical AADT volumes at selected locations along Military Highway (US 281). As with the previous two corridors, traffic has exhibited high growth near the more densely populated or industrial areas, but the overall CAGR has been less than 1.0 percent since 2000.[3]

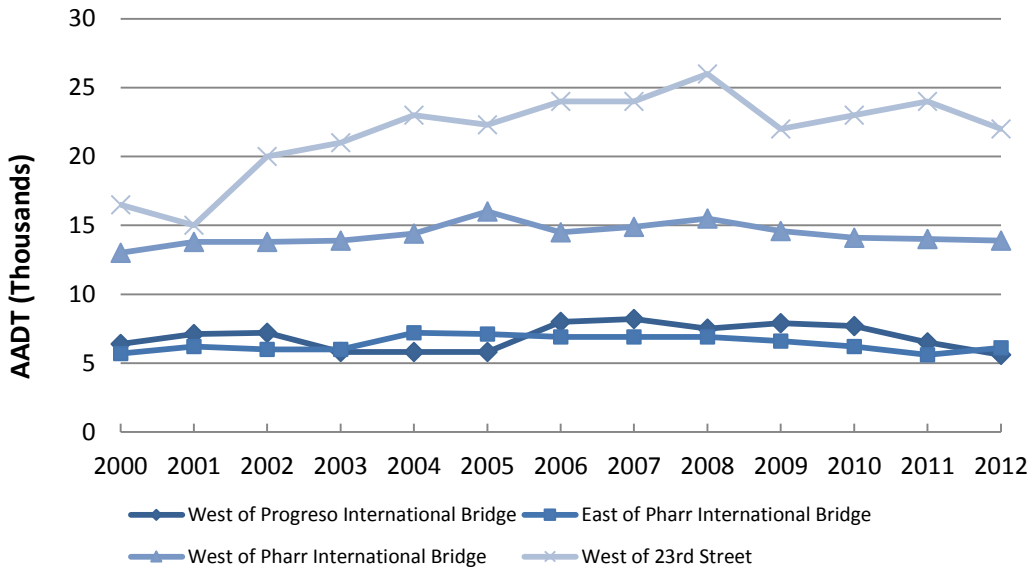


Figure 2-3. Military Highway (US 281) AADT at Selected Locations

2.1.4. Dicker Road/Jackson Road Corridor

Dicker Road and Jackson Road provide an alternative route to the congested Military Highway (US 281) for heavy trucks traveling north from the Pharr-Reynosa International Bridge. Typically, after crossing the Pharr-Reynosa International Bridge, most truckers will proceed north onto Jackson Road and then west on Dicker Road until they reach 10th Street and the McAllen Foreign Trade Zone (MCFTZ).

Both facilities are two-lane local access roads with traffic signals at major intersections. Although they have succeeded in helping reduce the high volume of truck traffic on Military Highway (US 281), the spillover of that traffic has caused these roadways to suffer the effects of increased heavy truck traffic, including reduced LOS and conflicts with passenger vehicles. Figure 2-4 depicts historical AADT volumes at selected locations along the Dicker/Jackson Road truck corridor. As with the other corridors, a high CAGR overall is observed here, with the section west of the Pharr International Bridge exhibiting a CAGR as high as 7.0 percent.[3]

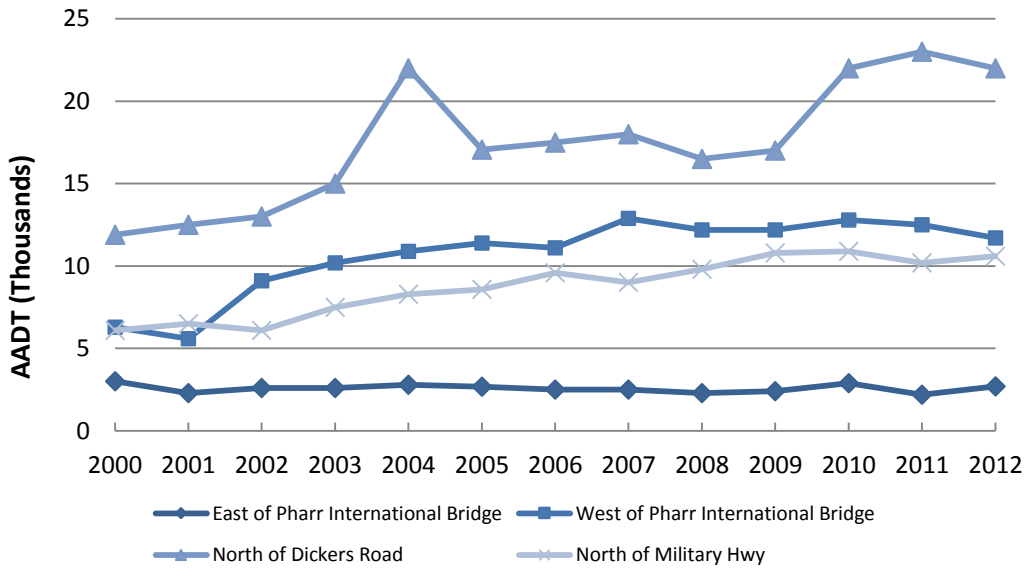
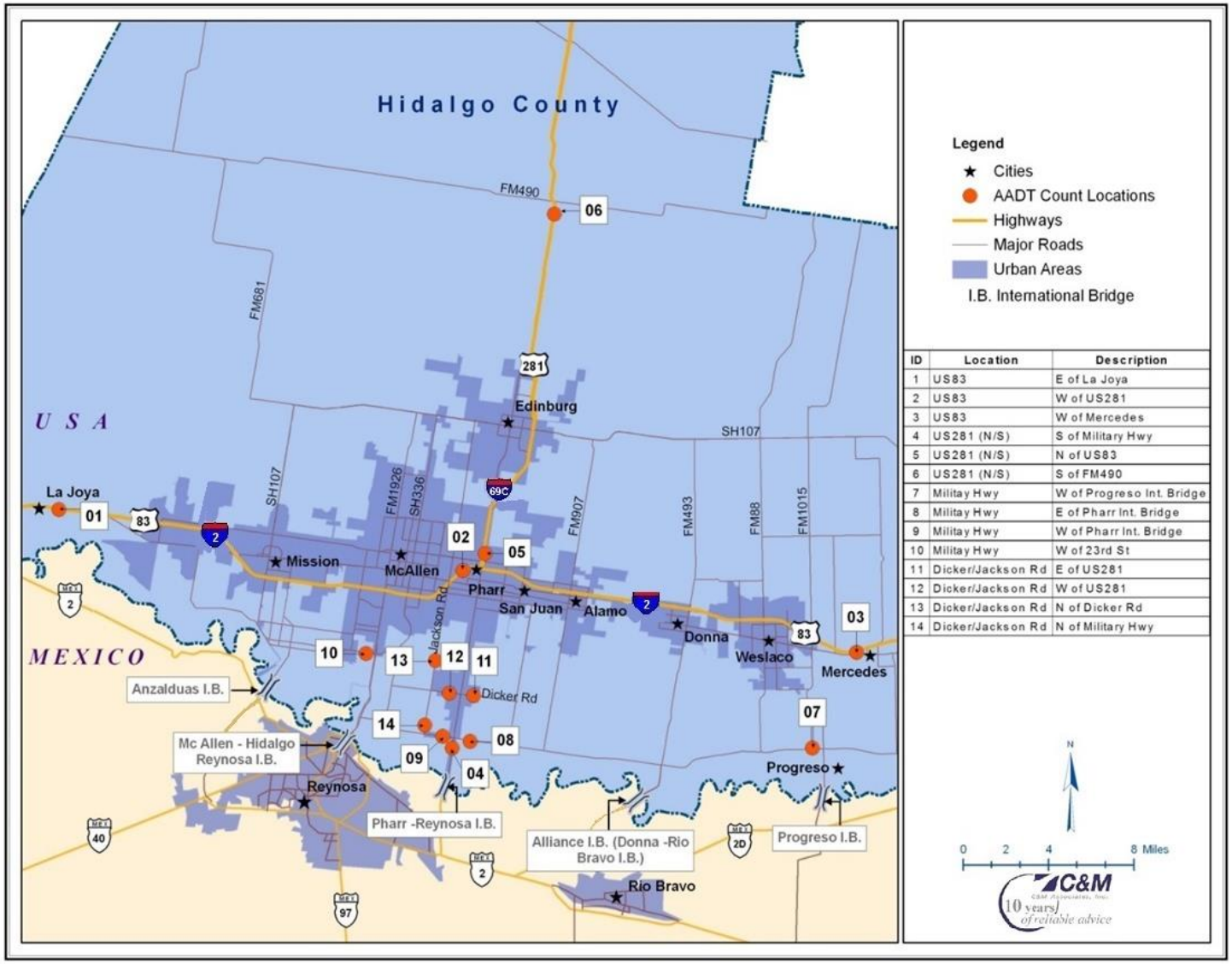


Figure 2-4. Dicker/Jackson Rd AADT at Selected Locations

Figure 2-5 below presents a map of the AADT count locations corresponding to the Hidalgo County roadway network facilities described above.



ID	Location	Description
1	US83	E of La Joya
2	US83	W of US281
3	US83	W of Mercedes
4	US281 (N/S)	S of Military Hwy
5	US281 (N/S)	N of US83
6	US281 (N/S)	S of FM490
7	Military Hwy	W of Progreso Int. Bridge
8	Military Hwy	E of Pharr Int. Bridge
9	Military Hwy	W of Pharr Int. Bridge
10	Military Hwy	W of 23rd St
11	Dicker/Jackson Rd	E of US281
12	Dicker/Jackson Rd	W of US281
13	Dicker/Jackson Rd	N of Dicker Rd
14	Dicker/Jackson Rd	N of Military Hwy

Figure 2-5. Representative AADT Locations

2.2. Existing Roadway Network: Reynosa, Mexico

The traffic network in and around the Mexican city of Reynosa comprises three major federal roads and two important toll roads. The following paragraphs discuss the major roads that impact the study area; Figure 2-6 presents a map of these roads.

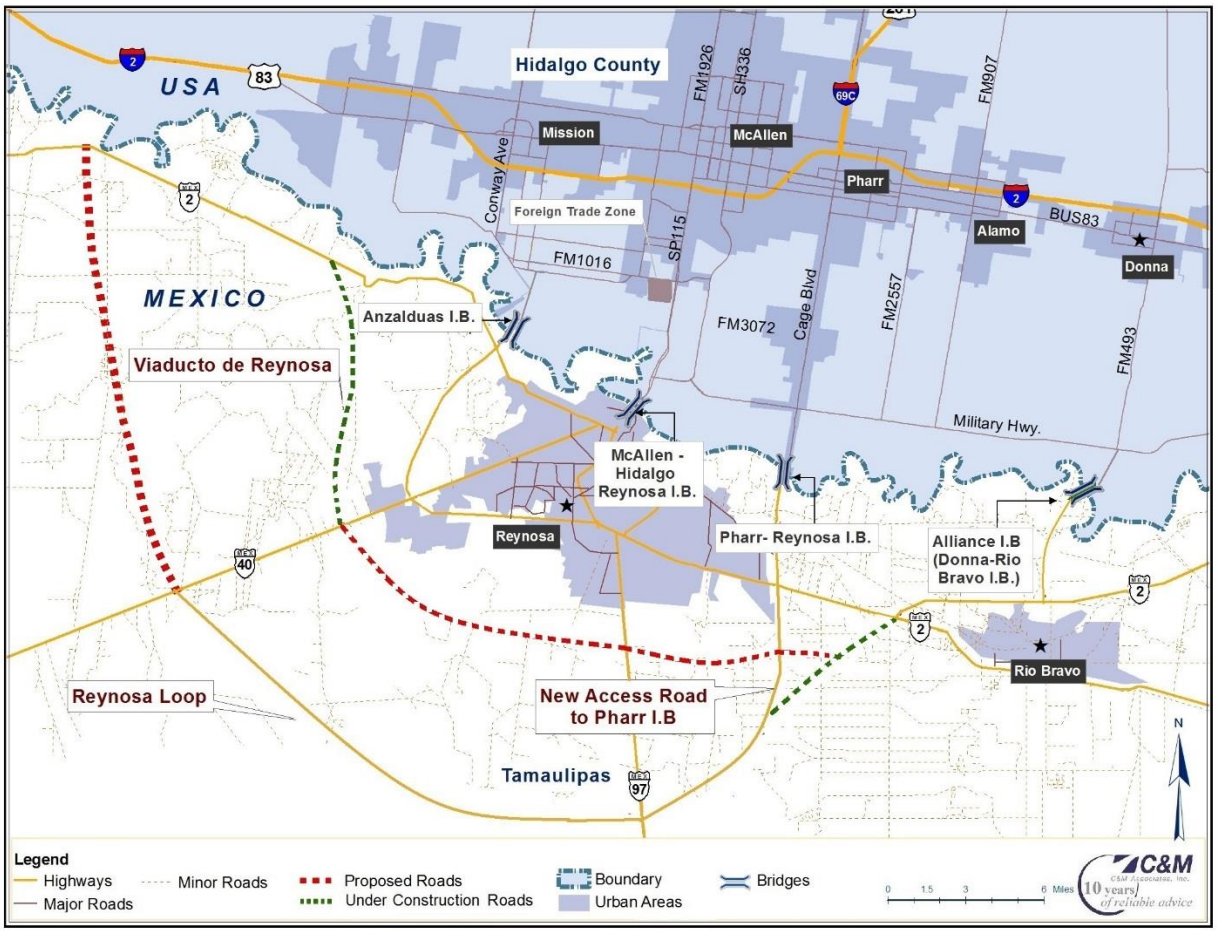


Figure 2-6. Mexican Road Network

2.2.1. Highway 40/40D: Cadereyta - Reynosa (MEX40/40D)

Highway 40/40D connects the City of Reynosa to the City of Monterrey, Mexico's leading industrial center located in the State of Nuevo Leon. Highway 40 is a four-lane facility with turning bays and traffic signals in the vicinity of Reynosa. On the state line between Tamaulipas and Nevo Lean, this Highway becomes a toll road (Highway 40D). This road meets Highway 2 (discussed below), thereby allowing access to the McAllen-Hidalgo-Reynosa International Bridge and the Pharr-Reynosa International Bridge. AADT on the free highway section near the state limit is approximately 12,000.[4]

2.2.2. Highway 2/2D: Reynosa Matamoros (MEX2/Med2D)

Highway 2/2D connects Reynosa to Nuevo Laredo, in the Mexican state of Tamaulipas, on the west and to Matamoros, also in Tamaulipas, on the east. Highway 2 is a four-lane facility with turning bays and traffic signals in the vicinity of Reynosa. A portion of Highway 2 runs through downtown Reynosa, connecting it to the McAllen-Hidalgo-Reynosa International Bridge by way of local streets. There is a major interchange east of Reynosa which connects Highway 2 to the Pharr-Reynosa International Bridge, and further east, minor access roads provide access to the Progresso International Bridge. Highway 2 divides east of Reynosa into the toll-free Highway 2 and the toll road Highway 2D; these two roads join again west of the city of Matamoros. AADT on Highway 2 west of Reynosa is approximately 8,000.[4] Toll Road 2D links Highway 2 with the Progreso International Bridge and the *maquiladora* area of Rio Bravo, in the Mexican state of Tamaulipas. Toll Road 2D is a four-lane limited-access highway with overpasses at major crossroads in the area. AADT on this road is approximately 3,000.[4]

2.2.3. Highway 97 (MEX97)

Highway 97 not only connects the City of Reynosa with Ciudad Victoria, the capital city of the State of Tamaulipas, but also provides access to Mexican ports along the Gulf of Mexico and to the rest of the state. Highway 97 is a four-lane facility with turning bays and traffic signals in the vicinity of Reynosa. This road connects to Highway 2, thereby allowing access to the McAllen-Hidalgo-Reynosa International Bridge and the Pharr-Reynosa International Bridge. AADT on this road is approximately 4,500.[4]

2.2.4. Reynosa Loop (Libramiento Reynosa Sur II)

Traffic using the McAllen-Hidalgo-Reynosa International Bridge previously had to use the congested local streets of Reynosa City. With the opening of the Anzalduas International Bridge, the Alliance International Bridge, and the Ryenosa Loop (Libramiento Sur II), travelers from outside Reynosa are able to avoid the local streets of Reynosa on their way to the United States. Trucks also have a direct connection between the Pharr International Bridge and the Reynosa Loop, which has especially improved the connection for trucks coming or going to Monterrey. The average travel speed is estimated to be approximately 56 mph. Due to the wide shoulder, this operates as a super two-lane highway, which gives slower vehicles the possibility to move to the far right of the extra-large shoulder to let faster vehicles pass.

2.2.1. Historical AADTs and Seasonality

Figure 2-7 shows the AADT growth on Highway 40D and 2D from 2006 to 2012, and Figure 2-8 presents the seasonal variation at selected locations.

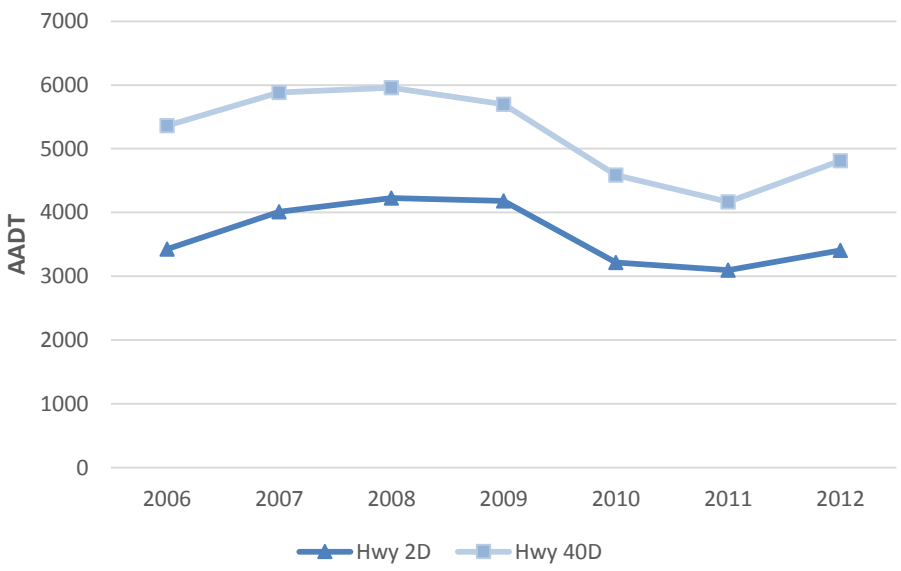


Figure 2-7. AADT at Highway 2D and 40D

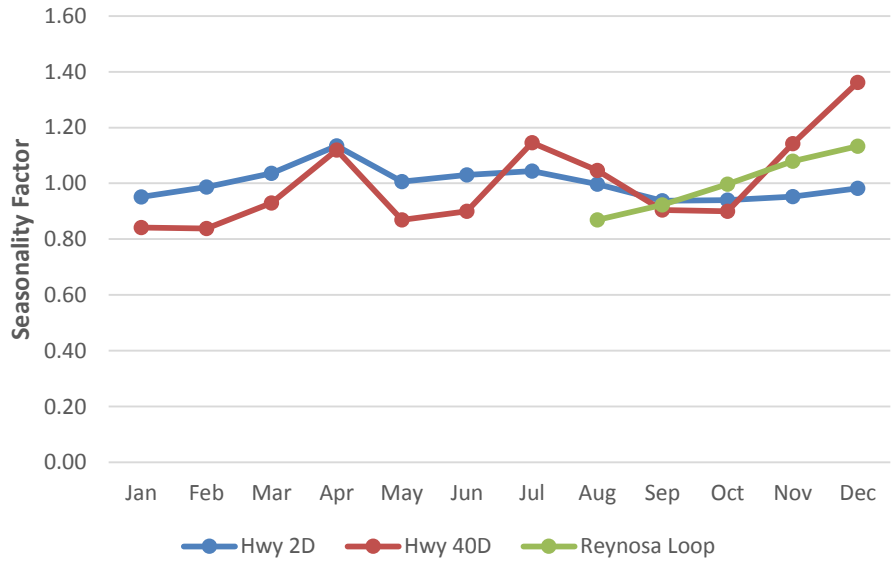


Figure 2-8. Seasonal Variation of Highway 2D, 40D, and Reynosa Loop

On the above presented graphs it can be seen that the national traffic volumes towards Reynosa were also affected by *Operation Michoacán*, the escalation of drug violence, further discussed in this chapter. In terms of seasonality, it can be observed that the highest traffic volume is in the months typically associated with vacations such as Easter, summer, and Christmas.

2.3. International Bridges

2.3.1. Hidalgo County Bridges

There are five international bridges connecting Hidalgo County to the Mexican city of Reynosa, thus providing access to retail, industrial, and educational centers on both sides of the border. A map showing the location of these bridges along Hidalgo County's southern border with Mexico can be found in Chapter 1: Introduction (Figure 1-1). Information about each of these bridges, based on visits and interviews with stakeholders, can be summarized as follows:

- Anzalduas International Bridge: This bridge is operated by the City of McAllen and connects the McAllen Foreign Trade Zone-MCFTZ and surrounding industrial areas (via a new access road at Bryan Road and US 83) to Reynosa's western *maquiladora* parks and Mexican highway 40. The bridge has one four-lane span, as well as immigration, customs, and TxDOT facilities. This bridge has a Secure Electronic Network for Travelers' Rapid Inspection (SENTRI) lane in the U.S. portion. The Bridge only serves passenger cars, since trucks will not be allowed to use it until 2015.
- McAllen-Hidalgo-Reynosa International Bridge: This bridge is operated by the City of McAllen and connects Hidalgo County to downtown Reynosa. This bridge has two spans, with four lanes in the southbound direction and four lanes in the northbound direction. It also includes a SENTRI lane that became operational in August 2006 and a READY lane, which is a special lane that uses Radio Frequency Identification (RFID) technology to speed up the border crossing process. The bridge also has immigration and customs facilities as well as the highest passenger car volumes in Hidalgo County. Trucks have not been allowed to use the northbound direction of this bridge since 1996.
- Pharr-Reynosa International Bridge: This bridge is operated by the City of Pharr and connects Reynosa's eastern *maquiladora* parks and Mexican Highway 2 to the Pharr Industrial Park, the MCFTZ, and local retail and tourist centers. It is currently the biggest truck traffic crossing within the study area. It has one four-lane span as well as immigration, customs, and TxDOT facilities. The Free and Secure Trade (FAST) lane program began to operate in late 2004. This bridge has a SENTRI lane and a recently opened READY lane.
- Alliance International Bridge: This bridge was completed in December 2010. It is operated by the City of Donna and links that city to the *maquiladora* industrial area in the Mexican city of Rio Bravo, as well as to toll road 2D in Mexico. The bridge has four lanes in each direction and permits access to only passenger cars. Trucks will also be allowed access by the time the Projects are built. This bridge includes a READY lane and also has immigration, customs, and TxDOT facilities.
- Progreso International Bridge: This privately-owned bridge is operated by the B&P Bridge Company and connects the U.S. border city of Progreso with the Mexican border city of Nuevo Progreso, linking the retail, medical, and tourist centers of both sides. Within the study area, this bridge is the primary means by which trucks

transport bulk materials back and forth across the border. This bridge has two spans: one with four lanes for passenger vehicles (two lanes in each direction) and one with two lanes for trucks. Both spans have immigration and customs facilities.

Table 2-1 presents annual data regarding northbound passenger vehicles and trucks crossing Hidalgo County bridges.[5] The data show a steady decline in passenger car crossings after the events of September 11, 2001, when excessive delays at the border became commonplace, forcing many travelers to consolidate their trips. The current state of the economy has also played a role in reducing the number of passenger cars crossing bridges at the border. In contrast, truck crossings have experienced steady growth rates since 1994, when the North American Free Trade Agreement (NAFTA) went into effect.

Table 2-1. Yearly Traffic for Hidalgo County International Bridges since 1995: Northbound

Hidalgo County Bridges		
Year	Passenger Cars (Thousands)	Trucks (Thousands)
1995	6,553	198
1996	7,122	229
1997	7,599	254
1998	8,192	282
1999	9,471	342
2000	9,866	386
2001	8,685	388
2002	9,350	414
2003	8,321	426
2004	8,305	477
2005	7,974	515
2006	7,491	489
2007	7,819	528
2008	7,859	520
2009	6,969	465
2010	6,172	503
2011	5,706	496
2012	5,849	526
2013	5,848	553

Source: RITA

Table 2-2 shows the percentage share of Hidalgo County bridges. The Pharr-Reynosa International Bridge opened in 1995, attracting trips from the other two area bridges. It specifically removed trucks from the northbound direction of the McAllen-Hidalgo-Reynosa International Bridge, which no longer accepts trucks. The Pharr-Reynosa International Bridge is now the main point of entry for international trucks in the area, averaging an annual growth rate of 2.4 percent between 2000 and 2013.

Table 2-2. Hidalgo County Bridge Percentages Shares

Year	Passenger Cars					Trucks	
	Hidalgo	Pharr	Anzalduas	Donna	Progreso	Pharr	Progreso
2000						97%	3%
2001						95%	5%
2002						94%	6%
2003						95%	5%
2004	63%	24%			13%	95%	5%
2005	67%	21%			13%	95%	5%
2006	64%	23%			13%	94%	6%
2007	64%	23%			13%	92%	8%
2008	63%	26%			11%	91%	9%
2009	65%	23%	1%		11%	90%	10%
2010	51%	24%	16%	1%	9%	91%	9%
2011	40%	22%	17%	7%	15%	91%	9%
2012	35%	22%	18%	8%	16%	92%	8%
2013	33%	22%	17%	10%	18%	92%	8%

Truck traffic has suffered under the pressure of the economic downturn, when it experienced a CAGR of -12.0 percent at the end of 2009, signaling a considerable reversal of the positive trend it had enjoyed since 1995, when truck traffic grew at a CAGR of 8.0 percent. While this downward trend was cause for concern, it has begun to show signs of easing since 2010.

2.3.2. Cameron County Bridges

There are four international bridges connecting Cameron County to the Mexican city of Matamoros, thus providing access to retail, industrial, and educational centers on both sides of the border. A map showing the location of these bridges along Cameron County's southern border with Mexico can be found in Chapter 1: Introduction (Figure 1-1). Information about each of these bridges, according to TxDOT,[6] can be summarized as follows:

- Brownsville & Matamoros International Bridge: This privately-owned bridge is operated by the B&M Bridge Company and connects the U.S. border city of Brownsville with the Mexican border city of Matamoros. There are two bridges at this crossing. The old bridge consists of a single railroad track and two commercial lanes, one in each direction. The new bridge expansion consists of four lanes, two in each direction. It is used exclusively for noncommercial vehicles. The southbound pedestrian sidewalk is located on the old bridge, while the northbound pedestrian sidewalk is located on the new bridge expansion. Trucks have not been allowed to use this bridge since 1999. All commercial vehicles began using the Veterans International Bridge at Los Tomates.
- Gateway International Bridge: This is operated by the City of Brownsville and consists of two bridges, with a total of four lanes. One bridge has two lanes for southbound traffic, while the other has two lanes for northbound traffic.

Commercial vehicles are no longer allowed on either bridge. This crossing stopped processing northbound commercial vehicles on April 30, 1999. Southbound commercial vehicles were stopped on February 28, 2001. At that time, all commercial vehicles in the area began using only the Veterans International Bridge. Oversize/overweight commercial vehicles with permits can travel on SH 48/SH 4 between this bridge and the Port of Brownsville. This bridge includes a READY lane.

- Veterans International Bridge: This four-lane bridge, operated by the City of Brownsville, carries commercial vehicles, passenger vehicles, and pedestrians. A FAST lane opened in 2004 and a SENTRI lane became operational in August 2006.
- Los Indios International Bridge: This four-lane bridge is owned jointly by Cameron County and the Cities of Harlingen and San Benito. It connects the U.S. border city of Los Indios with the Mexican border city of Matamoros.[7]

Table 2-3 presents annual data regarding northbound passenger vehicles and trucks crossing Cameron County bridges.[8] As with Hidalgo County, the data show a steady decline in passenger car crossings after the events of September 11, 2001. Table 2-4 shows the percentage share of Cameron County bridges.

Table 2-3. Yearly Traffic for Cameron County International bridges since 1995: Northbound

Cameron County Bridges		
Year	Passenger Cars (Thousands)	Trucks (Thousands)
1995	5,768	224
1996	6,074	226
1997	6,161	248
1998	6,513	277
1999	7,579	304
2000	7,877	299
2001	7,548	252
2002	7,897	249
2003	7,220	229
2004	7,211	226
2005	7,104	235
2006	6,968	243
2007	6,477	239
2008	6,567	222
2009	5,513	190
2010	4,640	207
2011	4,123	208
2012	4,262	218
2013	4,277	208

Source: RITA

Table 2-4. Cameron County Bridge Percentages

Year	Passenger Cars				Trucks	
	B&M	Gateway	Veterans	Free Trade	Veterans	Free Trade
2000	34%	30%	27%	8%	79%	21%
2001	30%	30%	31%	9%	89%	11%
2002	26%	31%	33%	10%	90%	10%
2003	24%	31%	34%	10%	90%	10%
2004	24%	32%	34%	11%	90%	10%
2005	23%	31%	35%	11%	89%	11%
2006	24%	31%	35%	11%	89%	11%
2007	26%	31%	32%	11%	84%	16%
2008	36%	27%	26%	12%	84%	16%
2009	43%	24%	24%	9%	88%	12%
2010	29%	27%	32%	12%	86%	14%
2011	29%	29%	31%	10%	85%	15%
2012	31%	29%	30%	10%	87%	13%
2013	35%	30%	26%	9%	89%	11%

2.3.3. Shipment Types by Bridge

C&M noted in previous studies that for a future truck forecast, it is crucial to not only look at the overall growth pattern, but to observe the growth trends of the goods that are shipped on every single bridge. Along the entire Mexican/U.S. border, the International Port of Entries have specialists for certain types of goods. This specialization for certain goods affects the historical growth rates as well as the future forecast of the truck crossings. Figure 2-9 through Figure 2-11 illustrate historical trends regarding the amount of goods imported, by category.

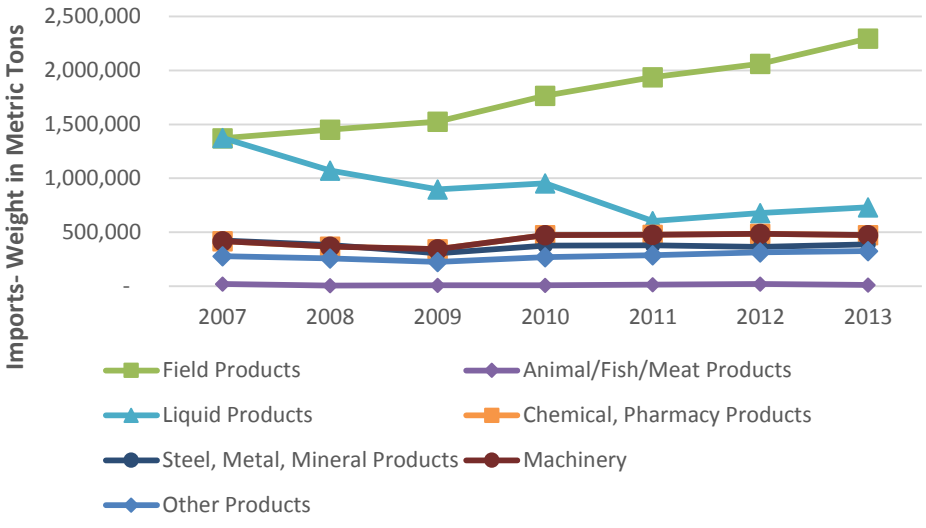


Figure 2-9 Hidalgo Bridge – Import Weights in Metric Tons

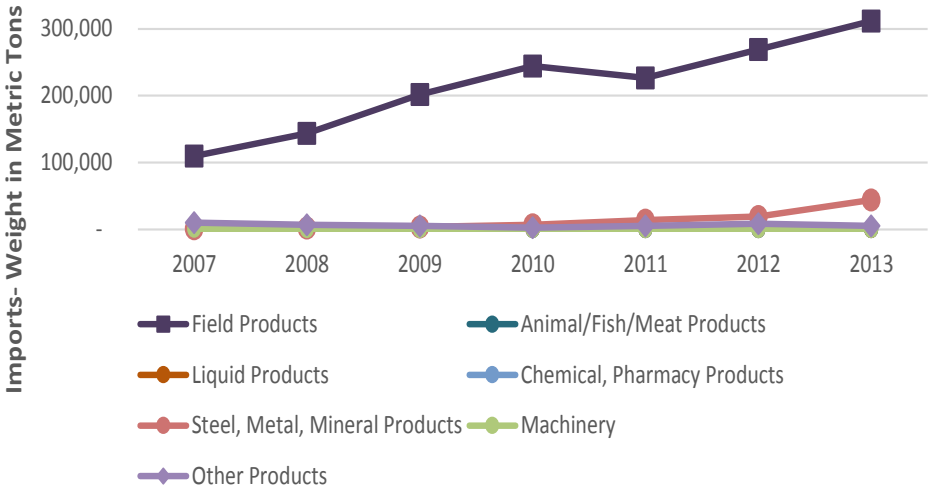


Figure 2-10 Progreso Bridge – Imports Weights in Metric Tons

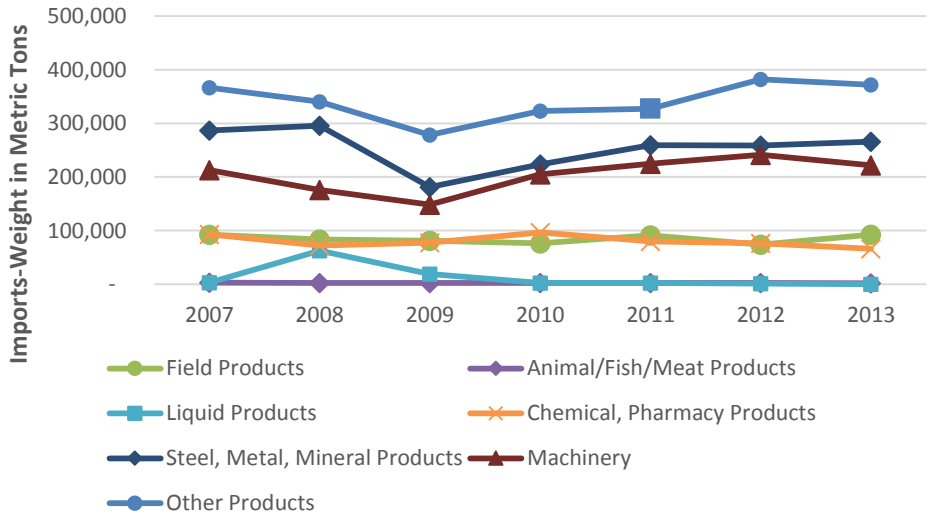


Figure 2-11 Brownsville Bridge – Imports Weights in Metric Tons

As can be seen from Figure 2-9, Hidalgo Bridge imports a majority of field products, followed by liquid products and machinery, and Figure 2-10 shows that more than 85 percent of imports on Progreso Bridge consist of field products. For Brownsville Bridge, the primary import is miscellaneous products followed by steel/metal/mineral products and machinery, as shown in Figure 2-11. It is also important to note that the weight magnitude of imports is much higher through the Hidalgo Bridge compared to the other two bridges.

2.4. Seasonality

Seasonal variation is an important factor to consider when making annual projections, as it can have a significant impact on traffic patterns. The following information outlines the effects of seasonal changes on traffic patterns within the study area.

2.4.1. International Bridge Crossing Seasonality

Figure 2-12 and Figure 2-13 depict monthly passenger vehicle factors for Hidalgo and Cameron county bridges, respectively, from 2010-2013, while Figure 2-14 and Figure 2-15 presents similar data for trucks.[9]

For both counties, passenger vehicle patterns indicate an increase in traffic during the Christmas and Easter months, seasons of the year when Mexican citizens typically go on holiday. From 2011 to 2013, the seasonal traffic is highest in December for passenger vehicles in both counties. Average monthly factors for passenger vehicles range from 0.91 to 1.13 for Hidalgo County and 0.91 to 1.09 for Cameron County, which show a distinct seasonality. For corresponding truck data, monthly factors show a greater variation of 0.9 to 1.14 for Hidalgo County and 0.87 to 1.1 for Cameron County, which indicate strong seasonality. Truck volumes are at their lowest during the summer months and during the December holiday season; the highest volumes are observed primarily in March or April.

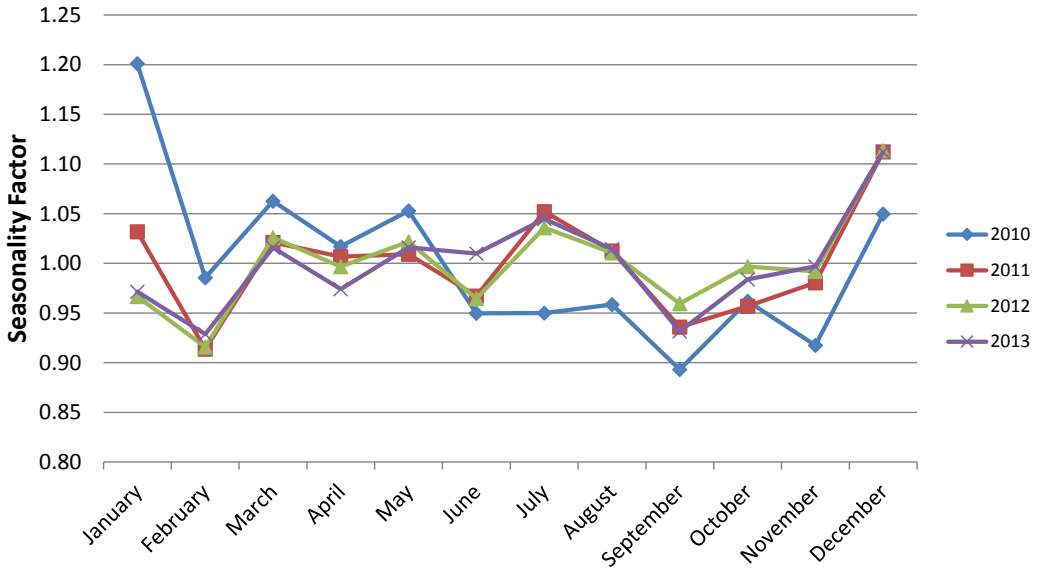


Figure 2-12. Passenger Vehicle Seasonality Factors at Hidalgo County Bridges

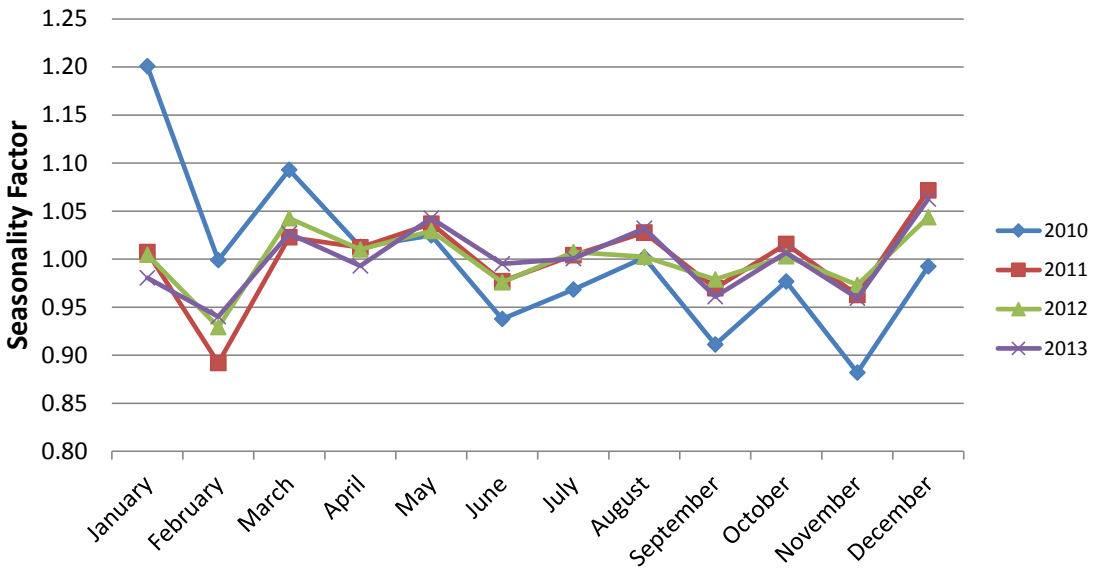


Figure 2-13. Passenger Vehicle Seasonality Factors at Cameron County Bridges

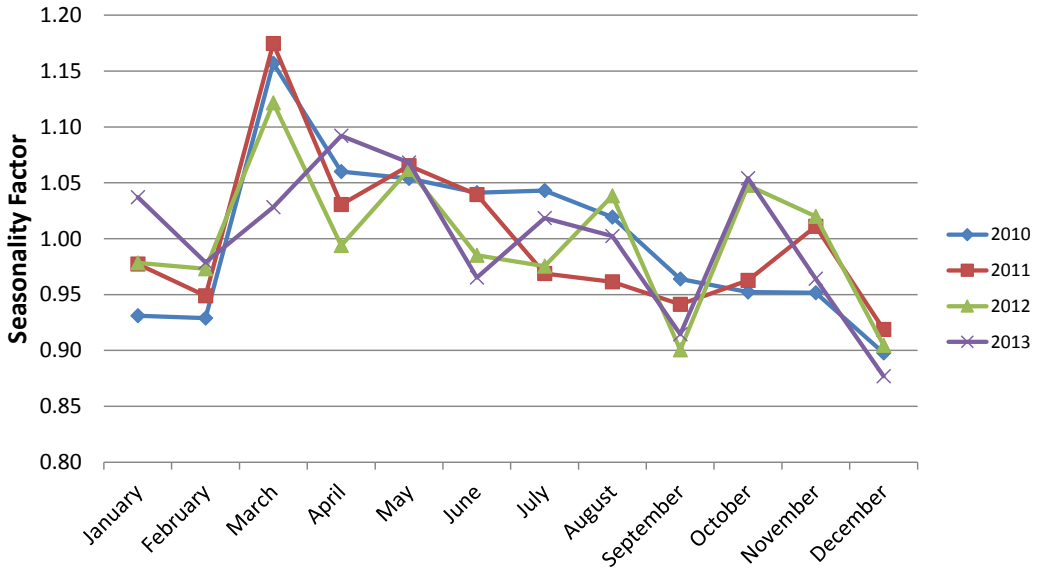


Figure 2-14. Truck Seasonality Factors at Hidalgo County Bridges

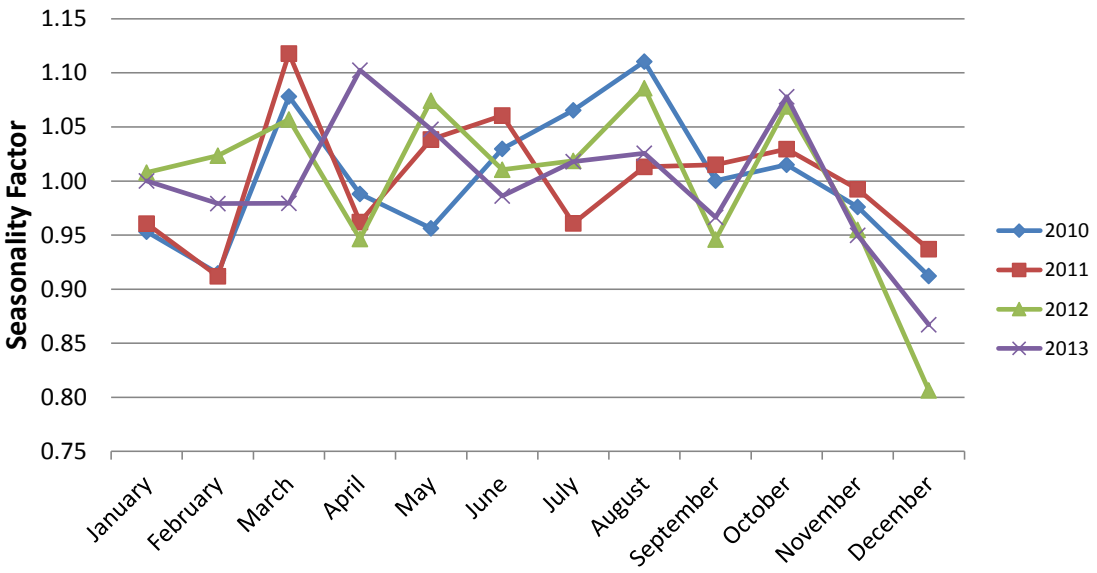


Figure 2-15. Truck Seasonality Factors at Cameron County Bridges

2.4.2. Seasonal Data in Other Locations in the Study Area

TxDOT maintains 10 permanent counting stations in the Pharr District (see Figure 2-16). Selected stations relevant to this study are listed below.

- US 83: 0.2 miles west of FM1426 in Pharr, Texas: Station S143
- US 83: 0.2 miles west of SP374 in Mission, Texas: Station S159
- US 281: 7.4 miles south of U.S.83 in Pharr, Texas: Station S173
- BU83S: 1.3 miles east of U.S.281 in Pharr, Texas: Station A327
- US 281: 7.4 miles south of U.S.83 in Pharr, Texas: Station S2102
- US 281: 9.3 miles north of SH186 in N of Edinburg, Texas: Station S235
- FM 396: 0.6 miles south of FM 1016 in Hidalgo, Texas: Station S300
- SH 336: 3.5 miles south of SH107 in McAllen, Texas: Station S69
- US 281: 0.1 miles east of FM1015 in Progreso, Texas: Station S2103

Numbers from these locations are reported as seasonal variation in Average Daily Traffic (ADT) by month, so their patterns are characteristic of both commuter and commercial traffic, as described in previous sections.

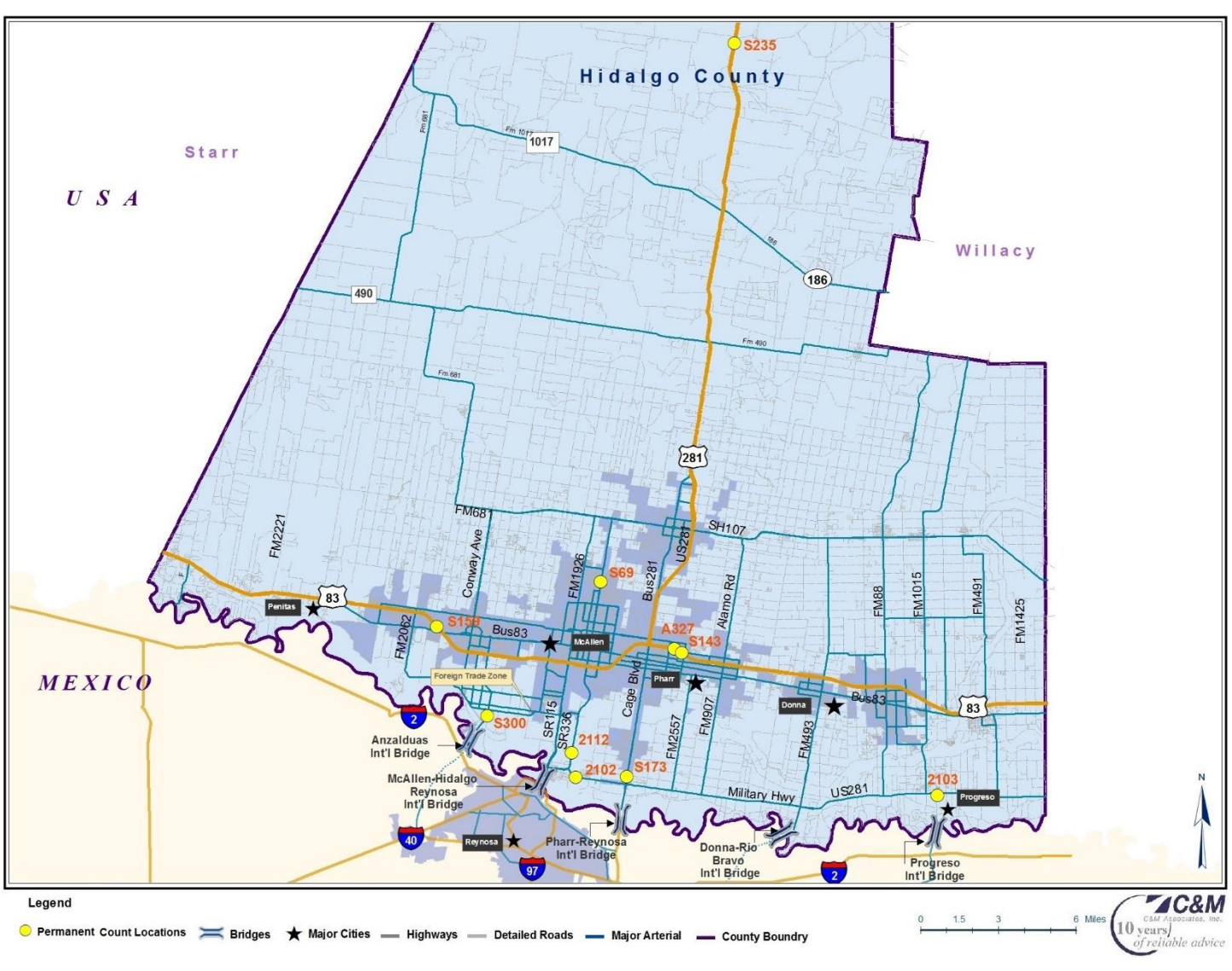


Figure 2-16. Permanent Count Locations

Figure 2-17 and Figure 2-18 show seasonal variations at mentioned stations within and outside the Projects area. Average monthly factor ranges from 0.93 to 1.09 for these stations, which indicates strong seasonality, with the Easter season standing out as a high traffic period and the summer months reflecting the lowest numbers.[10]

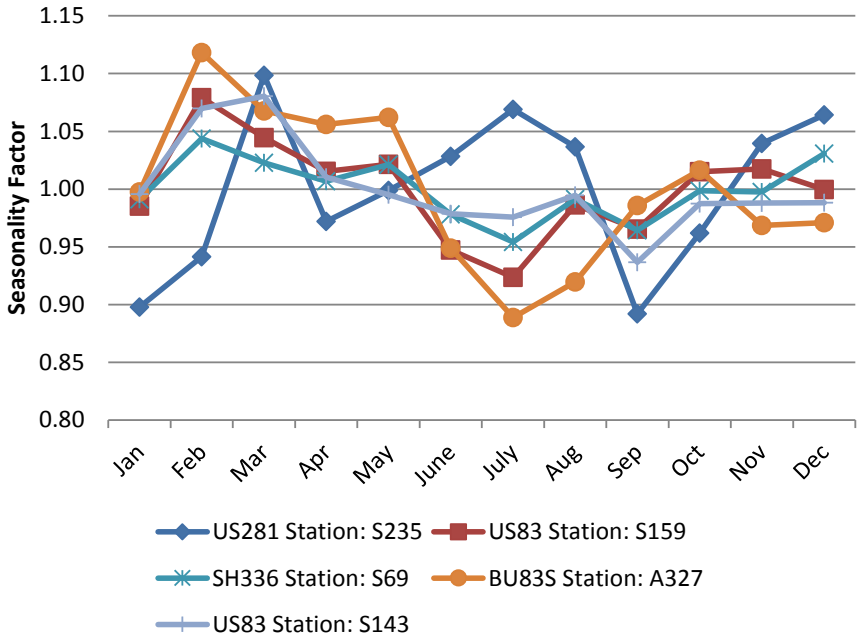


Figure 2-17 Seasonal Variations at Selected Permanent Count Stations

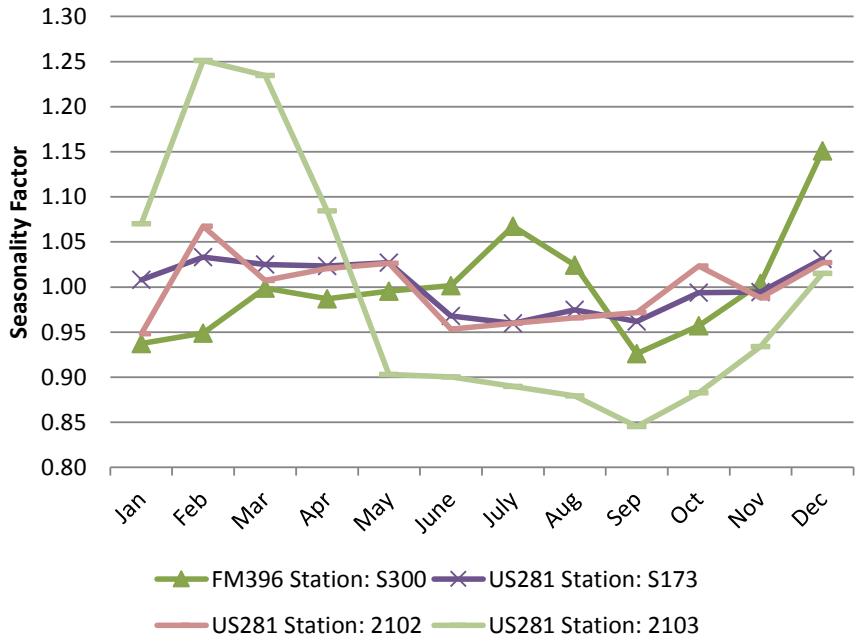


Figure 2-18 Seasonal Variations at Other Selected Permanent Count Stations

Figure 2-19 presents weekly traffic profiles for a subset of the mentioned stations. As can be seen, weekdays exhibit more traffic than weekends. Traffic trends and magnitudes are similar in both directions except for US 281 Station S235, which is far north of US 83.

