

**NOTICE OF MEETING TO BE HELD BY THE McALLEN-HIDALGO INTERNATIONAL
TOLL BRIDGE BOARD OF TRUSTEES**

DATE: Monday, September 13, 2021
TIME: 12:00 P.M.
PLACE: Anzalduas International Bridge Board Room

SUBJECT MATTERS:

1. Approval of minutes for the Regular Meeting held on August 9, 2021.
2. McAllen-Hidalgo Intl Toll Bridge Southbound Traffic by Category – August 2021.
3. McAllen-Hidalgo International Toll Bridge Financial Statement for period ending July 31, 2021.
4. Consideration and approval of Master Plan for McAllen-Hidalgo Port of Entry.
5. Chairman's, City Manager's, Superintendent of Bridges', Customs and Border Protection Report.
6. EXECUTIVE SESSION, CHAPTER 551, TEXAS GOVERNMENT CODE, SECTION 551.071 ATTORNEY-CLIENT PRIVILEGE AND PENDING OR CONTEMPLATING LITIGATION, SECTION 551.072 LAND TRANSACTION, SECTION 551.074 PERSONNEL MATTERS AND SECTION 551.086 DELIBERATION REGARDING ECONOMIC DEVELOPMENT NEGOTIATIONS.
 - a. Consultation with City Attorney regarding economic development. (T.G.C. 551.087)

ADJOURNMENT

CERTIFICATION

I, the Undersigned authority, do hereby certify that the agenda of the meeting to be held by the McAllen/Hidalgo International Toll Bridge Board of Trustees is a true and correct copy and that I posted a true and correct copy of said notice on the bulletin board in the Municipal Building, a place convenient and readily accessible to the general public at all times, and said Notice was posted on the 10th day of **September, 2021** at **11:00a.m.** 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.



Hilda Cavazos, Management Assistant

If accommodations for a disability are required, notify the City Manager's Office at 681-1001 prior to the meeting.

McAllen-Hidalgo International Bridge

CITY OF McALLEN STANDARDIZED RECOMMENDATION FORM

CITY COMMISSION _____
UTILITY BOARD _____
TOLL BRIDGE X

AGENDA ITEM 1
DATE SUBMITTED 09/07/21
MEETING DATE 09/13/21

1. Agenda Item: Approval of minutes for the Regular Meeting held on August 9, 2021.

2. Party Making Request: Juan Olaguibel, Superintendent of Bridges

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

4. Policy Implication: _____

5. Budgeted: Yes No N/A

Bid Amount: _____
Under Budget: _____

Budgeted Amount: _____
Over Budget: _____
Amount Remaining: _____

If over budget how will it be paid for: _____

6. Alternate option/costs: _____

7. Routing:

<u>NAME/TITLE</u>	<u>INITIAL</u>	<u>DATE</u>	<u>CONCURRENCE</u>
a) _____			Yes _____ No _____
b) _____			Yes _____ No _____
c) _____			Yes _____ No _____

8. Staff's Recommendation: Approve

Advisory Board: Approved Disapproved None

City Attorney: Approved Disapproved None

Manager's Recommendation: RDV Approved Disapproved None

**STATE OF TEXAS
COUNTY OF HIDALGO
CITY OF MCALLEN**

The McAllen-Hidalgo International Toll Bridge Board of Trustees met in joint session on August 9, 2021 in the Council Chambers – McAllen City Hall, Third Floor with the following present:

HIDALGO BRIDGE BOARD:

Jim Darling	Mayor of McAllen-Chairman
Sergio Coronado	Mayor of Hidalgo – Vice Chairman
Javier Villalobos	Bridge Board Member
Veronica Whitacre	Bridge Board Member
Martin Anzaldua	Bridge Board Member

ABSENT:

ALSO PRESENT:

Roel “Roy” Rodriguez P.E.	City Manager, McAllen
Julian Gonzalez	City Manager, Hidalgo
Juan Olaguibel	Superintendent of Bridges’, McAllen
Hilda Cavazos	Management Assistant, McAllen
Elizabeth Betancourt	Admin Asst., McAllen
Isaac Tawil	City Attorney, McAllen
Sergio Villasana	Finance Director, McAllen
Angie Rodriguez	Budget Director, McAllen
Eduardo Mendoza	Engineering Deputy Director, McAllen
Carlos Rodriguez	CBP, Port Director
Valeria Gonzalez	The Monitor Newspaper

THE MEETING WAS CALLED TO ORDER AT 12:34 P.M. by Mayor Jim Darling.

