



## Legislation Text

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**File #:** 23-0459, **Version:** 1

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**Department:** Toll Road Authority

**Department Head:** Roberto Treviño, P.E., Executive Director

**Regular or Supplemental RCA:** Regular RCA

**Type of Request:** Investment Memo

**Investment Memo Type:** Change Investment Memo

**Project Name:** Interchange between Hardy Toll Road and Sam Houston Parkway (North)

**Project ID** (if applicable): TBD

**Vendor Legal Name** (if applicable): N/A

**MWDBE Contracted Goal** (if applicable): N/A

**MWDBE Current Achievement** (if applicable): N/A

**Justification for 0% MWDBE Participation Goal:** N/A - Goal not applicable to request

**Managing Entity:** Toll Road Authority

**Incremental Authorization Requested:** \$170,000,000

**Total Estimated Project Cost:** \$310,000,000

### Request Summary:

Request for approval of a Change Investment Memo for the Interchange between Hardy Toll Road and Sam Houston Parkway (North) project for an additional \$170,000,000 for a total of \$310,000,000.

### Project Description:

Request for approval of a Change Investment Memo for the Interchange between Hardy Toll Road and Sam Houston Parkway (North) project for an additional \$170,000,000 for a total of \$310,000,000.

### Project Scope:

The proposed change is to add the eastern four direct connectors which would then provide for a fully directional interchange when complete.

### Justification:

Providing a full interchange will benefit mobility for vehicles choosing to use the toll road traveling to and from downtown to the northern part of the region. Vehicles would no longer have to use the depressed, flood-prone interchange to move between major roadways. Completion of the Western Connectors will improve traffic flow to IH 45, and completion of the Eastern Connectors will improve traffic access to George Bush Intercontinental Airport and IH 69 (US 59).

The benefit of designing the entire interchange at the same time allows the engineers to coordinate all interfaces, right-of-way acquisitions and identify/resolve utility conflicts. Addressing utility conflicts at the same time benefits both the utility companies and the public. The decision to construct the interchange in phases can happen at any time during the design process.

The construction of these direct connectors will accommodate the high volumes of traffic anticipated between Sam Houston Parkway (Beltway 8) and the Hardy Toll Road safely and efficiently. The proposed direct connections will address the current and projected traffic volumes that are expected to exceed the capacity of the existing at-grade interchange. Grade-separated direct connectors between corridors offer the greatest efficiency, safety, capacity, and mobility for the traveling public.

#### **Alternatives and Engagement:**

Without the addition of the four direct connectors, only half of the interchange will be in place when the project is complete. Other ways to improve connectivity between the two highways do not exist. These added four connectors could be constructed later as a separate project to more evenly distribute the overall project cost.

#### **Anticipated Project Expenditures and Timeline:**

The total project cost includes engineering design, right of way acquisition, utility relocation, and construction estimated costs. Because the schematic design portion of the project has previously started, expenditures have occurred. Adding the remaining four direct connectors will increase the funding required for the project.

Scope of Work	Estimated Cost	Estimated Completion
Design/Construction of the Western half (3 direct connectors)	\$140,000,000	2025
Design/Construction of the Eastern half (4 direct connectors)	\$170,000,000	2030
Total	\$310,000,000	-

It is anticipated that the majority of the project will be transitioned from pay-go to long-term financing such as commercial paper and bonds. HCTRA and OMB are in the process of setting up the appropriate bond and/or commercial paper facilities for HCTRA to use for this project. Until those facilities are implemented, HCTRA will use available revenue to pay costs of the project. Under applicable federal tax rules, the County may be able to reimburse revenue used as initial funding for the project with proceeds of tax-exempt bonds and commercial paper. To qualify some of the expected expenditures for reimbursement, Commissioners Court would need to be presented with a reimbursement resolution for consideration and approval at a future Commissioners Court meeting. Should OMB and HCTRA determine it is beneficial to do such a reimbursement, County staff will present a reimbursement resolution to Commissioners Court.