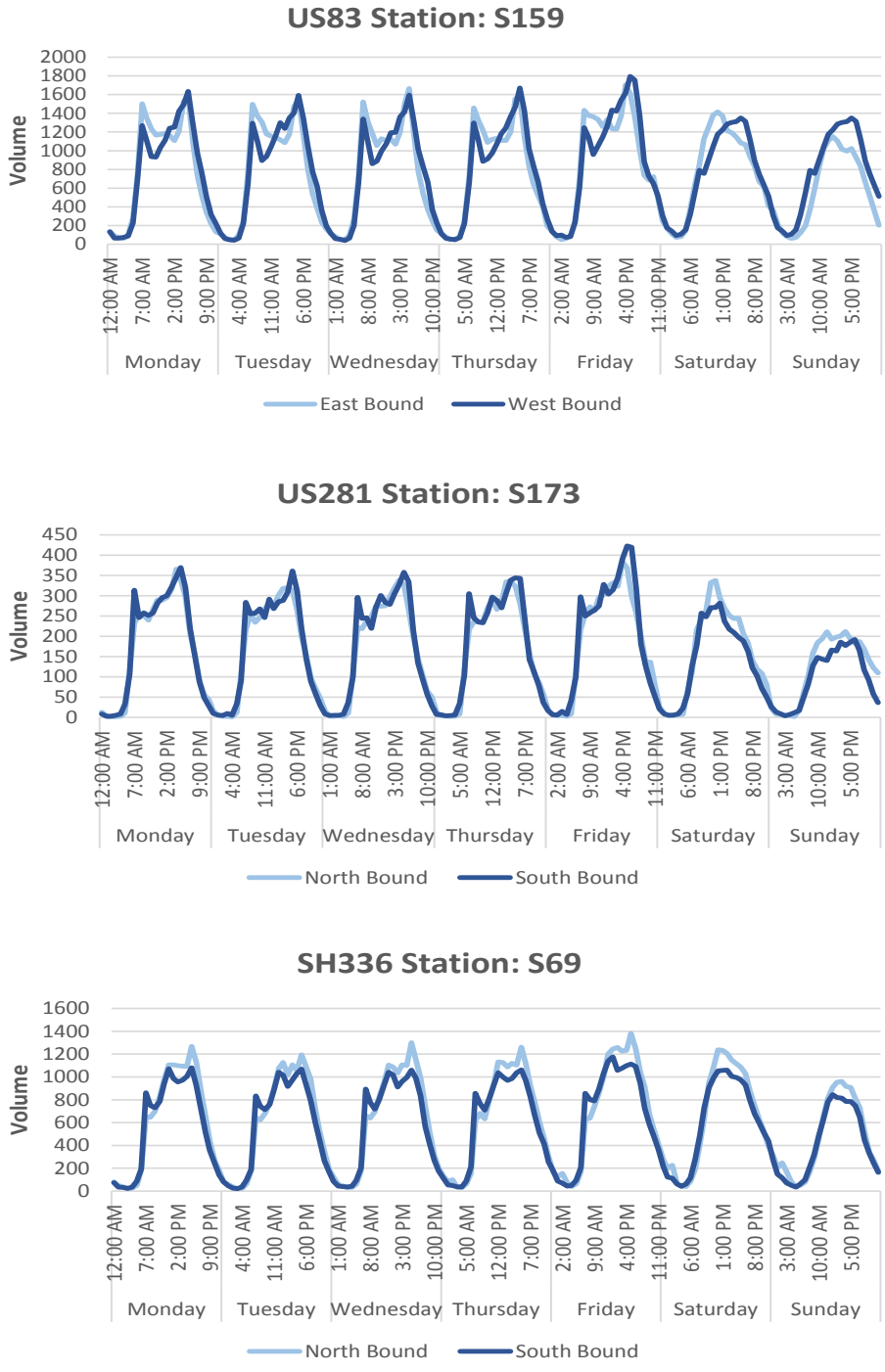


Figure 2-19. Weekly Traffic Profile at Selected Stations

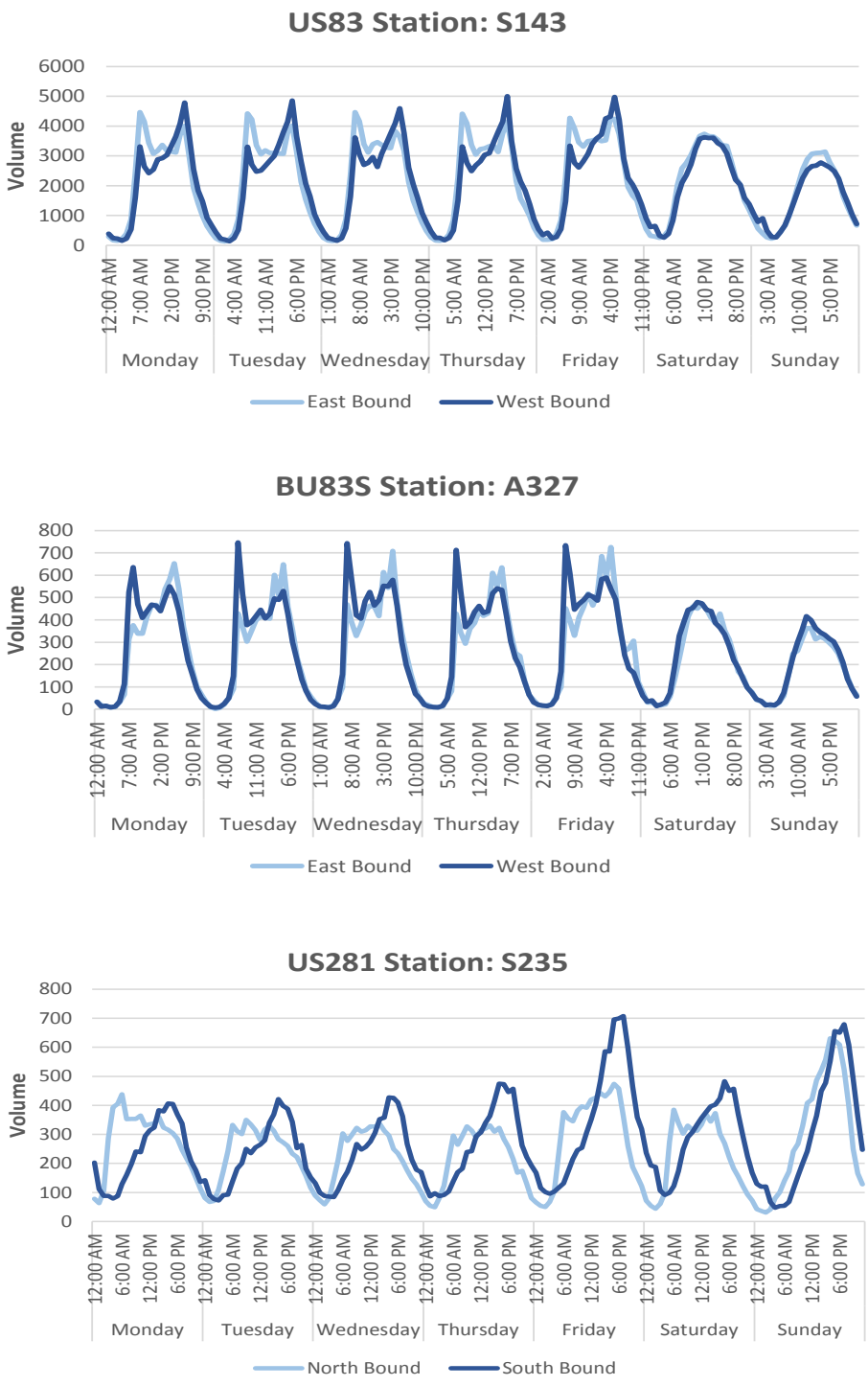


Figure 2-17 Weekly Traffic Profile at Selected Stations (Cont'd.)

2.5. Border Traffic Trends

Given that the traffic characteristics of the study area are influenced by Mexican/U.S. border traffic, the following sections discuss border traffic trends and policies.

2.5.1. Passenger Cars

The Hidalgo County metropolitan statistical area (MSA) has a unique traffic composition of local commuters and national and international visitors. Local vehicles exhibit typical commuter patterns of home-to-work trips in the morning and afternoon. Major origins and destinations are the urban areas along US 83. Visitor traffic on its way to the shopping and recreational destinations in the study area make up an important part of the economy in Hidalgo County, and of particular interest are passenger cars from Mexico. The MSA of Hidalgo County has been ranked by the Texas Comptroller as 3rd in Texas for Sales Tax collections per household and 4th in per capita sales tax, which demonstrates the high amount of non-local visitors to the area.

Passenger car crossings on the international bridges tend to be higher during the weekends, due mostly to Mexican visitors on their way to retail malls in the study area, with a smaller fraction on their way to touristic areas such as South Padre Island.

Passenger cars from the United States and Mexico also use these bridges in typical commuter patterns, such as workers traveling to industrial parks on both sides of the border in the morning and returning home in the afternoon. In addition, some Mexican drivers travel north to American schools and universities, creating familiar school trip patterns across the bridges. These traffic patterns also impact other roadways such as US 83 and US 281 within the traffic network, though not significantly.

2.5.2. Truck Traffic

Regarding the composition of international trade and truck travel patterns, each region along the U.S./Mexican border has its own specific characteristics and markets. In the case of the Reynosa/Hidalgo County region, international trade is driven by two different market segments: the local *maquiladora* trade and fruit imports from Mexico to the United States. Figure 2-20 presents the industrial parks in the United States and the *maquiladora* parks in Mexico.[11,12] Many Texas produce shippers have already invested in farming operations in Mexico, and produce already crosses the border into the lower Rio Grande Valley for distribution throughout the United States and Canada.[13] Cameron and Hidalgo counties are seeing a greater amount of imported produce shares, with estimates as high of 40 percent in the past five years.[14] The produce shippers are using the already-existing logistic infrastructure that allows Texas, as one of the important U.S. agricultural producers, to distribute produce imported from Mexico throughout the entire United States.

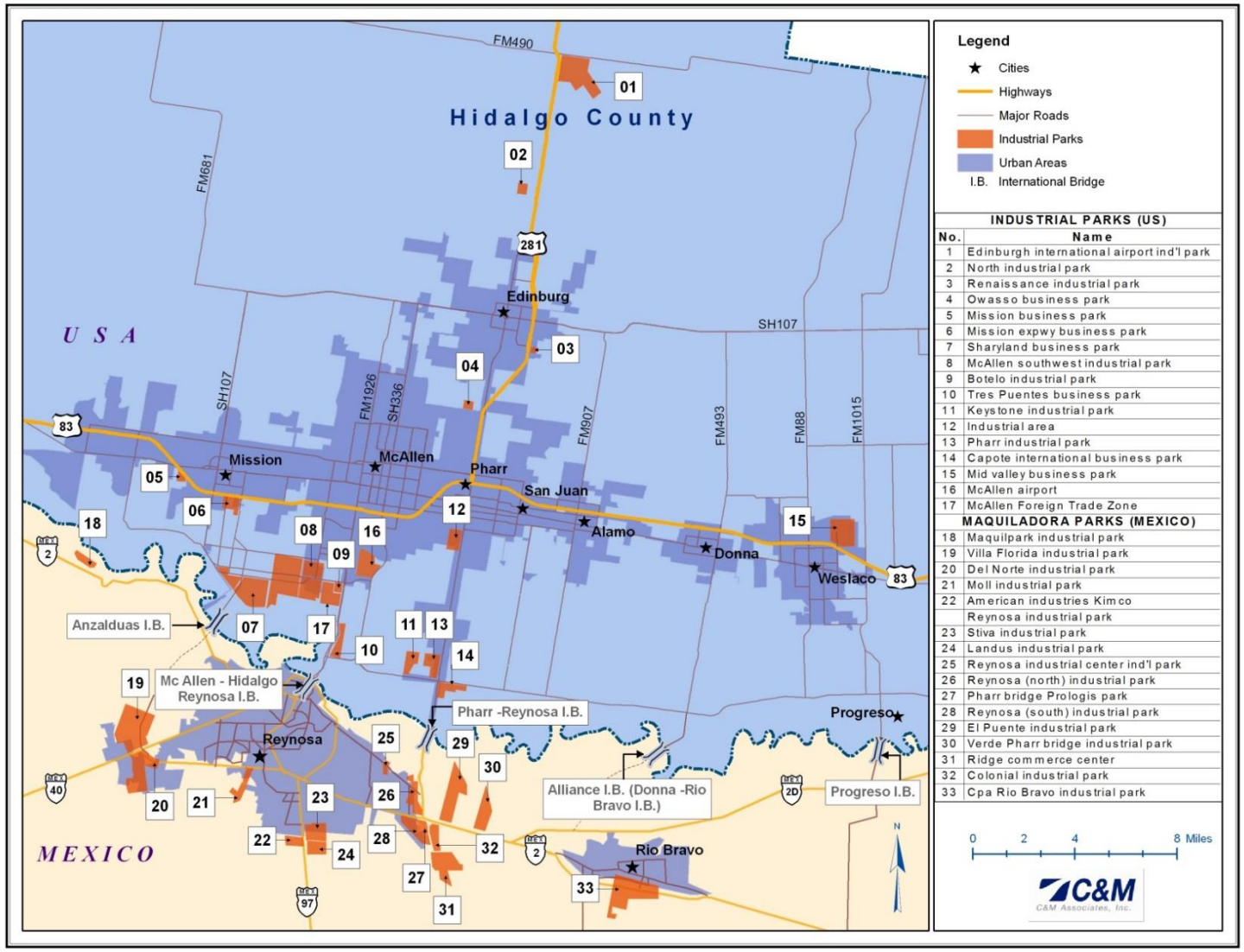


Figure 2-20. Industrial and Maquiladora Parks in the Study Area

Truck travel patterns between the Mexican city of Reynosa and Hidalgo County in the United States are generally short haul in nature, known within the industry as "cartage" or "transfer" hauling. The less frequent long haul truck movements typically originate further south in Monterrey, Mexico's leading industrial city and capital of the northern state of Nuevo Leon.

The *maquiladora* trade activity is accomplished by means of short haul truck movements. Typically, these trucks pick up products from their origins at *maquiladora* plants in the Mexican city of Reynosa and haul them across the border to interim distribution centers in Hidalgo County and surrounding areas. Conversely, trucks on the U.S. side of the border pick up components from warehouses in Hidalgo County and surrounding areas and deliver them to *maquiladora* plants in Reynosa to the south.

Short haul truck movements are also attractive for the produce industry because in Mexico, trucks are allowed to carry 125,000 pounds, whereas in the United States, trucks heavier than 80,000 pounds are required to have an overweight permit. When these overweight Mexican produce arrive at the border, they typically re-distribute their cargo to other trucks in order to cross the border. Table 2-5 presents the current truck standards in the United States and Mexico.

Table 2-5. U.S. and Mexican Truck Regulations

Standard	Height	Width	Weight
U.S.	14 ft	8.5 ft	80,000 lbs
Mexico	15 ft, 6 in	12 ft	125,000 lbs

Source: U.S. Department of Transportation

In January 2014, Hidalgo County established an overweight permit, which covers travel over selected Hidalgo County roads for vehicles weighing no more than the Mexican legal weight limit. This overweight permit makes it theoretically unnecessary for trucks coming from Mexico to re-distribute their loads.

2.5.3. Government Policies

This section discusses a number of government policies that can aid in understanding factors other than the economy that have an impact on border crossings. These policies and their impacts on border crossings are listed in Table 2-6.

Table 2-6. Border Policies and their Effect on Border Crossings

Item	Year	Effect
North American Free Trade Agreement (NAFTA)	1994	Positive
The Illegal Immigration Reform and Immigrant Responsibility Act (IIRIRA)	1998	Negative
Secure Electronic Network for Travelers Rapid Inspection (SENTRI)	2010	Positive
Free and Secure Trade (FAST)	2004	Positive
Laser Visas (Mexican Border Crossing Cards)	2001	Negative
The Uniting and Strengthening America by Providing Appropriate Tools Required to Intercept and Obstruct Terrorism Act (USA PATRIOT)	2001	Negative
The Enhanced Border Security and Visa Entry Reform Act	2002	Negative
The Western Hemisphere Travel Initiative (WHTI)	2008	Negative
Ready Lane	2010	Positive
México's Policies Against Organized Crime	2006	Negative
Sistema de Aforo Vehicular (SIAVE)	2011	Negative
U.S. Truck Restrictions	2010	Negative

These policies are explained in detail below.

- **North American Free Trade Agreement (NAFTA)**

U.S./Mexican economic integration boomed in the 1980s and 1990s, beginning with Mexico pursuing a unilateral liberalization of its economy—after decades of protectionism—and then a regional strategy which, in 1994, resulted in the implementation of NAFTA. This signature piece of legislation not only enhanced U.S./Mexican economic integration, but also resulted in an annual bilateral trade growth rate of 17.4 percent, the value of which doubled before the end of the decade. However, since 2000, a number of regional and global factors have slowed the pace of integration, reducing the average annual increase in trade by 9.5 percent. Still, NAFTA has served as a model of production sharing and cross-border investment among the three North American countries, making their economies an example of profound interdependence. This is especially evident in Hidalgo County, where production sharing through maquiladoras is an important part of the economy and where truck traffic across the U.S./Mexican border increased from approximately 5.0 billion in 1994 (pre-NAFTA) to approximately 19.9 billion in 2006 and 23.5 billion in 2011.

- **The Illegal Immigration Reform and Immigrant Responsibility Act (IIRIRA)**

In 1996, Congress began addressing the need for greater border security by passing the IIRIRA, under which border security provisions were concentrated along the U.S./Mexican border with the intent of increasing border enforcement. At the same time, to facilitate legitimate travel to the United States, IIRIRA sought to address the persistent problem of long delays at each port of entry (POE) by authorizing the hiring of enough inspectors in 1997 and 1998 to ensure full staffing during peak crossing hours. The act also authorized

the U.S. Attorney General to formulate six inspection projects—such as the construction of dedicated commuter lanes—aimed at speeding up the border-crossing process for frequent crossers paying a fee.

In an effort to stem illegal immigration, IIRIRA not only authorized the expansion of border barriers, but also gave the Attorney General the authority to acquire and use all available federal equipment in the government's attempt to reduce the flow of illegal immigrants into the United States. This legislation also authorized appropriations for the nationwide expansion of the Automated Biometric Fingerprint Identification System (IDENT) in order to include the fingerprints of all illegal or criminal aliens apprehended at the border. IIRIRA also contained a first-time provision requiring biometrics as one form of identity on certain travel documents. Specifically, the act required that the Secretary of State issue border-crossing cards bearing a biometric identifier that is machine readable and, furthermore, that the biometric identifier must match the biometric characteristic of the card holder in order for that person to enter the United States.

- **Secure Electronic Network for Travelers Rapid Inspection (SENTRI)**

The SENTRI program from U.S. Customs and Border Protection (CBP) is a program for pre-approved, low-risk travelers that have access to specific, dedicated primary lanes into the United States. Participants in the program wait for shorter periods of time than those in regular lanes when entering the United States through a land POE, even at the busiest time of day. Critical information required in the inspection process is provided to the officer in advance of the passenger's arrival to the inspection booth, thus reducing the inspection time from an average of 30–40 seconds to an average of 10 seconds.[15] CBP's goal is that the waiting time for users in these dedicated lanes will not exceed 30 minutes.

Applicants have to voluntarily go through a biographical background check against criminal, law enforcement, customs, immigration, and terrorist databases, with an additional 10-fingerprint law enforcement check and a personal interview with a CBP officer. An approved SENTRI applicant will be issued an RFID that will identify its record and status in the CBP database upon arrival at the U.S. POEs. Additional to the personal identification document, a transponder is also issued to the applicant's vehicle or motorcycle. Anecdotal evidence suggests that some border crossers are reluctant to go through the detailed screening process for privacy or residency concerns. This, in combination with the high price, serves as a barrier to higher utilization rates for this program.

SENTRI was first implemented at the Otay Mesa POE on November 1, 1995. SENTRI lanes are available to passenger cars at the Pharr-Reynosa International Bridge (since 2010), the McAllen-Hidalgo-Reynosa International Bridge, the Veteran international bridge (since 2006), and the Anzalduas International Bridge (since 2009). The Alliance International Bridge, opened in December 2010, has applied to the SENTRI program and expects approval soon.[16]

- **Free and Secure Trade (FAST)**

The FAST program is a commercial clearance program for known low-risk shipments entering the United States from Canada and Mexico. Initiated after the events of September 11, 2001, this trusted traveler/trusted shipper program allows expedited processing for commercial carriers who have completed background checks and fulfill certain eligibility requirements. More than 78,000 commercial drivers are currently enrolled in the FAST program nationwide.[17] The FAST program is open to enrollment by U.S., Canadian, and Mexican commercial vehicle (CV) drivers.

The FAST program was first implemented in December, 2002 in U.S./Canadian land POEs. The first dedicated FAST lanes on the U.S./Mexican border are located in El Paso, Texas. CBP officers began the initial processing of CVs through FAST lanes on October 27, 2003. The Pharr International Bridge and Veteran International Bridge have mixed FAST lanes from 2004, and the Anzalduas International Bridge is expected to have FAST lanes only once it opens to trucks in 2015.

Participation in FAST requires that every link in the supply chain—from manufacturer to carrier to driver to importer—is certified under the Customs-Trade Partnership Against Terrorism (C-TPAT) program. C-TPAT is a voluntary government-private sector partnership in which companies involved in commerce destined for the United States demonstrate that they have implemented enhanced security measures within their facilities and day-to-day operations to prevent terrorists and weapons of mass effect from infiltrating the supply chain. At about 25 percent, the percentage of CVs meeting all requirements of the FAST program is low when compared to the number of CV shipments that meet at least one of the C-TPAT program requirements (35 percent).

The benefits of FAST members are dedicated access lanes for faster crossing time and efficiency in the processing of transporter shipments, a reduced number of inspections resulting in reduced delays at the border, and priority (front of the line) processing for CBP inspections.

- **Laser Visas (Mexican Border Crossing Cards)**

Since 1953, the United States has made special accommodations for Mexican nationals who visit the country frequently and conduct business in border communities. Mexican nationals applying for admission to the United States as visitors are required to obtain a visa or possess a Mexican border crossing card, now referred to as a laser visa. The laser visa is valid for 10 years and can be used multiple times by citizens of Mexico desiring short-term entry (up to six months) for business or tourism in the United States. Mexican citizens can obtain a laser visa from the Department of State Bureau of Consular Affairs if they are otherwise admissible as B-1 (business) or B-2 (tourism) nonimmigrants. As of October 1, 2001, first-time laser visa applicants are required to present a valid Mexican passport as primary evidence of their citizenship and identity.

Most Mexican entrants with laser visas are not required to obtain an I-94 arrival/departure form if CBP officers determine that they do not intend to travel more than 25 miles into the country or stay more than 30 days. If it is determined by a CBP officer that a Mexican citizen intends to exceed either limit, the entrant is then referred to a secondary inspection point at the POE, where he or she will be subject to U.S.-VISIT requirements and issued

an I-94 form, if no grounds are found on which to deny the application. Figure 2-21 depicts the limits of the 25-mile zone in the San Diego region.

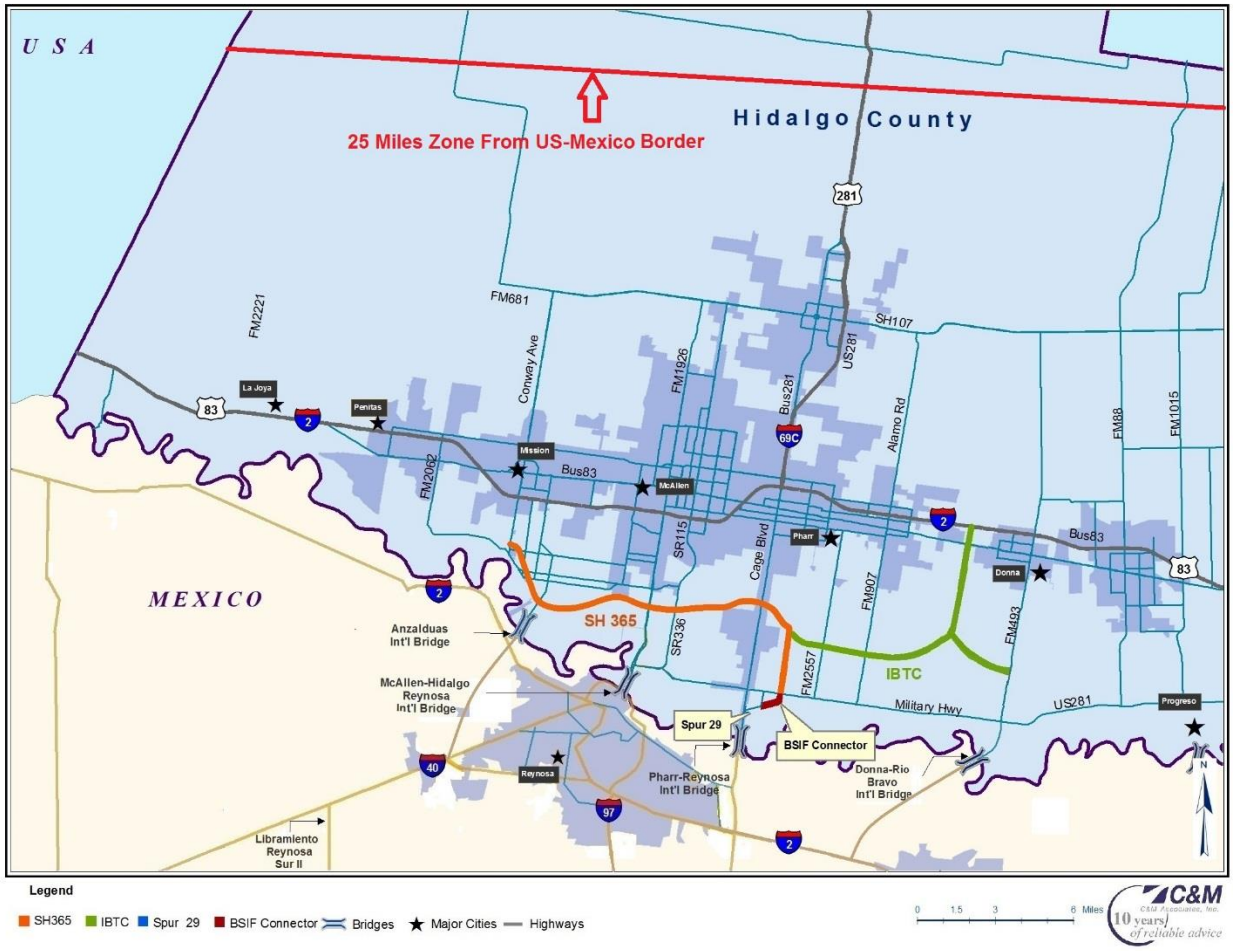


Figure 2-21. Twenty-Five Mile Zone From the U.S./Mexican Border

The I-94 form is valid for six months and allows travel throughout the country. In recognition that a large number of Mexican citizens may need to go beyond the 25-mile zone during the holiday season, travelers can obtain an I-94 form up to 30 days before travel for a $6 fee. This process is intended to avoid congestion at the POE secondary inspection facilities during holidays and is not meant as an everyday crossing mechanism.

- **The Uniting and Strengthening America by Providing Appropriate Tools Required to Intercept and Obstruct Terrorism Act (USA PATRIOT)**

The 2001 USA PATRIOT Act called for the immediate implementation of an integrated entry and exit data system and required that the system be interoperable with other law enforcement data systems. Moreover, the act required the Attorney General and the Secretary of State to develop and certify a technology standard that could be used to verify the identity of people seeking a visa to enter the United States. The mandate to implement an integrated entry and exit data system and the requirement that travel documents contain a biometric identifier have had direct implications on most foreign nationals seeking entry into the United States at the U.S./Mexican border.

- **The Enhanced Border Security and Visa Entry Reform Act**

The 2002 Enhanced Border Security and Visa Entry Reform Act called on the Attorney General (now the Secretary of Homeland Security) to take additional measures in the government's effort to secure U.S. borders. Specifically, this act mandated the installation of biometric data readers and scanners at all POEs and extended a previously set deadline requiring border crossing identification cards (laser visas) to contain a biometric identifier matching a biometric characteristic of the card holder.

- **The Western Hemisphere Travel Initiative (WHTI)**

In April 2005, the U.S. Departments of State and Homeland Security unveiled their Western Hemisphere Travel Initiative (WHTI), pursuant to section 7209 of the Intelligence Reform and Terrorism Prevention Act of 2004 (the "9/11 Intelligence Bill"). As a result of this initiative, all travelers to and from the Americas—including Canada, Mexico, Central America, and South America—and to the Caribbean and Bermuda were required to possess a valid passport, or other accepted document or combination of documents, in order to enter or re-enter the United States. Phase one of WHTI, which instituted passport requirements for air travel, went into effect in 2007, followed by Phase two on June 1, 2009, which instituted passport requirements for land and sea travel into the United States. In addition, under the terms of WHTI, as of January 31, 2008, CBP officers ended their practice of accepting verbal declarations of citizenship from U.S. travelers at land POEs and instead began requiring each traveler to produce a secure document in order to enter or depart the country. It is suspected that these measures have had a negative impact on the number of trips taken by U.S. citizens into Mexico. Indeed, according to the WHTI Final Programmatic Environmental Assessment, while 43 percent of all U.S./Mexican border crossings in 2004 were made by U.S. citizens, 68 percent of those travelers were estimated to not possess passports.[18] Cost and convenience factors may have played a role in these findings, as currently it can take two–six weeks for passport applications to be processed, at a cost of $135 each.

- **Ready Lane**

The Ready program, or "Ready Lane," is a dedicated primary vehicle lane for travelers entering the United States at land POEs. Travelers who obtain and travel with a WHTI-compliant RFID-enabled travel document may receive the benefits of utilizing a Ready Lane. The Ready Lane border crossing stations are able to scan the card from 10–30 feet away. Travelers simply need to hold the RFID card up to the windshield while driving

through the station. The CBP officer is then able to read all related information to the scanned user in a monitor, which makes the passport control process faster. CBP launched the Ready Lane program in 2010 at the Ambassador Bridge port of entry in Detroit, Michigan. The Pharr-Reynosa international bridge, McAllen-Hidalgo-Reynosa Bridge, Donna International Bridge, and Gateway international bridge have Ready Lanes. CBP expects that, as travel documents undergo a renewal cycle, in the near future 100 percent of all border crossers will have RFID, which will decrease waiting times at POEs.

Ready Lane users experience, on average, 15–20 seconds less processing time than travelers with no RFID.

- **Mexico's Policies Against Organized Crime**

In 2006, Mexican President Felipe Calderon ordered 6,500 federal troops into the State of Michoacán in an effort to end the rampant drug violence there. Known as *Operation Michoacán*, this step was regarded as the first major initiative against organized crime in México and, as such, was generally viewed as the starting point in the combat by the Mexican government against drug cartels. This combat continues today and has resulted in large scale violence that affects the border region and its citizens on a daily basis, particularly as drug cartels engage not only the Mexican government, but also each other, in their attempt to control drug trafficking routes into the United States. As with many U.S./Mexican border towns, violence along the border in Tamaulipas and Nuevo Leon has had a detrimental effect on the entertainment and tourism industries of Mexico, as many U.S. citizens have chosen to stay away from Reynosa to avoid unnecessary risk. According to surveys conducted in 2010 by C&M in Mexico's northeast border region, the perception of insecurity has translated into lower traffic volumes.[19] Likewise, travelers living in the interior sections of the United States or Mexico are more often choosing to fly into or out of airports away from the Mexican border region rather than cross the border by land. Recent trends have shown a decline in drug cartel related crime in Reynosa and Matamoros,[20] which could be one of the reasons that the passenger car crossings are not declining like they have in previous years.

- **Sistema de Aforo Vehicular (SIAVE)**

The growing drug-related violence in Mexico has led to increased southbound inspections at many ports of entry, as part of the U.S. and Mexican governments' attempts to slow the shipment of firearms and money linked to illicit activities in Mexico. In addition, the Mexican government has instituted Sistema de Aforo Vehicular (SIAVE), a program by which the actual weight of a vehicle is compared against a database; when a vehicle is discovered during inspection to be outside a prescribed weight range, it becomes subject to further scrutiny.[21] In addition, on the U.S. side of the border, CBP conducts random inspections of vehicles before they cross into Mexico in an effort to intercept firearms and dirty money made from the sale of illegal drugs. These individual efforts—SIAVE and random inspections conducted by CBP—not only have added stress to a system that was not meant to handle southbound inspections, but they have resulted in increased wait times at the border.

- **U.S. Truck Restrictions**

For many years, the system by which goods are shipped back and forth across the U.S./Mexican border generally has involved three types of trucks. Typically, a Mexican long-haul truck is the first vehicle involved, delivering a container of goods to a location near the U.S. border. There, a so-called drayage service is employed to carry the goods across the border in a short-haul truck where, finally, a U.S.-based long-haul truck picks up the goods and delivers them to their final destination. In the case of maquiladoras operating in Reynosa, the process involves only the last two steps. The U.S. Department of Transportation estimates the cost of drayage at between $100 and $200 per trip, which—when multiplied by the 4.7 million CVs that crossed the U.S. border in 2010—puts the approximate cost of the drayage system at between $0.5 and $1 billion dollars a year.[22]

Under the terms of NAFTA, the United States agreed to allow Mexican CVs to transport goods into the United States, starting in 1995 with the border-states and extending throughout the country by 2000. Likewise, Mexico offered the same access to U.S. trucks. However, in 1995, President Clinton delayed implementation of those trucking provisions out of what his administration considered to be a legitimate concern for safety. Clinton's action was followed in 2001 by a NAFTA arbitration panel ruling in which the United States was declared out of compliance with its NAFTA obligations. In a renewed effort to implement cross-border trucking, President Bush took steps in 2002 to address the Clinton administration's safety concerns; however, Bush's attempts were thwarted by a series of legal challenges, which delayed the implementation of cross-border trucking until 2007. That year, a small pilot program was launched, thereby allowing a select few Mexican trucking companies to move beyond the designated 25-mile border zone they had been accessing since before NAFTA. In 2009, Congress put an end to the pilot program, and in March 2011, President Obama announced a breakthrough on the issue, which resulted in a plan granting U.S. access to Mexican CVs capable of meeting stringent safety standards. In October 2011, Transportes Olympic, based in Apodaca in the Mexican state of Nuevo León, became the first Mexican trucking company to be granted permission to make deliveries throughout the United States. Since then, only two other firms have received similar permission: Distribuidora Marina El Pescador and Grupo Behr de Baja California, both based in Tijuana.

While it is too early to tell how the lifting of restrictions on Mexican commercial vehicles will affect freight operations within the Hidalgo County-Reynosa region, an interview with a local delegate of the national Mexican Association of Commercial Vehicles— Cámara Nacional de Autotransporte de Carga (CANACAR)—suggests there will be little impact in the short term.[23] This prediction was due not only to uncertainties surrounding the new program, but also to questions about its chances of becoming permanent. Indeed, with an investment of about $10,000 per truck needed to obtain permission to deliver beyond the current geographical limits within the United States, most of the industry is adopting a wait-and-see attitude. Nevertheless, in the long term, analysts believe transportation costs will go down and bilateral trade between the United States and Mexico will be stimulated.[24]

Officials within the U.S. and Mexican governments are pushing ahead with their "21st Century Border" project. This project builds on the Bush administration's "Smart Border Initiative," which seeks to give a broader definition to the meaning of "border," moving it beyond the notion of a simple line to a concept of secure flows.[25]

The programs, initiatives, and legislation outlined in the preceding section detail the lengths to which the U.S. and Mexican governments have gone in order to ensure border security in an age of international terrorism and drug trafficking. How these measures affect life and business along the U.S./Mexican border is difficult to quantify; however, acknowledging their role is vital to the task of being able to accurately analyze border crossing trends and make predictions about the future of this region.

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3. Data Collection and Analysis

Since 2008, C&M has been collecting field data in the study area specifically for the Projects. Based on this data, C&M has not only developed a user profile, but also gained a better understanding of traffic characteristics and travel patterns within the study area, all of which provided critical support for the travel demand model described in Chapter 5. The field work performed by C&M for the present Investment Grade study included:

- Field reconnaissance
- Economic Development Corporation's (EDC) survey in Hidalgo County
- Automatic Traffic Recorder (ATR) counts
- Travel time monitoring
- Origin-Destination (OD) surveys
- Commercial vehicle survey

3.1. Field Reconnaissance and Monitoring

Using publicly available satellite imagery and aerial photography, as well as data gathered through field observation and reconnaissance, C&M determined the general geometric inventory of the traffic network on both sides of the border—including information such as number of lanes and ramp locations. This information was used to create the base year road network.

Field reconnaissance was focused primarily on IH2 (US 83), US 281, the industrial zones, international bridges, and on the major roads and *maquiladora* parks of Mexico.

C&M staff members made several trips during the AM, PM and off-peak hours to the major roadways discussed in the previous chapter. Field observations revealed that traffic across the study area is greatly influenced by large numbers of trucks originating in and destined for Hidalgo County. Interaction between trucks and passenger vehicles, combined with competition for space on the roadways, has a significant negative impact on level of service (LOS).

Field reconnaissance on the region's international bridges and within the related industrial zones found that truck traffic reaches its peak during the midday hours every Monday through Friday, thus confirming its relationship to the *maquiladora* industry in Mexico and to the long wait times experienced by travelers at the U.S./Mexican border.

3.2. EDC Survey

C&M, in cooperation with the University of Texas-Pan American (UTPA), conducted an EDC survey to estimate future developments in Hidalgo County. The focus of the survey was to detect future developments in Hidalgo County that might not have been included within the socioeconomic data forecast. UTPA visited the most important EDCs within Hidalgo County, listed below.

- City of Edinburg
- City of McAllen
- City of San Juan
- City of Weslaco
- City of Mission
- City of Pharr
- City of Mercedes

The survey consisted of questions relating to new businesses that are coming to the cities in the coming years. The survey did not request the names of specific businesses, but rather an approximated number of companies, types, and sizes.

The outcome of this survey has been growth indicators for each City area, which are a direct input for the socioeconomic forecast models.

3.3. Automatic Vehicle Classification Counts

Automatic vehicle classification counts were collected by C&M at more than 120 locations on both sides of the border from 2008 to 2012. For the present Investment Grade study, C&M collected traffic data from 35 count locations, as shown in Figure 3-1. All counts were performed over a seven-day period.

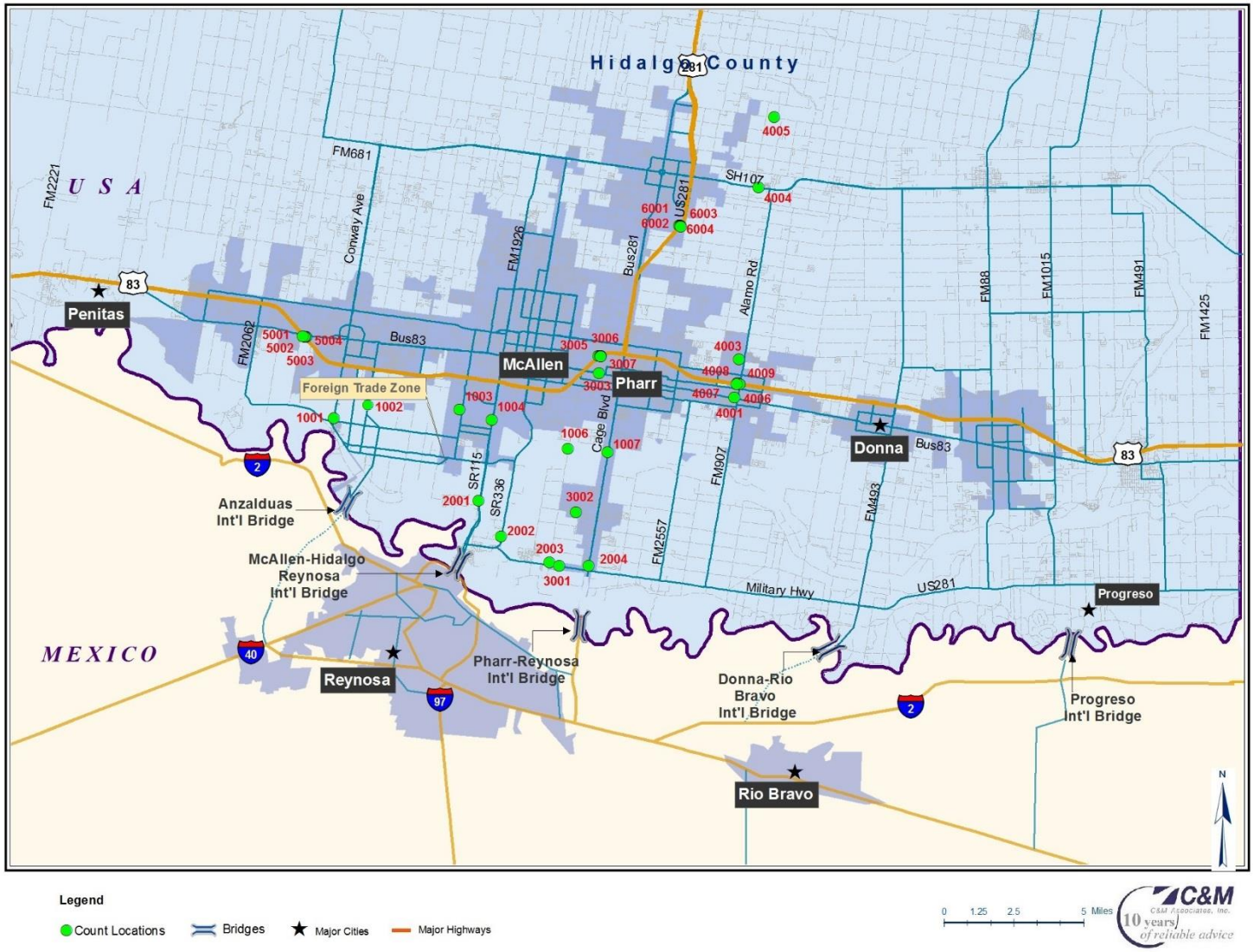

Figure 3-1. Field Data Collected in the Study Area

The observed traffic patterns are similar to C&M's observations in previous years. The study area locations have the same traffic profile over weekdays and weekends. Table 3-1 shows the ADTs and truck percentages over these selected locations. As can be seen, the majority of locations have high truck percentages.

Table 3-1. ADT and Truck Percentages at Selected Locations

ID	Description	ADT	Truck Percentage
1001	FM 1016 (S Convey Ave) North of Los Indios Rd	6,275	13.1%
1002	FM 396 (Bryan Rd) South of Trinity Rd	5,665	6.1%
1003	FM 2220 (S Ware Rd) North of Rio Grande Road	13,680	10.2%
1004	FM 115 (S 23rd St) North of Elmira Ave	19,500	11.1%
1005	FM 336 (S 10th St) North of W Military Hwy	10,650	11.0%
1006	FM 2061 (S Jackson Rd) North of Main Floodway	21,174	13.5%
1007	US 281 (S Cage Blvd) South of W El Rancho Blanco Rd	17,255	4.6%
2001	SPUR115 - (23rd St/International Blvd) South of Dicker Rd	16,585	6.6%
2002	SR336 (10th Street) North of US 281/ Military Hwy	10,733	17.5%
2003	SR2061 (Jackson Rd) North of Military Hwy	8,887	11.9%
2004	US 281 (Cage Blvd) North of Military Hwy	7,276	19.5%
3001	US 281/Military Hwy East of Jackson Rd	9,884	25.8%
3002	SR 3072/ Dicker Dr West of S Plata Ln	8,154	12.0%
3003	Center Ave (SR 374/US Business US83) East of Sugar Rd	9,851	7.2%
3004-3007	US 83 (I-2) - Frontage Road West of N Sugar Rd	9,987	13.8%
3005-3006	US 83 (I-2) - Mainlanes West of N Sugar Rd	126,656	10.6%
4001	Bus 83 West of FM 907	4,216	5.1%
4002	US281 West of FM 907 (S Alamo Rd)	4,454	23.3%
4003	FM 495 West of FM 907 (S Alamo Rd)	4,230	13.4%
4004	SR 107 (University Drive SR 107 West of SR 907	15,167	7.1%
4005	FM 1925 (E Monte Cristo Rd) West of FM 907 (N Alamo Rd)	8,002	13.2%
4006-4009	US 83 (I-2) - Frontage Road West of FM 907 (N Alamo Rd)	15,413	5.2%
4007-4008	US 83 (I-2) - Mainlanes West of FM 907 (N Alamo Rd)	106,411	8.6%
5001-5004	US 83 (I-2) - Frontage Road South of Bus 83	20,985	12.8%
5002-5003	US 83 (I-2) - Mainlanes South of Bus 83	43,242	17.4%
6001-6004	US 281 - Frontage Road South of E Canton Rd	12,258	4.3%
6002-6003	US 281 - Mainlanes South of E Canton Rd	71,610	11.4%

Figure 3-2 shows the weekly traffic profile in selected locations along IH2 (US 83), IH69C (US 281), and within the study area. US 83 has more traffic in the eastbound direction, whereas US 281 shows a similar trend in both directions and traffic dampens during the weekends. These weekly profiles aid in verifying the revenue days used for the present study. The observed weekend to weekday ratio for these selected road ways is presented in Table 3-2.