1. Consider and approve selection of new Chairman

A motion was made by Mayor Sergio Coronado, seconded by Board Member Martin Anzaldua and carried unanimously to select Mayor Javier Villalobos as new Chairman of the McAllen-Hidalgo International Toll Bridge Board of Trustees.

2. Approval of minutes for the Regular Meeting held on May 10, 2021.

A motion was made by Board Member Veronica Whitacre, seconded by Board Member Martin Anzaldua and carried unanimously to approve the minutes for the regular meeting held May 10, 2021.

3. **McAllen-Hidalgo Intl Toll Bridge Southbound Traffic by Category – July 2021.**
Superintendent of Bridges' Juan Olaguibel reported the Southbound Toll Bridge traffic count by category for the month of July 2021.
4. **McAllen-Hidalgo International Toll Bridge Financial Statement for the period ending June 30, 2021.**
A motion was made by Board Member Jim Darling, seconded by Board Member Martin Anzaldua and carried unanimously to accept the financial statements for the period ending June 30, 2021 as presented.
5. **Consider and approve proposed budget for FY2021-2022.**
A motion was made by Board Member Veronica Whitacre, seconded by Board Member Martin Anzaldua and carried unanimously to approve proposed budget for FY2021-2022.
6. **Consider and approve installation of welcome sign at the McAllen-Hidalgo Bridge by the City of Hidalgo.**
A motion was made by Board Member Veronica Whitacre, seconded Board Member Mr. Martin Anzaldua and carried unanimously to approve installation of welcome sign at the McAllen-Hidalgo Bridge by the City of Hidalgo.
7. **Chairman's, City Manager's, Superintendent of Bridges', Customs and Border Protection Report.**
Customs and Border Protection reported on success of Immunization Initiative Clinic. 10,600 vaccines were administered to Maquila workers, INDEX now doing vaccinations at Maquiladoras in Reynosa, Tamps, Mexico.
8. **EXECUTIVE SESSION, CHAPTER 551, TEXAS GOVERNMENT CODE, SECTION 551.071 ATTORNEY-CLIENT PRIVILEGE AND PENDING OR CONTEMPLATING LITIGATION, SECTION 551.072 LAND TRANSACTION, SECTION 551.074 PERSONNEL MATTERS AND SECTION 551.086 DELIBERATION REGARDING ECONOMIC DEVELOPMENT NEGOTIATIONS.**

- a. Consultation with City Attorney regarding economic development. (T.G.C. 551.087)

ADJOURNMENT

There being no other business to come before the Board, the meeting was adjourned by Mayor Javier Villalobos at 12:46 p.m.

Mayor Javier Villalobos, City of McAllen

ATTEST:

Juan Olaguibel, Bridge Superintendent

McAllen-Hidalgo International Bridge

CITY OF McALLEN STANDARDIZED RECOMMENDATION FORM

CITY COMMISSION _____
UTILITY BOARD _____
TOLL BRIDGE X

AGENDA ITEM 2
DATE SUBMITTED 09/07/21
MEETING DATE 09/13/21

1. Agenda Item: McAllen-Hidalgo International Toll Bridge Southbound Traffic by Category – August 2021.

2. Party Making Request: Juan Olaguibel, Superintendent of Bridges

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

4. Policy Implication: _____

5. Budgeted: Yes No N/A

Bid Amount: _____
Under Budget: _____

Budgeted Amount: _____
Over Budget: _____
Amount Remaining: _____

If over budget how will it be paid for: _____

6. Alternate option/costs: _____

7. Routing:

<u>NAME/TITLE</u>	<u>INITIAL</u>	<u>DATE</u>	<u>CONCURRENCE</u>
a) _____			Yes _____ No _____
b) _____			Yes _____ No _____
c) _____			Yes _____ No _____