#### **Alignment with Goal(s):**

- ☐ Justice and Safety
- ☐ Economic Opportunity
- ☐ Housing
- ☐ Public Health
- ☒ Transportation
- ☐ Flooding
- ☐ Environment
- ☐ Governance and Customer Service

#### **Previous Court Action:**

Date	Agenda Item #	Action Taken
10/4/2012	1.c.1.b	Request to negotiate with LJA Engineering, Inc.
1/8/2013	1.d.1.b	Request contract approval with LJA Engineering, Inc. for schematic design
9/28/2018	3.b.1	Request to negotiate with Aviles, Binkley & Barfield, Cobb Fendley EHRA, EPIC Transportation, I.S. Engineering, LJA Engineering, LAN, Inc. & Terra Associates, Inc.
12/18/2018	3.a.3	Request contract approval with LJA Engineering, Inc. for program management
1/29/2019	3.b.1	Request contract approval with Terra Associates, Inc.
2/12/2019	3.a.8	Request contract approval with Aviles Engineering Corporation
2/12/2019	3.a.9	Request contract approval with Cobb Fendley & Associates
10/26/2021	138	Request to negotiate with Entech Civil Engineers, Inc.
10/26/2021	139	Request to negotiate with infraTech Engineers and Constructors
1/25/2022	167	Request contract approval with Entech Civil Engineers, Inc.
1/25/2022	168	Request contract approval with infraTech Engineers and Constructors
1/25/2022	168	Request contract approval with Binkley & Barfield, Inc.
1/25/2022	171	Request to negotiate with Cobb, Fendley & Associates
1/25/2022	172	Request to negotiate with ICDUS, Inc.
2/8/2022	114	Contract approval with Lockwood, Andrews, & Newnam, Inc.
2/8/2022	115	Request contract approval with EPIC Transportation Group, LP
2/8/2022	116	Request contract approval with I.S. Engineers, LLC
3/22/2022	115	Request contract approval with Cobb Fendley & Associates
4/5/2022	88	Request contract approval with ICDUS, Inc.

Address: N/A

Precinct(s): Precinct 2

Fiscal and Personnel Summary			
Service Name	Engineering and Construction Services		
	FY 23	FY 24	Next 3 FYs
Incremental Expenditures (do NOT write values in thousands or millions)			

Labor Expenditures	\$	\$	\$
Non-Labor Expenditures	\$11,800,000	\$32,000,000	\$141,400,000
<b>Total Incremental Expenditures</b>	<b>\$11,800,000</b>	<b>\$32,000,000</b>	<b>\$141,400,000</b>
<b>Funding Sources (do NOT write values in thousands or millions)</b>			
Existing Budget			
Revenue - TRA	\$11,800,000	\$32,000,000	\$141,400,000
Choose an item.	\$	\$	\$
Choose an item.	\$	\$	\$
Total Current Budget	\$11,800,000	\$32,000,000	\$141,400,000
Additional Budget Requested			
Choose an item.	\$	\$	\$
Choose an item.	\$	\$	\$
Choose an item.	\$	\$	\$
Total Additional Budget Requested	\$	\$	\$
<b>Total Funding Sources</b>	<b>\$11,800,000</b>	<b>\$32,000,000</b>	<b>\$141,400,000</b>
<b>Personnel</b> (Fill out section only if requesting new PCNs)			
Current Position Count for Service	-	-	-
Additional Positions Requested	-	-	-
<b>Total Personnel</b>	-	-	-

**Anticipated Court Date:** February 21, 2023

**Anticipated Implementation Date (if different from Court date):** N/A

**Department Approval by:** Thania Gonzalez, HCTRA Chief Financial Officer

**OMB CIP Team Approval by:** William McGuinness, Director-Capital Projects and Infrastructure, 2/13/23

**Commercial Paper Request** (For OMB use only):

**Receiving Department:** N/A

**Project PeopleSoft ID:** N/A

**CP Series Description:** N/A

**HB 1869 compliance confirmed by:** N/A

**OMB Financial Management contact:** N/A