Table 3-2. Weekend-Weekday Ratio Selected Locations

Station	Description	ADT		Weekend-Weekday Ratio
		Weekday	Weekend	
3005-3006	US 83 (I-2) - Mainlanes West of N Sugar Rd	131,697	114,054	87%
6002-6003	US 281 - Mainlanes South of E Canton Rd	78,238	57,605	74%
4007-4008	US 83 (I-2) - Mainlanes West of FM 907 (N Alamo Rd	110,638	95,844	87%
1004	FM 115 (S 23rd St) North of Elmira Ave	20,171	17,823	88%
1007	US 281 (S Cage Blvd) South of W El Rancho Blanco R	17,840	15,794	89%

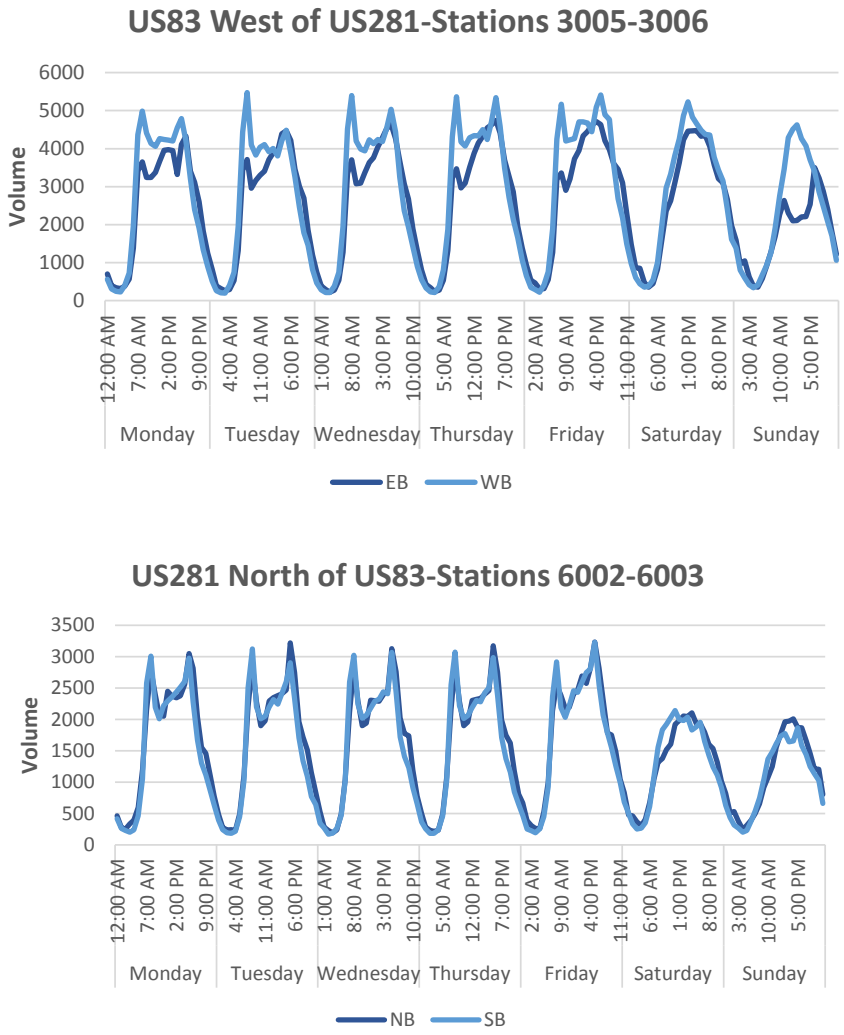

Figure 3-2. Weekly Traffic Profile at Selected Locations

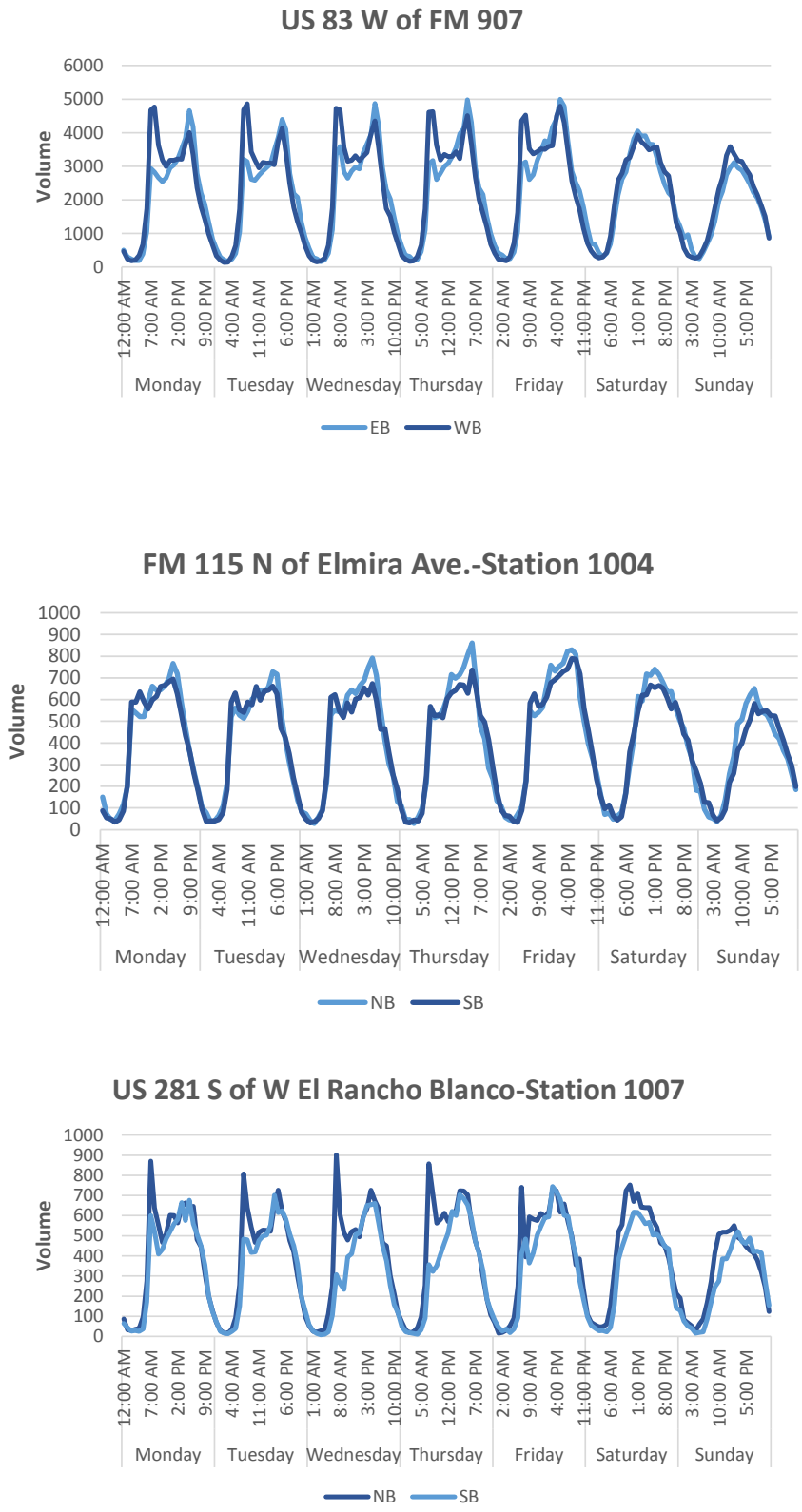

Figure 3-2. Weekly Traffic Profile at Selected Locations (Cont'd.)

3.4. Speed Monitoring

The purpose of a travel time study is to evaluate the quality of traffic movement along a route and determine the locations, types, and extent of traffic delays. C&M's data streaming program gathers the travel time of predefined road segments every five minutes from Google Maps. This travel time streaming process can be used to compare operational conditions before and after roadway or intersection improvements have been made. It can also be used as a tool to assist in prioritizing projects by analyzing the magnitude of operational deficiencies (such as delays and stops) for the project under consideration.

An analysis of traffic congestion was performed over a full day period by collecting travel times for selected segments of IH69C (US 281), IH2 (US 83), and several available local roads. For each segment, the average speed was calculated during a selected five-minute interval for each time period throughout the day. The present study used the full data output of this streaming program conducted over several months.

Figure 3-3 and Figure 3-4 represent exemplary speed heat maps for AM and PM peak periods in eastbound (EB) direction. Each heat map shows a color-coded representation of the average vehicle speed during the time period from May to August 2014; green represents speeds greater than 55 mph, yellow represents speeds from 35 to 55 mph, and red represents speeds lower than 35 mph.

During the AM and PM peak period, heavy congestion is observed on IH2 (US 83) in the EB directions just before IH69C (US 281). C&M used the raw data from the monitoring program and, after reviewing and validating it, incorporated the acquired speeds into the CMHCTDM validation.

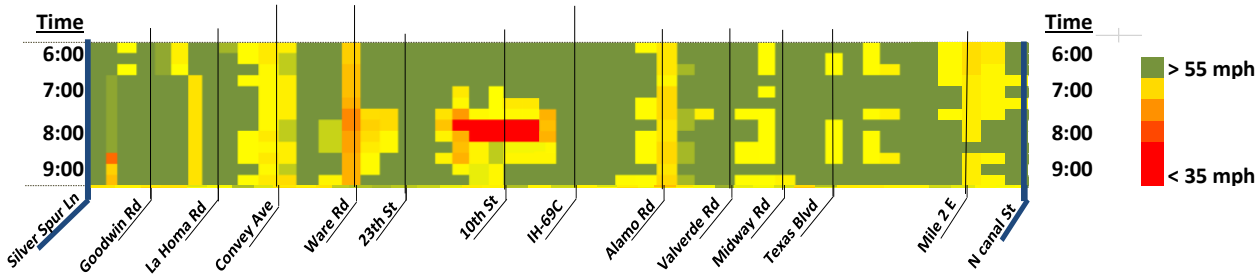

Figure 3-3. AM Speed Heat Map for IH2 East Bound

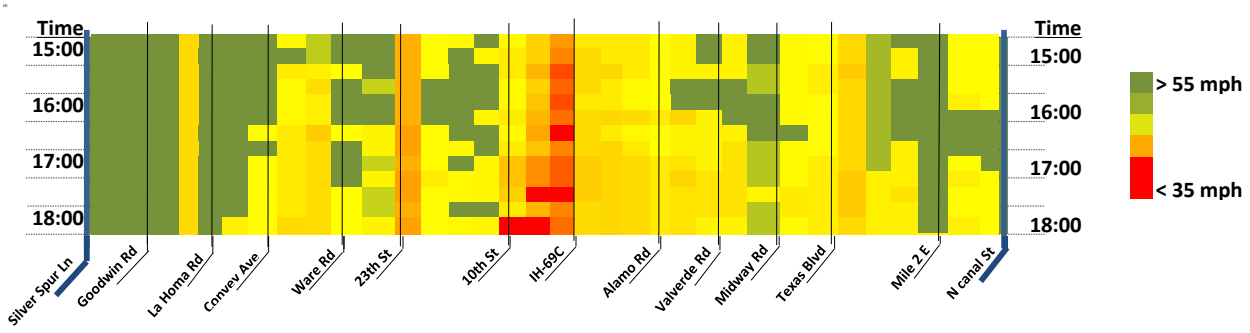

Figure 3-4. PM Speed Heat Map for IH2 East Bound

3.5. Origin-Destination Surveys

C&M designed a regional OD survey for Hidalgo and Cameron County and a commercial truck survey for truck crossings into Hidalgo County. The regional OD Survey was performed by AirSage, Inc. (AirSage) based on mobile device data. Since such data can only track the movement of people (e.g., cell phone owners), C&M added a commercial truck survey to acquire ODs specifically from trucks entering Hidalgo County. The following sections describe the two surveys in more detail.

3.5.1. Airsage OD Survey

The regional OD survey was performed by AirSage using Wireless Signaling Extraction (WiSE) technology that compiles data from select wireless carrier networks as generated by mobile devices. This technology anonymizes the data and performs multiple stages of analysis to monitor the location and movement of mobile devices.

AirSage uses a modular, multi-step methodology to derive useful information and analytics from wireless signaling data provided by its wireless carrier partners. The core components of the data collection, processing, and delivery process include the following:

- *Device Location Processing:* Time-stamped locations (latitude/longitude) are generated for each mobile device (e.g., a cellphone), utilizing the network signaling data generated each time a mobile device interacts with the mobile network. This interaction occurs not only when devices are in use, but also when they are in idle mode.
- *Activity Pattern Analysis:* The data are run through a series of pattern recognition and statistical clustering algorithms to determine repeated and irregular trip patterns and primary activity locations for a device. This information can then be used to classify trip purpose.
- *Activity Point Generation*: Each device location is combined with other recent sightings and known activity locations to further refine the location, determine if the device is moving or stationary, and calculate additional attributes to create individual "Activity Points." These are then combined to create "Trip Legs," which eventually allow the creation of a network of travel behaviors.

- *Population Synthesis:* A full population is synthesized from the original set of data collected by considering device quality and the penetration rates, which is the ratio of number of residents observed by AirSage in a given geographical area to the 2010 census population.
- *Trip Analysis*: Each trip is analyzed and classified into various categories such as resident class of subscriber, trip purpose, time of day, and day of week.
- *Data Aggregation and Packaging:* A unique study area is further subdivided into analysis zones, and the trip ends (Activity Points) are assigned to these zones. All of the trip ends within these zones are also assigned a purpose and time of day during which they took place. All of these data are then packaged in the form of an OD Matrix.

The OD data was processed for 145 aggregated traffic analysis zones (TAZs) for Hidalgo and Cameron County from mid-October to mid-November, representing an average month of the study area in terms of traffic volumes. The population covered approximately 1,300,000 people. The OD survey was created for weekdays (Tuesday through Thursday) and for weekend trips separately. The coefficient of determination (R^2) between the obtained OD trip volume of the aggregated TAZs within the two counties and the volume from the calibrated TDM was 0.95, indicating a good model fit. Figure 3-5 to Figure 3-8 shows origin and destination trip density comparison of the AirSage versus the CMHCTDM.

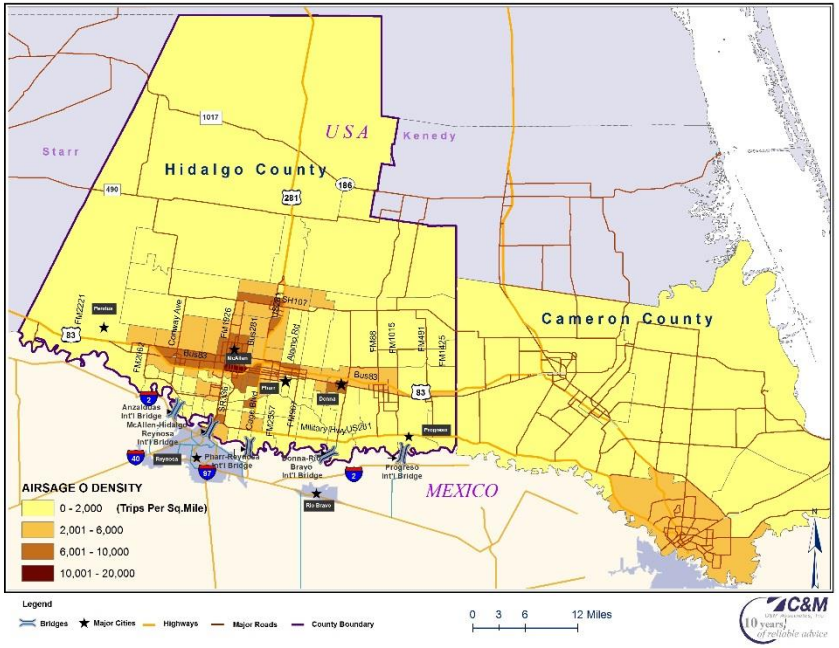

Figure 3-5. Airsage Trip Density Origin

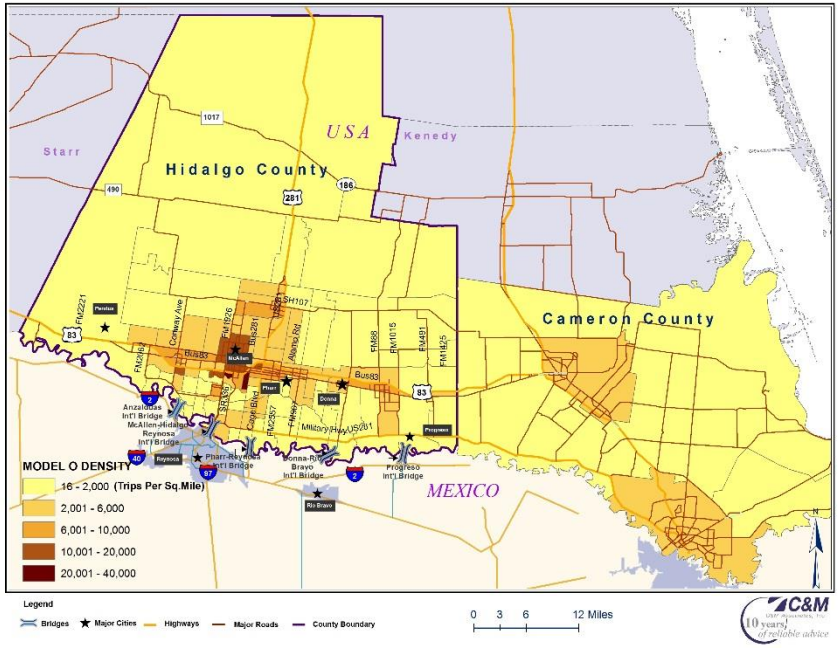

Figure 3-6. CMHCTDM Trip Density Origin

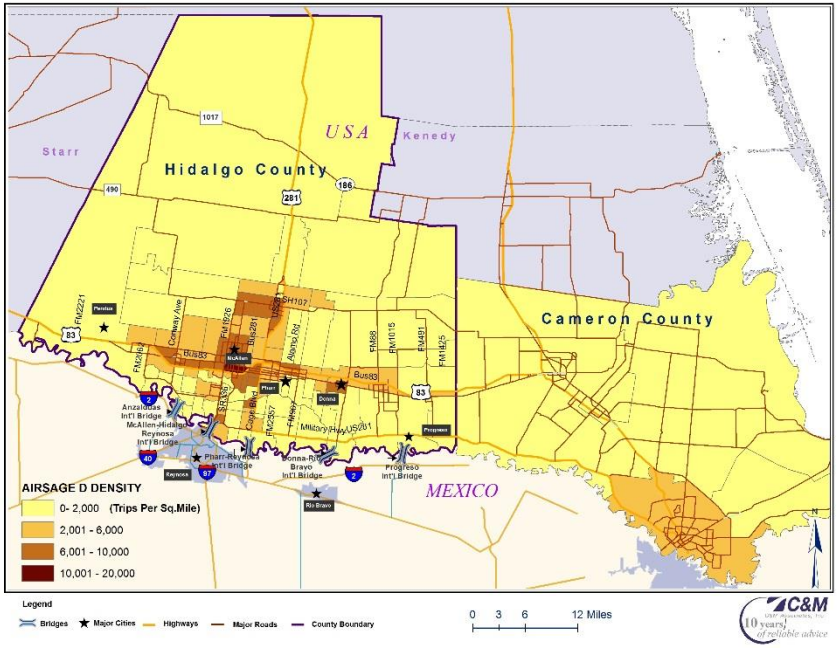

Figure 3-7. Airsage Trip Density Destination

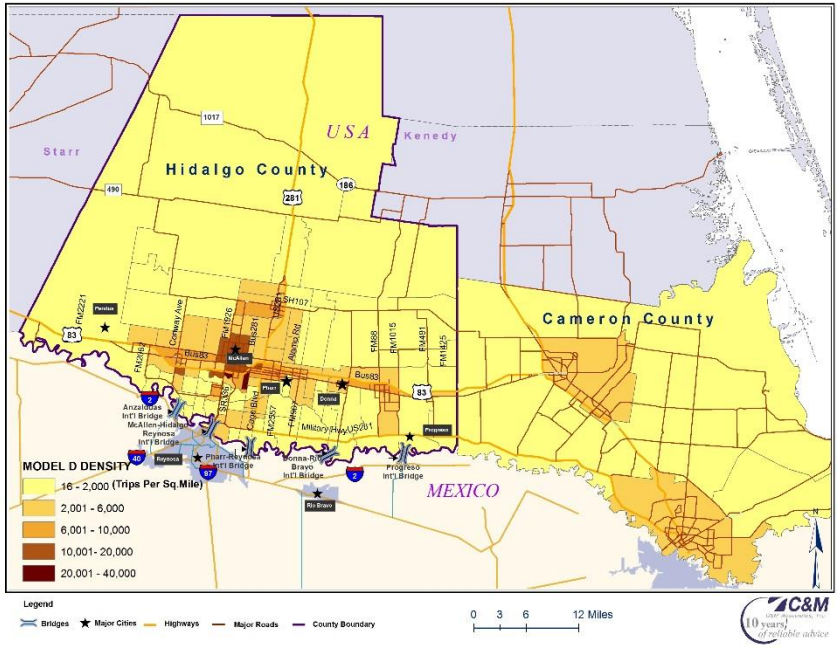

Figure 3-8. CMHCTDM Trip Density Destination

Besides the pure OD data from this survey, C&M obtained additional information that has also been used in model development and validation. Based on the location, length of stay, and the time of day, the mobile device OD survey determined the OD matrix also by trip purposes. The following trip purposes were included in this survey: Home-Based Work (HBW), Home-Based Other (HBO), Work-Based Other (WBO), Worked-Based Home (WBH), Worked-Based Work (WBW), Home-Based Home (HBH), Other-Based Home (OBH), Other-Based Work (OBW), and Other-Based Other (OBO).

C&M used the aggregated version of trip purpose information to validate the Trip Tables from the CMHCTDM by time period, as shown in Table 3-3. It can be observed that the distribution over the daily time periods for the aggregated trip purposes HBW, Home-Based Non-Work (HNW), and Other are similar.

Table 3-3. Comparing Model vs Survey Trip Purpose Distribution by Time Period

Item	Type	AM	PM	MD	NT
Model Shares	HBW	31%	26%	22%	21%
	HNW	12%	23%	45%	20%
	Other	13%	24%	44%	19%
Survey Shares	HBW	29%	21%	30%	20%
	HNW	15%	21%	35%	29%
	Other	15%	22%	42%	21%

Note: AM = Morning Period, PM = Afternoon Period, MD = Mid Day Period, NT = Night Time Period

The obtained trip length distribution from the OD survey is compared to the model distribution in Chapter 5. Other data that have been very useful for model development include the separation of the OD matrix into 16 income groups. Based on these data, C&M could identify for every OD pair the percent of trip volume by these income groups, which provides a significant improvement to the toll diversion model of the CMHCTDM. Comparing the total trip volume from AirSage by income group to the Census household income group distribution of Cameron and Hidalgo County shows a similar pattern, as can be seen in Figure 3-9.

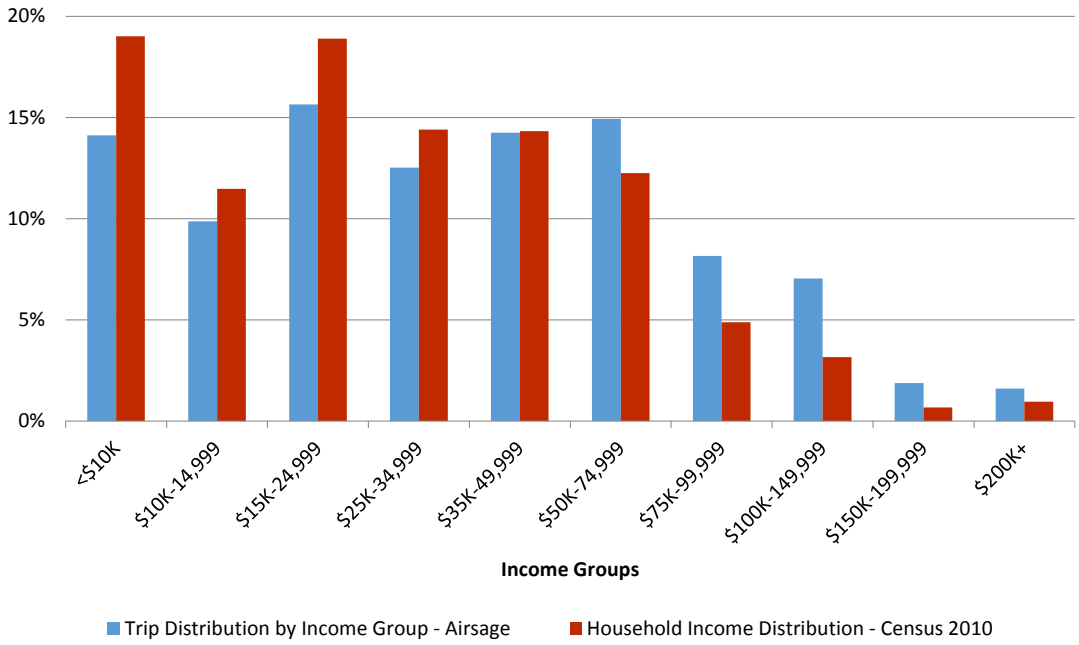

Figure 3-9. Income Group Distribution Comparison

3.5.2. Commercial Truck survey

C&M performed a commercial truck survey on the two truck-carrying international bridges in Hidalgo County: Pharr and Progresso International Bridge. C&M surveyed the trucks crossing from Mexico into the United States. The survey was conducted for one week in May 2014. Existing data regarding truck crossings on Hidalgo County international bridges indicate that May is a representative month in terms of traffic volumes. Due to the project schedule, there was no possibility to survey trucks based on specific load types, because the types of goods imported to the United States vary throughout the year. C&M obtained permission to survey truck drivers south of the Mexican/U.S. border while they were in the queue waiting to cross into the United States. The survey materials included a paper-and-pencil questionnaire and a Projects location map. Figure 3-10 shows example images of the surveying process.



Figure 3-10. Truck Survey Images

The survey sample size was 615 truck drivers on the Pharr International Bridge and 140 truck drivers on the Progresso International Bridge, which makes around 33 and 80 percent of the daily truck trips. The achieved sample size is a statistically significant proportion of the truck populations for these bridges.

The survey included not only questions about origin and destination, but also trip frequency, trip duration, cargo type, and general information of the truckers' company and logistics. Selected statistics from the survey are summarized below.

Who pays the Tolls?

For the question regarding who pays the fee to use a toll road, the majority of respondents answered that each route is pre-determined by the driver's company, and if there are tolls involved, each driver is expected to pay the tolls and receive company reimbursement later.

Average Duration of the Trip

Figure 3-11 and Figure 3-12 present the average hourly duration of a trip for truck drivers using Pharr and Progreso International Bridge, respectively. As can be seen, the respondents on both bridges gave similar answers regarding trip duration.

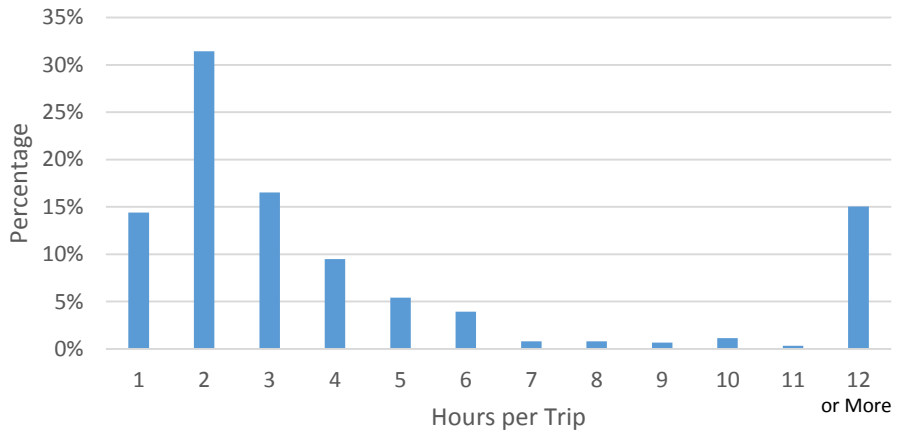

Figure 3-11. Trip Duration – Pharr Bridge

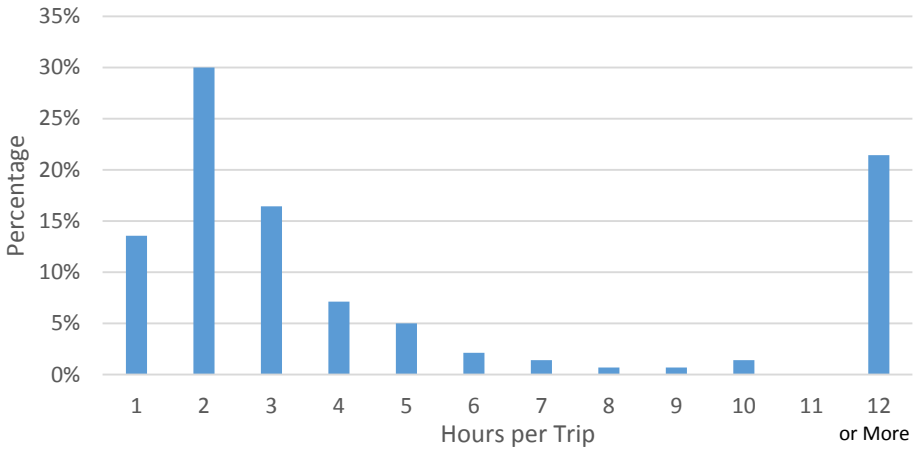

Figure 3-12. Trip Duration – Progreso Bridge

Average Number of Truck Axles

Figure 3-13 and Figure 3-14 show the number of truck axles crossing Pharr and Progreso International Bridge, respectively. Results indicated that the majority of trucks on both bridges have five axles, and the Progreso International Bridge has not been used by trucks with less than five axles.

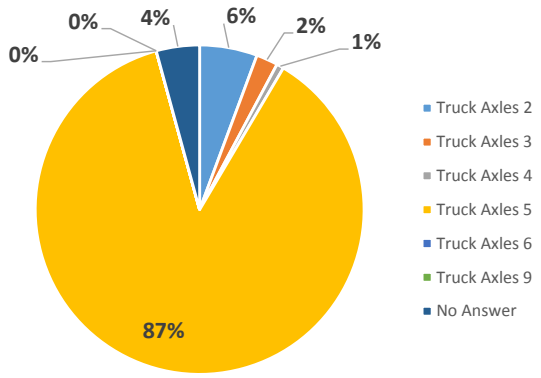

Figure 3-13. Number of Axles – Pharr

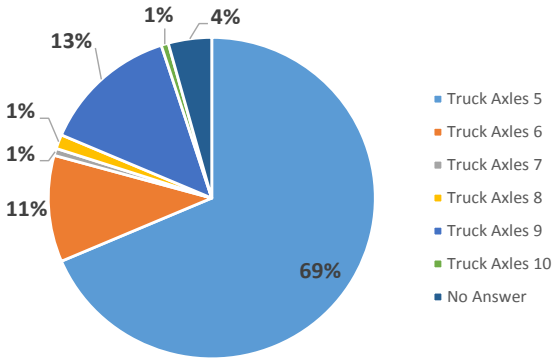

Figure 3-14. Number of Axles – Progreso

Load Type

Figure 3-15 and Figure 3-16 show the types freight the trucks carry on Pharr and Progreso International Bridge, respectively. Fruits and Vegetables were the major imported products on both bridges, and a greater variety of freight is carried over the Pharr International Bridge. However, as noted earlier, these types of freight imported are subject to change throughout the year.

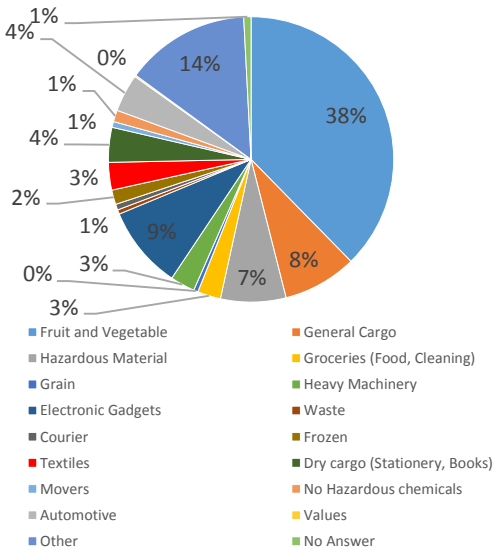

Figure 3-15. Load Type – Pharr

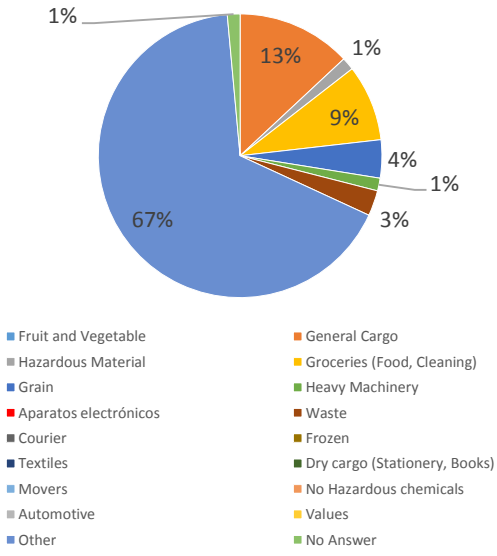

Figure 3-16. Load Type – Progreso

Other Relevant Statistics

- 49% of drivers at Progreso Bridge and 34% of drivers at Pharr Bridge perform this trip on a weekly basis.
- 94% of drivers at Progreso Bridge and Pharr Bridge have the cost of crossing the bridges paid for by their companies.
- 89% of drivers at Progreso Bridge and 52% of drivers at Pharr Bridge were not coming from a Maquiladora or an industrial park.
- 53% of trucks at Progreso Bridge and 74% of trucks at Pharr Bridge are owned by a Company or an Association.
- 55% of trucks at Progreso Bridge and 48% of trucks at Pharr Bridge do not belong to a fast driving program.
- 64% of drivers at Progreso Bridge and 44% of drivers at Pharr Bridge do not face any traffic congestion once they cross the U.S. border.
- 36% of trucks crossing the Pharr International Bridge from the United States to Mexico are three-axle trucks.

4. Socioeconomic Evaluation and Projection

This chapter provides an evaluation of current and future socioeconomic data within Hidalgo County and surrounding areas relevant to the Projects. Special emphasis was placed on factors that impact transportation activities and drive traffic demand within the area of the Projects, particularly population, employment, number of households, median household income, and gross domestic product (GDP).

C&M based its socioeconomic evaluation on a study carried out by the Center for Border Economic Studies (CBEST) at the University of Texas-Pan American (UTPA). CBEST is a public policy research unit of the College of Business Administration at UTPA; it is dedicated to the study of problems and issues unique to the U.S./Mexican border economy. CBEST conducts interdisciplinary research that supports economic development, trade, entrepreneurship, innovation, social mobility, and access.

C&M's evaluation process not only included a study of historical growth within Hidalgo County, but within the region as a whole. In addition, C&M considered other data and projections in the evaluation process, and a number of private economic research and forecast groups were consulted, among them Moody's Analytics and Woods & Poole Economics. Information from the previous CMHCTDM – 2012 Update was also used.

As part of its socioeconomic evaluation of the study area, C&M personnel took the following steps:

- Reviewed historical and forecasted socioeconomic data.
- Determined countywide population and employment growth rates between 2012 and 2035.
- Determined population and employment growth at the census tract level.
- Prepared Traffic Analysis Zone (TAZ)-level socioeconomics for all future model years using socioeconomic data provided by UTPA.

The following sections summarize the results of C&M's socioeconomic evaluation, beginning with a description of population data.

4.1. Population

The baseline assessment of population was derived from county and city data, including datasets on population and land use, all of which were collected and analyzed. Additional data were gathered from the following local, state, and federal agencies:

- Texas State Data Center (TSDC)
- U.S. Census Bureau (Census)
- HCMPO/C&M Model
- Reports and studies produced for cities within Hidalgo County
- Moody's Analytics (Moody's)

- Woods & Poole Economics (W&P)
- Texas Water Development Board (TWDB)

4.1.1. Historical Population Trends

The population of Hidalgo County has expanded rapidly in the last four decades, particularly in the 1990s following the implementation of NAFTA. As seen in Table 4-1, Hidalgo County has added 237,537 residents since 2000, with a Compound Annual Growth Rate (CAGR) of about 3 percent. In comparison, the state's overall CAGR is 1.9 percent for the same time period. With a 2012 population of 807,000 Hidalgo County is fast becoming the state's most populous border region.

Table 4-1. Hidalgo County Historical Population Trend

Item	1970	1980	1990	2000	2009	2010	2012
Hidalgo Population	181,535	283,229	383,545	569,463	741,200	774,769	807,000
CAGR		4.5%	3.1%	4.0%	3.0%	4.5%	2.1%

Source: US Census

Population growth in Hidalgo County has been influenced by two key demographic variables: high birth-rate and domestic in-migration. The high birth rate within the area is most likely due to the county's relatively young population. Indeed, its median age of 28.7 years is notably less than that of 33.6 registered for Texas and 36.9 for the United States. In addition, unlike its neighboring counties, Hidalgo County has a positive domestic in-migration, meaning that more people move into the county than move out. This ability to attract residents is a result not only of Hidalgo County's successful economic development programs and quality of life, but also of its booming economy, a by-product of its close relationship with the Mexican city of Reynosa on its southern border.

4.1.2. Population Projections by Outside Sources

In its analysis, C&M studied population projections and compared CAGR forecasts from a variety of outside sources, including W&P, Moody's, the TSDC, and the TWDB. It was found that W&P predicts the fastest rate of growth for the area, whereas the TSDC predicts the slowest growth, as seen in Table 4-2. UTPA population estimates are smaller than those presented by W&P and Moody's. UTPA argues that one key factor behind their lower estimates is lower population growth rates reported by the Census for 2011 and 2012. While the average yearly population growth rate between 2000 and 2010 has been 3.1 percent, for 2011 and 2012 this growth rate dropped to 1.9 and 1.6 percent, respectively.

Table 4-2. Hidalgo County Population Projections from Different Sources

Source	CAGR			Population
	2012-2018	2018-2025	2025-2035	2035
Moody's	2.1%	2.0%	1.8%	1,251,850
W&P	2.0%	2.0%	1.9%	1,270,862
C&M Model	1.7%	1.7%	1.5%	1,176,810
UTPA	1.9%	1.7%	1.5%	1,174,081
TSDC	1.5%	1.4%	1.3%	1,091,697
TWDB*	2.4%	2.3%	2.0%	1,353,520

Note: *Populations for 2012, 2018, and 2035 from the TWDB are calculated via linear interpolation from available data for 2010, 2020, 2030, and 2040.

4.1.3. Population Projections by UTPA

The research conducted by UTPA utilized panel statistical techniques to create "Optimistic," "Conservative," and "Most Likely" population estimates in Hidalgo County for the years 2012 through 2050. Table 4-3 presents UTPA's forecasts and C&M's adopted forecast.

Table 4-3. UTPA Population Forecasts for Hidalgo County

Population Forecast	2012	2018	2025	2035
Conservative	797,947	880,852	956,631	1,025,793
Most Likely	797,468	893,825	1,009,047	1,174,081
Optimistic	796,989	906,798	1,061,464	1,324,631
C&M Model	**809,552**	**895,597**	**1,011,213**	**1,176,810**
CAGR		2010-2018	2018-2025	2025-2035
Conservative		1.7%	1.2%	0.7%
Most Likely		1.9%	1.7%	1.5%
Optimistic		2.2%	2.3%	2.2%
C&M Model		**1.7%**	**1.7%**	**1.5%**

After evaluating UTPA's methodology and findings, C&M adopted the projections of this economic forecasting firm for use in its travel demand model (TDM).

4.1.4. Population at the Census Tracts Level

Using the existing proportions within the census tract as a base, population forecasts were assigned to each census tract. Figure 4-1 presents 2012 population density at the census tract level. Figure 4-2, Figure 4-3, and Figure 4-4 illustrate projected population density for the years 2018, 2025, and 2035, respectively.

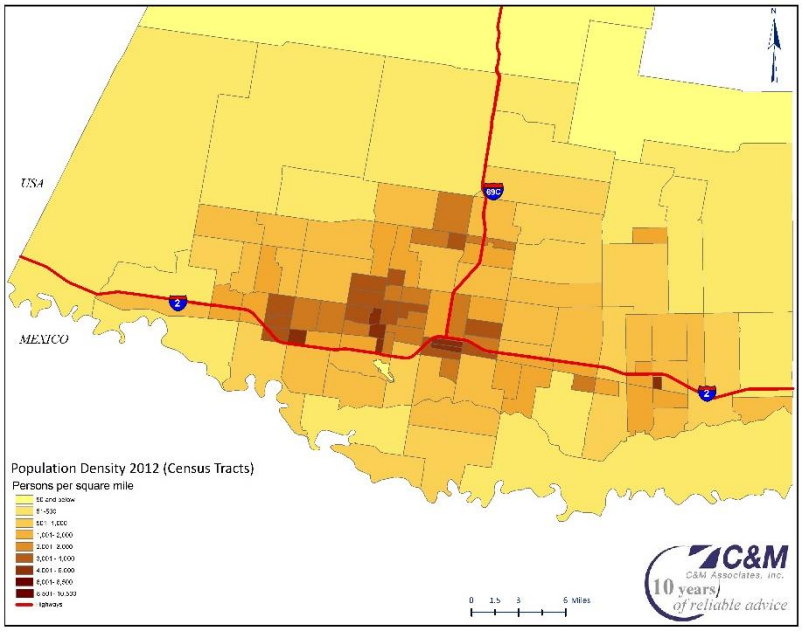

Figure 4-1. Population Density Map – 2012

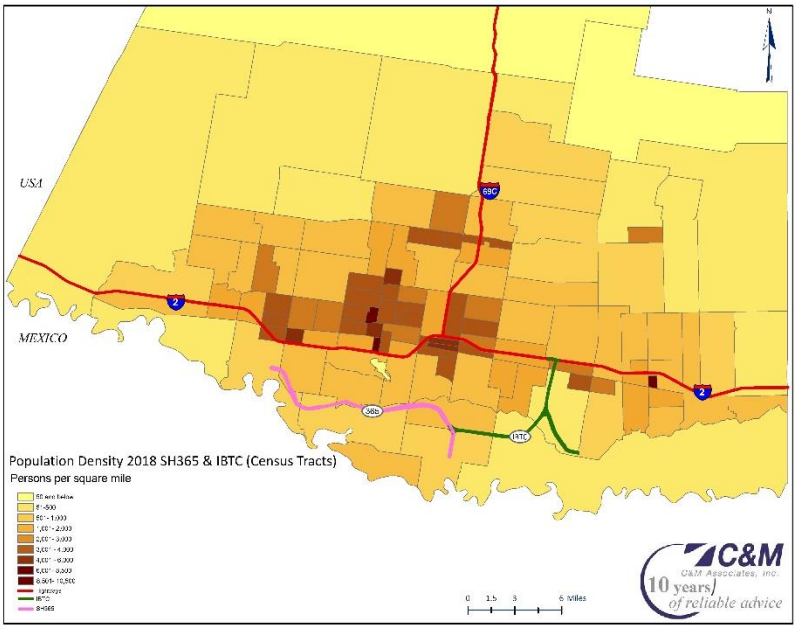

Figure 4-2. Population Density Map – 2018

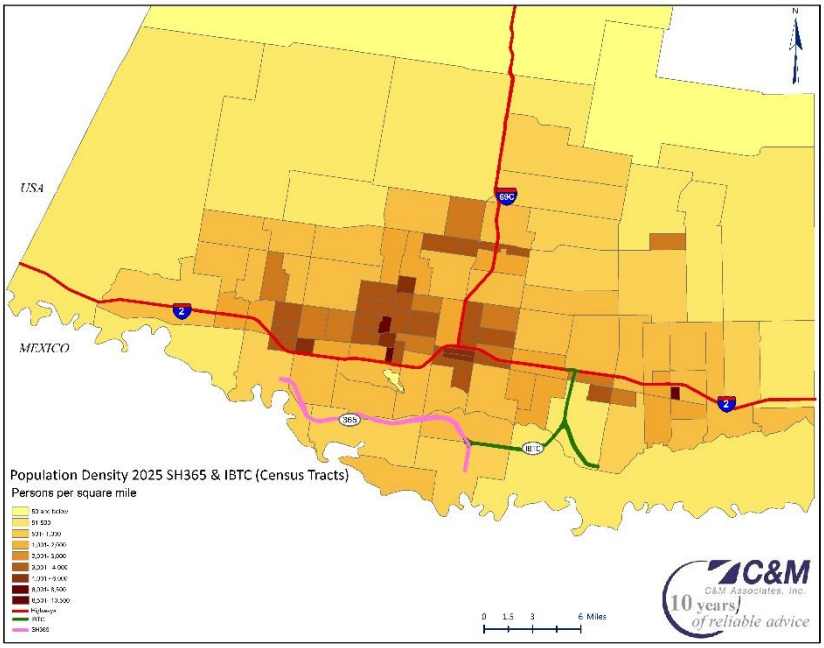

Figure 4-3. Population Density Map – 2025

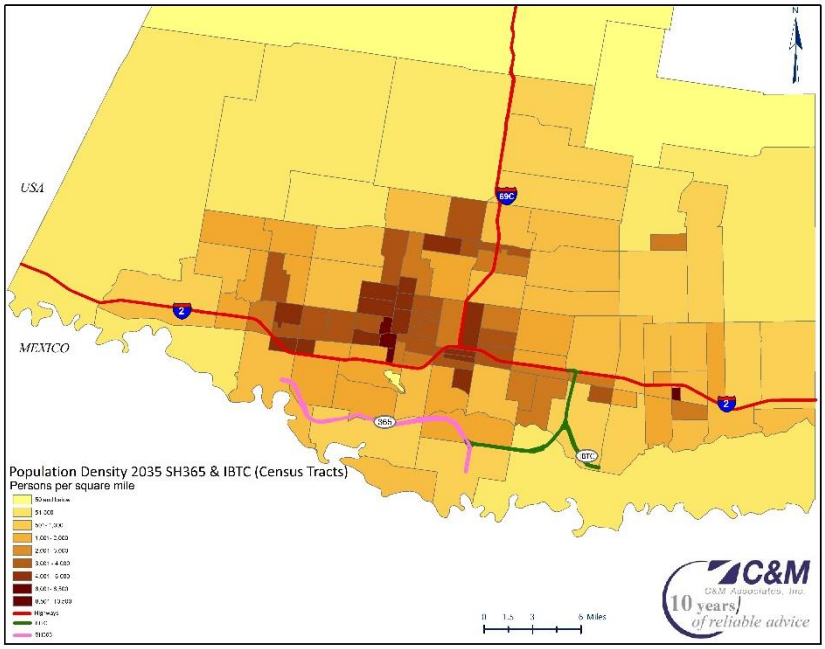

Figure 4-4. Population Density Map – 2035

4.2. Employment

From a transportation planning perspective, workplace-based employment in a region provides a more straightforward picture of trip destinations. In an effort to develop such a picture, C&M studied and evaluated Hidalgo County's current job market, the area's employment history, and available projections for the county. Based on that information, employment forecasts were developed for the greater Hidalgo County area, specifically for those census tracts within the study area. The final employment forecast took into account information obtained through interviews with Hidalgo County stakeholders. These interviews not only provided valuable insights into the current trends within the area, but they also provided an indication of what might lie ahead in the future.

4.2.1. Historical Employment Trends

C&M collected and analyzed county and city data pertaining to employment and labor force size within Hidalgo County. Additional employment information was then gathered from local, state, and federal agencies, as well as from the following private economic research and forecasting groups:

- Bureau of Labor Statistics (BLS)
- Moody's
- W&P

Table 4-4 below depicts Hidalgo County's employment growth pattern since 1990. The findings indicate that, with the exception of 2009, the area has consistently experienced an increase in jobs. In fact, until 2008 employment in Hidalgo County was growing at a faster rate than the population. During recent years, both employment and population have grown at similar rates.

Table 4-4. Hidalgo County Historical Employment Trends

Item	1990	2000	2005	2006	2007	2008	2009	2012
Total Nonfarm Employment	101,408	156,875	194,492	202,158	211,842	219,258	217,475	228,900
CAGR		4.5%	4.4%	3.9%	4.8%	3.5%	-0.8%	1.7%

Source: Bureau of Labor Statistics (BLS)

From 2000–2012, when compared to other counties along the Texas-Mexico border, as well as to the State of Texas and the nation as a whole, Hidalgo County experienced a substantially higher rate of population and employment expansion, as seen in Figure 4-5.

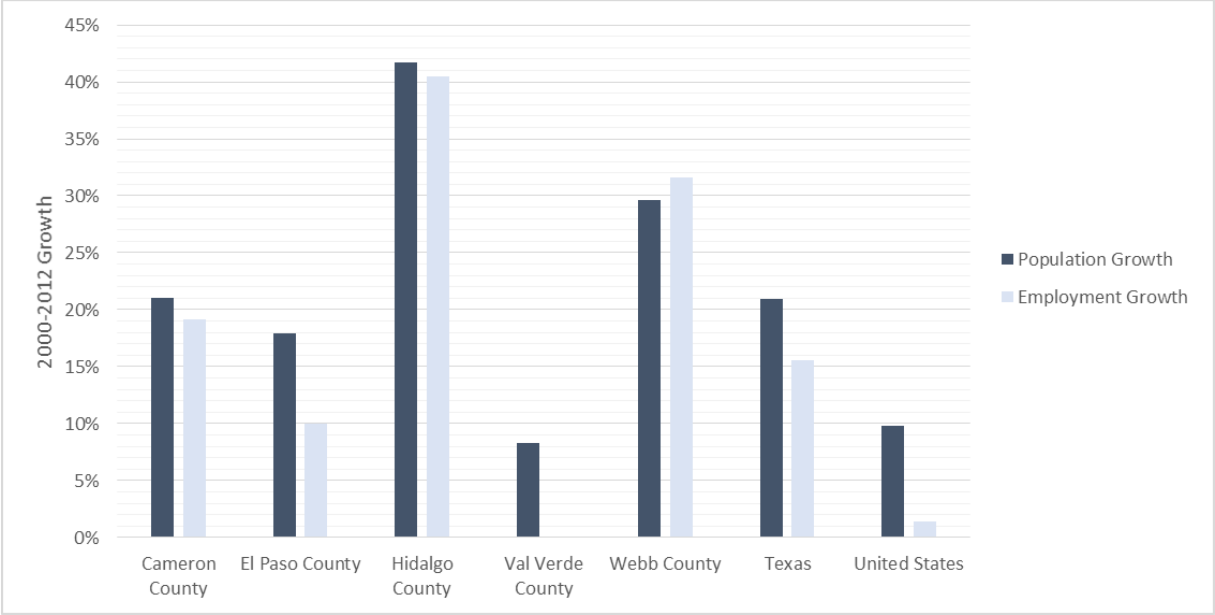

Figure 4-5. Comparison of Hidalgo Demographic Growth with Other Areas

4.2.2. Employment Projections by Outside Sources

C&M reviewed employment projections provided for Hidalgo County by Moody's and W&P, as seen in Table 4-5 below. While the findings reveal a significant difference between the two firms regarding employment growth during the first few years, both sources forecast similar overall growth by the year 2035.

Table 4-5. Hidalgo County Employment Projections from Different Sources

Source	Forecasted CAGR		
	From 2012 to 2018	From 2018 to 2025	From 2025 to 2035
Moody's	3.3%	1.6%	2.2%
W&P	2.2%	2.2%	2.1%

4.2.3. Employment Projections by UTPA

Providing a short-term and long-term economic forecast for employment within the project area required a review of current macroeconomic trends such as the national economic recession, inflation, trade deficits, and others, all of which impact local economic activity. Also factored into this economic equation were existing and planned activities in Hidalgo County and the Mexican city of Reynosa.

The national economy is an important driver for Hidalgo County's short-term economic outlook; indeed, national and international trends are proving to have a major impact on the health status of an increasing number of local firms. The area's close proximity to northern Mexico's many manufacturing and export assembly plants (i.e., *maquiladoras*) has led to a robust trade industry; as a result, the long-term forecast calls for Hidalgo County to remain an attractive location for residents and businesses alike. Therefore,

long-term population and employment projections outlined in this report represent realistic estimates of Hidalgo County's growth potential. Accordingly, employment projections are expected to follow historical growth patterns as illustrated in Table 4-6, which shows the Most Likely, Optimistic, and Conservative forecast levels used by UTPA to gauge Hidalgo County's employment through 2035.

Table 4-6. UTPA Employment Forecasts for Hidalgo County

Employment Forecast	2012	2018	2025	2035
Conservative	230,846.06	301,164	323,206	335,776
Most Likely	230,951	260,676	296,086	346,922
Optimistic	231,079	263,520	307,570	379,904
C&M Model	**230,951**	**260,676**	**296,086**	**346,922**
CAGR		**2018-2010**	**2025-2018**	**2035-2025**
Conservative		4.5%	1.0%	0.4%
Most Likely		2.0%	1.8%	1.6%
Optimistic		2.2%	2.2%	2.1%
C&M Model		**2.0%**	**1.8%**	**1.6%**

Hidalgo County's employment growth has closely mirrored its growth in population. In fact, over the past 20 years, employment in the area has expanded at a CAGR of about 3.8 percent. By the year 2035, UTPA's Most Likely scenario projects 346,922 jobs within the Hidalgo County area.

4.2.4. Employment at Census Tract Level

Forecasted county-wide employment totals served as the control for assigning employment figures at the census tract level. Total employment figures were estimated by job category to match the input fields for C&M's TDM. Basic, retail, and service employment categories contribute to about 14, 14, and 72 percent of the total employment, respectively. Education sector employment was included in the service sector.

Figure 4-6 presents employment density in 2012 at the census tract level. Figure 4-7, Figure 4-8, and Figure 4-9 illustrate employment density for the years 2018, 2025, and 2035 based on the build scenarios for the IBTC and SH 365.