8. Staff's Recommendation: Report Only

Advisory Board: Approved Disapproved None

City Attorney: Approved Disapproved None

Manager's Recommendation: PR Approved Disapproved None

SOUTHBOUND TRAFFIC COUNT BY CATEGORY

McAllen International Toll Bridge

Month	PEDESTRIANS		% VAR	CARS		% VAR	BUSES & OTHERS		% VAR.	Maquila Employee		% VAR.
	FY 2020	FY 2021		FY 2020	FY 2021		FY 2020	FY 2021		FY 2020	FY 2021	
OCTOBER 2020	139,456	66,795	-52%	227,271	114,009	-50%	2,470	1,760	-29%	199	128	-36%
NOVEMBER	141,577	69,351	-51%	232,560	123,048	-47%	2,583	1,736	-33%	192	127	-34%
DECEMBER	149,612	74,447	-50%	244,893	122,504	-50%	2,728	1,929	-29%	197	104	-47%
JANUARY 2021	128,134	66,944	-48%	219,871	108,396	-51%	2,524	949	-62%	171	100	-42%
FEBRUARY	122,782	55,939	-54%	208,709	105,165	-50%	2,342	934	-60%	211	112	-47%
MARCH	97,317	74,241	-24%	169,713	142,718	-16%	1,992	1,035	-48%	171	133	-22%
APRIL	27,177	75,649	178%	80,861	145,947	80%	655	1,098	68%	57	138	142%
MAY	47,045	79,220	68%	115,651	157,245	36%	753	1,333	77%	125	146	17%
JUNE	53,104	67,664	27%	112,471	145,387	29%	877	1,463	67%	99	152	54%
JULY	42,976	56,148	31%	83,238	153,051	84%	794	1,880	137%	71	178	151%
AUGUST	50,907	64,922	28%	100,588	164,211	63%	753	1,148	52%	97	210	116%
SEPTEMBER	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
TOTALS	1,000,087	751,320	-25%	1,795,826	1,481,681	-17%	18,471	15,265	-17%	1,590	1,528	-4%

Anzalduas Bridge Crossing

Month	EMPTYES		% VAR	CARS		% VAR	BUSES & OTHERS		% VAR.	Maquila Employees		% VAR.
	FY 2020	FY 2021		FY 2020	FY 2021		FY 2020	FY 2021		FY 2020	FY 2021	
OCTOBER 2020	2,048	1,675	-18%	77,851	53,379	-31%	104	86	-17%	1,994	1,216	-39%
NOVEMBER	1,590	1,681	6%	87,660	53,391	-39%	218	98	-55%	1,561	1,053	-33%
DECEMBER	1,457	1,785	23%	97,185	67,250	-31%	127	121	-5%	1,334	1,010	-24%
JANUARY 2021	1,761	1,558	-12%	78,387	54,760	-30%	161	67	-58%	1,826	1,137	-38%
FEBRUARY	1,607	1,641	2%	74,001	51,256	-31%	99	54	-45%	1,770	1,039	-41%
MARCH	2,075	1,958	-6%	58,444	63,234	8%	72	75	4%	1,461	1,301	-11%
APRIL	990	1,702	72%	22,439	62,599	179%	45	92	104%	876	1,221	39%
MAY	986	1,794	82%	37,441	64,998	74%	66	127	92%	944	1,296	37%
JUNE	1,233	2,377	93%	39,725	59,009	49%	75	117	56%	1,066	1,270	19%
JULY	1,963	3,626	85%	40,812	57,914	42%	77	114	48%	981	1,239	26%
AUGUST	1,921	4,823	151%	46,472	60,219	30%	80	105	31%	1,088	1,282	18%
SEPTEMBER	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
TOTALS	17,631	24,620	40%	660,417	648,009	-2%	1,124	1,056	-6%	14,901	13,064	-12%

Hidalgo-Pharr-Anzalduas-Donna
August 2021 Southbound Traffic (cars only)

August 2021	Day	Hidalgo August 2021	Hidalgo % of Traffic	Pharr August 2021	Pharr % of Traffic	Anzalduas August 2021	Anzalduas % of Traffic	Donna August 2021	Donna % of Traffic	4 Bridges combined Traffic 2021	Hidalgo July 2021	Hidalgo 2021-2021 variance	Pharr July 2021	Pharr 2021-2021 variance	Anzalduas July 2021	Anzalduas 2021-2021 variance	Donna July 2021	Donna 2021-2021 variance
1	Monday	2988	57%	416	8%	1166	22%	711	13%	5281	5307	(2319)	1006	(590)	2032	(866)	1027	(316)
2	Tuesday	4829	49%	2415	25%	1606	16%	976	10%	9826	6065	(1236)	1162	1,253	2986	(1380)	1440	(464)
3	Wednesday	5273	49%	2539	24%	1812	17%	1121	10%	10745	5315	(42)	1248	1,291	2354	(542)	1416	(295)
4	Thursday	5540	50%	2522	23%	1929	17%	1057	10%	11048	2713	2827	754	1,768	1085	844	677	380
5	Friday	5729	50%	2440	21%	2125	18%	1203	10%	11497	4451	1278	514	1,926	1422	703	876	327
6	Saturday	6509	49%	2534	19%	2757	21%	1583	12%	13383	4082	2427	1069	1,465	1525	1232	808	775
7	Sunday	5619	53%	1264	12%	2208	21%	1535	14%	10626	4640	979	1148	116	1562	646	904	631
8	Monday	2848	55%	444	9%	1133	22%	764	15%	5189	4919	(2071)	491	(47)	1876	(743)	1016	(252)
9	Tuesday	4910	51%	2036	21%	1689	18%	950	10%	9585	5818	(908)	47	1,989	2629	(940)	1370	(420)
10	Wednesday	5531	50%	2558	23%	1785	16%	1154	10%	11028	5081	450	1299	1,259	2059	(274)	1299	(145)
11	Thursday	5643	51%	2408	22%	1962	18%	1141	10%	11154	2805	2838	974	1,434	1049	913	614	527
12	Friday	5775	56%	2488	24%	2073	20%	1183	11%	10336	4760	1015	501	1,987	1592	481	971	212
13	Saturday	6908	54%	3009	24%	2860	22%	1634	13%	12777	5112	1796	1093	1,916	1616	1244	1016	618
14	Sunday	5694	52%	1287	12%	2229	21%	1642	15%	10852	5191	503	1128	159	1848	381	1097	545
15	Monday	3002	56%	513	10%	1144	21%	709	13%	5368	5255	(2253)	1225	(712)	1938	(794)	1119	(410)
16	Tuesday	5262	49%	2643	25%	1785	17%	1076	10%	10766	6184	(922)	1236	1,407	2588	(803)	1476	(400)
17	Wednesday	5501	50%	2449	22%	1991	18%	1129	10%	11070	5343	158	1454	995	2172	(181)	1398	(269)
18	Thursday	5620	49%	2600	23%	2052	18%	1135	10%	11407	2871	2749	1183	1,417	1098	954	722	413
19	Friday	5723	49%	2570	22%	2162	19%	1195	10%	11650	4884	839	575	1,995	1505	657	988	207
20	Saturday	6847	48%	2817	20%	2911	20%	1645	12%	14220	5307	1540	1159	1,658	1714	1197	1063	582
21	Sunday	5718	53%	1308	12%	2164	20%	1561	15%	10751	4968	750	1287	21	1680	484	1055	506
22	Monday	2853	56%	479	9%	1043	20%	749	15%	5124	5372	(2519)	1247	(768)	1983	(940)	1093	(344)
23	Tuesday	5388	50%	2494	23%	1755	16%	1063	10%	10700	6249	(861)	1373	1,121	2673	(918)	1512	(449)
24	Wednesday	5805	51%	2637	23%	1914	17%	1106	10%	11462	5556	249	1728	909	2115	(201)	1463	(357)
25	Thursday	5766	51%	2558	22%	1952	17%	1109	10%	11385	2842	2924	1019	1,539	1072	880	752	357
26	Friday	5938	50%	2599	22%	2000	17%	1229	10%	11766	4786	1152	223	2,376	1445	555	928	301
27	Saturday	7251	49%	2746	19%	2974	20%	1715	12%	14686	5001	2250	973	1,773	1654	1320	998	717
28	Sunday	5981	54%	1355	12%	2239	20%	1602	14%	11177	5043	938	1129	226	1759	480	1067	535
29	Monday	2892	55%	500	10%	1159	22%	673	13%	5224	5371	(2479)	1218	(718)	1985	(826)	1139	(466)
30	Tuesday	5281	49%	2686	25%	1764	16%	1026	10%	10757	6215	(934)	1290	1,396	2649	(885)	1438	(412)
31	Wednesday	5587	50%	2700	24%	1876	17%	1061	9%	11224	5545	42	1536	1,164	2249	(373)	1440	(379)
		164,211	51%	64,014	20%	60,219	19%	36,437	11%	322,064	163,051	11,160	32,289	31,725	57,914	2,305	34,182	2,255