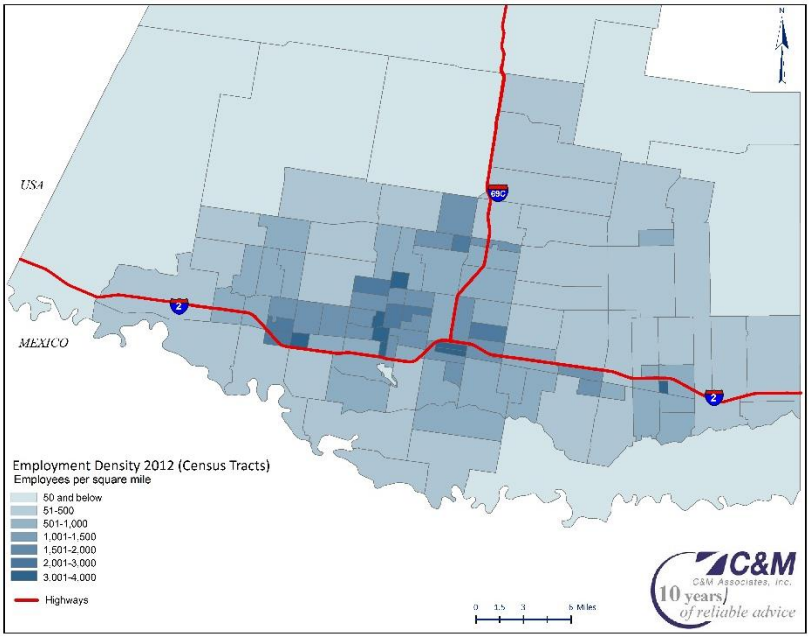

Figure 4-6. Employment Density Map – 2012

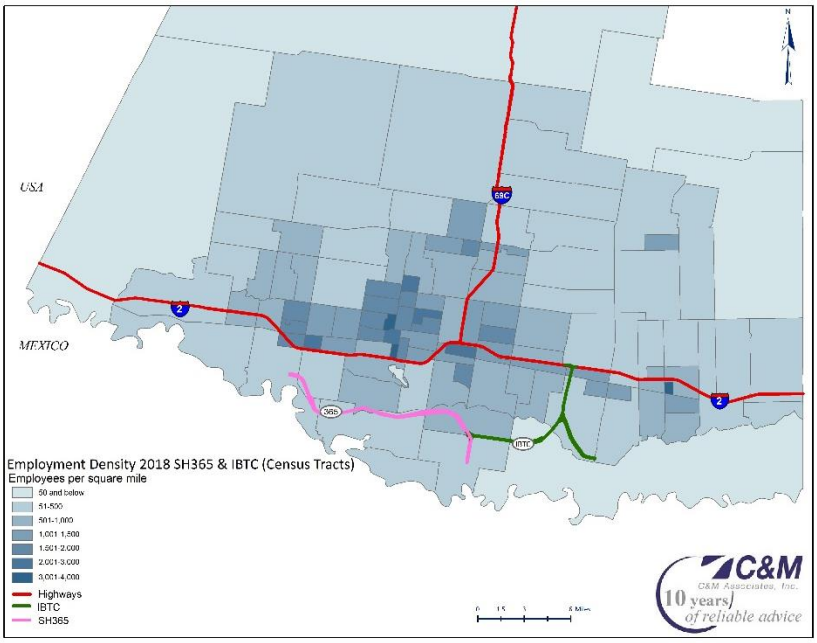

Figure 4-7. Build Scenario Employment Density Map – 2018

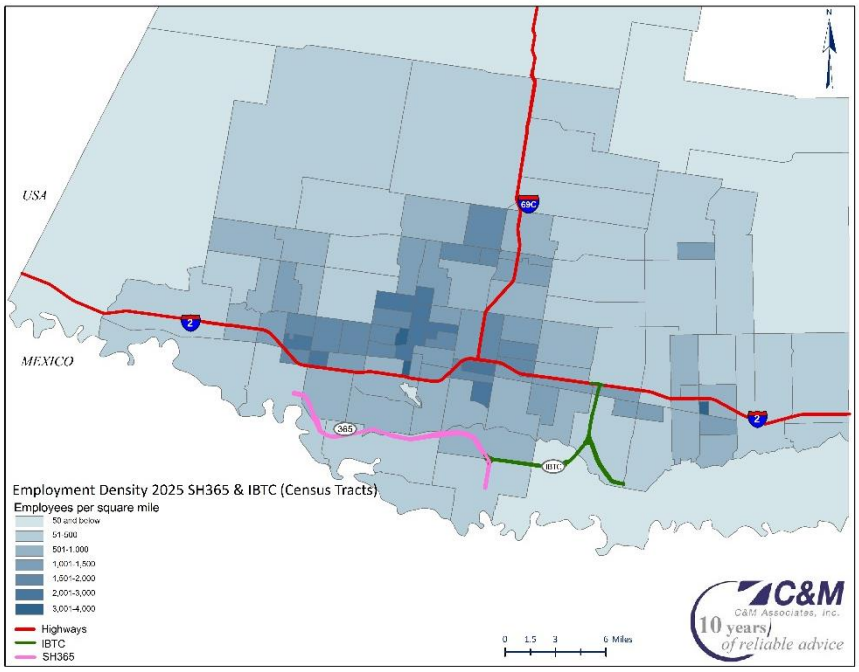

Figure 4-8. Build Scenario Employment Density Map – 2025

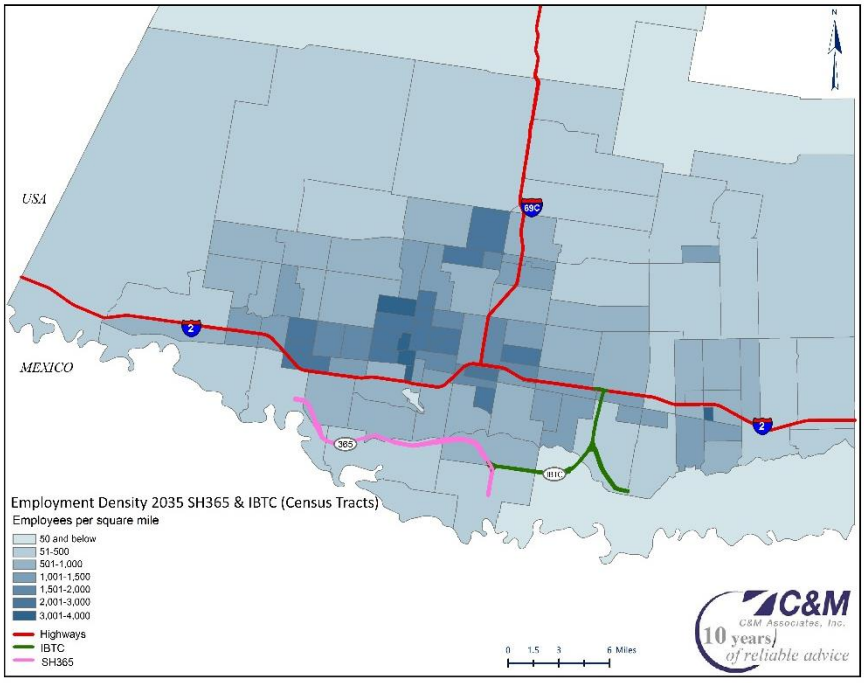

Figure 4-9. Build Scenario Employment Density Map – 2035

4.3. Cross Border Economic Activity

Hidalgo County and northern Mexico represent a highly-integrated economic unit. Each day, residents from both countries travel across the border in search of consumer goods, personal services, and educational and employment opportunities. Businesses ship raw materials and unfinished products to manufacturing facilities throughout the region, where they await additional processing, final assembly, and eventual distribution. Therefore, socioeconomic trends in Mexico and the border region have a profound impact on activity within Hidalgo County, stimulated in large part by the fast-growing Mexican city of Reynosa, located just across the border. From 2000–2010, Reynosa's population experienced a CAGR of 3.8 percent.[1] Figure 4-10 compares Reynosa's recent population boom with the populations of other major urban areas in Mexico, as well as with the State of Tamaulipas and the nation as a whole.[2]

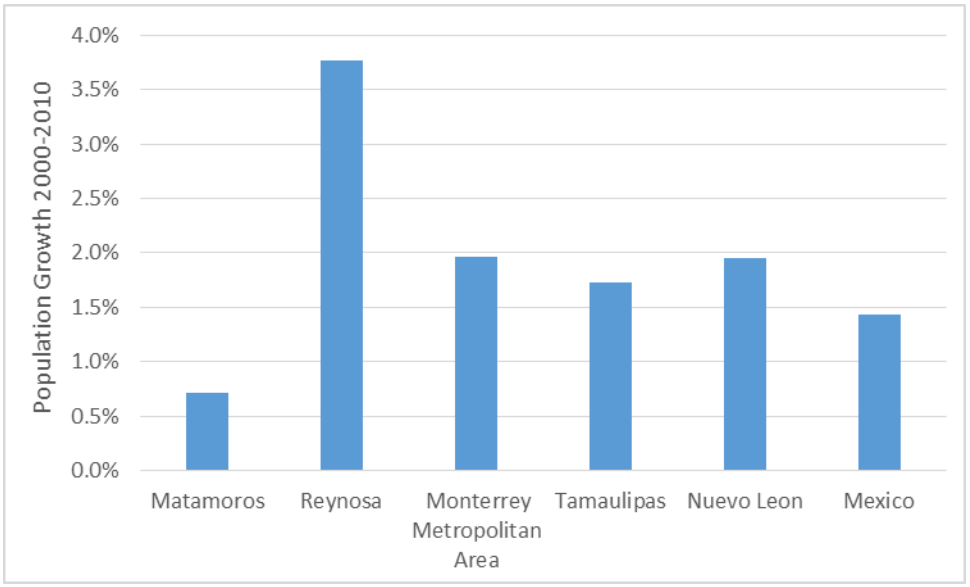

Figure 4-10. 2000 to 2010 Population Growth in Representative Mexican Regions

4.3.1. Median Household Income Trends and Projections

Median household income is another socioeconomic variable used as an input in travel demand modeling. Data pertaining to Hidalgo County's median household income were obtained from a variety of sources. Historical trends, current figures, and future projections were compared in order to ensure consistency. Historical and forecasted median household income for Hidalgo County is presented in Figure 4-11 below.

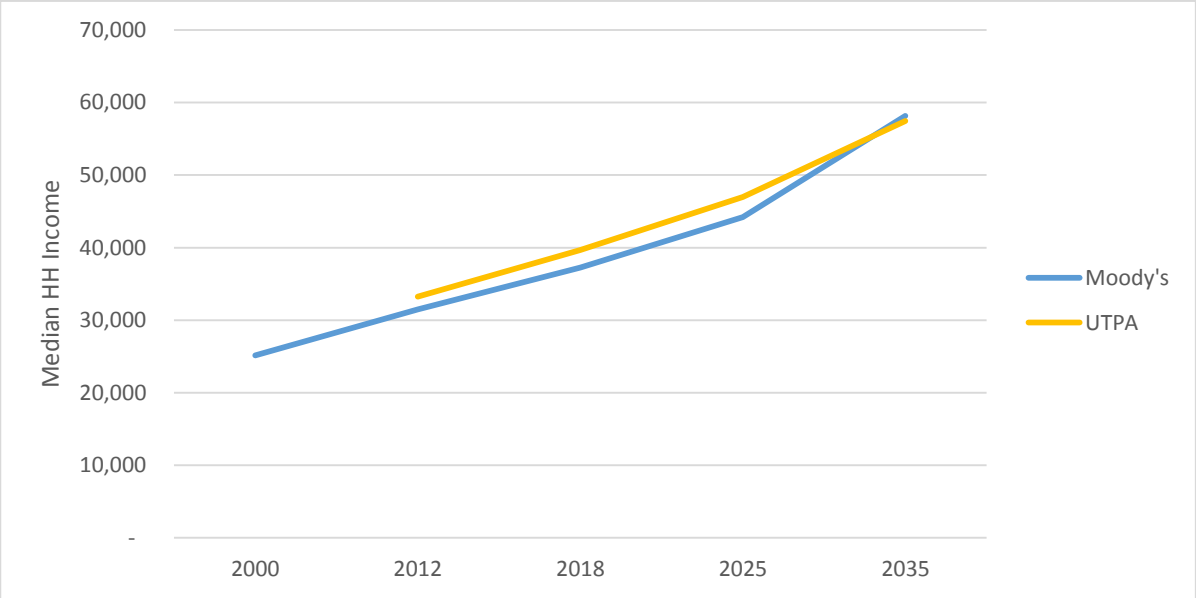

Figure 4-11. Historical and Projected Median Household Income by Source

4.4. Gross Domestic Product

Gross Domestic Product (GDP) is widely seen as the most comprehensive measure of economic activity. An industry's GDP, or its value added, is calculated as the sum of incomes earned by labor and capital and the costs incurred in the production of goods and services.

Consistent with a growing economy, Hidalgo County's GDP has reached the levels experienced prior to the Great Recession: over $13.8 billion. As with other socioeconomic information, C&M adopted UTPA's projections for future GDP trends. Figure 4-12 presents historical and future GDP per-capita trends for Hidalgo County according to UTPA.

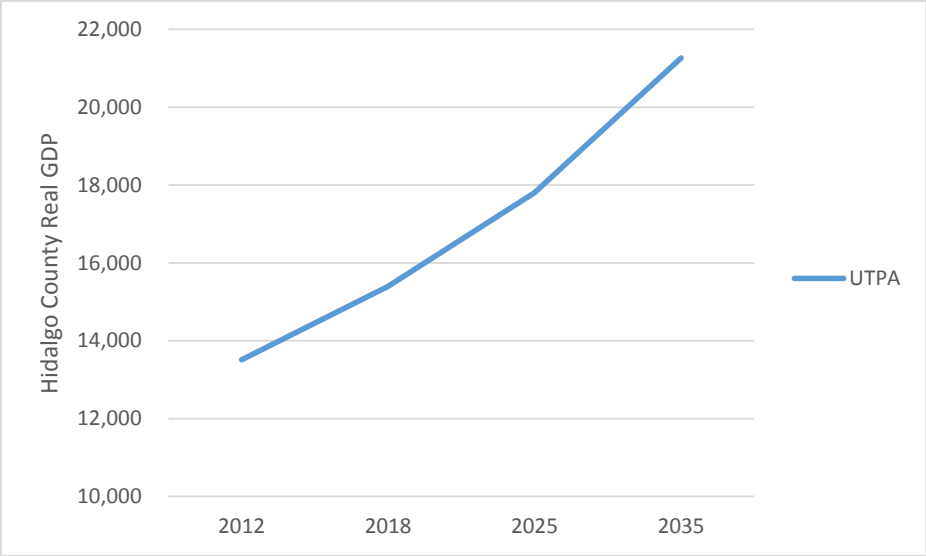

Figure 4-12. UTPA's Hidalgo County Real GDP Projections

Moody's provided Texas GDP based on historical growth and other economic factors. Figure 4-13 presents historical and future GDP forecasts from Moody's.

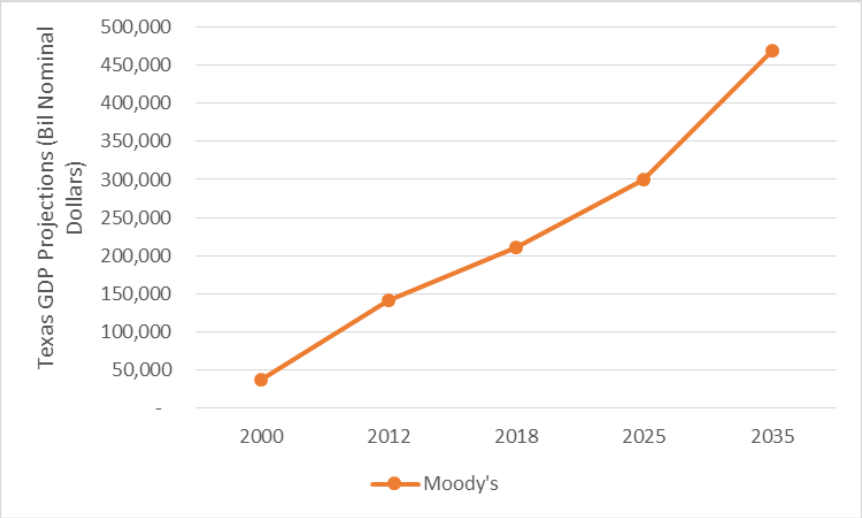

Figure 4-13. Moody's Texas GDP Projections

4.5. Consumer Price Index

The Consumer Price Index (CPI) measures the average price of consumer goods and services purchased by households, as well as price change for a constant market quantity of goods and services from one period to the next within the same region. The annualized percent change in CPI is a means of estimating inflation. Usually, economic indicators such as GDP are forecasted in nominal terms by different economists. CPI is used to deflate this forecast to dollars of one base year so that the real growth in such indicators

can be understood. C&M used percent changes in CPI projections provided by Moody's to obtain the real growth in per capita GDP and, in turn, real growth in toll rates for the Projects throughout the concession period.

Figure 4-14 illustrates historical CPI for the State of Texas as well as future projections adjusted to the year 2012.

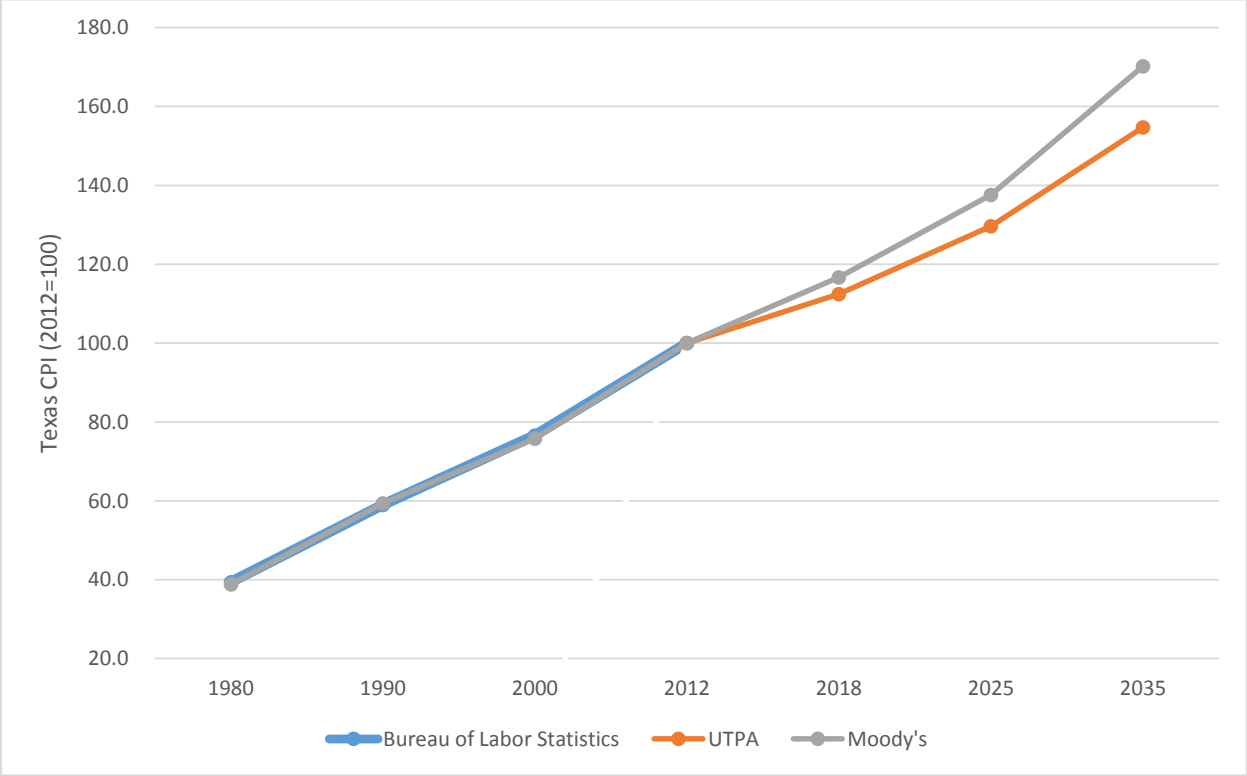

Figure 4-14. Historical and Projected CPI by Source

[1]Instituto Nacional de Estadística y Geografía, Mexico (n.d.). Datos de la Población Mexicana. Retrieved August 4, 2014 from http://www.inegi.org.mx/inegi/default.aspx

[2] City Population (n.d.). Mexico: Metropolitan areas. Retrieved August 5 2014 from http://www.citypopulation.de/Mexico-Agglo.html

5. Modeling Approach

This chapter outlines the steps undertaken by C&M in its effort to model travel demand for the proposed Projects. For this study, C&M updated the existing C&M four-step travel demand model (TDM) on the TransCAD 6.0 build 6025 platform. C&M evaluated and updated all four steps of the TDM based on current transportation data, future road network improvements, travel demand, and traffic patterns available within the project area.

The model was calibrated to existing traffic conditions within the area and subsequently used in the development of future year networks for 2018, 2025, and 2035. For those years falling in between the modeled years, and for those after 2035, T&R figures were calculated by interpolating and extrapolating the results of the models and applying them to projected years. The model area is divided into 926 Traffic Analysis Zones (TAZs): 900 internal zones and 26 external zones. The external zones comprise 16 major highways and 10 international bridges, as presented in Figure 5-1.

The following sections describe the development of the C&M Hidalgo County TDM (CMHCTDM) as well as the time of day methodology, model calibration, and toll diversion.

5.1. Travel Demand Model Development

The CMHCTDM development included updating the model transportation networks as well as updating and validating the four-step model methodology. The following section outlines the process undertaken by C&M to update the 2012 base year model network and the future roadway networks within the project area.

5.1.1. Network Coding

Base Year Network

C&M reviewed the CMHCTDM 2012 base year network with existing information. The major source for the network update has been the Hidalgo County Metropolitan Planning Organization (HCMPO) Thoroughfare Plan from February 20, 2014,[1] supplemented by other publicly available satellite images, with a specific focus on the study area around the Projects.

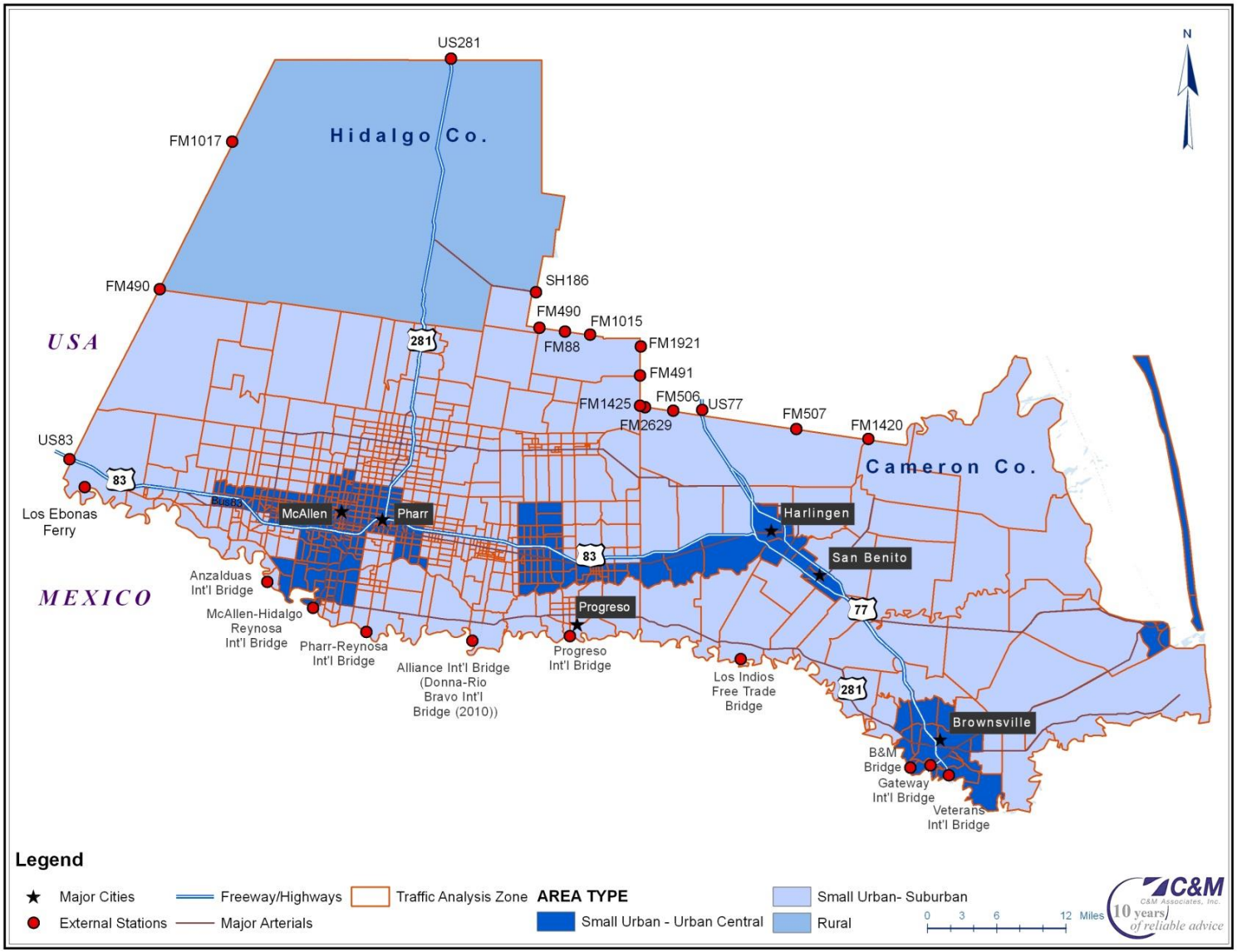

Figure 5-1. CMHCTDM Traffic Analysis Zones

The CMHCTDM roadway links have seven classes based on their individual functions within the transportation network. Every road class has its own free flow speed and hourly capacity per lane, depending on the kind of area in which the roadway link is located. Table 5-1 presents the speed and daily capacity per lane for every road class. Figure 5-2 depicts the functional classes of the CMHCTDM base year roadway network.

Table 5-1. Hourly Capacity and Speed Table

Road Class	Area Type					
	Small Urban - Suburban		Small Urban - Urban Central		Rural	
	Capacity	Speed	Capacity	Speed	Capacity	Speed
Highways	1,600	65	1,400	65	1,400	70
Major Arterials	800	45	600	50	600	55
Minor Arterials	800	35	700	40	600	45
Collectors/Local St.	600	30	600	35	400	40
Frontage Road	1,000	35	800	35	800	35
Ramps	1,500	35	1,500	35	1,500	35
Centriod Connectors	9,000	35	9,000	35	9,000	55

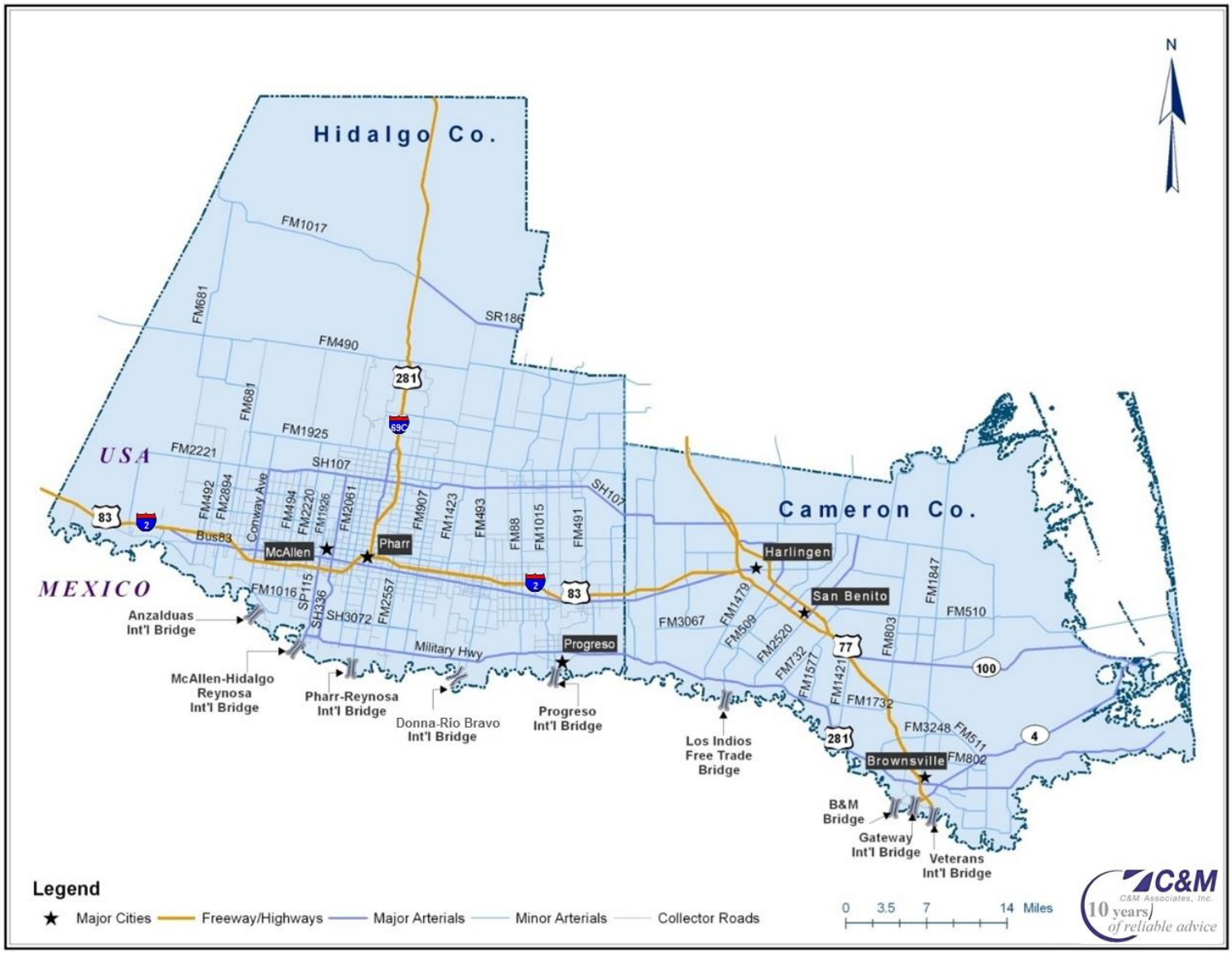

Figure 5-2. CMHCTDM Base Year Roadway Network

Future Year Networks

C&M developed model roadway networks for 2018 (Opening year), 2025, and 2035, taking into consideration the HCMPO Long Range Metropolitan Transportation Plan (MTP) 2035[2] and the Transportation Improvement Program (TIP) outlined in the MTP for fiscal year 2013–2016[3] (Amendment #5). All network improvements inside the study area that were assumed in developing future year network improvements are illustrated in Table 5-2 and Figure 5-3.

Build Networks

The Projects are expected to open in 2018. C&M coded the Projects' alignments inside the 2018, 2025, and 2035 model roadway networks based on the design drawings provided by Dannenbaum Engineering, Inc. Roadway characteristics corresponding to the Highway road class were assigned to the Projects.

As per design drawings, the Projects will have two lanes in each direction during the opening year and will be improved to three lanes in each direction by 2035. C&M assigned a free flow speed of 75 mph. Figure 5-3 shows the Projects' alignments and includes the future network improvements.

Table 5-2. Network Improvements in the Study Area from 2010–2030

HCMPO Project ID	Roadway	From	To	Number of Lanes and Year				
				2012	2018	2025	2030	2035
HC-10	FM 1925	Kenyon	FM 907 (Alamo Rd)	2	4	4	4	4
HC-106	Dove (Owassa)	Jackson	US 281	2	4	4	4	4
HC-113	FM 3461 (Nolana)	FM 2061 (McColl Rd)	US 281	4	4	6	6	6
HC-117A	FM 676 (Mile 5 N)	FM 492 (Doffing)	SH 364 (La Homa Rd)	2	2	2	2	4
HC-117B	FM 676 (Mile 5 N)	SH 364 (La Homa Rd)	SH 107 (Conway)	2	2	2	4	4
HC-117C	FM 676 (Mile 5 N)	SH 107 (Conway)	Taylor Rd	2	2	4	4	4
HC-119	FM 907 (Alamo Rd)	Nolana	US 83	2	2	4	4	4
HC-125	Hutto Rd	US 83	Bus 83	2	2	2	4	4
HC-12A	FM 1925	FM 907 (Alamo Rd)	3rd St	2	2	4	4	4
HC-12B	FM 1925	3rd St	FM 493 (La Blanca)	2	2	2	4	4
HC-13	FM 1925	FM 493 (La Blanca)	FM 88	2	2	2	2	4
HC-130	Jackson Ave	S Bicentennial Ave	S 2nd St	2	2	2	4	4
HC-14	FM 1925	FM 88	FM 491 (Mile 1 W)	2	2	2	2	4
HC-144	Mile 5 N	Taylor Rd	Ware Rd	2	2	4	4	4
HC-148B	Mile 6 W Rd	Mile 11 N	SH 107	2	2	2	2	4
HC-152a	Nolana Loop	FM1426 (Raul Longoria)	East of FM 907	2	2	4	4	4
HC-152b	Nolana Loop	East of FM 907	East of FM 1423	2	2	4	4	4
HC-152C	Nolana Loop	East of FM 1423	East of FM 493	2	2	2	4	4
HC-152D	Nolana Loop	East of FM 493	FM 88	2	2	2	4	4
HC-155A	Nolana Loop	FM 2220 (Ware Rd)	SH 336 (10th St)	4	4	4	6	6
HC-166	Schunior Ave	Sugar Rd	4th St	2	2	2	2	4
HC-167	Sioux Rd	I Rd	FM 1426 (Raul Longoria)	2	2	2	4	4
HC-170	Sprague Ave	Sugar Rd	SH 336 (N 10th St)	2	2	2	4	4
HC-171	Sugar Rd	SH 107	Schunior Ave	2	2	2	4	4
HC-177A	Trenton Rd	US 281	FM 1426 (Raul Longoria)	2	2	2	4	4
HC-178B	US 83	0.5 Mi E of Bus 83	FM 1427 (Abram)	4	4	6	6	6
HC-18	FM 2062 (Bentsen Palm)	US 83S	Bus 83	2	2	2	4	4
HC-182AB	SH 364 (La Homa)	FM 1924 (Mile 3 N)	FM 2221	2	2	2	2	4
HC-19B	FM 2220 (Ware Rd)	FM 1924 (Mile 3 N)	Mile 5 N (Auburn Ave)	4	6	6	6	6
HC-19A	FM 2220 (Ware Rd)	Mile 5 N (Auburn Ave)	SH 107	4	4	4	6	6
HC-224	SH 107 (Conway)	FM 495	FM 1924 (Mile 3 N)	4	4	4	6	6
HC-225	SH 107 (Conway)	FM 1924 (Mile 3 N)	FM 676 (Mile 5 N)	4	4	4	6	6
HC-244	Mile 4 1/2 W Rd	US 83	Mile 9 N Rd	2	2	4	4	4
HC-248	E Yuma Ave	Jackson Rd	McColl Rd	2	2	2	4	4
HC-249B	SH 336 (10th st)	Trenton Rd	SH 107	4	4	6	6	6
HC-253	Trenton Rd	FM 1926 (23rd st)	SH 336 (10th St)	4	4	6	6	6
HC-254	Wisconsin Rd	7th street	2nd st			4	4	4
HC-256	Taylor Rd	US 83	Bus 83	2	2	2	4	4
HC-257	Taylor Rd	Bus 83	Mile 2N	2	2	2	2	4
HC-258	Taylor Rd	Mile 2 N	Lark Ave (Mile 4 N)	2	2	2	2	4
HC-264	Mile 10 North	Westate (Mile 6)	FM 1015	2	2	2	2	4
HC-282	Inspiration Rd	US 83	FM 1924 (Mile 3 N)	2	4	4	4	4
HC-284A	Liberty Blvd (Phase I)	US 83	Mile 3 Rd	2	2	4	4	4
HC-286A	Mile 3 N (Phase I)	East Goodwin Rd	Tom Gill Rd	2	2	4	4	4
HC-286B	Mile 3 N (Phase II)	Tom Gill Rd	FM 2221					2
HC-286B	Liberty Blvd (Phase II)	Mile 3 Rd	FM 2221	2	2	2	2	4
HC-290	FM 1925	10th St	McColl Rd	2	2	4	4	4
HC-291	Dicker Road	Spur 115 (23rd St)	FM 2061 (Jackson Rd)	2	2	4	4	4
HC-292A	FM 494 (Shary Rd)	Mile 5 N (FM 676)	Mile 7	2	2	4	4	4
HC-292B	FM 494 (Shary Rd)	Mile 3 N (FM 1924)	Mile 5 N (FM 676)	2	2	2	2	4
HC-295C	SH 68	US 83	FM 1925		4	4	4	4
HC-34A	FM 493 (La Blanca)	Mile 10 N Rd	Mile 14 N Rd	2	2	4	4	4
HC-34B	FM 493 (La Blanca)	Mile 14 N Rd	SH 107	2	2	2	4	4
HC-39CB	FM 88	SH 107	FM 1925	2	2	2	4	4
HC-40	FM 907 (Alamo Rd)	SH 107	Nolana	2	2	2	2	4
HC-48B	SH 364 (La Homa)	FM 495	FM 1924 (Mile 3 N)	2	4	4	4	4
HC-51A	SP 115 (S 23rd St)	US 83	FM 1016 (Military Hwy)	4	4	4	6	6
HC-60C	US 83 La Joya Relief	FM 886 (El Faro Rd)	Showers Rd		4	4	4	4
HC-62A	FM 495	2nd St (McAllen)	US 281	4	6	6	6	6
HC-79	10th St	SH 107	FM 1925 (Monte Cristo)	2	4	4	4	4
HC-80BA	2 Mile Line N Rd	SH 364	Moorefield Rd.	2	4	4	4	4
HC-80BB	2 Mile Line N Rd	Moorefield Rd	Inspiration Road	2	4	4	4	4
HC-80A	2 Mile Line N Rd	Inspiration Rd	SH 107 (Conway)	2	4	4	4	4
HC-83	6th St (Weslaco)	Westgate Drive	Bus83	2	2	2	4	4
HC-85	Airport Drive (Weslaco)	Bus 83	US 83	2	2	2	4	4
HC-87	Alberta Rd	McColl Rd	US281	2	2	2	2	4
HC-92	Border Ave	S 18th St (Mile 6 N)	Bus 83	2	2	2	4	4
HC-93	Bridge Ave	10th St	Pike Blvd	2	2	2	4	4
RMA-1AB	US 281 Military Highway	Spur 600	FM 2557 (Stewart Rd)	2	4	4	4	4

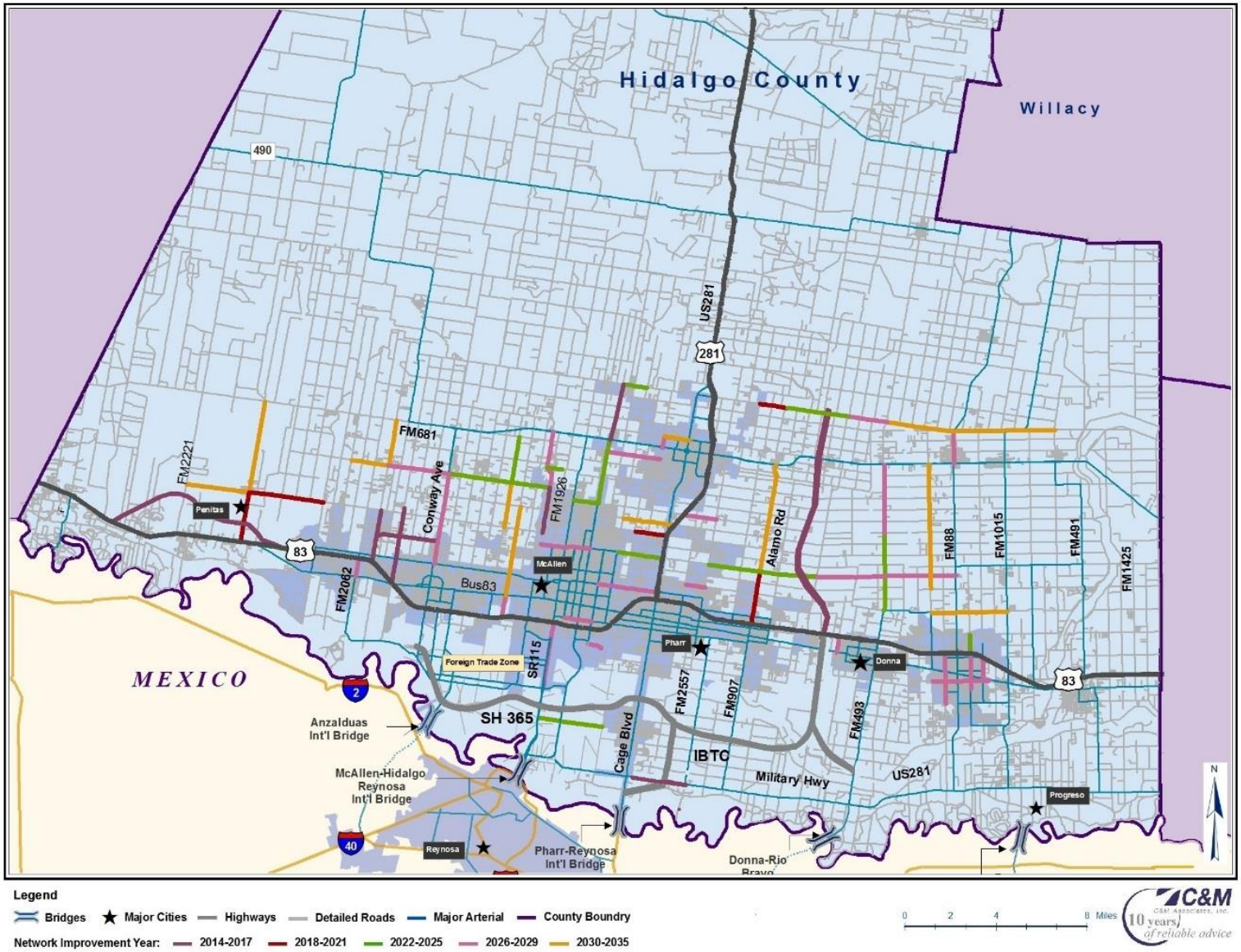

Figure 5-3. Network Improvements in the Study Area from 2010–2030

5.1.2. Four-Step Travel Demand Modeling

This section outlines the updating process of the CMHCTDM. Each of the four modeling steps is briefly discussed below.

Trip Generation

The trip generation process estimates the productions and attractions for each trip purpose. Trip production represents the number of trips originating in each TAZ and trip attraction represents the number of trips ending in each TAZ.

C&M estimated trip production and attraction using the cross-classification method model. The cross-classification method separates an urban area population into relatively homogenous groups based on certain socioeconomic characteristics. Average trip production rates per household are then empirically estimated for each classification. C&M employed the default NCHRP365 trip rates. A list of independent variables used in the model is provided below.

Trip Production:

- Population
- Number of households
- Median household income

Trip Attraction:

- Number of households
- Basic, retail, and service employment
- Area type
- Special generators

C&M prepared trip productions and attractions for the following trip purposes: Home-Based Work Auto (HBW Auto), Home-Based Non-Work Auto (HNW Auto), Non-Home-Based Auto (NHB Auto), and Internal Trucks (Trucks).

The 2012 model trip productions and attractions have been evaluated at the census tract level and by trip purpose, with the production rates provided by the 2009 National Household Travel Survey (NHTS). Figure 5-4 presents the coefficient of determination (R^2) between the resulting average model trip rates and NHTS trip rates of the TDM area by census tract. The resulting R-squared (R^2) of 0.92 indicates a good model fit.

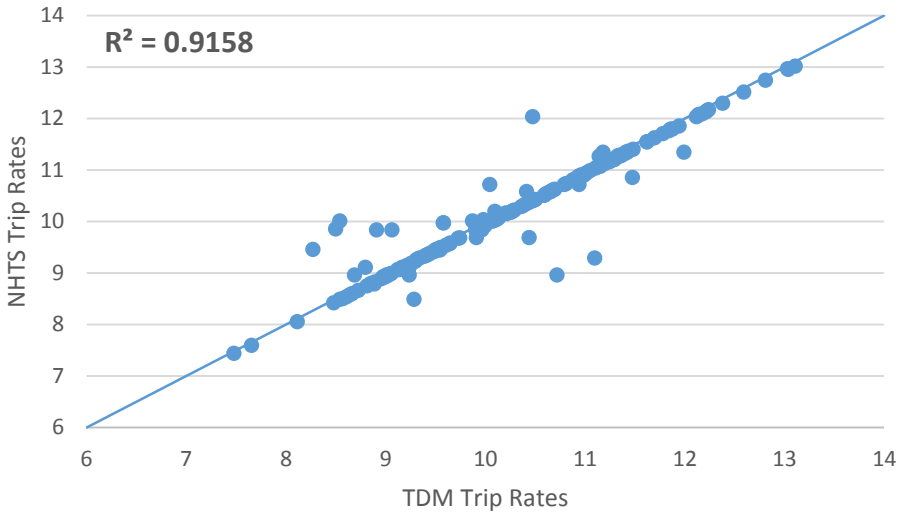

Figure 5-4. Comparison of Trip Rates by Census Tract between the TDM and NHTS

The model's distribution of person trips by trip purpose was within the range of trip shares from various publicly available travel surveys, as presented in Table 5-3, and also within the range of AirSage's OD Survey, as presented in Chapter 3.

Table 5-3. Trip Share by Purpose from CMHCTDM versus from Various Sources

Purpose	CMHCTDM	Rio Grande Valley	Cameron - Hidalgo[1]	Houston[2]	Dallas/ Ft.Worth[2]	Denver[2]	Atlanta[2]
	2012 Model	2004 Model	2004-2005 Survey	1985 Model	1984 Travel Survey	1985 Travel Survey	1980 Travel Survey
HBW	16%	26%	14%	18%	27%	26%	18%
HBNW	57%	47%	52%	51%	48%	47%	54%
NHB	28%	27%	34%	31%	25%	27%	28%

Sources: 1. Texas Transportation Institute,[4] 2. TMIP Manual[5]

Within the trip generation modeling step, C&M incorporated the special generators from the Hidalgo County MPO. The generated trips are based on the Institute of Transportation Engineers (ITE) trip rate calculator. In addition to the HCMPO special generators, C&M utilized 2013 land use maps in order to extend the special generators to special commercial vehicle destinations and origins, such as warehouses and industrial areas. Special generators from existing models of the region, such as the Texas State Analytical Model and the Rio Grande Valley Regional TDM, have been reviewed and added to the special generators in the case that they have not been considered within the previous process. Figure 5-5 shows the locations of commercial vehicle special generators extracted from the HCRMA land use maps.

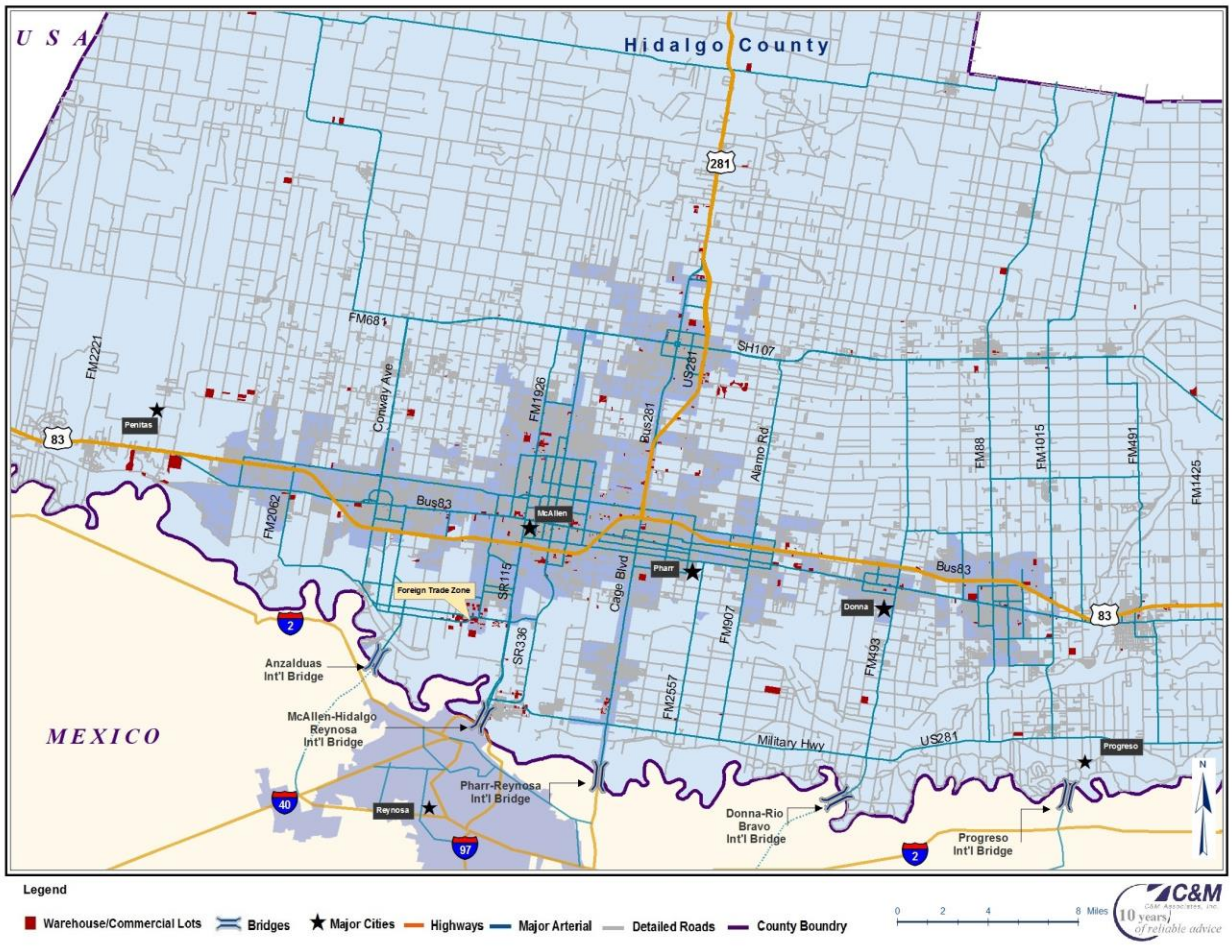

Figure 5-5. Special Generators for Trucks Based on HCRMA Land Use Maps

Internal Truck Trip Generation

The Internal truck trips are generated with guidance from the Quick Response Freight Manual,[6] along with the additional trips generated by the implemented special generators. Within the calibration process, the final CMHCTDM trip rates were adjusted to reproduce the overall truck volume observed from real-world traffic counts.

External Auto and Truck Trips

The CMHCTDM has 26 external stations. The external trip volume for autos and trucks is based on a variety of current and historical data sources:

- TxDOT AADT maps
- TxDOT truck AADT flow-band maps
- Federal Highway Administration (FHWA) border crossing data
- TTI classification counts
- C&M classification counts

The future growth rates of every external station were determined by applying several

different time series forecast methodologies, including the use of the following parameters:

- Historical traffic growth rate at each external station;
- Historical and projected growth rates from socioeconomic parameters such as population, employment, and maquiladora industry production growth rates from Texas, Hidalgo County, Cameron County, and Reynosa;
- Historical and projected growth of manufactured goods shipments; and
- Historical and projected GDP growth

The international border crossings of Hidalgo County have to be mentioned separately from the other external stations of the model. In the last year, C&M has submitted two studies focusing solely on the border crossings of Hidalgo County: one study for the HCRMA and one for the City of Donna. Based on the experience gathered from these two projects, C&M developed the future forecast of the Hidalgo County international bridges, as shown in Table 5-4 .