McAllen-Hidalgo International Bridge

CITY OF McALLEN STANDARDIZED RECOMMENDATION FORM

CITY COMMISSION _____
UTILITY BOARD _____
TOLL BRIDGE X

AGENDA ITEM 3
DATE SUBMITTED 09/07/21
MEETING DATE 09/13/21

1. Agenda Item: McAllen-Hidalgo International Toll Bridge Financial Statement for the period July 31, 2021.

2. Party Making Request: Juan Olaguibel, Superintendent of Bridges

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

4. Policy Implication: _____

5. Budgeted: Yes No N/A

Bid Amount: _____
Under Budget: _____

Budgeted Amount: _____
Over Budget: _____
Amount Remaining: _____

If over budget how will it be paid for: _____

6. Alternate option/costs: _____

7. Routing:

<u>NAME/TITLE</u>	<u>INITIAL</u>	<u>DATE</u>	<u>CONCURRENCE</u>
a) _____			Yes _____ No _____
b) _____			Yes _____ No _____
c) _____			Yes _____ No _____

8. Staff's Recommendation: Accept

Advisory Board: Approved Disapproved None

City Attorney: Approved Disapproved None

Manager's Recommendation: DT Approved Disapproved None



McALLEN/HIDALGO INTERNATIONAL TOLL BRIDGE

Financial Statements
For the Period Ending July 31, 2021
Prepared By
Juan Olaguibel, Superintendent of Bridges

Executive Summary
McAllen-Hidalgo International Toll Bridge

OPERATING RESULTS
For the Month Ending July 31, 2021

McAllen-Hidalgo International Toll Bridge

Comparison with Prior Month

Net income, as reflected on page 3, for the month of July is \$1,026,997 or \$513,226 more than the prior month. Toll revenues were \$610,048 for the month or \$19,790 more than prior month. Expenses were \$359,161 or \$12,782 more than prior month.

Comparison with Budget

Net income, as reflected on page 5, for the month of July is \$1,113,012. Net income was \$237,412 more than budget for the month. Toll revenues were \$610,048 for the month. Toll revenues were (\$307,697) less than budget for the month. Administrative and operating expenses were \$273,146 for the month. Administrative and operating expenses were (\$1,368) less than budget for the month.

McALLEN/HIDALGO INTERNATIONAL TOLL BRIDGE FUND
STATEMENT OF NET ASSETS
For the Period Ending July 31, 2021