Table 5-4 Border Crossing Forecast – Northbound and Southbound

Bridge	Year	Autos	Trucks	Total	Auto (Average Weekday)	Truck (Average Weekday)
Pharr	2012	2,537,000	963,000	3,500,000	7,249	3,439
	2018	2,639,000	639,000	3,278,000	7,540	2,282
	2035	3,159,000	860,000	4,019,000	9,026	3,071
Progresso	2012	1,908,000	89,000	1,997,000	5,227	318
	2018	2,010,000	60,000	2,070,000	5,507	214
	2035	2,409,000	69,000	2,478,000	6,600	246
Hidalgo	2012	4,130,000	0	4,130,000	11,315	0
	2018	4,429,000	0	4,429,000	12,134	0
	2035	5,318,000	0	5,318,000	14,570	0
Donna	2012	975,000	0	975,000	2,671	0
	2018	1,043,000	94,000	1,137,000	2,858	336
	2035	1,224,000	136,000	1,360,000	3,353	486
Anzalduas	2012	2,147,000	0	2,147,000	6,134	0
	2018	2,444,000	565,000	3,009,000	6,983	2,018
	2035	2,950,000	836,000	3,786,000	8,429	2,986
Total 2012 All		**11,697,000**	**1,052,000**	**12,749,000**	**32,597**	**3,757**
Total 2018 All		**12,565,000**	**1,358,000**	**13,923,000**	**35,021**	**4,850**
Total 2035 All		**15,060,000**	**1,901,000**	**16,961,000**	**41,978**	**6,789**
2012-2035 CAGR (%)		1.1%	2.6%	1.2%	1.1%	2.6%

The trip destination at each external station was extracted from the AirSage mobile device OD survey and applied to each external station. Regarding the commercial trips of the Pharr and the Progreso International Bridge, C&M obtained truck trip destinations from C&M's commercial vehicle border survey.

Trip Distribution and Mode Choice

Trip distribution is the second component of a four-step TDM. After estimating the total number of trip productions and attractions, the trip distribution step is performed in order to determine the number of trips between each pair of TAZs. C&M used gravity models specific to each trip purpose to determine trip distribution. The trips between each pair of TAZs are a function of trip production in the TAZ of origin, trip attraction in the destination TAZ, and the travel impedance between these two TAZs. The CMHCTDM employed an exponential function as a travel impedance function to estimate trip exchange by trip purpose between two given TAZs. C&M used generalized travel costs as measures of impedance. The parameters in this function were different for each trip purpose. The initial parameters were taken from the CMHCTDM, and C&M adjusted them within the model calibration process in order to bring the model volumes more in line with observed traffic counts.

Figure 5-6 presents the trip length distribution from the CMHCTDM versus the observed trip length from the AirSage cell phone OD survey.

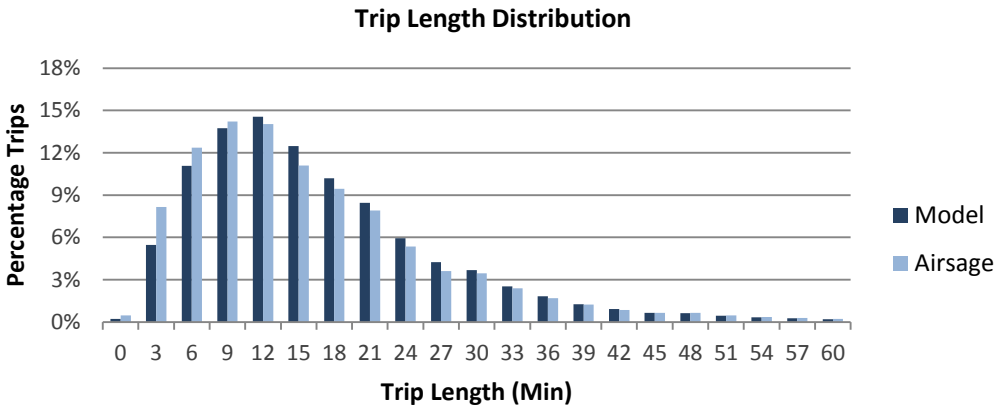

Figure 5-6. Observed vs CMHCTDM Trip Length Distribution

It can be observed that the trip distribution of the CMHCTDM accurately represents the surveyed trip distribution of the model area.

Mode choice is typically the third component of a four-step TDM. However, due to the lag of mass transportation infrastructure and the low share of public transport in the model area, C&M has not considered a specific mode choice model within the CMHCTDM.

Traffic Assignment

Traffic assignment is the final component of the four-step travel demand modeling process. For the purpose of travel forecasting, the traffic assignment step seeks to project which routes will be used by travelers within a variety of transportation networks. The model was first calibrated to the traffic conditions during different time periods of the day.

Link volumes were determined within the traffic assignment iterative process using

volume-delay functions developed by the Bureau of Public Roads (BPR). Coefficients of the BPR functions were calibrated such that the model reasonably replicated existing traffic conditions.

Finally, a number of iterations were performed in which the network-loaded travel times from traffic assignment were fed back into trip distribution; the change in model volumes was checked between iterations for the purpose of ensuring a reasonable overall convergence within the final assigned volumes.

5.2. Time of Day Travel Demand Model Preparation

C&M developed a Time-of-Day (TOD) model in order to evaluate the effects of peak and off-peak traffic conditions on the Projects and to gain a better understanding of what impact congestion has on a traveler's decision to choose a toll route over a free route.

To implement such a model, an average weekday was divided into four time periods, each representing different traffic conditions in terms of congestion and trip patterns. Then, using recent traffic counts, C&M defined each time period, traffic distribution, and the trip factors involved. The four time periods analyzed in this study are listed below.

- AM Peak period: 7:00 a.m. – 9:00 a.m.
- MD (Midday) period: 9:00 a.m. – 4:00 p.m.
- PM Peak period: 4:00 p.m. – 7:00 p.m.
- NT (Nighttime) period: 7:00 p.m. – 7:00 a.m.

The TOD trip tables were created from the daily trip tables using the TOD factors from National Cooperative Highway Research Program (NCHRP) Report 365[7] as a base. C&M adjusted these factors based on the traffic profile in the study area obtained from field traffic counts and directionality at individual count locations. Figure 5-7 depicts the TOD distribution of Production-to-Attraction (PA) and Attraction-to-Production (AP) trips for Home-Based Work (HBW), Home-Based Non-Work (HNW), and Non-Home-Based (NHB) trip purposes. Table 5-5 and Table 5-6 give the numbers in tabular format. For internal trucks, a profile matching the NHB trips was used. The daily external trip tables were also split into TOD trip tables using factors from the hourly profiles at the external stations.

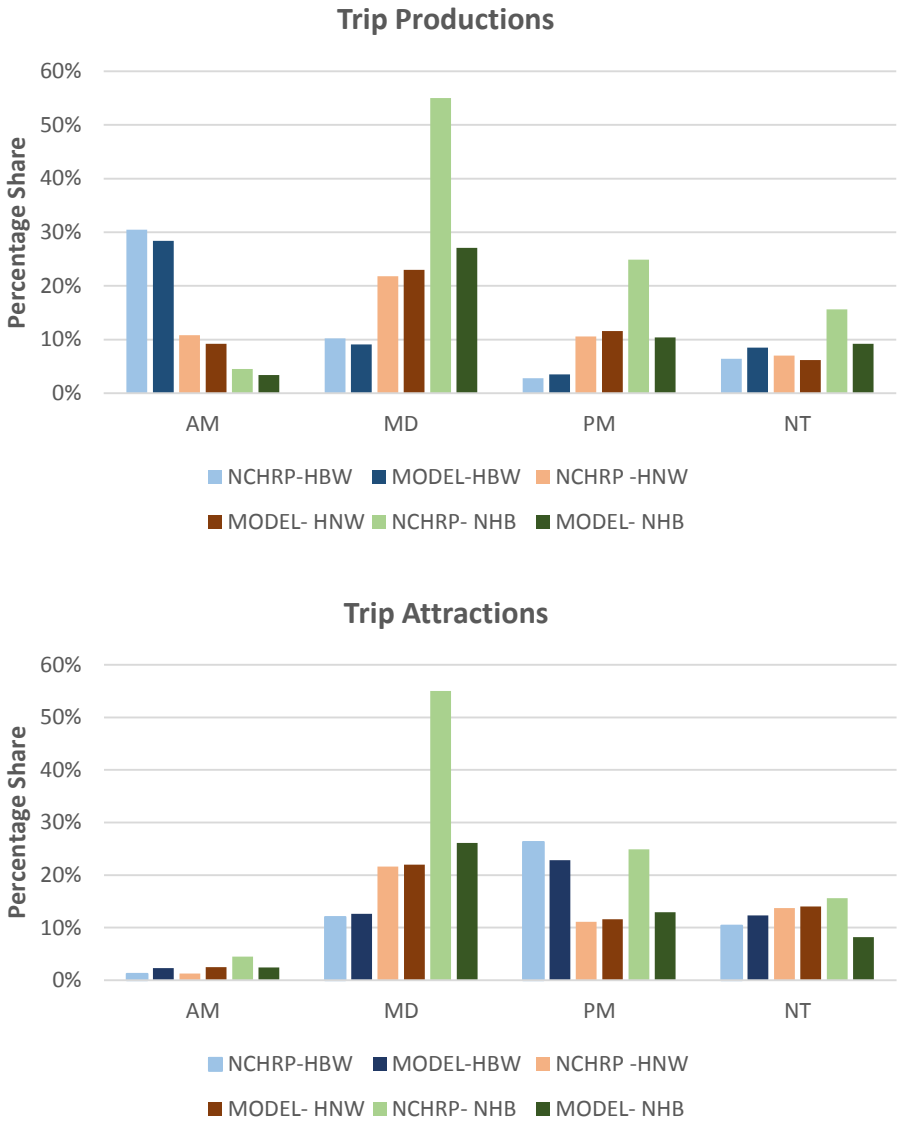

Figure 5-7. Time of Day Profiles Used for TOD Model

Table 5-5. NCHRP Percentage Share of Trip Purposes

NCHRP		AM	MD	PM	NT
Trip Productions	HBW	30.5%	10.2%	2.8%	6.4%
	HNW	10.8%	21.8%	10.6%	7.0%
	NHB	4.5%	55.0%	24.9%	15.6%
Trip Attractions	HBW	1.2%	12.0%	26.3%	10.4%
	HNW	1.3%	21.6%	11.1%	13.7%
	NHB	4.5%	55.0%	24.9%	15.6%

Table 5-6 Model Percentage Share of Trip Purposes

MODEL		AM	MD	PM	NT
Trip Productions	HBW	28.4%	9.1%	3.5%	8.5%
	HNW	9.2%	23.0%	11.6%	6.2%
	NHB	3.4%	27.1%	10.4%	9.2%
Trip Attractions	HBW	2.3%	12.6%	22.8%	12.3%
	HNW	2.5%	22.0%	11.6%	14.0%
	NHB	2.4%	26.1%	12.9%	8.2%

5.3. Model Calibration and Validation

Calibration of the base year model was performed with the aim of matching modeled traffic conditions with observed traffic counts. This was accomplished through the use of "screenline" analysis within the project corridor—validation checkpoints along imaginary lines which count the total number of vehicles that cross particular locations within the roadway system of a given project area. Moreover, additional traffic counts at individual locations spread throughout the study area were also factored into the calibration (for detailed information about traffic count locations, see Chapter 3).

As mentioned earlier, C&M calibrated and validated the model using the 2012 socioeconomic data, roadway network data, and traffic data. C&M's 2014 traffic counts, as well as TxDOT's 2012 AADTs, were also used for calibration purposes (for a description of C&M's traffic data collection effort, see Chapter 3). Truck counts from C&M vehicle classification counts and from TxDOT's truck flow-band maps were used for validation. The model projection results were later validated with the latest 2014 traffic counts.

In order to replicate base year traffic conditions and to match the modeled volumes with those observed at count locations, some of the link characteristics (e.g., speed and capacity parameters) were adjusted within the corresponding network links. Based on the findings of C&M's initial analysis, eight major traffic screenlines were chosen for the study area: four capturing east-west travel and four capturing north-south travel. These screenlines are illustrated in Figure 5-9.

Following the TOD traffic assignment, link volumes on each screenline were determined and then used to validate the results of the traffic assignment step and the calibration process.

The daily differences between the screenline count and model volumes fall within the acceptable range recommended by the FHWA8 and the Model Validation and Reasonableness Checking Manual.[9]

Table 5-7 and Table 5-8 compare the model volumes with observed traffic counts along each screenline daily and by time period, respectively. Figure 5-8 shows the National Cooperative Highway Research Program (NCHRP) criteria for screenline calibration, all screenlines are under the NCHRP deviation criteria.

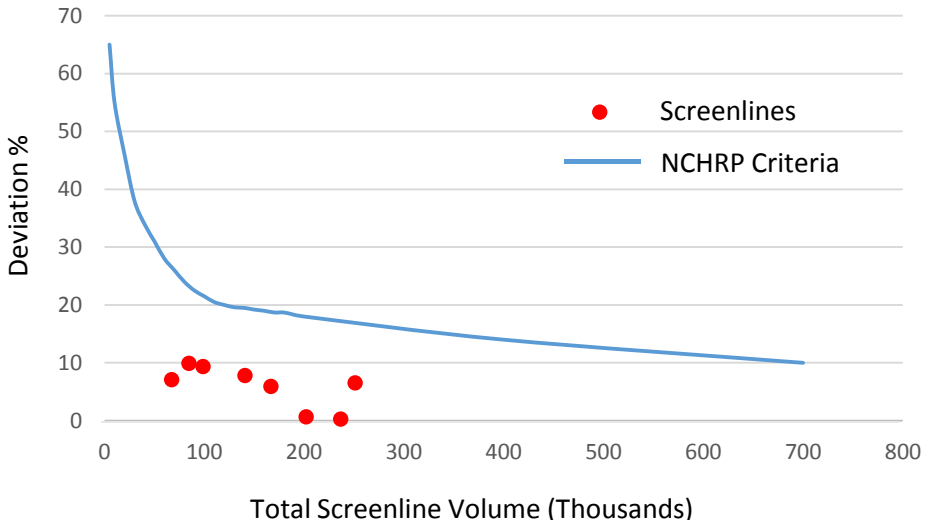

Figure 5-8. Comparison of Screenline Counts with Maximum Desirable Deviation

Table 5-7. Comparison of Daily Screenline counts and Model Volume

Screenline	Screenline Counts	Model Volume	Difference (Percentage)
Screenline NS1	70,708	65,386	-7.5%
Screenline NS2	102,370	112,439	9.8%
Screenline NS3	254,820	237,237	-6.9%
Screenline NS4	144,384	132,552	-8.2%
Screenline EW1	88,061	78,903	-10.4%
Screenline EW2	205,488	207,351	0.9%
Screenline EW3	240,366	241,496	0.5%
Screenline EW4	170,463	159,656	-6.3%

Table 5-8. Comparison of the Modeled and Observed Traffic Volume by Time Period

	AM			MD			PM			NT		
Screenline	Counts	Model Volume	Difference	Counts	Model Volume	Difference	Counts	Model Volume	Difference	Counts	Model Volume	Difference
NS1	9,899	8,857	-10.5%	31,227	28,200	-9.7%	15,056	15,400	2.3%	14,525	12,929	-11.0%
NS2	14,802	15,573	5.2%	43,424	49,198	13.3%	22,603	27,336	20.9%	21,540	20,332	-5.6%
NS3	38,387	33,345	-13.1%	105,109	100,203	-4.7%	56,944	55,131	-3.2%	54,380	48,558	-10.7%
NS4	21,765	18,854	-13.4%	61,843	56,403	-8.8%	33,143	30,767	-7.2%	27,633	26,528	-4.0%
EW1	11,829	10,998	-7.0%	36,897	33,506	-9.2%	19,130	18,734	-2.1%	20,205	15,665	-22.5%
EW2	27,422	28,746	4.8%	86,841	87,047	0.2%	45,272	47,048	3.9%	45,953	44,510	-3.1%
EW3	31,784	34,037	7.1%	103,686	101,060	-2.5%	50,239	54,492	8.5%	54,657	51,907	-5.0%
EW4	24,989	23,792	-4.8%	72,632	64,873	-10.7%	37,470	34,015	-9.2%	35,371	36,976	4.5%

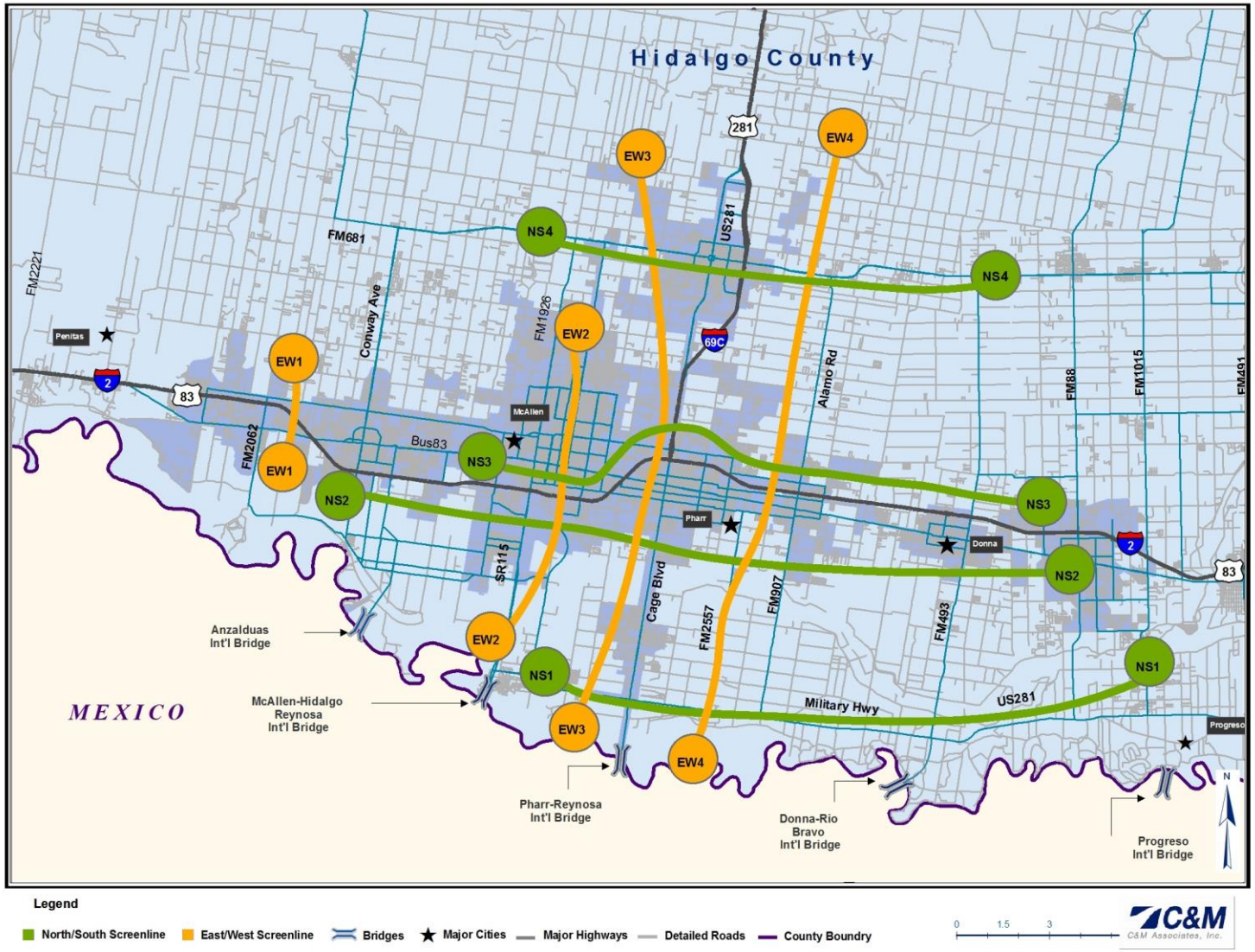

Figure 5-9. Map of Screenlines

5.4. Toll Diversion Model

As discussed in earlier sections, C&M modeled the Projects as a toll road in the model years 2018, 2025, and 2035. In the development of its model, C&M took into account the likelihood of induced travel demand within the study area following the Projects' opening. The section below provides a summary of the toll diversion methodology used by C&M in the design and implementation of its model.

5.4.1. Implementation of C&M's Toll Diversion Model

Toll diversion models are used to estimate traffic demand for facilities such as toll roads, toll bridges and managed lanes. C&M's toll diversion models are structured as logit functions, dividing toll and non-toll trips on the basis of travel time savings and toll costs with respect to the socioeconomic characteristics of the individual traveler. The final product of the logit models is a probability that reflects the share of toll and non-toll trips between any given OD pair that may utilize the toll facility.

C&M created a new toll diversion model while making the cost coefficient dependent on income of the origin. C&M uses a general binary logit model as follows:

$$PT = 1 / (1+ eU)$$

Where:

PT = Probability of selecting a tolled facility

e = Base of Natural Logarithm

$$U = (CT * \Delta T + CC * Cost + C)$$

Where:

CT = Coefficient of time savings

CC = Coefficient of cost

TT = Travel time on toll route in minutes

TF = Travel time on free route in minutes

$\Delta T = TT - TF$

Cost= Toll in Dollar

C = Constant

As described in Chapter 3, the AirSage OD survey provided OD matrices between the TAZs by 16 income groups. These 16 income groups, combined with trip purposes, have been used to create 53 different trip tables for the toll diversion model. This creates a higher sensitivity towards the probability function within the C&M toll diversion methodology, thereby creating a higher sensitivity regarding which users are allowed to use the toll road.

To create the probability function based on the income groups, C&M analyzed the raw data from the Stated Preference (SP) survey conducted for the 2010 investment grade study in Hidalgo County. The values of time (VOTs) by trip purpose have been in a fairly close range to the VOTs considered in the previous study.

The auto and truck toll diversion models discussed above were incorporated into the traffic assignment procedure with the help of TransCAD macro language (GISDK). This macro performs a number of iterations each time, distributing total trips into toll trips and non-toll trips and then assigning them to corresponding network configurations accordingly.

The results from the toll diversion model can be observed on the screenlines EW2, EW3 and EW4 which are the screenlines that cross the Projects. Table 5-9 presents the daily screenline share for the toll and toll-free scenario as well as the volume retention from the Projects.

Table 5-9. CMHCTDM -Daily Screenline Share and Toll Retention 2012, 2018 and 2035

Screenlines	Road	2012	2018		2035	
		Free	Free	Toll	Free	Toll
EW2	**SH365**	**0%**	**13%**	**3%**	**20%**	**7%**
	IH2	47%	45%	48%	41%	46%
	BS83	9%	8%	9%	7%	8%
	Other	44%	34%	40%	32%	40%
	Retention			**22%**		**32%**
EW3	**SH365**	**0%**	**12%**	**3%**	**13%**	**3%**
	IH2	46%	39%	43%	34%	37%
	BS83	4%	6%	7%	6%	6%
	Other	50%	43%	48%	47%	53%
	Retention			**20%**		**23%**
EW4	**IBTC**	**0%**	**10%**	**3%**	**12%**	**4%**
	IH2	57%	48%	51%	39%	43%
	BS83	6%	6%	6%	6%	6%
	Other	37%	37%	40%	43%	47%
	Retention			**29%**		**33%**

5.4.2. Travel Time Benefits from the Projects

When the Projects open to traffic, they are expected to provide travel time savings as well as reliability and safety benefits for toll road users. Major competitors for the Projects will be IH2 (US 83) and Military Highway in the eastbound and westbound directions, and US 281 and FM 493 in the northbound and southbound directions. Travel time benefits may increase in future years when the Projects will feature three lanes in each direction and, as a result, higher free flow speeds. At the same time, growing congestion on competing roadways is expected to result in additional time savings for toll road users. Table 5-10 illustrates the expected the maximum travel time savings of trips using SH 365 or the IBTC in the AM and PM peak between two selected OD pairs in the opening year as well as in 2035. In 2018, travelers using SH 365 and the IBTC are predicted to achieve time savings of 11.39 and 8.13 minutes, respectively. In 2035, the predicted time savings for SH 365 and the IBTC increase to 13.42 and 11.15 minutes, respectively. For each case, the tolled path and an alternative toll-free path are shown in Figure 5-10 and Figure 5-11.

Table 5-10. Travel Time Savings During AM/PM Peak for Selected Origin-Destination Pairs

Trip	Origin	Destination	Toll Path	Free path	Length (miles)		Time (minutes)		Time Savings (minutes)
					Toll Path	Free Path	Toll Path	Free Path	
Year 2018									
A	Pharr International Bridge	S Inspiration Rd. and S Mile Road	SH365	FM1016 and S Inspiration Road	20.54	17.50	23.56	34.95	11.39
B	Pharr International Bridge	FM493 and BU83	IBTC	Military Highway and FM493	17.39	16.97	19.55	27.68	8.13
Year 2035									
A	Pharr International Bridge	S Inspiration Rd. and S Mile Road	SH365	FM1016 and S Inspiration Road	20.54	17.50	23.85	37.27	13.42
B	Pharr International Bridge	FM493 and BU83	IBTC	Military Highway and FM493	17.39	16.97	19.84	30.99	11.15

The toll for Trip A's tolled path is $2.95, whereas Trip B is $2.24. This means, for example, that all users who have a VOT equal to or higher than $12.00 in the year 2035 would choose the toll option over the toll-free option.

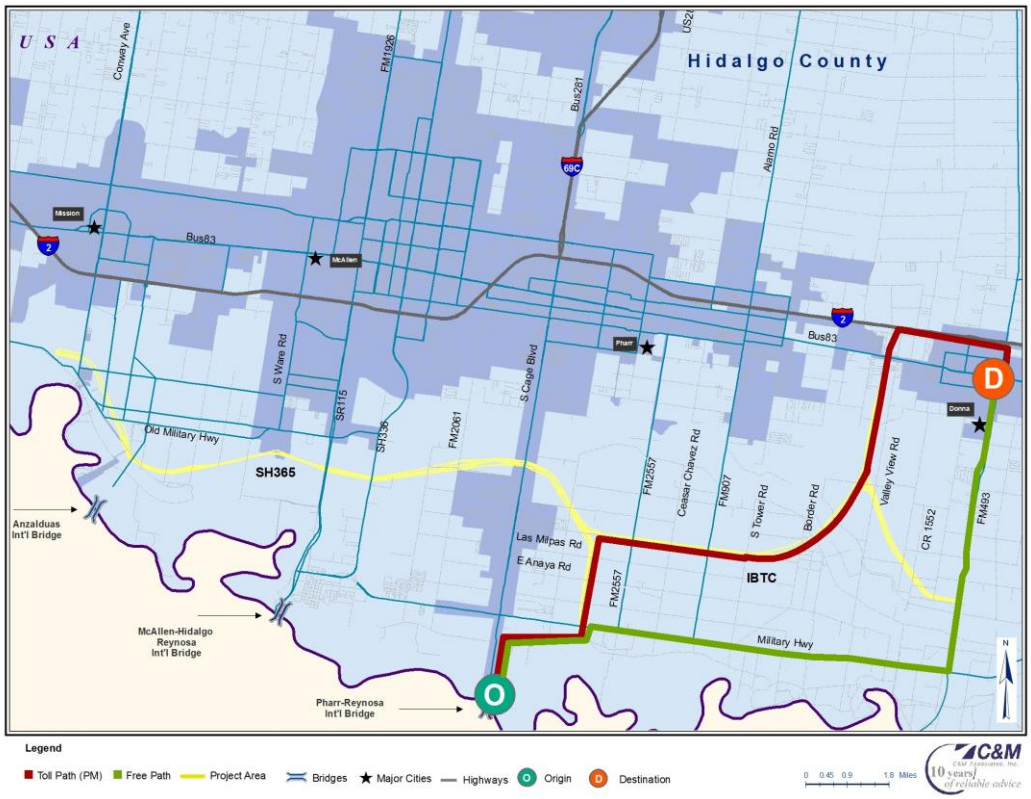

Figure 5-10. Toll and Toll-Free Path for Trip A

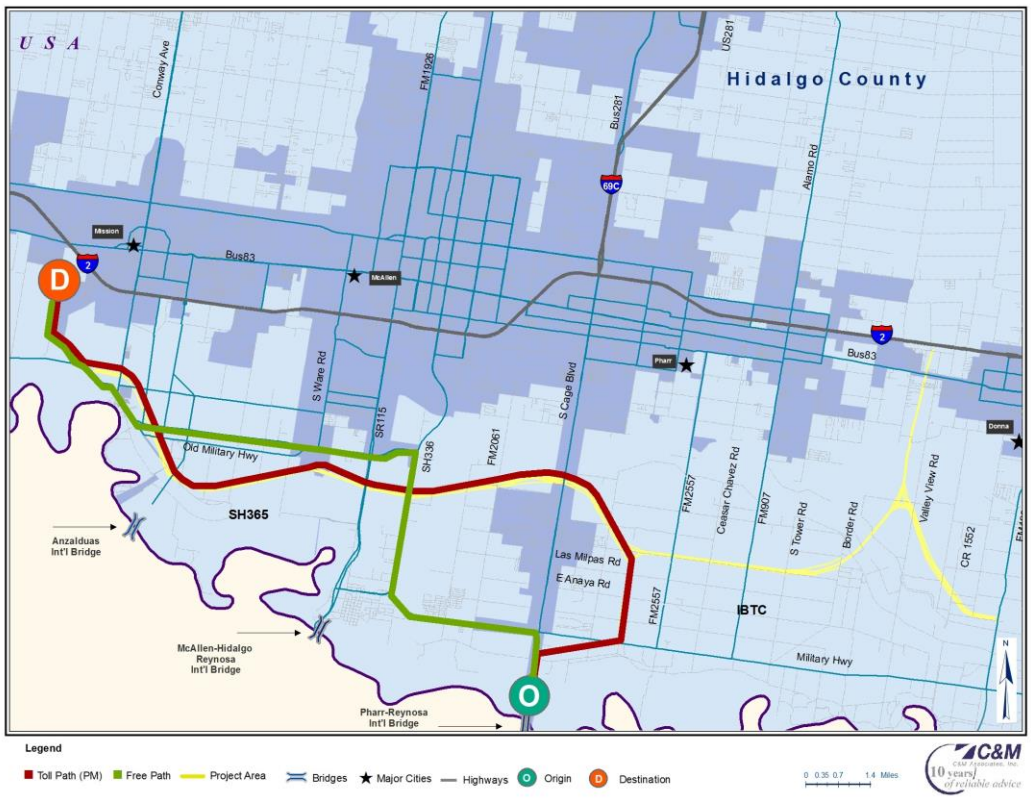

Figure 5-11. Toll and Toll-Free Path for Trip B

[1] Hidalgo County Metropolitan Planning Organization (2014, August 25). *Hidalgo County Thoroughfare Plan*. Retrieved from http://www.hcmpo.org/home/files/2114/0898/2104/Thoroughfare_Plan_new_2014.pdf

[2] Hidalgo County Metropolitan Planning Organization (2010). *2010 – 2035 Metropolitan Transportation Plan*. Retrieved from http://www.hcmpo.org/home/mtp/

[3] Hidalgo County Metropolitan Planning Organization (2013). *Statewide Transportation Improvement Program: Hidalgo County MPO FY 2013-2016 TIP – Pharr district projects, FY 2013*. Retrieved from http://www.hcmpo.org/home/files/4013/7476/1885/FY2013-16_Mobility_TIP_Amend_5_-_7-18-13.pdf

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[5] Cambridge Systematics, Inc. (2010). *Travel model validation and reasonableness checking manual* (2nd ed.). Retrieved from https://www.fhwa.dot.gov/planning/tmip/publications/other_reports/validation_and_reasonableness_2010/fhwahep10042.pdf

[6] Alliance Transportation Group, Inc., and Cambridge Systematics, Inc. (2011). *Statewide analysis model (second version): Freights model*. Austin, TX: Texas Department of Transportation.

[7] Transportation Research Board, National Research Council (1998). *National Cooperative Highway Research Program (NCHRP) Report 365: Travel estimation techniques for urban planning.* Springfield, VA: U.S. Department of Commerce, National Technical Information Service. Retrieved from http://ntl.bts.gov/lib/21000/21500/21563/PB99126724.pdf

[8] Federal Highway Administration, U.S. Department of Transportation (1990). *Calibration and adjustment of system planning models*. Washington, DC: National Transportation Library. Retrieved from http://ntl.bts.gov/DOCS/377CAS.html

[9] Cambridge Systematics, Inc. (2010). *Travel model validation and reasonableness checking manual* (2nd ed.). Retrieved from https://www.fhwa.dot.gov/planning/tmip/publications/other_reports/validation_and_reasonableness_2010/fhwahep10042.pdf

6. Traffic and Revenue Forecast

The following chapter presents the traffic and revenue (T&R) estimates for the Projects in Hidalgo County for a forecast period of 40 years. C&M employed the CMHCTDM to model the traffic and revenue for a typical working day, as well as perform future scenario runs to project traffic for the years 2018, 2025, and 3035. The details of this modeling effort are discussed in Chapter 5.

After the travel forecast for a typical working day was created, C&M incorporated this information into its post-processing model designed to project traffic and revenue on an annual basis. The traffic was interpolated between the three model years and extrapolated after the 2035 model year to cover the entire forecast period. C&M also incorporated the results of its traffic data analysis and, based on experience with existing toll road facilities, utilized a series of assumptions regarding toll system implementation and enforcement.

C&M modeled various sensitivity T&R scenarios based on roadway network configurations and socioeconomic projections. Two scenarios were modeled for different project alignments: the proposed scenario in which the Projects are open in 2018, and an SH 365-Only scenario added by C&M. This additional scenario is further explained in this chapter.

In addition, C&M's T&R analysis was conducted with the assumption that exit ramps for the Projects will be designed with proper geometric configuration and traffic control to ensure that traffic is not negatively affected. Other assumptions used in the development of the post-processing model, as well as assumptions pertaining to the toll collection system, are discussed in this chapter.

6.1. Toll Collection System and Schedule

The Projects are scheduled to open to traffic on July 1, 2018. Initial toll rates have been determined by using a toll maximization methodology, and rates are based on each vehicle's number of axles. In addition, the analysis assumed that tolls would be collected by means of electronic toll collection (ETC) and video recognition systems only. This system relies on transponders mounted inside vehicles using the toll road, which—when detected by overhead gantries—electronically identify each vehicle, thus registering the appropriate toll and making it possible for travelers to proceed without having to stop. In addition to their ETC function, these gantries are also expected to have video capability, allowing them to photograph the license plates of vehicles not equipped with transponders. Once these license plate images are processed, toll bills can then be sent by mail to vehicle owners informing them of the charges they owe. Toll gantry locations were chosen with the intent of capturing all travelers using the Projects.

6.2. Toll Treatment

After analyzing several different toll systems, C&M configured the toll system presented in Figure 6-1. Under this configuration, the entire length of the toll road comprised eight toll segments, with one mainline gantry located on each segment. Additional gantries

were placed at selected entry and exit ramps in order to ensure that all possible vehicle movements were tolled.

In 2018, tolls will be charged at a total of seven mainlane gantry locations in both travel directions and 11 ramp gantries. In 2035, there will be a total of eight mainlane gantry locations and no additional ramp locations. Table 6-1 lists the toll segments along with the length of each segment and the opening year.

Table 6-1. Description of Toll Segments

Segment ID	Project	From	To	Length	Opening Year
1	SH365	Military Road (FM1016)	Anzalduas GSA Connector	2.7	2018
2		Anzalduas GSA Connector	Spur 115 (23rd Road)	4.3	2018
3		Spur 115 (23rd Road)	US 281 (S. Carge Blvd)	4.0	2018
4		US 281 (S. Carge Blvd)	IBTC	2.0	2018
5		IBTC	US 281 (Miltary Hwy)	1.8	2018
6	IBTC	SH365	CR1821	6.0	2018
7		CR1821	IH2 (US83)	3.3	2018
8		CR1821	US 281 (Miltary Hwy)	2.9	2035

C&M used a toll rate maximization method to define the toll rate per mile for the Projects. According to this analysis, the initial toll rate (i.e., the toll rate at the opening of the Projects), would be 20 cents per mile in 2012 dollars, a rate which is assumed to increase every year based on CPI.

Trucks (i.e., vehicles with more than four tires), are charged at a higher rate than passenger cars, with each truck paying the passenger car rate multiplied by $N-1$, where N is the number of axles. For the purposes of C&M's analysis, the minimum toll charged at any gantry was $0.20 (in 2012 dollars), and tolls were rounded to the nearest one cent.

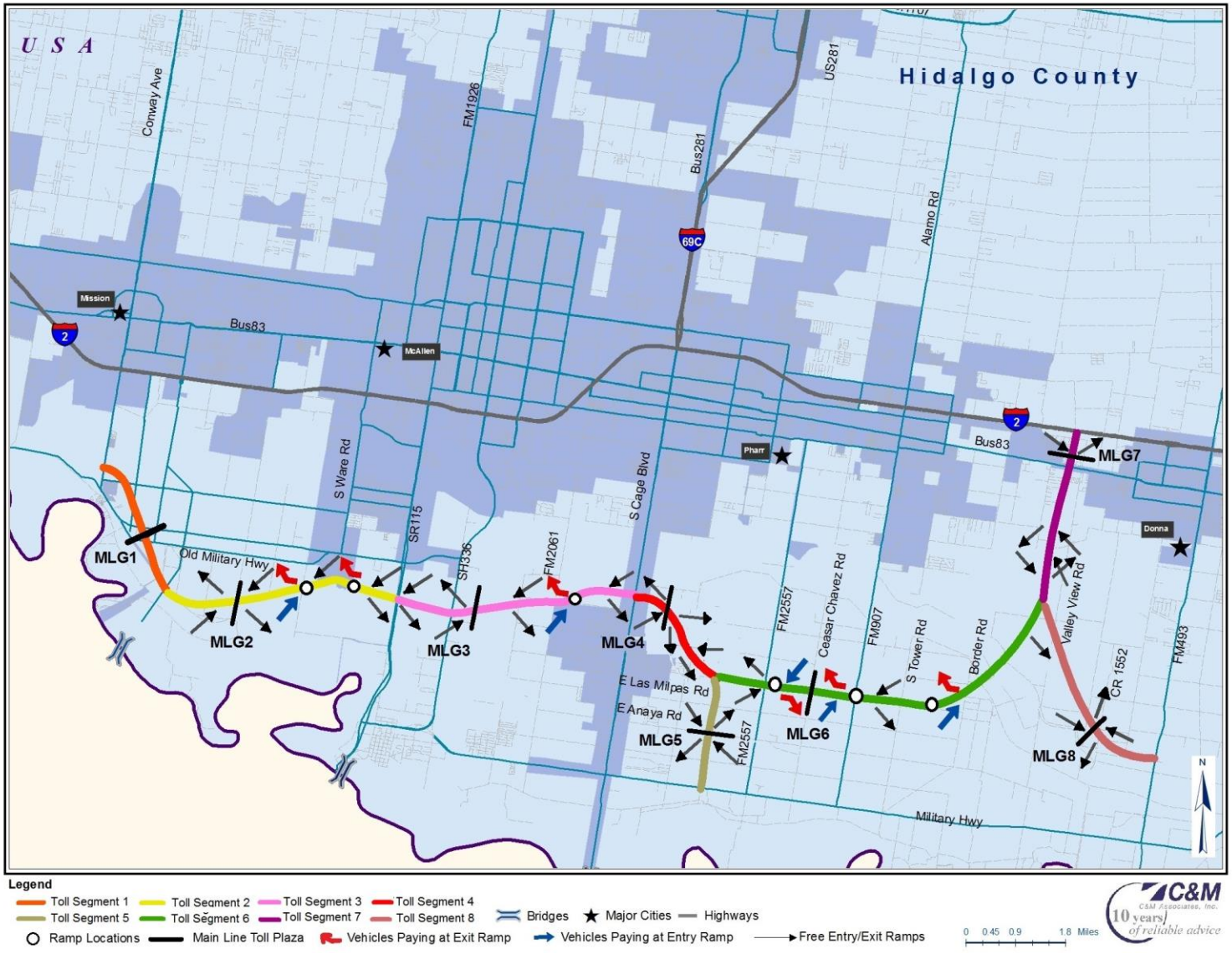


Figure 6-1. Final Toll Treatment

Figure 6-2 and Figure 6-3 list the toll rates of all gantries for the opening year and 2035, respectively. Please refer Figure 6-1 for the labels of mainlane and ramp gantries.

Based on 2014 prices, Figure 6-4 compares the initial toll rate used in this analysis to the ETC toll rates of various other toll roads across the United States. While these findings indicate that the Projects' proposed toll rate falls within the range of other toll roads, it is important to note that this comparison was intended only as a benchmark since it did not include all U.S. toll roads. It is also worth noting that the toll roads listed in Figure 6-4 differ significantly from one another based on their function (urban vs. interurban), length, land use, and the socioeconomics of their individual geographic regions.

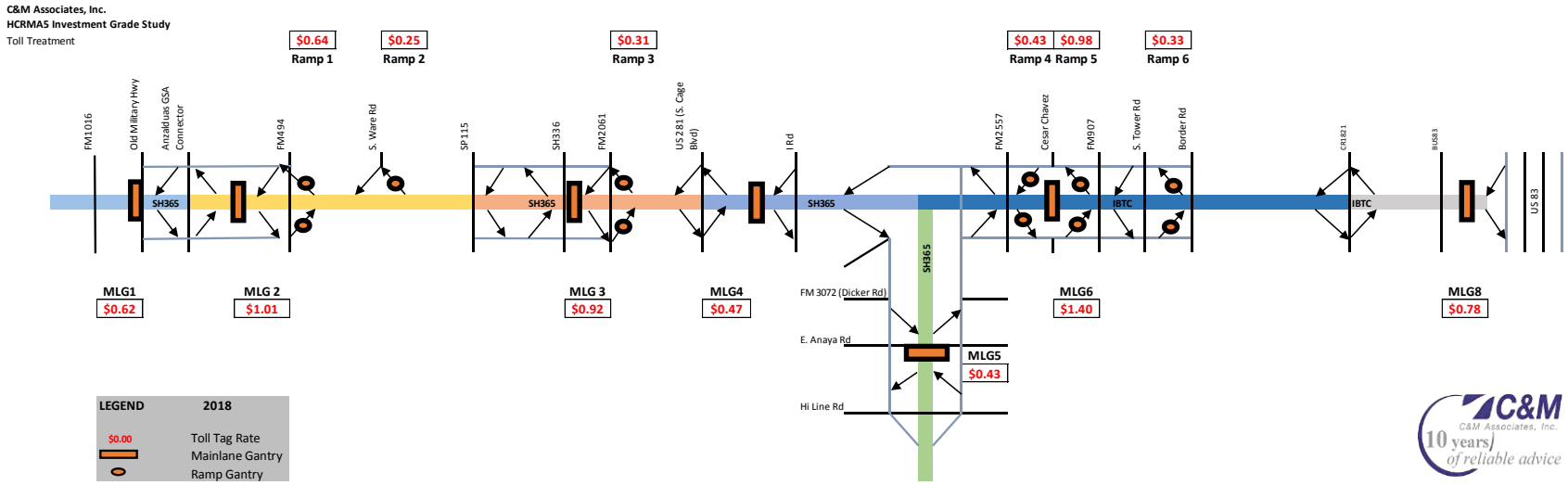


Figure 6-2. Toll Rates by Gantry 2018

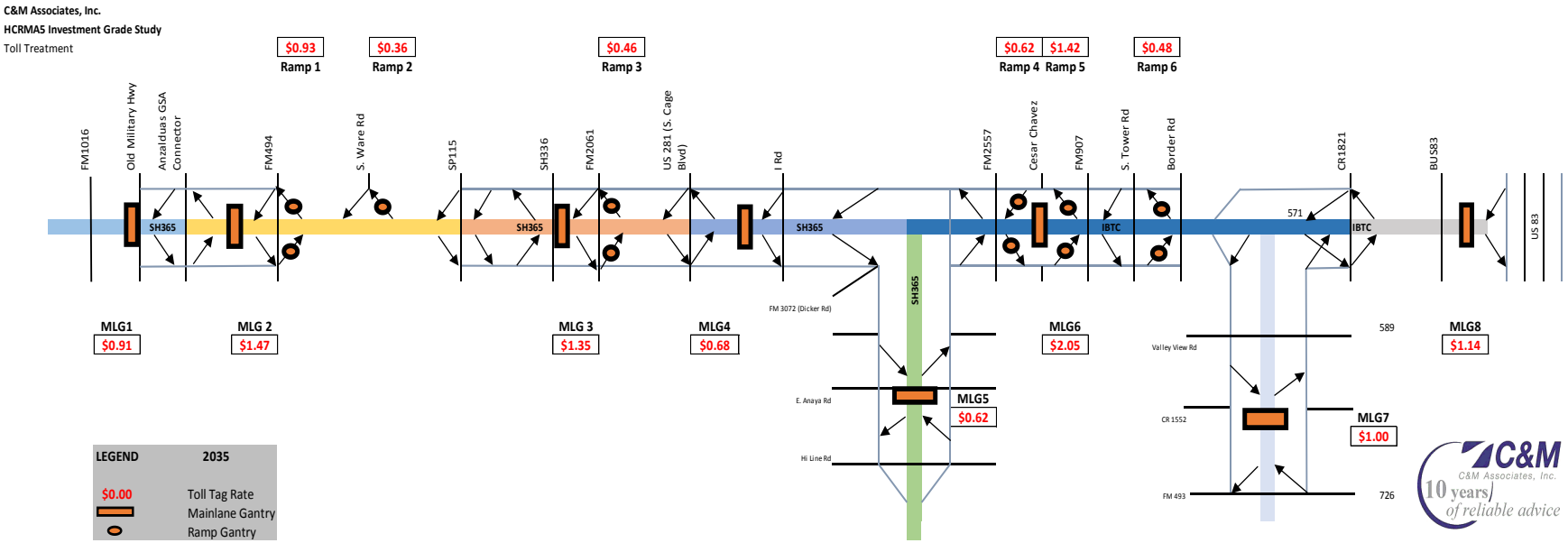


Figure 6-3. Toll Rates by Gantry 2035

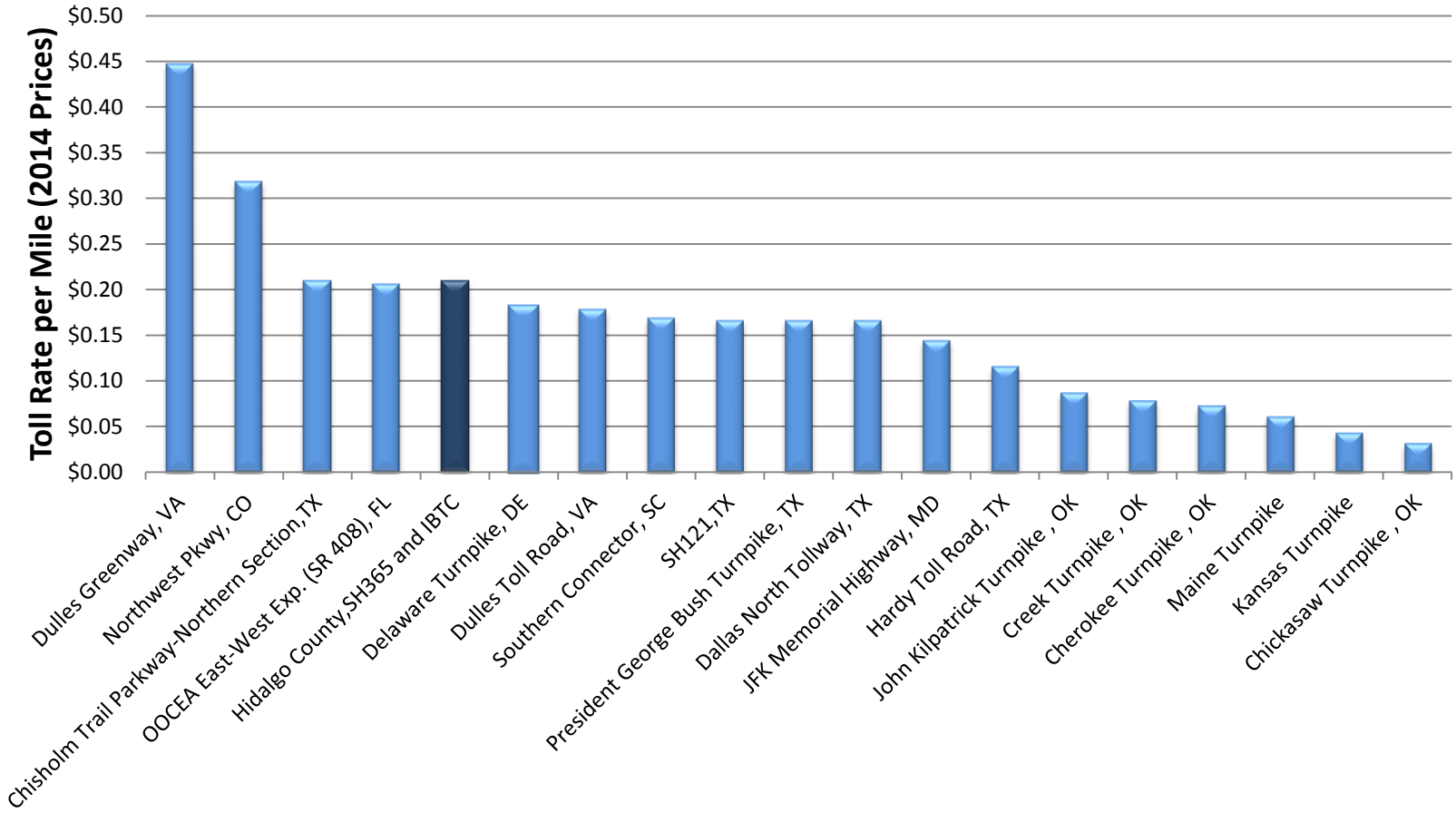


Figure 6-4. Comparison of ETC Toll Rates among Various U.S. Toll Roads

6.3. Sensitivity Analysis

C&M performed sensitivity analyses regarding toll rate, value of time (VOT),and different demographic future scenarios for the Projects.

The toll sensitivity analysis, which is accomplished by altering the toll rate, was not only used to show sensitivity to revenue, but also to determine the maximum toll rate and, ultimately, the optimum toll rate for the Projects. The VOT sensitivity analysis assumes an increase and decrease of the model VOT by fifteen percent. As presented in Chapter 4, C&M created three different demographic forecasts: Low (Conservative), Base (Most Likely), and High (Optimistic) case scenarios. While the Most Likely case scenario is used to create the T&R, the other demographic scenarios are used within the sensitivity analysis.

The following section outlines the variables for these sensitivity analyses and presents the results.

6.3.1. Toll Rate

C&M conducted a series of model runs in order to find the optimum toll rate per mile, increasing the toll rate per mile for all gantries simultaneously. This analysis was performed for model years 2018 and 2035. Figure 6-5 illustrates the sensitivity of transactions vs revenue by different toll rates per mile. Toll rates and daily revenue are shown in 2012 dollars. A variety of models featuring different times of the day was used in this analysis, enabling C&M to gather total daily revenue and transaction data and graph it against the toll rate. This analysis was performed using the Base scenario forecast for demographic variables. The daily revenue was maximized at approximately $0.30 per mile in both 2018 and 2035.

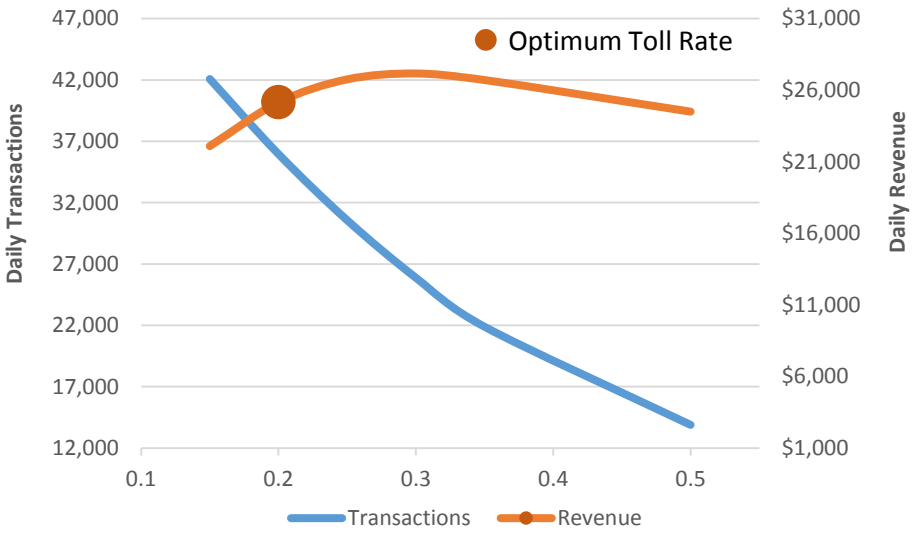


Figure 6-5. 2018 Toll Revenue Sensitivity to Toll Rate

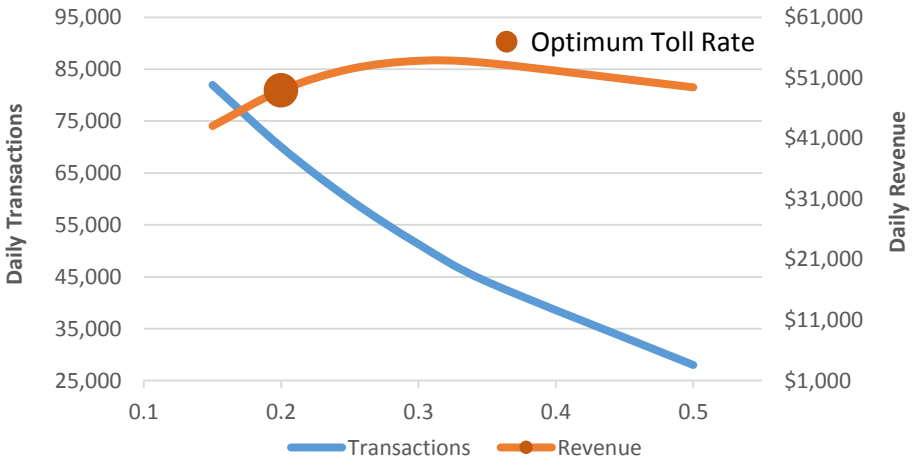


Figure 6-6. 2035 Toll Revenue Sensitivity to Toll Rate

In the final analysis, C&M chose to use a toll rate of $0.20 per mile (in 2012 dollars) for the opening year 2018. Escalating this toll rate in the future based on CPI CAGR results in a nominal toll rate of $0.23 in 2018 and $0.34 in 2035.

6.3.2. Value of Time

Chapter 3 and Chapter 5 of this report discuss passenger car and truck values of time savings. These values were based on route choice models derived from C&M's SP survey from previous studies. They were then validated against the average hourly wage rate within the region.

Over the years, VOT is expected to grow in direct correlation with the CPI growth rate. Therefore, C&M assumed an annual VOT CAGR of about 2.34 percent between 2012 and 2035. C&M performed a sensitivity analysis based on VOT by selecting one scenario with 85 percent of the Base VOT (Low) and another scenario with 115 percent of the Base VOT (High). The Net Present Value (NPV) of the Projects will decrease by 8.2 percent in the Low scenario and increase by 8.4 percent in the High scenario. This means that in 2035, the revenue of the Projects will be $2,620,000 less in the Low scenario and $2,580,000 more in the High scenario.

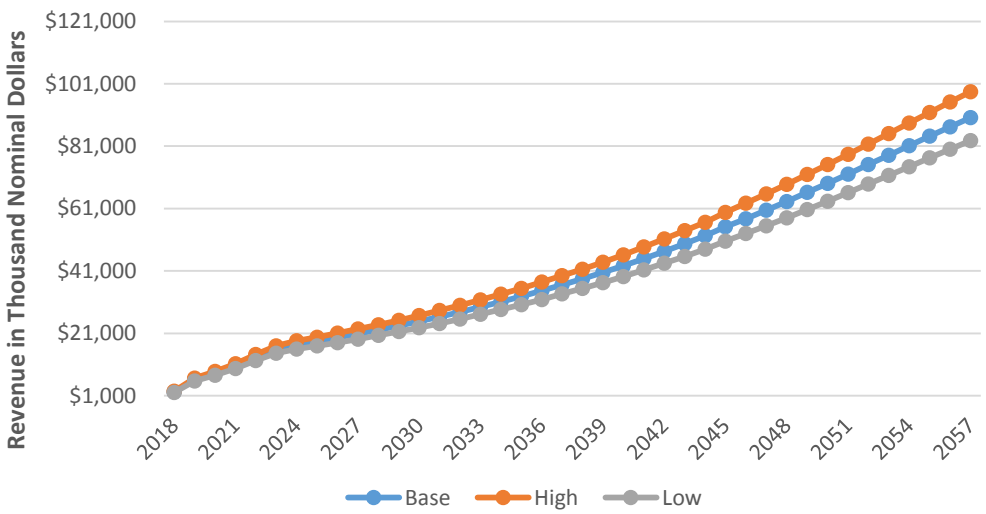


Figure 6-7. Revenue Sensitivity to VOT

6.3.3. Demographics

As mentioned earlier and presented in Chapter 4, three different demographic forecasts were developed. The Most Likely, or Base, scenario has been used as the model input for the final T&R. Figure 6-8 shows the comparison of revenues for the Low, Most Likely, and High scenarios.

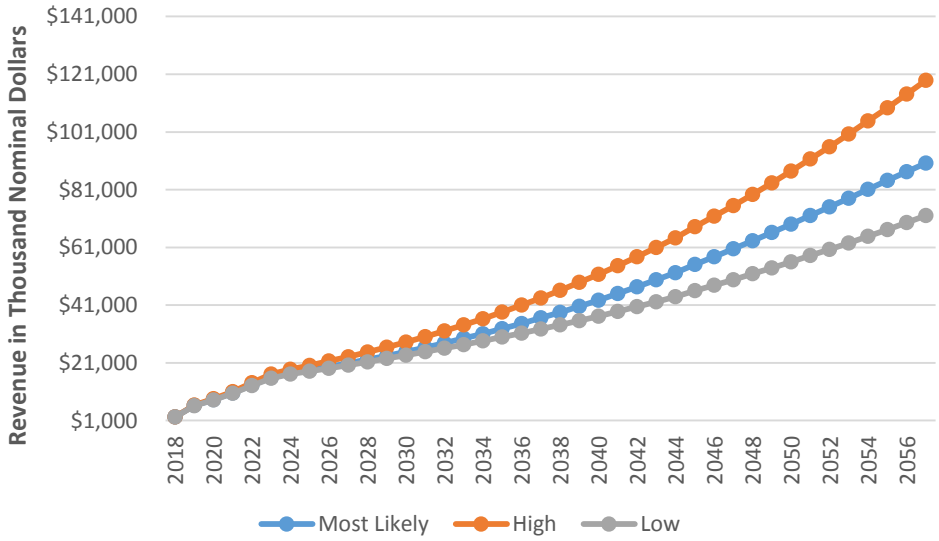


Figure 6-8. Revenue Sensitivity to Demographics

The NPV of the Projects will decrease by 15 percent for the Low scenario and increase by 23 percent for the High scenario. This means that in 2035, the revenue of the Projects will be $2,940,000 less in the Low scenario and $5,720,000 more in the High scenario.

6.4. Traffic and Revenue Assumptions

C&M's T&R forecast is based on the following set of post-processing assumptions, some of which may differ depending upon whether the traveler remains exclusively within the United States or crosses the U.S./Mexican border. C&M determined that of the Projects' potential users, approximately 4.6 percent of those driving automobiles and 0.9 percent of those driving trucks will have origins or destinations in Mexico.

The following T&R assumptions were used in this study:

- The Projects are expected to open to traffic by July 1, 2018.
- Traffic and revenue were forecasted for a 40-year period beginning in 2018.
- In general, trucks were assumed to have an average of 3.9 axles.
- All revenues are expressed in nominal dollars. C&M used the average CPI from the Dallas Forth Worth and Houston Metropolitan Area forecasted by Moody's to inflate the revenue forecast.
- While a number of new toll roads are scheduled to open within the next five years in the Rio Grande Valley of South Texas, the fact remains that the region currently has no toll roads, and the only existing tolled facilities are the international bridges. Therefore, during its analysis, C&M was aware that many drivers in the area may be unfamiliar with the notion of road pricing and, consequently, reluctant to use the new toll roads. This may result in an extended ramp-up period (i.e., the time it takes for traffic volumes to reach their full potential after the opening of a new toll facility). For the analysis, the same initial ramp-up was assumed for both automobile and truck drivers. In addition, C&M also expected passenger car motorists on the U.S. side of the border to become familiar with the toll roads more quickly than those Mexican drivers crossing the border on a regular basis. As shown in Table 6-2, ramp-up for autos starts at a modest 50 percent and truck start at 60 percent during the Projects' opening year.
- Tolls will be collected by means of ETC or video recognition. The video toll rates are assumed to be 150% of the ETC rates to compensate the offset of additional costs associated with the video tolling recognition and billing method.
- In the Projects' opening year, ETC penetration—referring to the percentage of all toll transactions collected electronically—was assumed to be 50–60 percent for U.S. customers (passenger vehicles and trucks) and 30–50 percent for border-crossing customers with Mexican license plates. These percentages were assumed to reach an eventual maximum of 80 percent for U.S. customers and 60–70 percent for border-crossing customers with Mexican license plates. In fact, C&M's SP survey in earlier projects found that more than 70 percent of automobile travelers said they would be likely to utilize the ETC system. ETC penetration for trucks was assumed to be higher than that for autos due to the operational characteristics of truck traffic. Table 6-2 presents a detailed look at assumptions for ETC penetration.

- For this study, the ETC leakage rate was assumed to be 1 percent, enough to account for any uncollected revenue from ETC customers as a result of system deficiencies.
- A video violation rate was applied in order to make up for revenue lost as a result of deficiencies in the video transaction system and potential toll evaders. An effective video toll factor of 32 percent was assumed for all customers in the opening year.
- In order to obtain annual T&R figures, C&M estimated equivalent revenue days of 350 for autos and 280 for trucks, a result of its analysis of weekday and weekend traffic counts. Border crossing cars resulting in 365 revenue days and trucks in 275.
- Only the roadway improvements from the Hidalgo County MTP 2010–2035 and TIP have been implemented within the model.
- It was assumed that the use of alternative modes of transportation in the area of influence would remain unchanged during the forecast period.
- Gasoline availability and prices were assumed to remain at levels that would not significantly affect traffic.
- Federal and state fuel taxes would not change to a degree that would affect travel behavior.
- The proposed toll road would be efficiently maintained for the length of the forecast period.

Table 6-2 summarizes the traffic and revenue assumptions discussed above.

Table 6-2. Traffic and Revenue Assumptions

Item	Assumptions
Opening Year	July 1, 2018
Last Forecast Year	2057
Type of Toll Collection	All Electronic Toll amd Video Tolling
Posted Speed	75 mph

Number of Mainalne Lanes

Year	2018	2025	2035	After 2035
# of Lanes	2	2	3	3

Traffic Ramp-Up

Year	US		Border Crossings	
	Auto	Truck	Auto	Truck
2018	50%	60%	50%	60%
2019	60%	70%	60%	70%
2020	70%	80%	70%	80%
2021	80%	90%	80%	90%
2022	90%	95%	90%	95%
2023	100%	100%	100%	100%
After 2023	100%	100%	100%	100%

ETC Penetration

Year	US		Border Crossings	
	Auto	Truck	Auto	Truck
2018	50%	60%	30%	50%
2019	55%	65%	35%	55%
2020	60%	70%	40%	60%
2021	65%	75%	45%	63%
2022	70%	80%	50%	66%
2023	75%	80%	55%	68%
After 2023	80%	80%	60%	70%

ETC Leakage 1%

Video Revenue Reduction Factors

Item	2018	2019	2020	2021	2022
Total Video Revenue in Process (Invoiced)	60%	63%	66%	68%	70%
Invoiced Video Revenue Recovered	35%	36%	37%	38%	40%
Video Revenue Toll Factor	1.5	1.5	1.5	1.5	1.5
Effective Video Toll Factor	0.32	0.34	0.37	0.39	0.42

Revenue Days

Item	Revenue Days
Internal - Auto	350
Internal - Truck	280
Border Crossing - Auto	365
Border Crossing - Truck	275

Commercial Vehicle Toll Factor (Toll Factor=N-1, N being the number of truck axles)

Item	Toll Factor
Internal - Truck	2.9
External - Truck	3.9

6.5. Traffic and Revenue Results

This section presents the results of C&M's T&R analysis in terms of annual toll transactions and revenue. The model forecast years from the TDM were interpolated and extrapolated to obtain annual transactions and revenue figures by employing a post-processing model.

C&M has provided the Projects' T&R forecast along with an additional SH 365-Only scenario. Both scenarios and their respective T&Rs are presented in the following sections.

6.5.1. Scenario 1: The Projects

The Projects' annual T&R forecasts for the years 2018–2057 are presented in Figure 6-9. T&R is shown for each project separately and for the Projects combined. Table 6-3 shows the annual T&R by cars, trucks and total.

For the opening year 2018, C&M forecasted that the Base scenario would generate more than $2 million in toll revenue as a result of some 3 million toll transactions. By 2035, the number of transactions was projected to increase to approximately 23 million, and to more than 38 million by the final forecast year 2057. Annual revenue was projected to reach about $33 million by 2035 and $90 million by 2057. The Projects' NPV is $1,677,865,000.

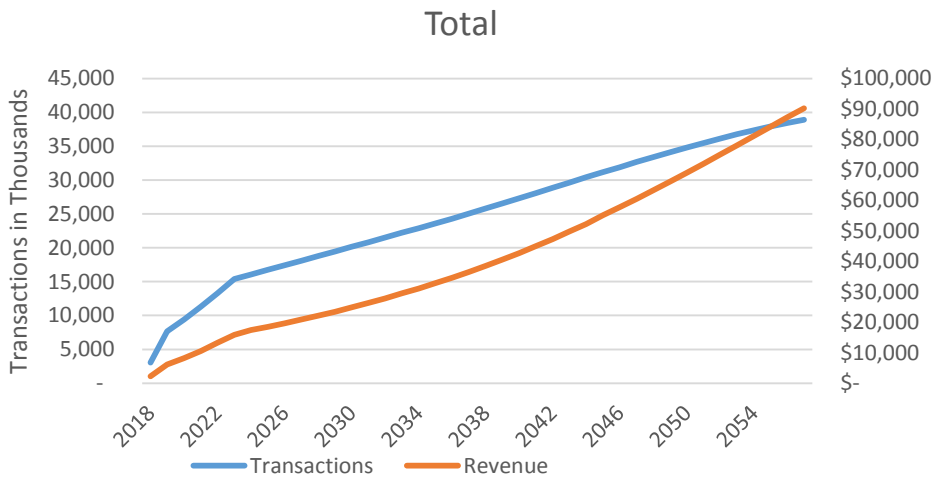
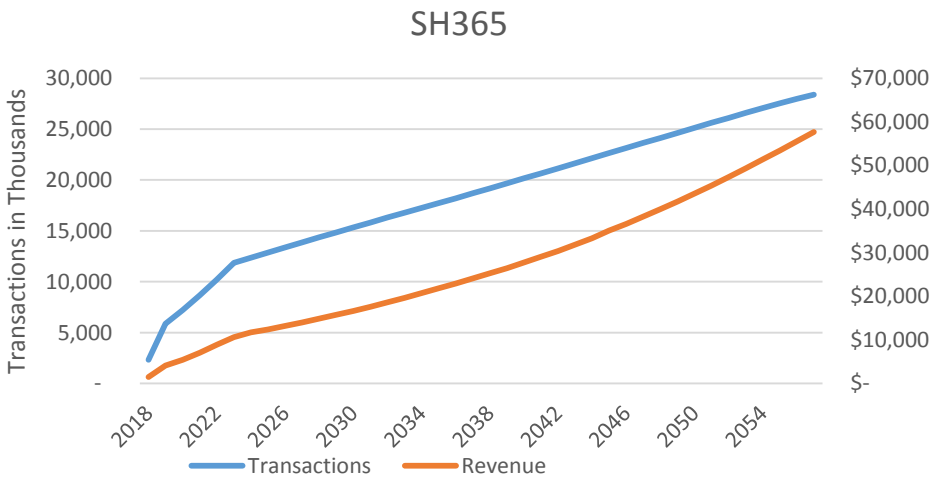


Figure 6-9. The Projects' T&R



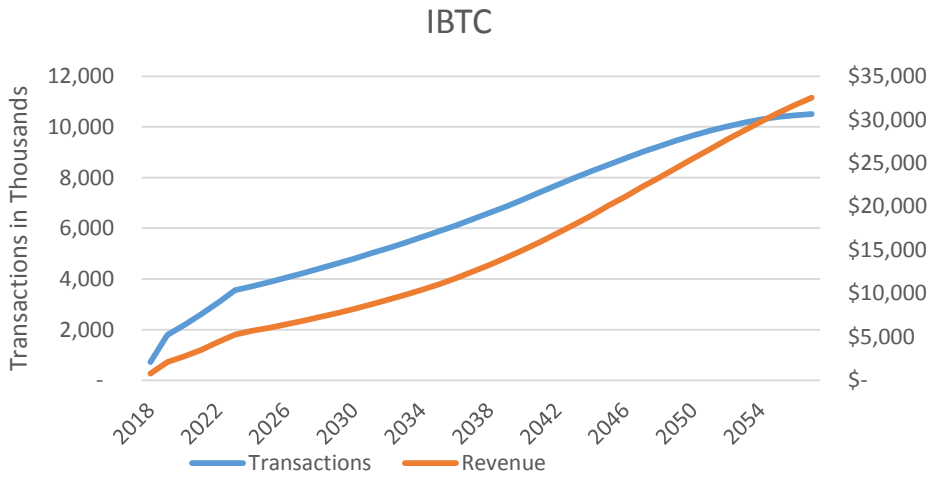


Figure 6-10. The Projects' T&R (Cont'd.)

Table 6-3. The Projects' T&R Annual Forecast - Total

Year	Transactions (in Thousands)			Revenue (Nominal Dollar - in Thousands)		
	Auto	Truck	Total	Auto	Truck	Total
2018	2,460	570	3,030	$ 1,235	$ 1,010	$ 2,245
2019	6,230	1,440	7,670	$ 3,450	$ 2,730	$ 6,190
2020	7,650	1,760	9,410	$ 4,600	$ 3,600	$ 8,200
2021	9,170	2,100	11,270	$ 5,960	$ 4,570	$ 10,530
2022	10,800	2,480	13,280	$ 7,580	$ 5,710	$ 13,290
2023	12,540	2,870	15,410	$ 9,170	$ 6,740	$ 15,910
2024	13,080	2,990	16,070	$ 10,260	$ 7,150	$ 17,410
2025	13,630	3,110	16,740	$ 10,900	$ 7,550	$ 18,450
2026	14,170	3,240	17,410	$ 11,600	$ 8,020	$ 19,620
2027	14,720	3,370	18,090	$ 12,320	$ 8,530	$ 20,860
2028	15,270	3,510	18,780	$ 13,090	$ 9,050	$ 22,140
2029	15,820	3,630	19,450	$ 13,870	$ 9,580	$ 23,460
2030	16,370	3,760	20,130	$ 14,700	$ 10,160	$ 24,850
2031	16,920	3,910	20,830	$ 15,560	$ 10,760	$ 26,320
2032	17,470	4,040	21,510	$ 16,480	$ 11,370	$ 27,860
2033	18,030	4,180	22,210	$ 17,410	$ 12,040	$ 29,450
2034	18,580	4,320	22,900	$ 18,400	$ 12,710	$ 31,110
2035	19,140	4,470	23,610	$ 19,420	$ 13,430	$ 32,850
2036	19,700	4,610	24,310	$ 20,440	$ 14,210	$ 34,650
2037	20,280	4,770	25,050	$ 21,520	$ 15,030	$ 36,550
2038	20,860	4,930	25,790	$ 22,610	$ 15,870	$ 38,490
2039	21,450	5,090	26,540	$ 23,790	$ 16,770	$ 40,560
2040	22,050	5,250	27,300	$ 25,000	$ 17,720	$ 42,720
2041	22,660	5,420	28,080	$ 26,260	$ 18,720	$ 44,970
2042	23,280	5,580	28,860	$ 27,550	$ 19,750	$ 47,320
2043	23,880	5,760	29,640	$ 28,930	$ 20,810	$ 49,750
2044	24,480	5,920	30,400	$ 30,320	$ 21,930	$ 52,250
2045	25,070	6,090	31,160	$ 31,940	$ 23,180	$ 55,120
2046	25,650	6,250	31,900	$ 33,380	$ 24,360	$ 57,760
2047	26,240	6,420	32,660	$ 34,930	$ 25,580	$ 60,510
2048	26,800	6,580	33,380	$ 36,460	$ 26,820	$ 63,280
2049	27,360	6,740	34,100	$ 38,070	$ 28,110	$ 66,170
2050	27,900	6,900	34,800	$ 39,650	$ 29,430	$ 69,080
2051	28,420	7,050	35,470	$ 41,290	$ 30,760	$ 72,040
2052	28,930	7,200	36,130	$ 42,960	$ 32,110	$ 75,070
2053	29,420	7,350	36,770	$ 44,610	$ 33,450	$ 78,060
2054	29,880	7,480	37,360	$ 46,280	$ 34,850	$ 81,130
2055	30,310	7,610	37,920	$ 47,980	$ 36,210	$ 84,190
2056	30,700	7,730	38,430	$ 49,650	$ 37,590	$ 87,240
2057	31,090	7,820	38,910	$ 51,430	$ 38,780	$ 90,210

Table 6-4. The Projects' T&R Annual Forecast – SH365

Year	Transactions (in Thousands)			Revenue (Nominal Dollar - in Thousands)		
	Auto	Truck	Total	Auto	Truck	Total
2018	1,895	420	2,315	$ 845	$ 630	$ 1,475
2019	4,820	1,060	5,880	$ 2,370	$ 1,710	$ 4,090
2020	5,930	1,290	7,220	$ 3,190	$ 2,260	$ 5,450
2021	7,120	1,540	8,660	$ 4,150	$ 2,870	$ 7,020
2022	8,400	1,810	10,210	$ 5,290	$ 3,590	$ 8,880
2023	9,760	2,090	11,850	$ 6,400	$ 4,240	$ 10,640
2024	10,180	2,180	12,360	$ 7,190	$ 4,500	$ 11,690
2025	10,600	2,260	12,860	$ 7,640	$ 4,760	$ 12,400
2026	11,010	2,350	13,360	$ 8,140	$ 5,040	$ 13,180
2027	11,420	2,440	13,860	$ 8,650	$ 5,350	$ 14,000
2028	11,830	2,530	14,360	$ 9,180	$ 5,670	$ 14,850
2029	12,230	2,610	14,840	$ 9,730	$ 5,990	$ 15,730
2030	12,630	2,700	15,330	$ 10,300	$ 6,340	$ 16,640
2031	13,020	2,800	15,820	$ 10,900	$ 6,710	$ 17,600
2032	13,410	2,890	16,300	$ 11,520	$ 7,070	$ 18,600
2033	13,800	2,980	16,780	$ 12,150	$ 7,480	$ 19,630
2034	14,180	3,070	17,250	$ 12,820	$ 7,870	$ 20,690
2035	14,560	3,170	17,730	$ 13,510	$ 8,310	$ 21,820
2036	14,940	3,260	18,200	$ 14,160	$ 8,750	$ 22,910
2037	15,330	3,360	18,690	$ 14,850	$ 9,200	$ 24,050
2038	15,720	3,460	19,180	$ 15,540	$ 9,670	$ 25,220
2039	16,110	3,560	19,670	$ 16,280	$ 10,160	$ 26,440
2040	16,500	3,660	20,160	$ 17,040	$ 10,670	$ 27,710
2041	16,890	3,760	20,650	$ 17,810	$ 11,220	$ 29,030
2042	17,290	3,860	21,150	$ 18,620	$ 11,770	$ 30,400
2043	17,680	3,970	21,650	$ 19,470	$ 12,340	$ 31,820
2044	18,080	4,070	22,150	$ 20,350	$ 12,960	$ 33,310
2045	18,470	4,180	22,650	$ 21,370	$ 13,660	$ 35,030
2046	18,860	4,280	23,140	$ 22,290	$ 14,320	$ 36,620
2047	19,260	4,390	23,650	$ 23,270	$ 14,990	$ 38,260
2048	19,650	4,490	24,140	$ 24,260	$ 15,690	$ 39,960
2049	20,040	4,600	24,640	$ 25,310	$ 16,430	$ 41,730
2050	20,430	4,710	25,140	$ 26,360	$ 17,190	$ 43,550
2051	20,810	4,810	25,620	$ 27,450	$ 17,970	$ 45,420
2052	21,190	4,920	26,110	$ 28,580	$ 18,780	$ 47,360
2053	21,570	5,030	26,600	$ 29,720	$ 19,590	$ 49,310
2054	21,940	5,130	27,070	$ 30,900	$ 20,460	$ 51,360
2055	22,300	5,230	27,530	$ 32,110	$ 21,330	$ 53,440
2056	22,640	5,330	27,970	$ 33,340	$ 22,230	$ 55,570
2057	22,970	5,430	28,400	$ 34,550	$ 23,130	$ 57,680

Table 6-5. The Projects' T&R Annual Forecast – IBTC

Year	Transactions (in Thousands)			Revenue (Nominal Dollar - in Thousands)		
	Auto	Truck	Total	Auto	Truck	Total
2018	565	150	715	$ 390	$ 380	$ 770
2019	1,410	380	1,790	$ 1,080	$ 1,020	$ 2,100
2020	1,720	470	2,190	$ 1,410	$ 1,340	$ 2,750
2021	2,050	560	2,610	$ 1,810	$ 1,700	$ 3,510
2022	2,400	670	3,070	$ 2,290	$ 2,120	$ 4,410
2023	2,780	780	3,560	$ 2,770	$ 2,500	$ 5,270
2024	2,900	810	3,710	$ 3,070	$ 2,650	$ 5,720
2025	3,030	850	3,880	$ 3,260	$ 2,790	$ 6,050
2026	3,160	890	4,050	$ 3,460	$ 2,980	$ 6,440
2027	3,300	930	4,230	$ 3,670	$ 3,180	$ 6,860
2028	3,440	980	4,420	$ 3,910	$ 3,380	$ 7,290
2029	3,590	1,020	4,610	$ 4,140	$ 3,590	$ 7,730
2030	3,740	1,060	4,800	$ 4,400	$ 3,820	$ 8,210
2031	3,900	1,110	5,010	$ 4,660	$ 4,050	$ 8,720
2032	4,060	1,150	5,210	$ 4,960	$ 4,300	$ 9,260
2033	4,230	1,200	5,430	$ 5,260	$ 4,560	$ 9,820
2034	4,400	1,250	5,650	$ 5,580	$ 4,840	$ 10,420
2035	4,580	1,300	5,880	$ 5,910	$ 5,120	$ 11,030
2036	4,760	1,350	6,110	$ 6,280	$ 5,460	$ 11,740
2037	4,950	1,410	6,360	$ 6,670	$ 5,830	$ 12,500
2038	5,140	1,470	6,610	$ 7,070	$ 6,200	$ 13,270
2039	5,340	1,530	6,870	$ 7,510	$ 6,610	$ 14,120
2040	5,550	1,590	7,140	$ 7,960	$ 7,050	$ 15,010
2041	5,770	1,660	7,430	$ 8,450	$ 7,500	$ 15,940
2042	5,990	1,720	7,710	$ 8,930	$ 7,980	$ 16,920
2043	6,200	1,790	7,990	$ 9,460	$ 8,470	$ 17,930
2044	6,400	1,850	8,250	$ 9,970	$ 8,970	$ 18,940
2045	6,600	1,910	8,510	$ 10,570	$ 9,520	$ 20,090
2046	6,790	1,970	8,760	$ 11,090	$ 10,040	$ 21,140
2047	6,980	2,030	9,010	$ 11,660	$ 10,590	$ 22,250
2048	7,150	2,090	9,240	$ 12,200	$ 11,130	$ 23,320
2049	7,320	2,140	9,460	$ 12,760	$ 11,680	$ 24,440
2050	7,470	2,190	9,660	$ 13,290	$ 12,240	$ 25,530
2051	7,610	2,240	9,850	$ 13,840	$ 12,790	$ 26,620
2052	7,740	2,280	10,020	$ 14,380	$ 13,330	$ 27,710
2053	7,850	2,320	10,170	$ 14,890	$ 13,860	$ 28,750
2054	7,940	2,350	10,290	$ 15,380	$ 14,390	$ 29,770
2055	8,010	2,380	10,390	$ 15,870	$ 14,880	$ 30,750
2056	8,060	2,400	10,460	$ 16,310	$ 15,360	$ 31,670
2057	8,120	2,390	10,510	$ 16,880	$ 15,650	$ 32,530

6.5.2. Scenario 2: SH 365-Only

C&M provided a second T&R scenario in which only the highway segments 1–3 of SH 365 where considered to be built. Figure 6-10 shows the three considered highway segments and the alignment of the SH 365-Only scenario. The alignment of SH 365-Only scenario begins in the west, from the Anzalduas GSA Connector, and connects to the Pharr International Bridge over Spur 29. The tolled segments on the SH 365-Only scenario correspond to the Projects' toll segments 2–5 and will utilize the same toll treatment as the Projects.

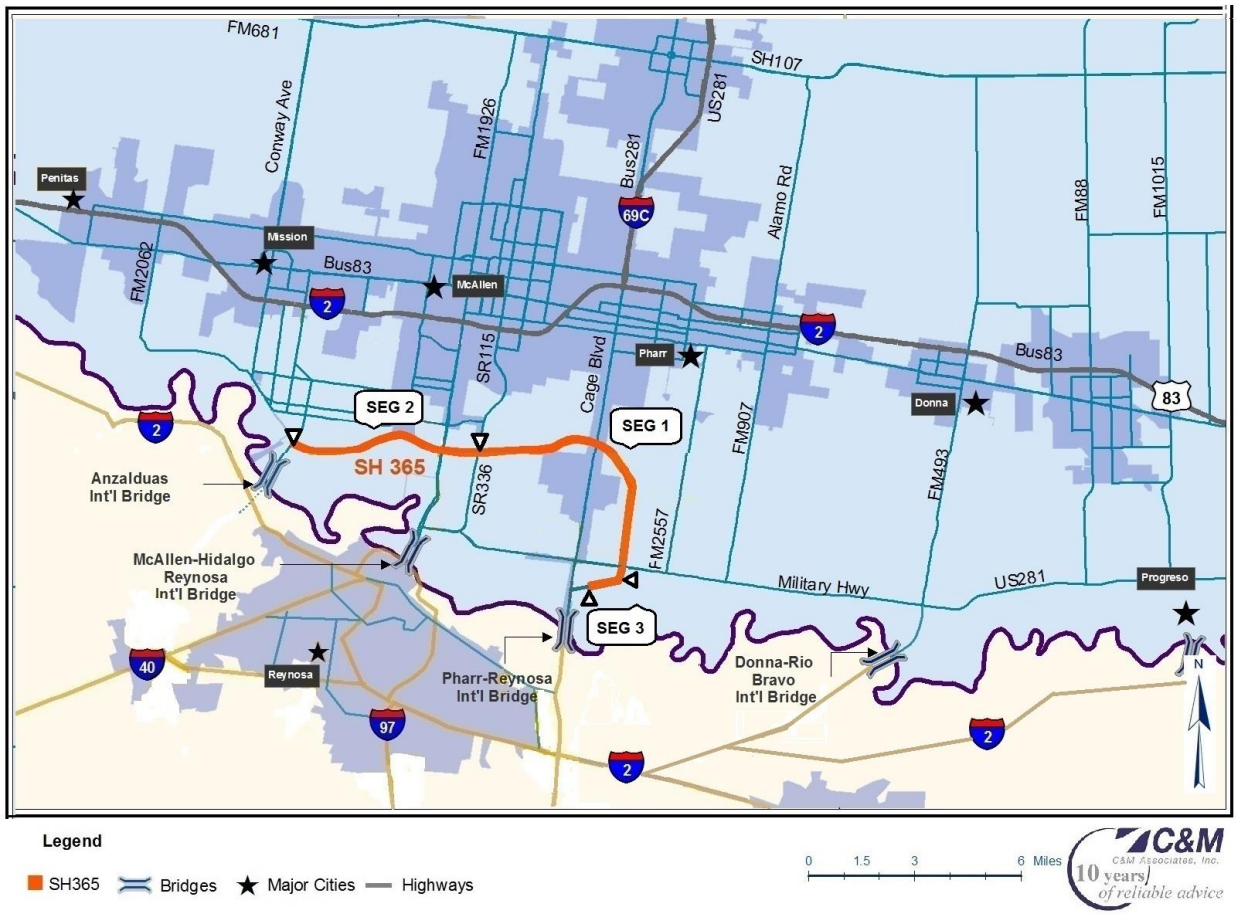


Figure 6-10. Alignment of SH 365-Only Scenario

Figure 6-11 presents the annual T&R of the SH 365-Only scenario. For the opening year 2018, C&M forecasted that the SH 365-Only scenario would generate approximately $0.9 million in toll revenue. By 2035, approximately 10 million transactions were projected under this scenario, a number expected to increase to 15.6 million by the final forecast year 2057. The SH 365-Only scenario projected annual revenue to be approximately $13 million by 2035 and $32 million by 2057. Table 6-6 provides a detailed look at T&R figures based on this scenario. The NPV of the SH 365-Only scenario constitutes 37 percent of the Projects' NPV.

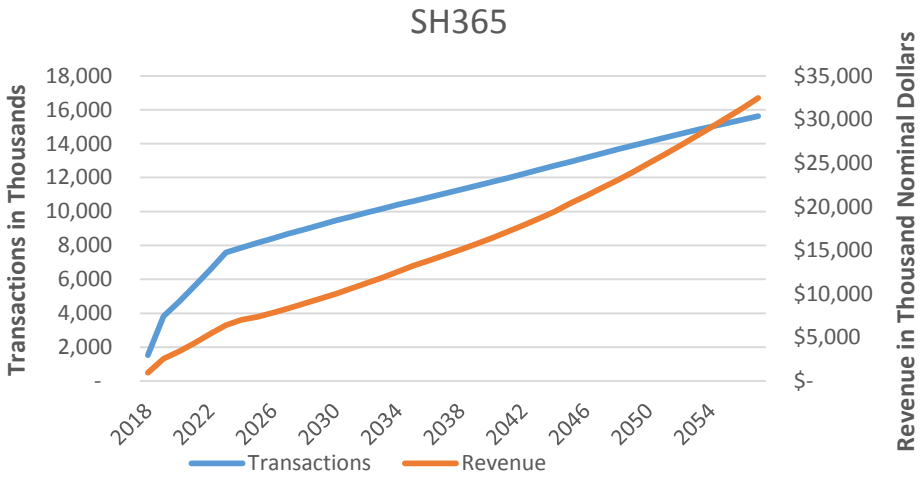


Figure 6-11. SH 365-Only T&R

Table 6-6. SH 365-Only T&R Annual Forecast

Year	Transactions (in Thousands)			Revenue (Nominal Dollar - in Thousands)		
	Auto	Truck	Total	Auto	Truck	Total
2018	1,315	205	1,520	630	305	935
2019	3,320	510	3,830	1,740	830	2,570
2020	4,070	620	4,690	2,310	1,090	3,400
2021	4,860	740	5,600	2,940	1,400	4,340
2022	5,700	860	6,560	3,680	1,740	5,420
2023	6,590	1,000	7,590	4,360	2,050	6,410
2024	6,840	1,030	7,870	4,830	2,180	7,020
2025	7,080	1,070	8,150	5,040	2,310	7,350
2026	7,320	1,100	8,420	5,410	2,440	7,850
2027	7,550	1,140	8,690	5,780	2,580	8,360
2028	7,780	1,170	8,950	6,170	2,720	8,890
2029	8,000	1,210	9,210	6,560	2,870	9,430
2030	8,210	1,250	9,460	6,990	3,020	10,010
2031	8,420	1,280	9,700	7,420	3,180	10,600
2032	8,620	1,320	9,940	7,890	3,350	11,230
2033	8,820	1,350	10,170	8,360	3,520	11,870
2034	9,010	1,390	10,400	8,840	3,700	12,540
2035	9,190	1,420	10,610	9,360	3,900	13,260
2036	9,380	1,460	10,840	9,760	4,070	13,830
2037	9,570	1,490	11,060	10,170	4,270	14,440
2038	9,760	1,530	11,290	10,600	4,470	15,070
2039	9,950	1,570	11,520	11,060	4,680	15,740
2040	10,140	1,600	11,740	11,510	4,900	16,410
2041	10,340	1,640	11,980	12,000	5,130	17,130
2042	10,540	1,680	12,220	12,510	5,360	17,870
2043	10,740	1,720	12,460	13,010	5,600	18,620
2044	10,940	1,760	12,700	13,560	5,860	19,420
2045	11,140	1,800	12,940	14,200	6,170	20,370
2046	11,340	1,840	13,180	14,780	6,440	21,220
2047	11,540	1,880	13,420	15,390	6,750	22,130
2048	11,740	1,920	13,660	15,990	7,040	23,030
2049	11,930	1,960	13,890	16,640	7,340	23,970
2050	12,120	2,000	14,120	17,280	7,670	24,950
2051	12,310	2,040	14,350	17,940	7,990	25,940
2052	12,490	2,080	14,570	18,630	8,330	26,960
2053	12,670	2,120	14,790	19,340	8,700	28,030
2054	12,850	2,150	15,000	20,040	9,050	29,090
2055	13,020	2,190	15,210	20,770	9,420	30,190
2056	13,190	2,230	15,420	21,510	9,800	31,310
2057	13,360	2,270	15,630	22,290	10,190	32,480

Item 3C

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

AGENDA RECOMMENDATION FORM

BOARD OF DIRECTORS	**X**	**AGENDA ITEM**	**3C**
PLANNING COMMITTEE		**DATE SUBMITTED**	**9/15/14**
FINANCE COMMITTEE		**MEETING DATE**	**9/24/14**
TECHNICAL COMMITTEE			

1. Agenda Item: **RESOLUTION 2014 -88 – APPROVAL OF HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY 2015-2019 STRATEGIC PLAN UPDATE.**

2. Nature of Request: (Brief Overview) Attachments: X Yes ___ No

   An Investment Grade Traffic & Revenue Study has been completed and incorporated into the Strategic Plan to reflect the most current financing ability of the Authority and project costs for SH 365 and IBTC Projects.

3. Policy Implication: Board Policy, Local Government, Texas Government Code, Texas Transportation Code, TxDOT Policy

4. Budgeted: X Yes ___ No ___ N/A Funding Source: VRF Bond

5. Staff Recommendation**: Motion to approve Resolution 2014 - 88 – Approval of Hidalgo County Regional Mobility Authority 2015-2019 Strategic Plan Update as presented.**

6. Program Manager's Recommendation: **X** Approved ___ Disapproved ___ None

7. Planning Committee's Recommendation: ___ Approved ___ Disapproved **X** None

8. Board Attorney's Recommendation: ___ Approved ___ Disapproved **X** None

9. Chief Financial Officer's Recommendation: **X** Approved ___ Disapproved ___ None

10. Executive Director's Recommendation: **X** Approved ___ Disapproved ___ None

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Memorandum

To: Rance G. Sweeten, Chairman

From: Pilar Rodriguez, PE, Executive Director

Date: September 15, 2014

Re: **Approval of HCRMA 2015-2019 Strategic Plan Update**

Background

On March 28, 2012, the Hidalgo County Regional Mobility Authority (HCRMA) Board of Directors approved the 2012-2017 Strategic Plan – Project Manager Strategy No. 8, which included State Highway 365 as a proposed four (4) lane roadway and no overpass at the intersection of the roadway with the Anzalduas Bridge. The approved limits of the SH 365 project were from FM 396 to FM 3072. Strategy No. 8 also included a segment of the IBTC that would allow for connectivity of SH 365 to US 281/Military Highway.

On October 18, 2012, the HCRMA Board of Directors amended the 2012-2017 Strategic Plan to expand the limits of the SH 365 Project from SH 396 (Anzalduas Highway) to FM 1016 (Conway Avenue).

On March 20, 2013, the HCRMA Board of Directors updated the 2012-2017 Strategic Plan to reflect the projected revenues in the Intermediate Traffic & Revenue updated performed by C&M Associates.

On March 19, 2014, the HCRMA Board of Directors approved the 2015-2019 Strategic Plan in accordance with Chapter 370 of the Transportation Code that requires a biannual update and due to value engineering on the IBTC Project.

Goal

With completion of an Investment Grade Traffic & Revenue Study for the SH 365, IBTC and SH 68/FM 1925 projects, the Strategic Plans will need to be updated to reflect any change in revenue and current project costs.

The most significant change to the Strategic Plan reflects an approximately 25% increase in projected toll revenue and a 15% increase in project cost for the SH 365 and IBTC Projects.

Option

The Board of Directors could chose to not update the HCRMA 2015-2019 Strategic Plan.

Recommendation

Based on review by this office, approval of **Resolution 2014-88 – Approval the Hidalgo County Regional Mobility Authority 2015-2019 Strategic Plan Update is recommended as presented.**

If you should have any questions or require additional information, please advise.

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

BOARD RESOLUTION No. 2014 – 88

APPROVAL THE HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY 2015-2019 STRATEGIC PLAN UPDATE

THIS RESOLUTION is adopted this 24th day of September, 2014 by the Board of Directors of the Hidalgo County Regional Mobility Authority at a regular meeting.

WHEREAS, the Hidalgo County Regional Mobility Authority (the "Authority"), acting through its Board of Directors (the "Board"), is a regional mobility authority created pursuant to Chapter 370, Texas Transportation Code, as amended (the "Act");

WHEREAS, the Authority is authorized by the Act to address mobility issues in and around Hidalgo County;

WHEREAS, on March 28, 2012, the Authority approved the 2012-2017 Strategic Plan - Project Manager Strategy No. 8, which included SH 365 with a four (4) lane roadway and no bridge structure over the Anzalduas Bridge from the limits of US 281/Military Highway to FM 396; and

WHEREAS, on October 18, 2012, the Authority amended the 2012-2017 Strategic Plan – Project Manager Strategy No. 8 adding approximately 3.15 miles of roadway to the SH 365 project from FM 396 to FM 1016; and

WHEREAS, on October 16, 2013, the Authority amended the 2012-2017 Strategic Plan – Program Manager Strategy No. 8 to include the Program Manager recommendation scenario 3 of the Value Engineering Study for the State Highway 365 Project with an estimated saving of $23.73 million for the project; and

WHEREAS, on March 19, 2014, the Authority adopted Scenario 3 of the Value Engineering Study recommendations for the International Bridge Trade Corridor Project with and estimated saving of $57.26 Million and updated the 2015-2019 Strategic Plan as required by Chapter 370 of the Texas Transportation Code biannually; and

WHEREAS, on September 24, 2014, the Authority accepted the Investment Grade Traffic & Revenue projections for the State Highway 365, International Bridge Trade Corridor and State Highway 68 Project to be incorporated into the 2015-2019 Strategic Plan Update;

WHEREAS, the Authority finds it necessary to approve the 2015-2019 Strategic Plan Update that incorporates the Investment Grade Traffic & Revenue projections provided by C&M Associates dated September 11, 2014;

NOW THEREFORE, BE IT RESOLVED, BY THE BOARD OF DIRECTORS OF THE HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY THAT:

Section 1. The recital clauses are incorporated in the text of this Resolution as if fully restated.

Section 2. The Board hereby updates and adopts the 2015-2019 Strategic Plan Update for the State Highway 365, International Bridge Trade Corridor and State Highway 68 Projects hereto attached as Exhibit A.

*****

PASSED AND APPROVED AS TO BE EFFECTIVE IMMEDIATELY BY THE BOARD OF DIRECTORS OF THE HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY AT A REGULAR MEETING, duly posted and noticed, on the 24th day of September, 2014, at which meeting a quorum was present.

Rance G. Sweeten, Chairman

Ricardo Perez, Secretary/Treasurer

EXHIBIT A
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY
2015-2019 STRATEGIC PLAN UPDATE
DATED SEPTEMBER 24, 2014

THIS ITEM WILL BE

SENT UNDER

SEPERATE COVER

Item 3D

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

AGENDA RECOMMENDATION FORM

BOARD OF DIRECTORS	**X**	**AGENDA ITEM**	**3D**
PLANNING COMMITTEE		**DATE SUBMITTED**	**9/15/14**
FINANCE COMMITTEE		**MEETING DATE**	**9/24/14**
TECHNICAL COMMITTEE			

1. Agenda Item: **RESOLUTION 2014-89 – APPROVAL OF WORK AUTHORIZATION NUMBER 18 TO PROFESSIONAL SERVICES AGREEMENT WITH DANNENBAUM ENGINEERING TO PROVIDE NON-DESTRUCTIVE UTILITY LOCATIONS FOR THE INTERNATIONAL BRIDGE TRADE CORRIDOR PROJECT.**

2. Nature of Request: (Brief Overview) Attachments: X Yes ___No

   Approval of Work Authorization Number 18 to Professional Service Agreement with Dannanbaum Engineering to provide non-destructive vertical utility locations for the IBTC Project. Program Management by Dannenbaum Engineering for this work is already included in Work Authorization No. 9, therefore, no additional effort for Dannenbaum is required.

3. Policy Implication: Board Policy, Local Government, Texas Government Code, Texas Transportation Code, TxDOT Policy

4. Budgeted: X Yes ___No ___N/A Funding Source: VRF Bond

Approved maximum payable fee	$17,517,371.48
Approved Work Authorizations 1, 3, 4, 5, 6 w/ S1-7, 8 w/S1, 9, * 10, 11, 12, 13, 14, 15, 16 & 17	$17,517,371.48
Maximum fee balance	$ 0.00
Total authorized for WA 1, 3, 4, 5, 6 w/ S1-7, 8 w/S1, 9 * 10, 11, 12, 13, 14, 15, 16 & 17	$17,517,371.48
Payments to date for WA 1, 3, 4, 5, 6 w/ S1-7, 8 w/S1, 9 10, 11, 12, 13, 14, 15, 16 & 17	($ 8,820,375.17)
Work authorization balance	$ 8,696,996.31

*Proposed Work Authorization No. 7 with City of Pharr canceled

Proposed Work Authorization Number 18:
Non-destructive utility locations **$355,355.20**

5. Staff Recommendation**: Motion to approve Resolution 2014-89 – Approval of Work Authorization Number 18 to the Professional Service Agreement with Dannenbaum Engineering to provide non-destructive utility locations for the International Bridge Trade Corridor Project in the amount of $355,355,20 is recommended.**

6. Program Manager's Recommendation: ___Approved ___Disapproved **X** None

7. Planning Committee's Recommendation: ___Approved ___Disapproved **X** None

8. Board Attorney's Recommendation: ___Approved ___Disapproved **X** None

9. Chief Financial Officer's Recommendation: ___Approved ___Disapproved **X** None

10. Executive Director's Recommendation: **X** Approved ___Disapproved ___None

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

To: Rance G. Sweeten, Chairman

From: Pilar Rodriguez, PE, Executive Director

Date: September 15, 2014

Re: **Approval of Work Authorization Number 18 with Dannenbaum Engineering to provide Non-destructive Utility Locations for IBTC**

Background

At the October 27, 2011, regular meeting, the Board of Directors awarded a professional service agreement for general engineering and program management services to Dannenbaum Engineering (DEC) for a maximum payable amount of $5,000,000. Subsequently, the Board approved Work Authorizations No. 1, 3, 4, 5, 6, Supplemental 1, 2, 3, 4, 5 & 6 to Work Authorization No. 6, Work Authorization Number 8, Supplemental 1 to Work Authorization 8, Work Authorization Number 9, Work Authorization Number 11, Work Authorization Number 12, Work Authorization Number 13, Work Authorization Number 14, Work Authorization Number 15 and Work Authorization Number 16 in the amounts of $909,960.63, $57,750.00, $891,814.61, $832,369.93, $689,834.33, $81,309.04, $149,120.30, $346,720.31, $1,437,465.41, $117,054.83, $460,000.00, $10,340,781.60, $285,984.85, $49,034.16, $180,053.72, $89,062.56, $397,750.88, $80,256.47 and $215,571.04 (Supplemental 6 to Work Authorization 6 was for no increase) respectively as discussed below.

Work Authorization No. 1 - was to review prior engineering, surveying, environmental and permitting work provided to the Hidalgo County Regional Mobility Authority (HCRMA).
Work Authorization No. 2 - was cancelled by the HCRMA Board.
Work Authorization No. 3 - was to provide title reports for the State Highway 365 (SH 365) Project.
Work Authorization No. 4 - was to update the new Executive Director, oversee the update of the Traffic & Revenue study, oversee environmental clearance/preliminary design of SH 365 and oversee various other tasks related to SH 365 and IBTC Projects.
Work Authorizations No. 5 & 6 - are to continue Program Management for SH 365 and International Bridge Trade Corridor (IBTC) Projects.
Supplemental No. 1 to Work Authorization No. 6 - was to provide a sketch level Traffic & Revenue Study for overweight trucks at the Pharr International Bridge and SH 365.
Supplemental No. 2 to Work Authorization No. 6 - was to provide a Value Engineering Study for the SH 365 Project.
Supplemental No. 3 to Work Authorization No. 6 - was to provide a low level aerial flight and topographic survey for the IBTC Project.
Supplemental No. 4 to Work Authorization No. 6 – was to provide updated TRZ parcels, implementation of overweight truck corridor, manage Engineers/Surveyors/Geotech for IBTC, local environment clearance of IBTC, negotiate final PS&E for SH 365, implement ProjectWise, evaluate Toll Integrator, manage Appraisers/Title Companies/ROW Agents, implement GIS for ROW Acquisition and perform value engineering for IBTC.
Supplemental No. 5 to Work Authorization No. 6 – was to provide non-destructive vertical utility locations for design of final PS&E for the SH 365 Project.
Supplemental No. 6 to Work Authorization No. 6 – was to revise the scope of services to include additional environmental coordination meeting required by TxDOT, as well as, analysis, meetings, exhibits and estimates for intervention in the Cross Valley Project.
Work Authorization No. 7 – was cancelled by the City of Pharr.
Work Authorization No. 8 – was to provide continued program management for the SH 365 and Overweight Corridor Projects only.
Supplemental 1 to Work Authorization No. 8 – revise the scope of work to include the IBTC Project and to deduct balance of work and close out the Work Authorization No. 8.

Work Authorization No. 9 – includes program and construction management of SH 365 and IBTC Projects through facility opening and operation in 2018.
Work Authorization No. 10 – includes an update the right of way strip map for the IBTC Project due to value engineering changes.
Work Authorization No. 11 – provides a low level aerial topographic survey for the IBTC Project due to value engineering changes.
Work Authorization No. 12 – updates 2,215 un-coded property parcels in HCRMA Transportation Reinvestment Zone Number 2.
Work Authorization No. 13 – provides an Environmental Assessment Regional Toll Analysis required by the Texas Department of Transportation.
Work Authorization No. 14 – provides an Investment Grade Traffic & Revenue Study for SH 365, IBTC and SH 68 Projects.
Work Authorization No. 15 – provides a TIGER Grant Application for the SH 365 project.
Supplemental No. 7 to Work Authorization No. 6 – is proposed to provide additional non-destructive vertical utility locations for the SH 365 project.
Work Authorization No. 16 – provides an H&H Study for the SH 365 and IBTC drainage service areas.
Work Authorization No. 17 – provides traffic signal warrant projected traffic counts for SH 365 and IBTC Projects.
Supplemental No. 1 to Work Authorization No. 10 – provides for a no-cost time extension to update the right of way strip map for the IBTC Project.
Supplemental No. 1 to Work Authorization No. 17 – provides for a no-cost time extension to provide traffic signal warrant projected traffic counts for SH 365 and IBTC Projects.

Goal
Staff is proposing Work Authorization Number 18 to provide non-destructive vertical utility locations for the IBTC Project. The vertical utility locations are necessary for the engineers of record (Halff, TEDSI & S&B) to complete the final plans, specifications and estimates for the project.

Works Authorization Number 18 is proposed in the amount of $355,355.20

Additionally, Program Management by Dannenbaum Engineering for this work is already included in Work Authorization No. 9, therefore, no additional effort for Dannenbaum is required.

Options
Work Authorization No. 18 may be disapproved by the Board of Directors.

Recommendation
Based on review by this office, **approval of Resolution 2014-89 – Approval of Work Authorization Number 18 to the Professional Service agreement with Dannenbaum Engineering to provide non-destructive utility locations for the International Bridge Trade Corridor Project is recommended in the amount of $355,355.20.**

If you should have any questions or require additional information, please advise.

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

BOARD RESOLUTION No. 2014 – 89

APPROVAL OF WORK AUTHORIZATION NUMBER 18 TO PROFESSIONAL SERVICES AGREEMENT WITH DANNENBAUM ENGINEERING CORPORATION TO PROVIDE NON-DESTRUCTIVE UTILITY LOCATIONS FOR THE INTERNATIONAL BRIDGE TRADE CORRIDOR PROJECT

THIS RESOLUTION is adopted this 24th day of September, 2014, by the Board of Directors of the Hidalgo County Regional Mobility Authority at a regular meeting.

WHEREAS, the Hidalgo County Regional Mobility Authority (the "Authority"), acting through its Board of Directors (the "Board"), is a regional mobility authority created pursuant to Chapter 370, Texas Transportation Code, as amended (the "Act"); and

WHEREAS, the Authority is authorized by the Act to address mobility issues in and around Hidalgo County; and

WHEREAS, on October 27, 2011 the Authority awarded a professional service agreement for general engineering and program management services to Dannenbaum Engineering Corporation in the maximum payable amount of $5,000,000; and

WHEREAS, the Authority has subsequently approved Work Authorizations Numbers 1, 3, 4, 5 and 6, including Supplemental Number 1 to Work Authorization Number 4, Supplemental Numbers 1 & 2 to Work Authorization Number 5, and Supplemental Numbers 1, 2, 3,4, 5 & 6 to Work Authorization Number 6, in the amounts of $909,960.63, $57,750.00, $694,355.85, $769,236.96, $920,263.67, $346,720.31, $1,437,465.41 and $117,054.83 respectively; and

WHEREAS, on December 18, 2013, the Authority approved Supplemental Number 6 to Work Authorization Number 6 to the Professional Service Agreement with Dannenbaum Engineering to revise the scope of service with no increase in the Work Authorization Number 6 amount; and

WHEREAS, on January 22, 2014, the Authority approved Work Authorization Number 8 to the Professional Service Agreement with Dannenbaum Engineering to continue program management for the State Highway 365 and International Bridge Trade Corridor Projects in the amount of $574,581.59 and increased the maximum payable amount to $5,827,389.25; and

WHEREAS, on February 24, 2014, the Authority approved Supplemental Number 1 to Work Authorization Number 8 to the Professional Service Agreement with Dannenbaum Engineering that deducted work in the amount of $114,851.59 for a revised Work Authorization amount of $459,730.00 and closed out Work Authorization Number 8; and

WHEREAS, on February 24, 2014, the Authority approved Work Authorization Number 9 for Program and Construction Management of the State Highway 365 and International Bridge Trade Corridor Projects from 2014 to 2018 in the amount of $10,340,781.60 and increased the maximum payable amount to $16,053,589.26; and

WHEREAS, on March 19, 2014, the Authority approved Work Authorization Number 10 to modify and update the right of way strip map for the International Bridge Trade Corridor Project in the amount of $285,984.85; and

WHEREAS, on March 19, 2014, the Authority approved Work Authorization Number 11 to provide an updated low level aerial topographic survey for the International Bridge Trade Corridor Project in the amount of $49,034.16; and

WHEREAS, on March 19, 2014, the Authority approved Work Authorization Number 12 to provide the Hidalgo County Transportation Reinvestment Zone Number 2 property ownership update for 2,215 un-coded property parcels in the amount of $180,053.72; and

WHEREAS, on March 19, 2014, the Authority approved Work Authorization Number 13 to provide an Environmental Assessment Regional Toll Analysis in the amount of $89,062.56; and

WHEREAS, on March 19, 2014, the Authority approved Work Authorization Number 14 to provide an Investment Grade Traffic & Revenue Study in the amount of $397,750.88; and

WHEREAS, on March 19, 2014, the Authority approved Work Authorization Number 15 to prepare a TIGER grant application in the amount of $80,256.47; and

WHEREAS, on May 21, 2014, the Authority approved Work Authorization Number 16 to prepare a Hydraulic & Hydrology Study for the State Highway 365 and International Bridge Trade Corridor drainage service areas in the amount of $215,571.04; and

WHEREAS, on June 18, 2014, the Authority approved Work Authorization Number 17 to prepare Traffic Signal Warrant Projected Traffic Counts for the State Highway 365 and International Bridge Trade Corridor Projects in the amount of $110,078.54; and

WHEREAS, on August 24, 2014, the Authority approved Supplemental Number 1 to Work Authorization Number 17 for a no cost time extension to prepare Traffic Signal Warrant Projected Traffic Counts for the State Highway 365 and International Bridge Trade Corridor Projects; and

WHEREAS, staff has negotiated Work Authorization Number 18 to the Professional Service Agreement with Dannenbaum Engineering to provide non-destructive utility locations for the International Bridge Trade Corridor Project in the amount of $355,355.20; and

WHEREAS, the Authority has determined it is necessary to approve Work Authorization Number 18 for non-destructive utility locations for the International Bridge Trade Corridor Project in the amount of $355,355.20;

NOW THEREFORE, BE IT RESOLVED, BY THE BOARD OF DIRECTORS OF THE HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY THAT:

Section 1. The recital clauses are incorporated in the text of this Resolution as if fully restated.

Section 2. The Board hereby approves Work Authorization Number 18 to the Professional Services Agreement with Dannenbaum Engineering Corporation hereto attached as Exhibit A.

Section 3. The Board authorizes the Executive Director to execute Work Authorization Number 18 as approved.

*****

PASSED AND APPROVED AS TO BE EFFECTIVE IMMEDIATELY BY THE BOARD OF DIRECTORS OF THE HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY AT A REGULAR MEETING, duly posted and noticed, on the 24th day of September, 2014, at which meeting a quorum was present.

Rance G. Sweeten, Chairman

Ricardo Perez, Secretary/Treasurer

EXHIBIT A

WORK AUTHORIZTION NUMBER 18
TO
PROFESSIONAL SERVICE AGREEMENT WITH DANNENBAUM ENGINEERING CORPORATION DATED OCTOBER 27, 2011

♦Contract♦

Hidalgo County
Regional Mobility Authority
(HCRMA)(Authority)

PROGRAM MANAGEMENT
CONSULTANT PROJECT

Engineering Services for any and all Services Required for the Development of all Projects undertaken by the Authority including the Entire Loop Project

WA No. 18

September 04, 2014

DANNENBAUM

ATTACHMENT D
WORK AUTHORIZATION
D-1
WORK AUTHORIZATION NO. 18
AGREEMENT FOR ENGINEERING SERVICES

THIS WORK AUTHORIZATION is made pursuant to the terms and conditions of "Article V of that certain Professional Services Agreement for Program Management Engineering Services" (the Agreement) entered into by and between the Hidalgo County Regional Mobility Authority (Authority), and Dannenbaum Engineering Corporation (the Engineer).

PART I. The Engineer will perform engineering services generally described and in accordance with the project description attached hereto and made a part of this Work Authorization. The responsibilities of the Authority and the Engineer as well as the work schedule are further detailed in Exhibits A, B and C which are attached hereto and made a part of the Work Authorization.

PART II. The maximum amount payable under this Work Authorization is **$355,355.20** and the method of payment is Lump Sum as set forth in Attachment E of the Agreement. This amount is based upon fees set forth in Attachment E, Fee Schedule, of the Agreement and the Engineer's Estimated Work Authorization Costs included in Exhibit D, Fee Schedule, which is attached and made a part of this Work Authorization.

PART III. Payment to the Engineer for the services established under this Work Authorization shall be made in accordance with Articles III thru V of the Agreement, and Attachment A, Section 1.

PART IV. This Work Authorization shall become effective on the date of final acceptance of the parties hereto and shall terminate on **November 7, 2014**, unless extended by a supplemental Work Authorization as provided in Attachment A, Section 1.

PART V. This Work Authorization does not waive the parties' responsibilities and obligations provided under the Agreement.

IN WITNESS WHEREOF, this Work Authorization is executed in duplicate counterparts and hereby accepted and acknowledged below.

THE ENGINEER	**THE AUTHORITY**
(Signature)	(Signature)
Louis H. Jones Jr., P.E.	Pilar Rodriguez
(Printed Name)	(Printed Name)
Principal	Executive Director
(Title)	(Title)
(Date)	(Date)

LIST OF EXHIBITS

Exhibit A	Services to be provided by the Authority
Exhibit B	Services to be provided by the Engineer
Exhibit C	Work Schedule
Exhibit D	Fee Schedule/Budget
Exhibit H-2	Subprovider Monitoring System Commitment Agreement

EXHIBIT A
SERVICES TO BE PROVIDED BY THE AUTHORITY

The Authority shall furnish the following items to the Engineer:

1. The Authority shall provide the name(s) of the Authority's authorized representative(s) for this Agreement.
2. The Authority shall provide prompt review of all submittals; process monthly invoices and review monthly progress reports within forty-five (45) days of receiving such documents.
3. The Authority; where available; will provide copies of official correspondence to date.
4. The Authority shall authorize the Engineer to access and obtain all deliverables from Authority consultants on all projects undertaken by Authority to date. Including any applicable meeting minutes, correspondence and agency comments.
5. The Authority shall provide a copy of all Authority Agreements with other agencies. (i.e., TxDOT, City of Pharr, Hidalgo County, etc.).
6. To the extent possible, the Authority shall provide copies of correspondence and/or reports to TxDOT reporting on the Authority's DBE Program as outlined in the Memorandum of Understanding (MOU) Between the Authority and TxDOT executed on March 13, 2008. Also, the Authority shall provide the name of the designated DBE liaison officer with TxDOT; if not the Engineer, which is required under the above MOU.

The following assumptions have been made regarding the development of Exhibit "D"- Fee Schedule. If any of these assumptions prove to be invalid; then the Engineer reserves the right to request a change in scope.

Assumptions for Work Authorization No. 18

1. The Authority will provide all known existing studies affecting this project.

2. To its best efforts, the Authority will provide all available and applicable existing detailed construction cost estimates for all existing schematics.

3. Include all assumptions identified in task descriptions within Exhibit "D" Fee Schedule for this Work Authorization.

EXHIBIT B
Scope of Services to be Provided by the Engineer
for Work Authorization No. 18

UTILITY ADJUSTMENT

A. The responsible party will be a licensed Professional Engineer and herein referred to as the provider performing services in a professional engineering capacity.
B. Utility Engineering Investigation (currently Subsurface Utility Engineering) includes utility investigations that are located at subsurface and above ground. This is to be prepared in accordance with AASHTO standards and Utility Quality Levels as follows.
C. Utility Quality Levels are defined in cumulative order (least to greatest) as follows:
    1. Quality Level D - Existing Records: Utilities are plotted from review of available existing records.
    2. Quality Level C - Surface Visible Feature Survey: Quality level "D" information from existing records is correlated with surveyed surface-visible features. Includes Quality Level D information.
    3. Quality Level B - Designate: Two-dimensional horizontal mapping. This information is obtained through the application and interpretation of appropriate non-destructive surface geophysical methods. Utility indications are referenced to established survey control. Incorporates quality levels C and D information to produce Quality Level B.
    4. Quality Level A - Locate (Test Hole): Three-dimensional mapping and other characterization data. This information is obtained through exposing utility facilities through test holes and measuring and recording (to appropriate survey control) utility/environment data. Incorporates quality levels B, C and D information to produce Quality Level A.
D. Designate Horizontal (Quality Level B):
    Designate means to indicate the horizontal location of underground utilities by the application and interpretation of appropriate non-destructive surface geophysical techniques and reference to established survey control. Designate (Quality Level B) Services are inclusive of Quality levels C and D.
    1. The engineer will use any previously performed SUE for the project as the initial Level C&D record information to be verified by a site visit. The engineer will perform Level C&D to update the SUE by records obtained from the utility owners present within the project limits as well as from TxDOT installation permits approved and new facilities that cannot be field verified adequately by Level B methods. New utility poles will be surveyed as part of the SUE update. Level B will be performed for new installations that were constructed after the date of any previously performed SUE within the project limits for underground utilities that are found to be verifiable by Level B methods and for areas where Level B was performed in any previously performed SUE within the project limits and further field investigation is necessary to determine utility locations.
    2. As requested by the City, "As Built" information from plans, plats, and other location data as provided by the utility owners will be compiled.
    3. Coordinate with utility owner when utility owner's policy is to designate their own facilities at no cost for preliminary survey purposes. Client will examine utility owner's work for accuracy and completeness.

4. Designate, record, and mark the horizontal location of the existing utility facilities and their service laterals to existing buildings using non-destructive surface geophysical techniques. No storm sewer facilities are to be designated unless authorized by the Client. A non-water base paint, utilizing the APWA color code scheme, must be used on all surface markings of underground utilities.
5. Correlate utility owner records with designating data and resolve discrepancies using professional judgment. A color-coded composite utility facility plan with utility owner names, quality levels, line sizes and subsurface utility locate (test hole) locations, if applicable will be prepared and delivered to the City. It is understood by both the engineer and the City that the line sizes of designated utility facilities detailed on the deliverable are from the best available records and that an actual line size is normally determined from a test hole vacuum excavation. A note must be placed on the designate deliverable only that states "lines sizes are from best available records". All above ground appurtenance locations must be included in the deliverable to the City. This information will be provided in Microstation, GEOPAK or an applicable City Design Consultant CADD system. The electronic file will be delivered on a flash drive or CD, as required by the City. A dated and sealed hard copy is required from the ENGINEER.
6. Quality level B standards that cannot be depicted but were discovered from the investigation of quality levels C and D must be clearly identified. These utilities must have a unique line style and symbology in the designate (Quality Level B) deliverable.

E. Subsurface Utility Locate (Test Hole) Service (Quality Level A):

Locate means to obtain precise horizontal and vertical position, material type, condition, size and other data that may be obtainable about the utility facility and its surrounding environment through exposure by non-destructive excavation techniques that ensure the integrity of the utility facility. Subsurface Utility Locate (Test Hole) Services (Quality Level A) are inclusive of Quality Levels B, C, and D.

1. The ENGINEER will perform Level A Test Holes for locations and depths agreed upon by the City. The test holes will be on both sides of the City right of way at locations where underground utilities cross the City right of way and at locations where proposed cross culverts cross existing underground utility facilities.
2. Advise the City in the development of an appropriate locate (test hole) work plan relative to the existing utility infrastructure and proposed highway design elements.
3. Coordinate with utility owner inspectors as may be required by law or utility owner policy.
4. Neatly cut and remove existing pavement material, such that the cut not to exceed 0.10 square meters (1.076 square feet) unless unusual circumstances exist.
5. Measure and record the following data on an appropriately formatted test hole data sheet that has been sealed and dated by the City:
6. Elevation of top and/or bottom of utility tied to the datum of the furnished plan.
7. Identify a minimum of two benchmarks utilized. Elevations will be within an accuracy of 15mm (.591 inches) of utilized benchmarks.
    a. Elevation of existing grade over utility at test hole location.
    b. Horizontal location referenced to project coordinate datum.

c. Outside diameter of pipe or width of duct banks and configuration of non-encased multi-conduit systems.
d. Utility facility material(s).
e. Utility facility condition.
f. Pavement thickness and type.
g. Coating/Wrapping information and condition.
h. Unusual circumstances or field conditions.

8. Backfill the excavations with appropriate material, compact backfill by mechanical means, and restore pavement and surface material. The ENGINEER will be responsible for the integrity of the backfill and surface restoration for a period of three years. Install a marker ribbon throughout the backfill.
9. Furnish and install a permanent above ground marker, directly above center line of the utility facility.
10. Provide complete restoration of work site and landscape to equal or better condition than before excavation.

Plot utility location position information to scale and provide a comprehensive utility plan signed and sealed by the responsible ENGINEER. This information will be provided in Microstation or GEOPAK format or an applicable City's Design Consultant CADD system.

Exhibit C - Work Schedule
Work Authorization No. 18

ID	Task Name	Start	Finish
1	**1. Project Management**	Wed 9/24/14	Fri 11/7/14
2	**2. Quality Level D**	**Wed 9/24/14**	**Fri 11/7/14**
3	1) Verify previously completed record research, both in field and in office	Wed 9/24/14	Fri 11/7/14
4	2) Request additional as-built information, including TxDOT utility permits and new construction.	Wed 9/24/14	Fri 11/7/14
5	3) Contact and provide utility owners with the project "footprint" and request location markup information of their utility	Wed 9/24/14	Fri 11/7/14
6	4) Designation and survey of existing utilities, excluding storm.	Wed 9/24/14	Fri 11/7/14
7	5) Correlate records with designation data and previously surveyed appurtanances to update utility mapping	Wed 9/24/14	Fri 11/7/14
8	6) QA/QC	Wed 9/24/14	Fri 11/7/14
9	**3. Quality Level A**	**Wed 9/24/14**	**Fri 11/7/14**
10	1) Mobilization/Demolination	Wed 9/24/14	Fri 11/7/14

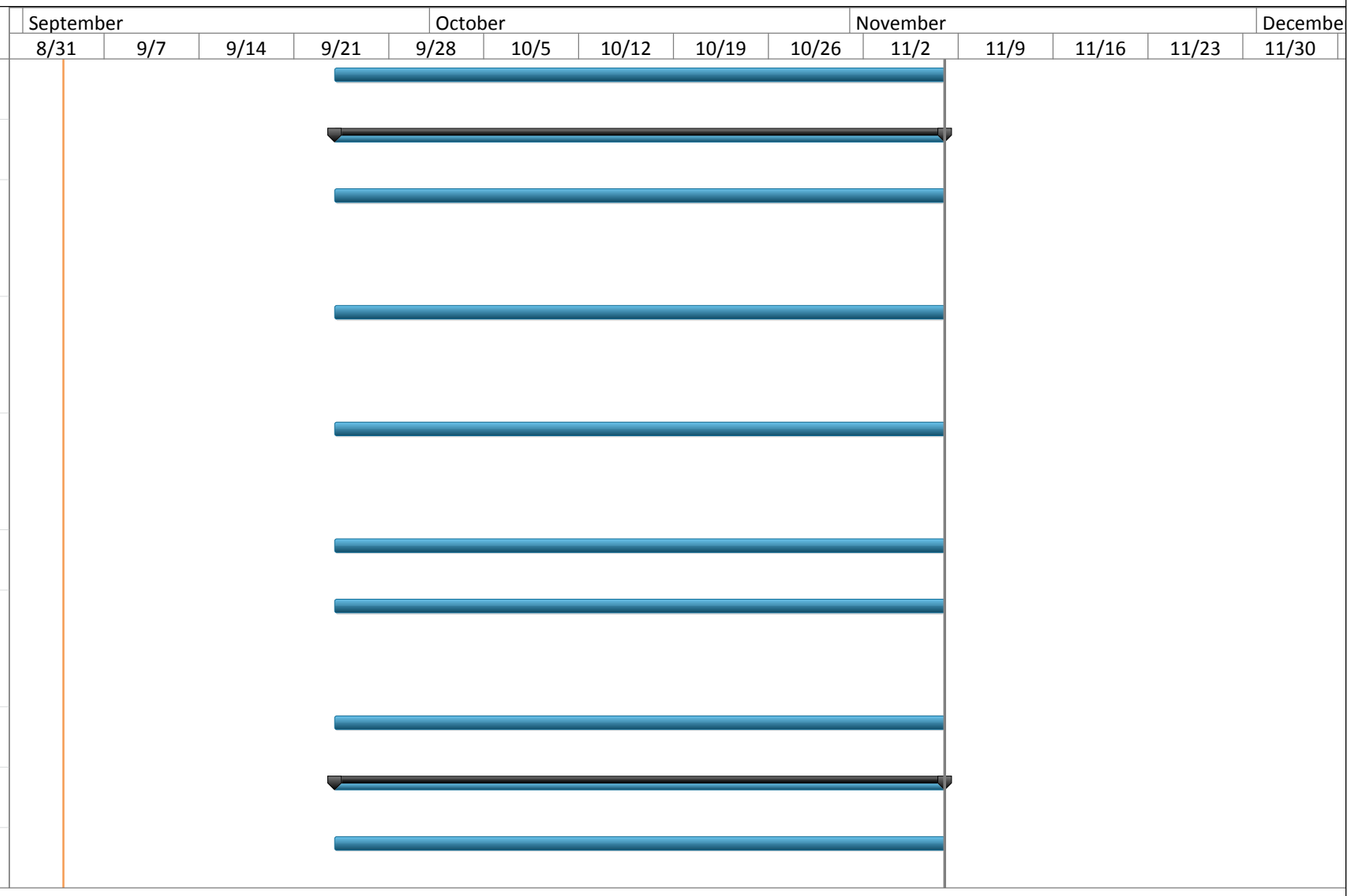


EXHIBIT D - FEE SCHEDULE / BUDGET
Work Authorization No. 18

Project Development services for:
International Bridge Trade Corridor (IBTC)

Prime: Dannenbaum Engineering Corporation ***Work Authorization No. 18***
Program Management Services for the HCRMA Roadway System ***Schedule Duration: 09/24/2014 to 11/07/2014***

PROGRAM MANAGEMENT SERVICES DESCRIPTION	Principal/ Program Manager	QA/QC Officer/ Independent Engineer Officer	Deputy Program Manager (Engineer VI)	Senior Engineer (Engineer V)	Project Engineer (Engineer IV)	Civil Engineer (Engineer III)	Senior Designer	Eng. Tech/CADD	Administrative Assistant	Total Labor Hrs.	Remarks	Task Cost
PROJECT DEVELOPMENT SERVICES FOR: ***- From the Interchange with SH 365 to I-2 and from Valleyview Interchange to FM 493*** ***(6 weeks)***											**Prime: Dannenbaum Engineering Corporation 2014**	
I. Quality Level D												
All Activity by Subconsultant										0		$ -
Subtotal	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**$ -**
LABOR MANHOURS TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**CHECK (MHRs):**	
LABOR RATE PER HOUR	$ 314.59	$ 292.49	$ 227.70	$ 176.09	$ 157.87	$ 130.55	$ 97.15	$ 66.79	$ 60.72		**0**	
TOTAL DIRECT LABOR COSTS	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
PERCENT LABOR UTILIZATION FOR TOTAL PROJECT (BASED ON FEE)	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.00%**	**CHECK (LABOR):**	
PERCENT LABOR UTILIZATION FOR TOTAL PROJECT (BASED ON MANHOURS)	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.00%**	**$ -**	
PERCENT LABOR UTILIZATION PER MONTH @ 170 MHR/MO (LABOR HOURS / 2.5 MO / 170 MHR/MO)	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**			
TOTAL DIRECT LABOR COST												**$ -**
DIRECT EXPENSES	**Rate**	**Unit**	**Amount**	**Total**								
Lodging / Hotel ($100.00 / DAY)	$ 100.00	Each		$ -							**$ -**	
Meals ($30.00 / DAY)	$ 30.00	Each		$ -							**$ -**	
Rental Car	$ 90.00	Each		$ -							**$ -**	
Air Travel	$ 500.00	Each		$ -							**$ -**	
Parking	$ 14.00	Each		$ -							**$ -**	
Overnight Mail - letter size	$ 50.00	Each		$ -							**$ -**	
Courier Services	$ 50.00	Each		$ -							**$ -**	
Photocopies B/W (8.5 X 11)	$ 0.10	Each		$ -							**$ -**	
Photocopies B/W (11 X 17)	$ 0.20	Each		$ -							**$ -**	
Photocopies Color (8.5 X 11)	$ 0.70	Each		$ -							**$ -**	
Photocopies Color (11 X 17)	$ 1.25	Each		$ -							**$ -**	
Color Graphics on Foam Board	$ 5.00	Each		$ -							**$ -**	
Newspaper Advertisement	$ 3,000.00	Each		$ -							**$ -**	
Court Reporter (Public Hearings & Transcription)	$ 100.00	Each		$ -							**$ -**	
Translator (English to Spanish or Sign Language)	$ 150.00	Each		$ -							**$ -**	
Public Involvement Facilty Rental	$ 500.00	Each		$ -							**$ -**	
Public Outreach Laison	$ 10,000.00	Month		$ -							**$ -**	
Accounting Support Services	$ 100.00	Each		$ -							**$ -**	
IT / Support Services for: ProjectWise, ROW & Utility Tool Site Operation, Constr. Field Offices	$ 80.00	Each		$ -							**$ -**	
Community Action Support (ROE/Landowner Coord/Utility Coord.)	$ 80.00	Each		$ -							**$ -**	
Management Support Services (OW Corridor/Toll Coord/Utility Coord.)	$ 90.00	Each		$ -							**$ -**	
TOTAL DIRECT EXPENSES				**$ -**							**$ -**	**$ -**
PROGRAM MANAGEMENT CONSULTANT (SUBCONSULTANTS)												
Sub: RODSSubsurface Utility Engineering, Inc.											**$ 355,355.20**	**100.00%**
SUBTOTAL - PROGRAM MANAGEMENT CONSULTANT (SUBCONSULTANTS)											**$ 355,355.20**	**$ 355,355.20**
GRAND TOTAL (2014)												**$ 355,355.20**
											DBE UTILIZATION: $ 355,355.20	**100.00%**

EXHIBIT D - FEE SCHEDULE / BUDGET
Work Authorization No. 18

Project Development services for:
International Bridge Trade Corridor (IBTC)

Sub: RODSSubsurface Utility Engineering, Inc.
Program Management Services for the HCRMA Roadway System

Schedule Duration: 09/24/2014 to 11/07/2014 *Work Authorization No. 18*
Schedule Duration: 09/24/2014 to 11/07/2014

PROGRAM MANAGEMENT SERVICES DESCRIPTION	Project Manager	Project Engineer	Engineer Tech	CADD Operator	Field Designation Crew	3-Man Survey	Admin						Total Labor Hrs.	Remarks	Task Cost
- From the Interchange with SH 365 to I-2 and from Valleyview Interchange to FM 493 (6 weeks) ***- From the Interchange with SH 365 to I-2 and from Valleyview Interchange to FM 493 (6 weeks)***															**2014**
I. Quality Level D															
1. Verify previously completed record research, both in field and in office	10	40	60										110		$ 10,510.00
2. Request additional as-built information, including TxDOT utility permits and new construction.	10	20	30				15						75		$ 6,735.00
3. Contact and provide utility owners with the project "footprint" and request location markup information of their utility	5	5	20				30						60		$ 4,455.00
4. Designation and survey of existing utilities, excluding storm.	5	10	40		450	200	0						705		$ 114,705.00
5. Correlate records with designation data and previously surveyed appurtanances to update utility mapping	10	60	130	200									400		$ 33,510.00
6. QA/QC	10	20	40	20			20						110		$ 9,330.00
													0		$ -
													0		$ -
													0		$ -
													0		$ -
													0		$ -
													0		$ -
													0		$ -
													0		$ -
													0		$ -
Subtotal	**50**	**155**	**320**	**220**	**450**	**200**	**65**	**0**	**0**	**0**	**0**	**0**	**1460**		**$ 179,245.00**
LABOR MANHOURS TOTAL	**50**	**155**	**320**	**220**	**450**	**200**	**65**	**0**	**0**	**0**	**0**	**0**	**1,460**	**CHECK (MHRs):**	
LABOR RATE PER HOUR	$ 131.00	$ 110.00	$ 80.00	$ 76.00	$ 175.00	$ 155.00	$ 55.00	$ -	$ -	$ -	$ -	$ -		**1,460**	
TOTAL DIRECT LABOR COSTS	$ 6,550.00	$ 17,050.00	$ 25,600.00	$ 16,720.00	$ 78,750.00	$ 31,000.00	$ 3,575.00	$ -	$ -	$ -	$ -	$ -	$ 179,245.00		
PERCENT LABOR UTILIZATION FOR TOTAL PROJECT (BASED ON FEE)	**3.65%**	**9.51%**	**14.28%**	**9.33%**	**43.93%**	**17.29%**	**1.99%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**100.00%**	**CHECK (LABOR):**	
PERCENT LABOR UTILIZATION FOR TOTAL PROJECT (BASED ON MANHOURS)	**3.42%**	**10.62%**	**21.92%**	**15.07%**	**30.82%**	**13.70%**	**4.45%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**100.00%**	**$ 179,245.00**	
PERCENT LABOR UTILIZATION PER MONTH @ 170 MHR/MO (LABOR HOURS / 2.5 MO / 170 MHR/MO)	**11.76%**	**36.47%**	**75.29%**	**51.76%**	**105.88%**	**47.06%**	**15.29%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**	**0.00%**			
TOTAL DIRECT LABOR COST															**$ 179,245.00**
DIRECT EXPENSES	**Rate**	**Unit**	**Amount**	**Total**											
Mileage	$ 0.56	Mile	2,920	$ 1,635.20										**$ 1,635.20**	
Airfare	$ 450.00	Each	2	$ 900.00										**$ 900.00**	
Quality Level A (1)	**Rate**	**Unit**	**Amount**	**Quantity**											
Depth = 0.00 Feet to 4.99 Feet	$ 1,350.00	Each	36	$ 48,600.00										**$ 48,600.00**	
Depth = 5.00 Feet to 9.99 Feet	$ 1,550.00	Each	44	$ 68,200.00										**$ 68,200.00**	
Depth = 10.00 Feet to 14.99 Feet	$ 1,875.00	Each	17	$ 31,875.00										**$ 31,875.00**	
Depth = 15.00 Feet to 19.99 Feet	$ 2,350.00	Each	6	$ 14,100.00										**$ 14,100.00**	
Mobilization/Demobilization	$ 2,700.00	Each	2	$ 5,400.00										**$ 5,400.00**	
Per Diem (Included Meals and Lodging)	$ 135.00	Each	40	$ 5,400.00										**$ 5,400.00**	
TOTAL DIRECT EXPENSES				**$ 176,110.20**										**$ 176,110.20**	**$ 176,110.20**
GRAND TOTAL (2014)															**$ 355,355.20**

EXHIBIT H-2
Subprovider Monitoring System Commitment Agreement

This commitment agreement is subject to the award and receipt of a signed contract from the Hidalgo County Regional Mobility Authority (Authority). ***NOTE: Attachment H-2 is required to be attached to each contract that does not include work authorizations. Attachment H-2 is required to be attached with each work authorization. Attachment H-2 is also required to be attached to each supplemental work authorization. If DBE/HUB Subproviders are used, the form must be completed and signed. If no DBE/HUB Subproviders are used, indicate with "N/A" on this line: _____ and attach with the work authorization or supplemental work authorization.***

Contract #: _____ Assigned Goal: **12%** Prime Provider Dannenbaum Engineering Corporation

Work Authorization (WA)#: 18 WA Amount: **$355,355.20** Date: _____
Supplemental Work Authorization (SWA) #: _____ to WA #: _____ SWA Amount: _____
Revised WA Amount: _____

Description of Work *(List by category of work or task description. Attach additional pages, if necessary.)*	**Dollar Amount** *(For each category of work or task description shown.)*
FC	**$355,355.20**
Total Commitment Amount *(Including all additional pages.)*	**$355,355.20**

IMPORTANT: The signatures of the prime and the DBE/HUB and Second Tier Subprovider, if any (both DBE and Non-DBE) and the total commitment amount must always be on the same page.

Provider Name: Dannenbaum Engineering Corporation **Address: 1109 Nolana, Suite 208, McAllen, Texas 78504** **PH: (956) 682-3677; FX: (956) 686-1822** **Email: louis.jones@dannenbaum.com**	**Name:** Louis H. Jones Jr., P.E. ***(Please Print)*** **Title:** Principal _____ **Signature** **Date**
DBE/HUB Sub Provider **Subprovider Name: RODS Subsurface Utility Engineering, Inc.** **VID Number: 17604444400** **Address: 6810 Lee Road, Suite 100, Spring, Tx 77379** **PH: (281) 257-4020 ; FX: (281) 257-4021** **Email: hilda@rods.cc**	**Name:** Hilda S. Obregon Lease, P.E. ***(Please Print)*** **Title:** President _____ **Signature** **Date**
Second Tier Sub Provider N/A **Subprovider Name: N/A** **VID Number: N/A** **Address: N/A** **Phone #& Fax #: N/A** **Email: N/A**	**Name:** _____ ***(Please Print)*** **Title:** _____ _____ **Signature** **Date**

VID Number is the Vendor Identification Number issued by the Comptroller. If a firm does not have a VID Number, please enter the owner's Social Security or their Federal Employee Identification Number (if incorporated).

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Item 3E

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

AGENDA RECOMMENDATION FORM

BOARD OF DIRECTORS	**X**	**AGENDA ITEM**	**3E**
PLANNING COMMITTEE		**DATE SUBMITTED**	**9/15/14**
FINANCE COMMITTEE		**MEETING DATE**	**9/24/14**
TECHNICAL COMMITTEE			

1. Agenda Item: **RESOLUTION 2014-90 – APPROVAL OF SUPPLEMENTAL NUMBER 6 TO PROFESSIONAL SERVICE AGREEMENT WITH ATKINS NORTH AMERICA TO PROVIDE ADDITIONAL TASKS REQUIRED BY THE TEXAS DEPARTMENT OF TRANSPORTATION APPROVAL FOR THE ENVIRONMENTAL CLEARANCE OF THE STATE HIGHWAY 365 PROJECT.**

2. Nature of Request: (Brief Overview) Attachments: X Yes ___No

   Approval of Supplemental Number 6 to Professional Service Agreement with Atkins North America to provide additional tasks required by the Texas Department of Transportation for the environmental clearance document for the State Highway 365 Project in the amount of $104,121.00.

3. Policy Implication: Board Policy, Local Government Code, Texas Government Code, Texas Transportation Code, TxDOT Policy

4. Budgeted: X Yes ___No ___N/A Funding Source: VRF Bond

5. Staff Recommendation**: Motion to approve Resolution 2014-90 – Approval of Supplemental Number 6 to Professional Service Agreement with Atkins North America in the amount of $104,121.00 is recommended.**

6. Program Manager's Recommendation: **X** Approved ___Disapproved ___None

7. Planning Committee's Recommendation: ___Approved ___Disapproved **X** None

8. Board Attorney's Recommendation: ___Approved ___Disapproved **X** None

9. Chief Financial Officer's Recommendation: ___Approved ___Disapproved **X** None

10. Executive Director's Recommendation: **X** Approved ___Disapproved ___None

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Memorandum

To: Rance G. Sweeten, Chairman

From: Pilar Rodriguez, PE, Executive Director

Date: September 15, 2014

Re: **Approval of Supplemental Number 6 to PSA with Atkins North America**

Background
The Board of Directors awarded a Professional Service Agreement to Atkins North America in the amount of $519,133.00 to provide environmental clearance documents for the State Highway 365 Project. The Board has also approved Supplemental 1 through 5 in the amount of $634,110.90, for a revised aggregate amount of $1,153,243.90.

Goal
Through the review process, the Texas Department of Transportation (TxDOT) has required additional task for the environmental clearance document as required due to alignment changes and/or TxDOT/FHWA rule updates.

The additional tasks include; reassessing resource impacts, biological evaluation for Tier I analysis, hazardous material site assessment, historic resource survey report update, archeological background study, additional agency coordination and USACE Section 404 Permit.

Supplemental Number 6 is proposed in the amount of $104,121.00.

Option
The Board of Directors could chose to not approve Supplemental Number 6, however, the project may be delayed.

Recommendation
Based on review by this office, approval of **Resolution 2014-90 – Approval Supplemental Number 6 to the Professional Service Agreement with Atkins North America to provide additional tasks required by the Texas Department of Transportation for the environmental clearance document for State Highway 365 Project is recommended in the amount of $104,121.00.**

If you should have any questions or require additional information, please advise.

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

BOARD RESOLUTION No. 2014 – 90

SUPPLEMENTAL NUMBER 6 TO PROFESSIONAL CONSULTING AGREEMENT WITH ATKINS NORTH AMERICA, INC. TO PROVIDE ADDITIONAL TASKS REQUIRED BY THE TEXAS DEPARTMENT OF TRANSPORTATION FOR THE ENVIRONMENTAL CLEARANCE DOCUMENT FOR THE STATE HIGHWAY 365 PROJECT

THIS RESOLUTION is adopted this 24th day of September, 2014, by the Board of Directors of the Hidalgo County Regional Mobility Authority at a regular meeting.

WHEREAS, the Hidalgo County Regional Mobility Authority (the "Authority"), acting through its Board of Directors (the "Board"), is a regional mobility authority created pursuant to Chapter 370, Texas Transportation Code, as amended (the "Act"); and

WHEREAS, the Authority is authorized by the Act to address mobility issues in and around Hidalgo County; and

WHEREAS, on February 1, 2012, the Authority awarded a professional consulting agreement for environmental services to Atkins North America, Inc. in the amount of $519,133; and

WHEREAS, on May 2, 2012, the Authority approved Supplemental Number 1in the amount of $29,534.00 for revised agreement amount of $548,667; and

WHEREAS, on October 18, 2012, the Authority to approved Supplemental Number 2 of the professional consulting agreement with Atkins North America, Inc. to perform environmental assessment documents for SH 365 from FM 396 to FM 1016 in the amount of $33,026.00 for a revised agreement amount of $581,693; and

WHEREAS, on October 16, 2013, the Authority approved Supplemental Number 3 to the professional consulting agreement with Atkins North America, Inc. to perform additional environmental assessment work for SH 365 from FM 1016 to US 281/Military Highway in the amount of $217,983.00 for a revised amount of $799,676.16; and

WHEREAS, on January 22, 2014, the Authority approved Supplemental Number 4 to the professional consulting agreement with Atkins North America, Inc. to perform additional environmental assessment work for State Highway 365 Project from FM 1016 to US 281/Military Highway, which includes archeological dating analysis and site delineation required by the Texas Department of Transportation in the amount of $199,589.00 for a revised amount of $999,265.20; and

WHEREAS, on February 24, 2014, the Authority approved Supplemental Number 5 to the professional consulting agreement with Atkins North America, Inc. to prepare a categorical exclusion document to obtain Texas Department of Transportation approval for early right of way acquisition for the State Highway 365 Project in the amount of $49,858.00 for a revised amount of $1,049,122.20;

WHEREAS, the Authority has determined it is necessary to approve Supplemental Number 6 to the professional consulting agreement with Atkins North America, Inc. to provide additional tasks require by the Texas Department of Transportation for the environmental clearance document for the State Highway 365 Project in the amount of $104,121.00 for a revised amount of $1,153,243.20;

NOW THEREFORE, BE IT RESOLVED, BY THE BOARD OF DIRECTORS OF THE HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY THAT:

Section 1. The recital clauses are incorporated in the text of this Resolution as if fully restated.

Section 2. The Board hereby approves the Supplemental Number 6 to the professional consulting agreement with Atkins North America, Inc. attached hereto as Exhibit A.

Section 3. The Board authorizes the Executive Director to execute Supplemental Number 6 of the professional consulting agreement with Atkins North America, Inc. as approved.

*****

PASSED AND APPROVED AS TO BE EFFECTIVE IMMEDIATELY BY THE BOARD OF DIRECTORS OF THE HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY AT A REGULAR MEETING, duly posted and noticed, on the 24th day of September, 2014, at which meeting a quorum was present.

Rance G. Sweeten, Chairman

Ricardo Perez, Secretary/Treasurer

EXHIBIT A

SUPPLEMENTAL NUMBER 6 TO PROFESSIONAL SERVICE AGREEMENT
WITH ATKINS NORTH AMERICA
DATED FEBRUARY 1, 2012

SUPPLEMENTAL AGREEMENT

BETWEEN

CLIENT AND CONSULTANT

FOR PROFESSIONAL ENVIRONMENTAL SERVICES

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY PROJECTS

Hidalgo County, Texas

THIS IS SUPPLEMENTAL AGREEMENT **06** between **Hidalgo County Regional Mobility Authority (HCRMA)** ("CLIENT") and **ATKINS** ("CONSULTANT").

I. CLIENT and CONSULTANT have entered into an agreement dated March 29, 2011, to conduct **Environmental Services** for the proposed Hidalgo County State Highway 365/Trade Corridor Connector (SH 365/TCC) and United States Highway 281/International Bridge Trade Corridor Overpass (US 281/IBTC) projects and any segments thereunder.

Supplemental Agreement 01, executed on May 14, 2012, addressed the change in project concept and scope for the February 2012 HCRMA SH 365/TCC redefined project from just west of Farm-to-Market Road (FM) 396 (Bryan Road) to US 281/Military Highway, which included 2.2 miles of new alignment.

Supplemental Agreement 02, executed on November 26, 2012, removed the scope of services and budget associated with the US 281/IBTC Overpass project from the original contract; addressed the August 2012 project limits changes, which included a 3.13-mile extension from FM 396 to just west of FM 1016 and added the US 281/IBTC Overpass from US 281/Military Highway at San Juan Road and the Pharr Border Safety Inspection Facility (BSIF) connector; and included services to revise the Environmental Assessment (EA) for the modified SH 365 project limits.

Supplemental Agreement 03, executed on October 23, 2013, addressed the September 2013 project limits changes, additional archeological trenching, additional Section 404 delineation, additional field surveys, a biological evaluation, and services to revise the EA based on the modified project limits.

Supplemental Agreement 04, executed on January 30, 2014, included macrobotanical and carbon dating analyses of archeological deposits that were encountered in eight trenching locations, further trenching to delineate up to seven identified archeological sites, a project-level toll analysis for inclusion in the Draft EA, and additional review cycles of the Draft EA.

Supplemental Agreement 05, executed on March 6, 2014, included preparation of a non-Federal Highway Administration categorical exclusion document in order to obtain the Texas Department of Transportation's (TxDOT) approval for the HCRMA to conduct early right-of-way acquisition along the proposed project corridor.

This supplemental agreement (**Supplemental Agreement 06**) covers the services necessary to address the April 2014 alignment changes due to changes in TxDOT's design guidelines entails the following services:

1) Revisions to the Draft EA to include:
   - Reassessing the impacts calculation for affected resources
   - Distinguishing the BSIF Connector as a local project
   - Conducting a Biological Evaluation Tier I Analysis

- Preparing a Hazardous Material Initial Site Assessment Report
- Preparing a Historic Resources Survey Report Addendum
- Preparing an archeological background study
- Preparing a memorandum detailing the changes in the EA since TxDOT's review
- Updating the figures in the Draft EA
- Addressing an additional round of comments

2) Additional agency coordination
3) Preparing the U.S. Army Corps of Engineers Section 404 Permit
4) Direct expenses associated with the additional work effort

Supplemental Agreement 06 provides the scope of services and the budget to complete this effort as outlined in Attachments O-1 and O-2.

II. The amount of **Supplemental Agreement 06** results in a net contract increase of **$104,121**. With this supplemental agreement, the maximum amount payable has been increased from **$1,049,122.90** to **$1,153,243.90** (see Attachment O-2).

III. **Supplemental Agreement 06** shall become effective on the date of final execution of the parties hereto. All other terms and conditions not hereby amended are to remain in full force and effect.

This Agreement is hereby accepted and acknowledged below.

CONSULTANT	**CLIENT**
_____	_____
Tracy Hill, PE	Pilar Rodriguez, PE
Vice President	Executive Director
Atkins	Hidalgo County Regional Mobility Authority
Date: _____	Date: _____

ATTACHMENT O-1: Services to be Provided by the Consultant
ATTACHMENT O-2: Fee Proposal

ATTACHMENT O-1
SERVICES TO BE PROVIDED BY THE CONSULTANT

Hidalgo County Regional Mobility Authority
State Highway 365

The work to be performed by the Consultant under this agreement with HCRMA (Client) will consist of updating the January 2014 Draft Environmental Assessment (EA) and associated technical reports for the proposed State Highway (SH) 365 Project in Hidalgo County, Texas. This supplemental scope and subsequent fee proposal is based on April 2014 footprint shifts (shown in the attached map), which includes additional right-of-way (ROW) that has not been previously assessed.

As a result, additional revisions are to be made to the Draft EA to reflect the change in footprint and the identification of the Border Safety Inspection Facility (BSIF) Connector as a locally funded project to be cleared in conjunction with the SH 365 project. This supplemental scope consists of the following services:

a) Revisions to the Draft EA to include

- Reassessing the calculation of impacts for affected resources
- Documenting the BSIF Connector as a local project
- Conducting a Biological Evaluation Tier I Analysis
- Preparing a Hazardous Material Initial Site Assessment Report
- Preparing a historic resources survey report addendum
- Preparing an archeological background study
- Preparing a memorandum detailing the changes in the EA since the Texas Department of Transportation's (TxDOT) review

b) Additional agency coordination

c) Preparation of a USACE Section 404 Permit

1.0 PROJECT MANAGEMENT AND ADMINISTRATION

The Consultant will coordinate all activities required to complete the additional services outlined herein.

2.0 AGENCY COORDINATION

The Consultant will coordinate with the U.S. Fish and Wildlife Service (USFWS) and Texas Parks and Wildlife Department (TPWD) regarding federal- and state-listed threatened and endangered species or other species of concern. All correspondences will be included in the project record.

5.0 ENVIRONMENTAL DOCUMENT

The Consultant will update the following sections of the January 2014 draft EA to account for the changes in footprint, exhibits, and appendices. The Consultant will reassess the impacts for affected resources analyzed in Section 6.0 – Affected Environment and Environmental Consequences as well as the Indirect and Cumulative Impacts sections (Sections 7 and 8) of the Draft EA, and respond to an additional round of comments on the revised EA.

Deliverable:

- Draft EA revisions

Biological Evaluation

The Consultant will update the Draft EA already in progress for the SH 365 Project to include the April 2014 changes to the project footprint. Updates would be performed under the guidelines set forth under the current memorandum of understanding (MOU) with the TPWD. The Consultant will request and review updated records within the project area from the TPWD Natural Diversity Database for element occurrences of federal- and state-listed threatened and endangered species or other species of concern.

Assumptions:

- Presence/absence surveys are not included. Should presence/absence surveys be requested by the USFWS or TPWD for federal- and/or state-listed threatened and endangered species or other species of concern, the Consultant would provide a supplemental cost estimate to provide those services.

Deliverable:

- Biological Evaluation Update

Hazardous Materials

The Consultant will perform an Initial Site Assessment (ISA) in accordance the "Hazardous Materials Initial Site Assessment Report" (TxDOT, April 2014). The objective of the ISA will be to 1) identify and address potentially contaminated sites early in project development, 2) coordinate early with Federal/State/local agencies to assess the contamination and cleanup needed; and 3) determine and implement measures early to avoid or minimize involvement with substantially contaminated properties. Should it be determined that a Phase

1 or Phase II Site Assessment is required, it will be done under a separate supplemental agreement. To conduct the ISA in accordance with the TxDOT ISA Form (April 2014), the Consultant will:

- Obtain an updated regulatory radius report to identify changes to potential hazardous materials sites identifiable through the regulatory database records.
- Conduct interviews of persons such as the local fire department, sheriff's department, and Local Emergency Planning Commission (LEPC) to assess potential emergency actions taken within the right-of-way (ROW) that could have contributed hazardous materials to the project site.
- Review current and historical (where available from public data sources or as provided by HCRMA) aerial photographs, U.S. Geological Survey (USGS) topographic maps, Sanborn Fire Insurance Maps, and TxDOT As-Built Plans, Geotechnical Soil Boring Logs, TxDOT Temporary Use ROW Agreements, and Notifications of Contamination to TxDOT.
- Conduct a Project Site Survey to document the location, size, and type of concerns, as provided on the ISA Form.

Assumptions:

- The Consultant will not collect samples of environmental media (soils, groundwater, soil vapors, etc.) as part of this ISA process.
- The Client will provide the TxDOT As-Built Plans, Geotechnical Soil Boring Logs, TxDOT Temporary Use ROW Agreements, and Notifications of Contamination to TxDOT for Consultant's review and consideration.
- The Consultant will not purchase historical aerial photographs or USGS topographic maps for this update. Information available from public data sources (e.g., Google Earth) will be used to supplement the historical land use sections of the ISA.

Deliverable:

- Hazardous Materials ISA Report

6.0 SECTION 404 PERMITTING

The Consultant will provide environmental permitting services for the acquisition of required permits from the U.S. Army Corps of Engineers (USACE), Galveston District – Corpus Christi Field Office.

Assumptions:

- The Consultant anticipates that the project will require an Individual Permit; however, if the project can be configured in a manner that minimizes permanent fill impacts to under ½ acre of wetlands/waters subject to USACE jurisdiction under Section 404 of the Clean Water Act and/or Section 10 of the Rivers and Harbors Act, the project could be covered under Nationwide Permit 14. The Consultant anticipates an Individual

Permit would take 1 year to secure upon submittal of a complete permit application. Under Nationwide Permit 14, the required permit would be expected approximately 90 days following submittal of a complete permit application. Wetland impacts would require mitigation.

- This estimate assumes that shapefiles and engineering drawings of sufficient detail to obtain permits and tabulate impacts would be provided by HCRMA.
- As part of the permitting process, the Consultant will determine mitigation requirements to offset unavoidable impacts to waters of the U.S. This estimate assumes that HCRMA would provide a mitigation site suitable to offset wetland impacts.
- This estimate does not anticipate agency visits to the site associated with the Section 404 Permit. Should agency visits be required, the Consultant would prepare a supplemental cost estimate to include those services.
- Additional site visits that may be requested by the USACE for verification purposes are not included in this scope of services.

Deliverable:

- Section 404 Permit

7.0 CULTURAL RESOURCES

Historic Resource Studies

The Consultant will conduct additional historic resource studies to document up to 10 historic-age resources on additional parcels within the revised historic resources area of potential effects (APE). The APE has expanded to accommodate the footprint shifts. These studies will be conducted according to the approved survey methods as per the approved historic resources research design and combined reconnaissance and intensive survey report. Specifically:

- The Consultant will conduct a literature review for the expanded APE and study area. This review will include prior survey reports, relevant National Register of Historic Places (NRHP) property nominations in the project vicinity, the Texas Historic Sites Atlas, Texas Historical Commission (THC) Survey Files, the NRHP, the list of State Antiquities Landmarks (SALs), and the list of Registered Texas Historic Landmarks (RTHLs) to identify previously recorded historic properties within the expanded APE and within a larger study area extending 1,300 feet beyond the updated proposed ROW as required by current TxDOT Standards of Uniformity (SOU).
- Upon completion of the literature review and receipt of notice to proceed, historians will conduct additional field survey of new ROW areas.
- Consultant will prepare addendum to existing Reconnaissance/Intensive Level Historic Resources Survey Report. The addendum will include revised project maps and will have sufficient detail and clarity to provide TxDOT with a basis for making NRHP eligibility determinations. It will include the following information:

- An inventory of all newly recorded resources provided in a table form that details their project ID numbers, locations, property type and subtype classifications, stylistic influences, construction dates, integrity issues, alterations, and NRHP eligibility and effect recommendations.
- Updated maps showing the location of each newly recorded historic-age resource labeled with its appropriate project ID number, running as consecutively as possible from the top left-hand corner to the bottom right-hand corner of the map. Outbuildings and landscape features will be reported as subsets of the main project ID number for a property. The maps will clearly depict the modified APE as well as major street names and other directional landmarks. The mapping update will also include revision of existing irrigation district figures to depict the location of newly recorded irrigation resources on parcels within the APE.
- Photographs of each newly recorded historic-age resource will adhere to the photography standards outlined in TxDOT's current SOU for reconnaissance surveys.
- An assessment of the Section 106 effect of the proposed improvements at each newly recorded NRHP-listed or -eligible resource location.
- An assessment of Section 4(f) evaluation and documentation needs for historic (NRHP-listed or -eligible) properties affected by proposed ROW acquisition.
- Consultant will revise the addendum to address one round of comments by the HCRMA and one round of comments by TxDOT. TxDOT will be responsible for transmitting the report to the THC and transmitting THC comments to the Consultant. This scope excludes intensive survey efforts. If required, they can be provided under a supplemental authorization.

The Consultant will update the Draft EA once coordination with the THC is complete.

Deliverable:

- Reconnaissance/Intensive Level Historic Resources Survey Report Addendum

Archeological Studies

As directed by TxDOT in a May 23, 2014 email, the Consultant will prepare a background study with a project coordination request (PCR) checklist to address the additional areas of new ROW for TxDOT's review. The Consultant will update the Draft EA once coordination with TxDOT is complete.

Assumptions:

- Previously investigations conducted under Permit 5124 should cover these footprint changes, and no additional trenching is necessary.

Deliverable:

- Archeological background study with PCR

ATKINS

Hidalgo County RMA
State Highway 365
Environmental Services Contract

Attachment O-2
Supplemental 06 Fee Proposal

Contracts	Description	Date of Signed Contractual Agreement	Contractual Agreement Amount	Contractual Agreement Balance
Original Contract	SH 365/TCC	March 29, 2011	$389,436	$271,241
	US 281/IBTC Overpass	March 29, 2011	$129,697	$82,096.67
			$519,133	**$353,338**
Supplemental Agreement 01	SH 365/TCC Modified Alignment (February 2012)	May 14, 2012	$29,534	$300,775
	US 281/IBTC Overpass		$0.00	
			$548,667	
Supplemental Agreement 02	SH 365/TCC Modified Alignment (February 2012)		$0	
	US 281/IBTC Overpass	November 26, 2012	($82,096.67)	$0
	SH 365 Modified Alignment (including US 281/IBTC Overpass and extension to FM 1016) (July 2012)	November 26, 2012	$115,122.60	$415,897.60
			$581,692.93	
Supplemental Agreement 03	Archaeological Trenching; USACE Section 404 Delineation; SH 365 Modified Alignment (Sept 2013); Biological Evaluation; Field Surveys and Draft EA Updates	October 22, 2013	$217,983	
			$799,676.16	
Supplemental Agreement 04	Archaeological Services (Dating Analysis; Delineation of Identified Sites) Draft EA Revisions (Project-level Toll Analysis; Additional Review Cycles)	January 30, 2014	$199,589	
			$999,265.20	
Supplemental Agreement 05	Early ROW Acquisition CE	March 6, 2014	$49,858	
			$1,049,122.90	
Supplemental Agreement 06	Revise Draft EA (per April 2014 alignment) including: • Reassessing impacts calculation for affected resources • Distinguishing BSIF Connector as a local project • Biological Evaluation Tier I Analysis • Hazardous Material Initial Site Assessment • Historic Resources Survey Report addendum • Archeological background study • Memorandum detailing changes in EA • Updating Draft EA figures • Additional round of comments Additional Agency Coordination Prepare USACE Section 404 Permit		$104,121	
			$1,153,243.90	

ATKINS

Hidalgo County RMA
State Highway 365
Environmental Services Contract
Supplemental 06
Attachment O-2

FEE PROPOSAL

SH 365 Environmental Services		Hours	Fee
1.0	PROJECT MANAGEMENT AND ADMINISTRATION	56	$8,912
2.0	AGENCY COORDINATION & PUBLIC INVOLVEMENT	32	$4,401
3.0	RIGHT-OF-ENTRY (ROE)	0	$0
4.0	ENVIRONMENTAL CLASSIFICATION	0	$0
5.0	ENVIRONMENTAL DOCUMENT	440	$54,083
6.0	SECTION 404 DELINEATION	120	$15,194
7.0	CULTURAL RESOURCES	140	$17,723
8.0	IBWC LICENSE	0	$0
9.0	SECTION 4(f) EVALUATION	0	$0
10.0	ARCHAEOLOGICAL SURVEY REPORT	0	$0
11.0	EARLY ROW ACQUISITION CE	0	$0
	DIRECT EXPENSES		$3,809
	Total	**788**	**$104,121**

ATKINS

Hidalgo County RMA
State Highway 365
Environmental Services Contract
Supplemental 06

FEE PROPOSAL

	SH 365 Environmental Services	ATKINS	CMEC	TOTAL
1.0	PROJECT MANAGEMENT AND ADMINISTRATION	$8,139	$773	$8,912
2.0	AGENCY COORDINATION & PUBLIC INVOLVEMENT	$4,401	$0	$4,401
3.0	RIGHT-OF-ENTRY (ROE)	$0	$0	$0
4.0	ENVIRONMENTAL CLASSIFICATION	$0	$0	$0
5.0	ENVIRONMENTAL DOCUMENT	$48,531	$5,552	$54,083
6.0	SECTION 404 DELINEATION	$15,194	$0	$15,194
7.0	CULTURAL RESOURCES	$17,723	$0	$17,723
8.0	IBWC CONSTRUCTION PERMIT/LICENSE	$0	$0	$0
9.0	SECTION 4(f) EVALUATION	$0	$0	$0
10.0	ARCHAEOLOGICAL SURVEY REPORT	$0	$0	$0
11.0	EARLY ROW ACQUISITION CE	$0	$0	$0
	DIRECT EXPENSES	$3,809	$0	$3,809
	TOTAL	**$97,796**	**$6,325**	**$104,121**

ATKINS

Hidalgo County RMA
State Highway 365
Environmental Services Contract
Supplemental 06

TOTAL HOURS

SH 365 Environmental Services		ATKINS	CMEC	TOTAL
1.0	PROJECT MANAGEMENT AND ADMINISTRATION	48	8	56
2.0	AGENCY COORDINATION & PUBLIC INVOLVEMENT	32	0	32
3.0	RIGHT-OF-ENTRY (ROE)	0	0	0
4.0	ENVIRONMENTAL CLASSIFICATION	0	0	0
5.0	ENVIRONMENTAL DOCUMENT	392	48	440
6.0	SECTION 404 DELINEATION	120	0	120
7.0	CULTURAL RESOURCES	140	0	140
8.0	IBWC CONSTRUCTION PERMIT/LICENSE	0	0	0
9.0	SECTION 4(f) EVALUATION	0	0	0
10.0	ARCHAEOLOGICAL SURVEY REPORT	0	0	0
11.0	EARLY ROW ACQUISITION CE	0	0	0
	TOTAL	**732**	**56**	**788**

SH 365 Environmental Services
Summary of Tasks and Labor Requirements Estimate

ATKINS

		PRIME CONSULTANT						
	Task	Env. Manager	Sr. Scientist I	Scientist II	Sr. GIS Analyst	Admin	Activity Hours	Activity Cost
	Contract Rate	$199.97	$133.31	$111.98	$115.48	$78.32		
1.0	**PROJECT MANAGEMENT AND ADMINISTRATION**	36	0	0	0	12	48	$8,138.74
	Develop & Maintain Project Schedule	8					8	$1,599.75
	Weekly Calls/General Purpose Meetings with HCRMA	12					12	$2,399.63
	Weekly Coordination with Design Engineer						0	$0.00
	Monthly Project Administration (Invoicing, Progress Reports, etc.)	8				4	12	$1,913.04
	Organize and Maintain Technical Data File					8	8	$626.57
	QA/QC	8					8	$1,599.75
2.0	**AGENCY COORDINATION & PUBLIC INVOLVEMENT**	8	4	12	8	0	32	$4,400.65
	Agency Coordination							
	Agency Coordination	8	4	12	8		32	$4,400.65
	MPO Coordination to Update MTP						0	$0.00
3.0	**RIGHT-OF-ENTRY (ROE)**	0	0	0	0	0	0	$0.00
4.0	**ENVIRONMENTAL CLASSIFICATION**	0	0	0	0	0	0	$0.00
5.0	**ENVIRONMENTAL DOCUMENT**	38	90	157	80	27	392	$48,531.49
	Draft EA	16				8	24	$3,826.07
	Chapter 1: Introduction						0	$0.00
	Chapter 2: Project Background						0	$0.00
	Chapter 3: Need and Purpose						0	$0.00
	Chapter 4: Description of Proposed Action						0	$0.00
	Chapter 5: Alternatives Analysis						0	$0.00
	Chapter 6: Affected Environment & Environmental Consequences						0	$0.00
	ROW Displacements						0	$0.00
	Socioeconomic Data						0	$0.00
	Project-level Toll Analysis						0	$0.00
	Land Use		8	16	12		36	$4,244.01
	Vegetation		8	20	12		40	$4,691.94
	Beneficial Landscape Practices						0	$0.00
	Invasive Species						0	$0.00
	Geology, Topography, and Soils		0.5	2	1		3.5	$406.10
	Farmland Protection Policy Act		1	2	1		4	$472.76
	Wildlife		4	4			8	$981.18
	Migratory Bird Treaty Act		1	4			5	$581.24
	Threatened and Endangered Species		1	4			5	$581.24
	Parkland						0	$0.00
	Wetlands and Waters of the U.S.		1	3	1		5	$584.74
	Permits		1	1			2	$245.30
	Essential Fish Habitat		4	4	2		10	$1,212.15

SH 365 Environmental Services
Summary of Tasks and Labor Requirements Estimate

ATKINS

		PRIME CONSULTANT						
	Task	Env. Manager	Sr. Scientist I	Scientist II	Sr. GIS Analyst	Admin	Activity Hours	Activity Cost
	Contract Rate	$199.97	$133.31	$111.98	$115.48	$78.32		
	Coastal Management Program						0	$0.00
	Water Quality						0	$0.00
	Floodplains		0.5	1	1		2.5	$294.12
	Air Quality						0	$0.00
	Noise						0	$0.00
	Hazardous Materials (ISA)	4				3	7	$1,034.84
	Visual Survey		16	16	2		34	$4,155.69
	Regulatory Records Review		8	16	6		30	$3,551.12
	Construction Impacts		8	8	2		18	$2,193.33
	Historic Properties			6			6	$671.90
	Archaeological Sites			6			6	$671.90
	Airspace Clearance						0	$0.00
	Construction Impacts						0	$0.00
	Chapter 7: Indirect Impacts						0	$0.00
	Chapter 8: Cumulative Impacts						0	$0.00
	Chapter 9: Regional Toll Analysis						0	$0.00
	Chapter 9: Permits and Commitments						0	$0.00
	Chapter 10: Conclusion						0	$0.00
	Chapter 11: References						0	$0.00
	Exhibits				28		28	$3,233.50
	Appendices					4	4	$313.28
	QA/QC (Draft #1) done by CMEC						0	$0.00
	QA/QC (Draft #2) done by CMEC						0	$0.00
	Draft EA Revisions							
	Respond to PMC's & District's Comments	6	12	16	4	4	42	$5,366.50
	Respond to District Comments	6	8	12	4	4	34	$4,385.32
	Respond to ENV Comments	6	8	16	4	4	38	$4,833.25
	Respond to FHWA Comments						0	$0.00
6.0	**SECTION 404 DELINEATION**	8	48	56	8	0	120	$15,193.65
	Wetlands/Waters of the US Report						0	$0.00
	Field surveys						0	$0.00
	Mapping of Boundaries/Prepare data forms						0	$0.00
	Draft Wetlands Report						0	$0.00
	Respond to PMC Comments						0	$0.00
	Respond to District Comments						0	$0.00
	Respond to ENV Comments						0	$0.00
	Section 404 Permit	8					8	$1,599.75

SH 365 Environmental Services
Summary of Tasks and Labor Requirements Estimate

ATKINS

		PRIME CONSULTANT						
	Task	Env. Manager	Sr. Scientist I	Scientist II	Sr. GIS Analyst	Admin	Activity Hours	Activity Cost
	Contract Rate	$199.97	$133.31	$111.98	$115.48	$78.32		
	USACE Permit Application and Mitigation		24	40	6		70	$8,371.70
	USACE Agency Coordination		24	16	2		42	$5,222.19
	TCEQ Water Quality Certification						0	$0.00
7.0	**CULTURAL RESOURCES**	14	38	66	20	2	140	$17,722.59
	Archaeological Resources						0	$0.00
	Background Study (for new ROW area)	4	24		6	2	36	$4,848.92
	Respond to PMC Comments		4				4	$533.25
	Respond to ENV Comments	2	4				6	$933.19
	Respond to THC Comments						0	$0.00
	Historic Resources						0	$0.00
	Preliminary Data Collection						0	$0.00
	Research Design Coordination and Approval with ENV						0	$0.00
	Field Reconnaissance			24	4		28	$3,149.51
	Prepare Draft Report						0	$0.00
	Respond to ENV Comments						0	$0.00
	Respond to THC Comments						0	$0.00
	Intensive Survey Research Design						0	$0.00
	Archival Research/Field Documentation for Intensive Survey						0	$0.00
	Prepare Integrated Reconnaissance and Intensive Survey Report	8	4	24	6		42	$5,513.48
	Respond to PMC Comments			8			8	$895.86
	Respond to ENV Comments		1	8	2		11	$1,260.14
	Respond to THC Comments		1	2	2		5	$588.24
8.0	**IBWC LICENSE**	0	0	0	0	0	0	$0.00
9.0	**SECTION 4(f) EVALUATION**	0	0	0	0	0	0	$0.00
10.0	**ARCHAEOLOGICAL SURVEY REPORT**	0	0	0	0	0	0	$0.00
11.0	**EARLY ROW ACQUISITION CE**	0	0	0	0	0	0	$0.00
	Totals	**104**	**180**	**291**	**116**	**41**	**732**	**$93,987.12**

SH 365 Environmental Services

Summary of Expense Estimate

ATKINS

DIRECT COST ITEMS	AMOUNT	UNIT	RATE	TOTAL
Airfare	4	RT	$350.00	$1,400.00
Mileage	60	MILE	$0.57	$33.90
Digital Camera Usage	4	DAY	$7.00	$28.00
Records Curation	0	DRW	$1,455.30	$0.00
Printing and Photocopying	0	-		
-Photocopies 8 ½"x11"	360	EA	$0.10	$36.00
-Photocopies 11"x17"	0	EA	$0.15	$0.00
-Color Photocopies 8 ½"x11"	144	EA	$0.15	$21.60
-Color Photocopies 11"x17"	144	EA	$0.20	$28.80
Plots	0	-		
-Bond (Black & White)	0	SF	$1.50	$0.00
-Mylar (Black & White)	0	SF	$1.50	$0.00
- Bond (Color)	0	SF	$1.25	$0.00
-Mylar (Color)	0	SF	$4.00	$0.00
-Color Paper (Photo Quality)	0	SF	$5.00	$0.00
Lodging (per person)	6	DAY	$85.00	$510.00
Meals (per person)	8	DAY	$36.00	$288.00
Car Rental	5	DAY	$65.00	$325.00
Rental Car Fuel (10 gallons/rental car/day)	26	DAY	$3.00	$78.00
Noise Meter Rental	0	EA	$530.00	$0.00
HazMat Data Search	1	LS	$1,000.00	$1,000.00
Editing	0	Hr	$75.00	$0.00
Mailings/Postage	0	LS	$0.44	$0.00
Backhoe and Operator	0	Day	$1,600.00	$0.00
ROW Staking Services	0	Day	$1,000.00	$0.00
Carbon Dating Analysis	0	EA	$700.00	$0.00
Public Meeting/Hearing Exhibits	0	EA	$50.00	$0.00
Public Meeting/Hearing Facility Rental	0	Day	$300.00	$0.00
Newspaper Advertisements	0	EA	$1,500.00	$0.00
Public Meeting/Hearing Material	0	EA	$45.00	$0.00
GPS	0	Day	$50.00	$0.00
ATV	0	Day	$100.00	$0.00
Miscellaneous Field Expenses	0	Day	$50.00	$0.00
Court Reporter	0	EA	$500.00	$0.00
Overnight Delivery Services	4	EA	$15.00	$60.00

TOTAL EXPENSES $3,809.30

ATKINS

State Highway 365
Environmental Services
Rate Schedule

Attachment M-2

Labor/Staff Classification	Hourly Base Rate Year 2011	Hourly Base Rate Year 2012	Hourly Base Rate Year 2013	Hourly Base Rate Year 2014	Contract Rate FY 14 - FY 15
Principal	$ 86.00	$ 88.58	$ 91.24	$ 93.97	$ 286.62
Environmental Manager	$ 60.00	$ 61.80	$ 63.65	$ 65.56	$ 199.97
Sr. Planner	$ 51.50	$ 53.05	$ 54.64	$ 56.28	$ 171.64
Planner II	$ 40.00	$ 41.20	$ 42.44	$ 43.71	$ 133.31
Planner I	$ 30.00	$ 30.90	$ 31.83	$ 32.78	$ 99.98
Sr. Scientist II-Environmental	$ 48.00	$ 49.44	$ 50.92	$ 52.45	$ 159.98
Sr. Scientist I-Environmental	$ 40.00	$ 41.20	$ 42.44	$ 43.71	$ 133.31
Scientist II-Environmental	$ 33.60	$ 34.61	$ 35.65	$ 36.72	$ 111.98
Scientist I-Environmental	$ 23.50	$ 24.21	$ 24.93	$ 25.68	$ 78.32
Science Technician	$ 19.55	$ 20.14	$ 20.74	$ 21.36	$ 65.16
Sr. Engineer	$ 63.00	$ 64.89	$ 66.84	$ 68.84	$ 209.97
Senior CADD Operator	$ 33.60	$ 34.61	$ 35.65	$ 36.72	$ 111.98
CADD Operator	$ 24.68	$ 25.42	$ 26.18	$ 26.96	$ 82.24
Sr. GIS Analyst	$ 34.65	$ 35.69	$ 36.76	$ 37.86	$ 115.48
GIS Analyst	$ 25.73	$ 26.50	$ 27.29	$ 28.11	$ 85.74
Admin/Clerical/Word Processor	$ 23.50	$ 24.21	$ 24.93	$ 25.68	$ 78.32

SH 365 Environmental Services
Summary of Tasks and Labor Requirements Estimate

		SUBCONSULTANT							
	Task	Sr. Envl. Sci II	Sr. Envl Sci. I	Envl Spec III	Envl Spec II	Envl tech II	Admin	Activity Hours	Activity Cost
	Contract Rate	$138.80	$122.47	$69.40	$63.96	$50.35	$54.43		
1.0	**PROJECT MANAGEMENT AND ADMINISTRATION**	4	0	0	0	0	4	8	$772.91
	Monthly Project Administration (Invoicing, Progress Reports, etc.)	4					4	8	$772.91
	Monthly HCRMA Meetings							0	$0.00
	Project Workshops/Briefing							0	$0.00
	Organize and Maintain Technical Data File							0	$0.00
	QA/QC							0	$0.00
2.0	**AGENCY COORDINATION & PUBLIC INVOLVEMENT**	0	0	0	0	0	0	0	$0.00
3.0	**RIGHT-OF-ENTRY (ROE)**	0	0	0	0	0	0	0	$0.00
4.0	**ENVIRONMENTAL CLASSIFICATION**	0	0	0	0	0	0	0	$0.00
5.0	**ENVIRONMENTAL DOCUMENT**	32	0	16	0	0	0	48	$5,551.87
	Draft EA							0	$0.00
	Chapter 1: Introduction							0	$0.00
	Chapter 2: Project Background							0	$0.00
	Chapter 3: Need and Purpose							0	$0.00
	Chapter 4: Description of Proposed Action							0	$0.00
	Chapter 5: Alternatives Analysis							0	$0.00
	Chapter 6: Affected Environment & Environmental Consequences							0	$0.00
	Chapter 7: Indirect Impacts	8		4				12	$1,387.97
	Chapter 8: Cumulative Impacts	8		4				12	$1,387.97
	Chapter 9: Regional Toll Analysis							0	$0.00
	Chapter 10: Conclusion							0	$0.00
	Chapter 11: References							0	$0.00
	Exhibits							0	$0.00
	Appendices							0	$0.00
	QA/QC (Draft #1)							0	$0.00
	QA/QC (Draft #2)							0	$0.00
	Draft EA Revisions							0	$0.00
	Respond to District Comments	8		4				12	$1,387.97
	Respond to ENV Comments	8		4				12	$1,387.97
	Respond to FHWA Comments							0	$0.00
6.0	**SECTION 404 DELINEATION**	0	0	0	0	0	0	0	$0.00
7.0	**CULTURAL RESOURCES**	0	0	0	0	0	0	0	$0.00
9.0	**SECTION 4(f) EVALUATION**	0	0	0	0	0	0	0	$0.00
	Totals	**36**	**0**	**16**	**0**	**0**	**4**	**56**	**$6,324.78**

CMEC Task Total

SH 365 Environmental Services

Summary of Expense Estimate

DIRECT COST ITEMS	AMOUNT	UNIT	RATE	TOTAL
Airfare		RT	$350.00	$0.00
Mileage		MILE	$0.45	$0.00
Digital Camera Usage		DAY	$7.00	$0.00
Records Curation		DRW	$1,455.30	$0.00
Printing and Photocopying		-		
-Photocopies 8 ½"x11"		EA	$0.10	$0.00
-Photocopies 11"x17"		EA	$0.15	$0.00
-Color Photocopies 8 ½"x11"		EA	$1.00	$0.00
-Color Photocopies 11"x17"		EA	$1.80	$0.00
Plots		-		
-Bond (Black & White)		SF	$1.50	$0.00
-Mylar (Black & White)		SF	$1.50	$0.00
- Bond (Color)		SF	$1.25	$0.00
-Mylar (Color)		SF	$4.00	$0.00
-Color Paper (Photo Quality)		SF	$5.00	$0.00
Lodging (per person)		DAY	$85.00	$0.00
Meals (per person)		DAY	$36.00	$0.00
Car Rental		DAY	$65.00	$0.00
Rental Car Fuel (10 gallons/rental car day)		DAY	$3.00	$0.00
Noise Meter Rental		EA	$530.00	$0.00
HazMat Data Search		LS	$1,500.00	$0.00
Editing		Hr	$75.00	$0.00
Mailings/Postage		LS	$0.44	$0.00
Backhoe and Operator		Day	$800.00	$0.00
Public Meeting/Hearing Exhibits		Day	$300.00	$0.00
Public Hearing Facility Rental		EA	$1,500.00	$0.00
Newspaper Advertisements		EA	$1,500.00	$0.00
Public Meeting/Hearing Material		EA	$1,500.00	$0.00
GPS		Day	$45.00	$0.00
ATV		Day	$100.00	$0.00
Miscellaneous Field Expenses		Day	$50.00	$0.00
Court Reporter/Translator		EA	$500.00	$0.00
Overnight Delivery Services		EA	$15.00	$0.00

TOTAL EXPENSES **$0.00**

State Highway 365
Environmental Services
Rate Schedule

Labor/Staff Classification	Hourly Base Rate Year 2011	Hourly Base Rate Year 2012	Hourly Base Rate Year 2013	Hourly Base Rate Year 2014	Contract Rate FY 14 - FY 15
Sr. Environmental Scientist II	$ 51.00	$ 52.53	$ 54.11	$ 55.73	$ 138.80
Sr. Environmental Scientist I	$ 45.00	$ 46.35	$ 47.74	$ 49.17	$ 122.47
Environmental Professional II	$ 35.00	$ 36.05	$ 37.13	$ 38.25	$ 95.25
Environmental Professional I	$ 29.00	$ 29.87	$ 30.77	$ 31.69	$ 78.92
Environmental Specialist III	$ 25.50	$ 26.27	$ 27.05	$ 27.86	$ 69.40
Environmental Specialist II	$ 23.50	$ 24.21	$ 24.93	$ 25.68	$ 63.96
Environmental Specialist I	$ 21.00	$ 21.63	$ 22.28	$ 22.95	$ 57.15
Environmental Tech II	$ 18.50	$ 19.06	$ 19.63	$ 20.22	$ 50.35
Environmental Tech I	$ 15.50	$ 15.97	$ 16.44	$ 16.94	$ 42.18
Admin/Clerical	$ 20.00	$ 20.60	$ 21.22	$ 21.85	$ 54.43

Hidalgo County RMA
State Highway 365
Environmental Services Contract
Supplemental 06 Fee Breakdown

ATKINS

No.	Description of Task	Hours	Fee
1	**Revising the Draft EA (per the April 2014 alignment)**		
	Reassessing impact calculations for affected resources		
	Distinguishing the BSIF Connector		
	Additional round of responses to comments	195	$24,947
	Biological Evaluation Tier I Analysis	148	$18,140
	Hazardous Material Initial Site Assessment Report	89	$10,935
	Historic resources survey report addendum	94	$11,407
	Archeological background study	46	$6,315
	Memorandum detailing EA changes since TxDOT's review	32	$5,426
	Updating EA figures	32	$3,547
2	**Additional agency coordination**	32	$4,401
3	**USACE Section 404 Permit**	120	$15,194
4	**Direct Expenses**		$3,809
	Total	**788**	**$104,121**

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Item 3F

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

AGENDA RECOMMENDATION FORM

BOARD OF DIRECTORS	**X**	**AGENDA ITEM**	**3F**
PLANNING COMMITTEE		**DATE SUBMITTED**	**9/15/14**
FINANCE COMMITTEE		**MEETING DATE**	**9/24/14**
TECHNICAL COMMITTEE			

1. Agenda Item: **RESOLUTION 2014-96 – APPROVAL OF SUPPLEMENTAL NUMBER 6 TO PROFESSIONAL SERVICE AGREEMENT WITH DANNENBAUM ENGINEERING TO INCREASE THE MAXIMUM PAYABLE AMOUNT FOR WORK AUTHORIZATION NUMBER 18.**

2. Nature of Request: (Brief Overview) Attachments: X Yes ___No

   Approval of Supplemental Number 6 to Professional Service Agreement with Dannanbaum Engineering to increase the maximum payable fee in the amount of $355,3.55.20 for Work Authorization Number 18.

3. Policy Implication: Board Policy, Local Government, Texas Government Code, Texas Transportation Code, TxDOT Policy

4. Budgeted: X Yes ___No ___N/A Funding Source: VRF Bond

Approved maximum payable fee	$17,517,371.48
Approved Work Authorizations 1, 3, 4, 5, 6 w/ S1-7, 8 w/S1 & 9 * 10, 11, 12, 13, 14, 15,16 & 17	$17,517,371.48
Maximum fee balance	$ 0.00
Total authorized for	$17,517,371.48
Payments to date for WA 1, 3, 4, 5, 6 w/ S1-7, 8 w/S1 & 9 10, 11, 12, 13, 14, 15, 16 & 17	($ 8,820,375.17)
Work authorization balance	$ 8,696,996.31

*Proposed Work Authorization No. 7 with City of Pharr canceled

Proposed Supplemental No. 6 to PSA with Dannenbaum:

Approved Maximum Payable Amount	$17,517,371.48
Proposed Supplemental No. 6 for WA 18	$ 355,355.20
Revised Maximum Payable Amount	**$17,872,726.68**

5. Staff Recommendation**: Motion to approve Resolution 2014-96 - Approval of Supplemental Number 6 to the Professional Service Agreement with Dannenbaum Engineering in the amount of $355,355.20 for a revised maximum payable fee of $17,872,726.68.**

6. Program Manager's Recommendation: ___Approved ___Disapproved **X** None

7. Planning Committee's Recommendation: ___Approved ___Disapproved **X** None

8. Board Attorney's Recommendation: ___Approved ___Disapproved **X** None

9. Chief Financial Officer's Recommendation: ___Approved ___Disapproved **X** None

10. Executive Director's Recommendation: **X** Approved ___Disapproved ___None

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Memorandum

To: Rance G. Sweeten, Chairman

From: Pilar Rodriguez, PE, Executive Director

Date: September 15, 2014

Re: **Approval of Supplemental Number 6 to Professional Service Agreement with Dannenbaum Engineering**

Background

At the October 27, 2011, regular meeting, the Board of Directors awarded a professional service agreement for general engineering and program management services to Dannenbaum Engineering for a maximum payable amount of $5,000,000. Subsequently, the Board approved Work Authorizations No. 1, 3, 4, 5, 6, Supplemental 1, 2, 3, 4, 5, 6 & 7 to Work Authorization No. 6, Work Authorization Number 8 and Supplemental 1 to Work Authorization 8, Work Authorization Number 9 and Work Authorizations 10-15 and Work Authorization Number 16 in the aggregate amount of $17,407,292.94 (Supplemental 6 to Work Authorization 6 was for no increase) respectively as discussed below.

Work Authorization No. 1 - was to review prior engineering, surveying, environmental and permitting work provided to the Hidalgo County Regional Mobility Authority (HCRMA).
Work Authorization No. 2 - was cancelled by the HCRMA Board.
Work Authorization No. 3 - was to provide title reports for the State Highway 365 (SH 365) Project.
Work Authorization No. 4 - was to update the new Executive Director, oversee the update of the Traffic & Revenue study, oversee environmental clearance/preliminary design of SH 365 and oversee various other tasks related to SH 365 and IBTC Projects.
Work Authorizations No. 5 & 6 - are to continue Program Management for SH 365 and International Bridge Trade Corridor (IBTC) Projects.
Supplemental No. 1 to Work Authorization No. 6 - was to provide a sketch level Traffic & Revenue Study for overweight trucks at the Pharr International Bridge and SH 365.
Supplemental No. 2 to Work Authorization No. 6 - was to provide a Value Engineering Study for the SH 365 Project.
Supplemental No. 3 to Work Authorization No. 6 - was to provide a low level aerial flight and topographic survey for the IBTC Project.
Supplemental No. 4 to Work Authorization No. 6 – was to provide updated TRZ parcels, implementation of overweight truck corridor, manage Engineers/Surveyors/Geotech for IBTC, local environment clearance of IBTC, negotiate final PS&E for SH 365, implement ProjectWise, evaluate Toll Integrator, manage Appraisers/Title Companies/ROW Agents, implement GIS for ROW Acquisition and perform value engineering for IBTC.
Supplemental No. 5 to Work Authorization No. 6 – was to provide non-destructive vertical utility locations for design of final PS&E for the SH 365 Project.
Supplemental No. 6 to Work Authorization No. 6 – was to revise the scope of services to include additional environmental coordination meeting required by TxDOT, as well as, analysis, meetings, exhibits and estimates for intervention in the Cross Valley Project.
Work Authorization No. 8 – was to provide continued program management for the SH 365 and Overweight Corridor Projects only.
Supplemental 1 to Work Authorization No. 8 – is proposed to revise the scope of work to include the IBTC Project and to deduct balance of work and close out the Work Authorization No. 8.
Work Authorization No. 9 – includes program and construction management of SH 365 and IBTC Projects through facility opening and operation in 2018.

Work Authorization No. 10 – updated the right of way strip map for the IBTC Project due to value engineering changes.
Work Authorization No. 11 – provided a low level aerial topographic survey for the IBTC Project due to value engineering changes.
Work Authorization No. 12 – updated 2,215 un-coded property parcels in HCRMA Transportation Reinvestment Zone Number 2.
Work Authorization No. 13 – provided an Environmental Assessment Regional Toll Analysis required by the Texas Department of Transportation.
Work Authorizaton No. 14 – provided an Investment Grade Traffic & Revenue Study for SH 365, IBTC and SH 68 Projects.
Work Authorization No. 15 – prepared a TIGER grant application for the SH 365 Project.
Supplemental No. 7 to Work Authorization No. 6 – is proposed to provide additional vertical utility locates for SH 365.
Work Authorization No. 16 – provided a Hydraulic & Hydrology Study for SH 365 and IBTC Drainage Service Areas.
Work Authorization No. 17 – provides traffic signal warrant projected traffic counts for SH 365 and IBTC Projects.
Supplemental No. 1 to Work Authorization No. 10 – provides for a no-cost time extension to update the right of way strip map for the IBTC Project.
Supplemental No. 1 to Work Authorization No. 17 – provides for a no-cost time extension to provide traffic signal warrant projected traffic counts for SH 365 and IBTC Projects.

Goal
If the proposed Work Authorization Number 18 is approved by the Board of Directors, the maximum payable fee for Dannanbum Engineering's Professional Service Agreement will need to be increased in the aggregate amount of $355,355.20.

Options
If Work Authorization Number 18 is disapproved, Supplemental No. 6 to the Professional Service Agreement will not require approval.

Recommendation
Based on review by this office, **approval of Resolution 2014-96 – Approval of Supplemental Number 6 to the Professional Service agreement with Dannenbaum Engineering in the amount of $355,355.20 is recommended, for a revised maximum payable fee in the amount of $17,872,726.68.**

If you should have any questions or require additional information, please advise.

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

BOARD RESOLUTION No. 2014 – 96

APPROVAL SUPPLEMENTAL NUMBER 5 TO PROFESSIONAL SERVICES AGREEMENT WITH DANNENBAUM ENGINEERING TO INCREASE THE MAXIMUM PAYABLE AMOUNT FOR WORK AUTHORIZATION NUMBER 18

THIS RESOLUTION is adopted this 24th day of September, 2014, by the Board of Directors of the Hidalgo County Regional Mobility Authority at a regular meeting.

WHEREAS, the Hidalgo County Regional Mobility Authority (the "Authority"), acting through its Board of Directors (the "Board"), is a regional mobility authority created pursuant to Chapter 370, Texas Transportation Code, as amended (the "Act"); and

WHEREAS, the Authority is authorized by the Act to address mobility issues in and around Hidalgo County; and

WHEREAS, on October 27, 2011 the Authority awarded a professional service agreement for general engineering and program management services to Dannenbaum Engineering Corporation in the maximum payable amount of $5,000,000; and

WHEREAS, the Authority has subsequently approved Work Authorizations Numbers 1, 3, 4, 5 and 6, including Supplemental Number 1 to Work Authorization Number 4, Supplemental Numbers 1 & 2 to Work Authorization Number 5, Supplemental Numbers 1, 2, 3,4, 5 & 6 to Work Authorization Number 6 and Work Authorization Number 8 in the amounts of $909,960.63, $57,750.00, $694,355.85, $769,236.96, $920,263.67, $346,720.31, $1,437,465.41, 117,054.83 and $574,581.59 respectively; and

WHEREAS, on December 18, 2013, the Authority approved Supplemental Number 6 to Work Authorization Number 6 to the Professional Service Agreement with Dannenbaum Engineering to revise the scope of service with no increase in the Work Authorization Number 6 amount; and

WHEREAS, on January 22, 2014, the Authority approved Supplemental Number 1 to the Professional Service Agreement with Dannenbaum Engineering to increase the maximum payable amount to correspond with the approved Work Authorizations and Supplementals to Work Authorizations in the revised maximum payable amount of $5,827,389.25; and

WHEREAS, on February 24, 2014, the Authority approved Supplemental Number 1 to Work Authorization Number 8 and Work Authorization Number 9 in the amounts of ($114,581.59) and $10,340,781.60 respectively for Program and Construction Management of the State Highway 365 and International Bridge Trade Corridor Projects from 2014 to 2018: and

WHEREAS, on February 24, 2014, the Authority increased the maximum payable amount of the Professional Service Agreement with Dannenbaum Engineering to correspond with Supplemental Number 1 to Work Authorization Number 8 and Work Authorization Number 9 for a revised maximum payable amount of $16,053,589.26; and

WHEREAS, on March 19, 2014, the Authority increased the maximum payable amount of the Professional Service Agreement with Dannenbaum Engineering to correspond with Work Authorization Numbers 10, 11, 12, 13, 14 and 15 in the amount of $1,072,703.68 for a revised maximum payable amount of $17,126,731.90; and

WHEREAS, on May 21, 2014, the Authority increased the maximum payable amount of the Professional Service Agreement with Dannenbaum Engineering to correspond with approval of Supplemental 7 to Work Authorization Number 6 and Work Authorization Number 16 in the amount of $280,561.04 for a revised maximum payable amount of $17,407,292.94; and

WHEREAS, on June 18, 2014, the Authority increased the maximum payable amount of the Professional Service Agreement with Dannenbaum Engineering to correspond with approval of Work Authorization Number 17 in the amount of $110,078.54 for a revised maximum payable amount of $17,517,341.48; and

WHEREAS, the Authority has determined it is necessary to increase the maximum payable amount of the Professional Service Agreement with Dannenbaum Engineering to correspond with approval of Work Authorization Number 18 in the amount of $355,355.20 for a revised maximum payable amount of $17,872,726.68;

NOW THEREFORE, BE IT RESOLVED, BY THE BOARD OF DIRECTORS OF THE HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY THAT:

Section 1. The recital clauses are incorporated in the text of this Resolution as if fully restated.

Section 2. The Board hereby approves Supplemental Number 6 to the Professional Service Agreement with Dannenbaum Engineering Corporation for an increase to the maximum payable amount of $355,355.20 for a revised maximum payable amount of $17,872,726.68, hereto attached as Exhibit A.

Section 3. The Board authorizes the Executive Director to execute Supplemental Number 6 to the Professional Service Agreement with Dannenbaum Engineering as approved.

*****

PASSED AND APPROVED AS TO BE EFFECTIVE IMMEDIATELY BY THE BOARD OF DIRECTORS OF THE HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY AT A REGULAR MEETING, duly posted and noticed, on the 24st day of September, 2014, at which meeting a quorum was present.

Rance G. Sweeten, Chairman

Ricardo Perez, Secretary/Treasurer

EXHIBIT A

SUPPLEMENTAL NUMBER 6
TO
PROFESSIONAL SERVICE AGREEMENT WITH DANNENBAUM ENGINEERING CORPORATION DATED OCTOBER 27, 2011
INCREASING THE MAXIMUM PAYABLE AMOUNT

♦Contract♦

Hidalgo County
Regional Mobility Authority
(HCRMA)(Authority)

PROGRAM MANAGEMENT
CONSULTANT PROJECT

Engineering Services for any and all Services Required for the Development of all Projects undertaken by the Authority including the Entire Loop Project

SA 6 to Main Contract

September 4, 2014

DANNENBAUM

SUPPLEMENTAL AGREEMENT NO. __6__
TO PROFESSIONAL SERVICES
AGREEMENT FOR PROGRAM MANAGEMENT ENGINEERING SERVICES
Dated 10/27/2011

THIS SUPPLEMENTAL AGREEMENT NO. 1 TO MAIN CONTRACT is made pursuant to the terms and conditions of "Article II Agreement Period and III Compensation and Attachment A General Provisions Section 6 Supplemental Agreements of that certain Professional Services Agreement for Program Management Engineering Services Dated 10/27/2011" hereinafter identified as the "Agreement," entered into by and between the Hidalgo County Regional Mobility Authority (Authority), and Dannenbaum Engineering Corporation (the Engineer).

The following terms and conditions of the Agreement are hereby amended as follows:

Article III Compensation
Article III Compensation shall be amended to increase the amount payable under this contract from $17,517,371.48 to $17,872,726.68 for a total increase of $355,355.20 due to additional scope and effort outlined in Work Authorizations No. 18.

This Supplemental Agreement No. 6 to the Main Contract shall become effective on the date of final execution of the parties hereto. All other terms and conditions of the Agreement not hereby amended are to remain in full force and effect.

IN WITNESS WHEREOF, this Supplemental Agreement is executed in duplicate counterparts and hereby accepted and acknowledged below.

THE ENGINEER	**THE AUTHORITY**
_____	_____
(Signature)	(Signature)
_____	_____
(Printed Name)	(Printed Name)
_____	_____
(Title)	(Title)
_____	_____
(Date)	**(Date)**

Item 5A

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

AGENDA RECOMMENDATION FORM

BOARD OF DIRECTORS	**X**	**AGENDA ITEM**	**5A**
PLANNING COMMITTEE		**DATE SUBMITTED**	**9/15/14**
FINANCE COMMITTEE		**MEETING DATE**	**9/24/14**
TECHNICAL COMMITTEE			

1. Agenda Item: **TABLED ITEM - RESOLUTION 2014-49 – APPROVAL OF WORK AUTHORIZATION NUMBER 4 TO PROFESSIONAL SERVICE AGREEMENT WITH L&G ENGINEERING FOR FINAL PLANS, SPECIFICATIONS AND ESTIMATES FOR STATE HIGHWAY 365 PROJECT FROM FM 396 (ANZALDUAS HIGHWAY) TO FM 1016 (CONWAY AVENUE).**

2. Nature of Request: (Brief Overview) Attachments: X Yes ___No

Approval of Work Authorization No. 4 to Professional Service Agreement with L&G Engineering to provide final plans, specifications and estimates for the State Highway 365 Project from FM 396 (Anzalduas Highway) to FM 1016 (Conway Avenue) in the amount of $1,699,134.00.

3. Policy Implication: Board Policy, Local Government, Texas Government Code, Texas Transportation Code, TxDOT Policy

4. Budgeted: X Yes ___No ___N/A Funding Source: VRF Bond

Approved maximum payable fee	$5,915,101.32
Approved Work Authorization 1, Sup1 WA1, WA2 & WA3	$5,317,841.21
Maximum fee balance	$ 597,260.11

Total authorized for WA 1, Sup1 to WA1 & WA 2	$1,597,955.40
Payments to date for WA 1, Sup1 to WA1 & WA2	($1,191,351.49)
Work Authorization balance	$ 406,603.91

Proposed Work Authorization No. 4:

SH 365 Final PS&E from FM 396 to FM 1016	**$1,699,134.00**
Total Proposed Work Authorization No. 4	**$1,699,134.00**

7. Staff Recommendation**: Motion to approve Resolution 2014-47 - Approval of Work Authorization Number 4 to the Professional Service Agreement with L&G Engineering for final PS&E for SH 365 from FM 396 to FM 1016 in the amount of $1,699,134.00.**

6. Program Manager's Recommendation: **X** Approved ___Disapproved ___None

7. Planning Committee's Recommendation: ___Approved ___Disapproved **X** None

8. Board Attorney's Recommendation: ___Approved ___Disapproved **X** None

9. Chief Financial Officer's Recommendation: **X** Approved ___Disapproved ___None

10. Executive Director's Recommendation: **X** Approved ___Disapproved ___None

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Memorandum

To: Rance G. Sweeten, Chairman

From: Pilar Rodriguez, PE, Executive Director

Date: September 15, 2014

Re: **Approval of Work Authorization Number 4 to Professional Service Agreement with L&G for final PS&E for SH 365 from FM 396 to FM 1016**

Background

On April 13, 2011, the Hidalgo County Regional Mobility Authority (HCRMA) Board of Directors awarded a professional service agreement for engineering services to L&G Engineering for design work, including plans, specifications, and estimates for SH 365 in the amount of $5,887,542.43. On May 2, 2012, the Board of Directors amended and restated the Professional Service Agreement with L&G in the maximum payable amount of $5,887,542.43. On October 18, 2012, the Board of Directors approved Supplemental Number 1 to Work Authorization Number 1 of the Amended and Restated Agreement to perform preliminary engineering for SH 365 from FM 396 to FM 1016 in the amount of $310,893.87. On November 21, 2012, the HCRMA Board of Directors amended and restated the agreement in the revised maximum payable amount of $5,915,101.32 to include revised project limits from McColl Road to FM 396 and DBE reporting requirements. On November 20, 2013, the HCRMA Board of Directors approved Work Authorization Number 2 for State Highway 365 (SH 365) US IBWC Bridge Layouts in the amount of $288,223.86. On December 18, 2013, the HCRMA Board of Directors approved Work Authorization Number 3 for final plans, specifications and estimates (PS&E) for SH 365 from McColl Road to FM 396 in the amount of $3,719,885.81.

Goal

As part of the State Highway 365 Project, final plans, specifications and estimates will need to be prepared to meet the Texas Department of Transportation (TxDOT) August 2016 deadline to begin construction for the project. Although construction funding has not been secured for the segment from FM 396 to FM 1016, on March 19, 2014, the Board of Directors adopted a Strategic Plan that environmentally clears, acquires right of way and prepares final PS&E for this segment.

Staff is proposing Work Authorization No. 4 to the Professional Service Agreement with L&G Engineering to provide the final plans, specifications and estimates for the segment from FM 396 to FM 1016. Staff has negotiated a fee of $1,699,134 to perform the work and includes geotechnical services. The fee is 5.92% (5.07% PS&E + 0.85% Geotechnical) of estimated construction cost of $28.8 million.

Options

Work Authorization No. 4 may be disapproved and the work deferred to a later date, however, the Strategic Plan calls for a shovel ready segment by December 2015.

Recommendation

Based on review by this office, **approval of Resolution 2014-49 – Approval of Work Authorization No. 3 to the Professional Service agreement with L&G Engineering in the amount of $1,699,134 is recommended.**

If you should have any questions or require additional information, please advise.

Item 5B

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

AGENDA RECOMMENDATION FORM

BOARD OF DIRECTORS	**X**	**AGENDA ITEM**	**5B**
PLANNING COMMITTEE		**DATE SUBMITTED**	**9/15/14**
FINANCE COMMITTEE		**MEETING DATE**	**9/24/14**
TECHNICAL COMMITTEE			

1. Agenda Item: **TABLED ITEM - RESOLUTION 2014-70 – APPROVAL OF AN INTERLOCAL AGREEMENT WITH THE CITY OF MISSION TO PARTICIPATE IN A WATER LINE ADJUSTMENT AS PART OF THE STATE HIGHWAY 365 PROJECT SEGMENT 4 FROM FM 396 TO FM 1016.**

2. Nature of Request: (Brief Overview) Attachments: X Yes ___ No

   Approval of a request from the City of Mission to participate with a water line improvement project in conflict with the proposed SH 365 Segment 4 Project at the SH 365/Los Indios/Conway intersection. Participation is requested in the amount of $194,867.00.

3. Policy Implication: Board Policy, Local Government, Texas Government Code, Texas Transportation Code, TxDOT Policy

4. Budgeted: ___ Yes ___ No X N/A Funding Source: VRF Bond

5. Staff Recommendation**: Motion to approve Resolution 2014 -70 – Approval of an Interlocal Agreement with the City of Mission to participate in water line adjustment as part of the State Highway 365 Project Segment 4 from FM 396 to FM 1016 as presented.**

6. Program Manager's Recommendation: ___ Approved ___ Disapproved **X** None

7. Planning Committee's Recommendation: ___ Approved ___ Disapproved **X** None

8. Board Attorney's Recommendation: ___ Approved ___ Disapproved **X** None

9. Chief Financial Officer's Recommendation: ___ Approved ___ Disapproved **X** None

10. Executive Director's Recommendation: **X** Approved ___ Disapproved ___ None

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Memorandum

To: Rance G. Sweeten, Chairman

From: Pilar Rodriguez, PE, Executive Director

Date: September 15, 2014

Re: **Approval of an Interlocal Agreement with City of Mission for a Water Line Adjustment**

Background
At the March 19, 2014, regular meeting, the Hidalgo County Regional Mobility Authority (HCRMA) Board of Directors approved the 2015-2019 Strategic Plan Update, which included design and acquisition for right of way for SH 365 Segment 4 from FM 396 (Anzalduas Highway) to FM 1016 (Conway Avenue). No construction funding has been secured for this segment.

Goal
The City of Mission is developing plans to extend a 16 inch water line along the right of way of the Old Military Highway westward from the intersection of Los Indios Road and Conway Avenue. The City recognized that placement of the proposed water line along the Old Military Highway align would conflict with the proposed SH 365 Segment 4 Project. Mission has requested that the HCRMA participate with the segment that would be in conflict in order to prevent future relocation, which would be a compensable utility based on time table for the water line project.

Staff has worked with the City of Mission to locate an alignment that would prevent conflict with SH 365 Project and still meet the requirements for the water line project. The HCRMA's proposed participation is estimated at $194,867.00. This cost includes the cost of the water line in conflict, related appurtenances and the easements necessary for construction and operation of the conflict portion of the line.

Options
The Board may disapprove the participation with the City of Mission and defer the work to a future date.

Recommendation
Based on review by this office, **approval of Resolution 2014 -70 – Approval of an Interlocal Agreement with the City of Mission to participate in water line adjustment as part of the State Highway 365 Project Segment 4 from FM 396 to FM 1016 in the amount of $194,867.00.**

If you should have any questions or require additional information, please advise.