	Toll Bridge Fund	Bridge Debt Service Fund	Bridge Capital Impv Fund	Total
ASSETS				
<u>Current:</u>				
Cash on hand.....	\$ 16,502	\$ -	\$ -	\$ 16,502
Cash in bank.....	-	-	-	-
Investments.....	1,893,079	-	2,958,548	4,851,627
Receivables / Other.....	391,692	-	-	391,692
Interest receivable.....	-	-	-	-
Due From Other Funds.....	-	-	-	-
Total Current Assets	2,301,273	-	2,958,548	5,259,821
<u>Restricted Assets:</u>				
Contingency Fund..... X	538,532	-	-	538,532
Debt Service Fund.....	-	-	-	-
Capital Improvement Fund.....	-	-	-	-
McAllen Investments:	-	-	-	-
TexPool.....	2,226,657	-	-	2,226,657
Certificates of Deposits - McAllen.....	-	-	-	-
Total Restricted Assets	2,765,190	-	-	2,765,190
<u>Capital Assets:</u>				
Land.....	809,233	-	-	809,233
Buildings.....	14,434,100	-	-	14,434,100
Improvements other than buildings.....	3,914,147	-	-	3,914,147
Infrastructure.....	998,114	-	-	998,114
Machinery & Equipment.....	3,837,949	-	-	3,837,949
Construction in Progress.....	1,994,310	-	-	1,994,310
	25,987,854	-	-	25,987,854
Less accumulated depreciation.....	(16,636,410)	-	-	(16,636,410)
Total Capital Assets	9,351,444	-	-	9,351,444
<u>Other Assets, Net:</u>				
Advance - Anzalduas Special & Startup	15,809,945	-	-	15,809,945
Advance - Anzalduas Internation Crossing "A"	4,533,551	-	-	4,533,551
Unamortized bond issue costs.....	-	-	-	-
Excess of purchase price over assets acquired.....	116,632	-	-	116,632
Total Other Assets, net	20,460,127	-	-	20,460,127
TOTAL ASSETS	\$ 34,878,034	\$ -	\$ 2,958,548	\$ 37,836,582
LIABILITIES AND FUND EQUITY				
<u>Current Liabilities:</u>				
Vouchers Payable.....	\$ 28,115	\$ -	\$ -	\$ 28,115
Accrued Expenses.....	109,053	-	-	109,053
Other Government Agencies-City of Hidalgo.....	-	-	-	-
Other current Liabilities.....	4,362	-	-	4,362
Total Current Liabilities	141,530	-	-	141,530
<u>Payable from Restricted Assets:</u>				
Current installments of revenue bonds.....	-	-	-	-
Interest Payable.....	-	-	-	-
Other.....	-	-	-	-
Liabilities Payable from Restricted Assets	-	-	-	-
<u>Long-term Liabilities:</u>				
Revenue Bonds, excluding current installments.....	-	-	-	-
Long-term Liabilities:	9,960	-	-	9,960
Deferred revenues / Other.....	170,481	-	-	170,481
Due to other Funds / General Fund.....	-	-	-	-
Accrued Expenses.....	-	-	-	-
Deferred revenues-Brokers.....	180,971	-	-	180,971
Noncurrent Liabilities.....	265,324	-	-	265,324
Total long-term liabilities	626,736	-	-	626,736
<u>Net Assets:</u>				
Invested in capital assets less related debt.....	9,351,444	-	-	9,351,444
Restricted:				
Contingency Fund..... X	538,532	-	-	538,532
Bond Reserve Fund..... X	-	-	-	-
Debt Service Fund.....	-	-	-	-
Bridge Capital Impr. Fund.....	-	-	2,958,548	2,958,548
City of McAllen..... X	2,226,657	-	-	2,226,657
Total restricted.....	2,765,190	-	2,958,548	5,723,738
Unrestricted.....	21,993,134	-	-	21,993,134
Total Net Assets	34,109,768	-	2,958,548	37,068,316
TOTAL LIABILITIES AND NET ASSETS	\$ 34,878,034	\$ -	\$ 2,958,548	\$ 37,836,582

McALLEN-HIDALGO INTERNATIONAL TOLL BRIDGE FUND
COMPARATIVE STATEMENT OF REVENUES AND EXPENSES
For the Period Ending July 31, 2021

	<i>Current</i>	<i>Prior Month</i>	<i>Variance</i>	<i>Inc/(Dec)</i>
<u>REVENUES:</u>	<i>July 2021</i>	<i>June 2021</i>		
Tolls	\$610,048	\$590,258	\$ 19,790	3.35%
Rentals	757,573	253,554	504,019	198.78%
Miscellaneous	18,363	16,169	2,194	13.57%
Interest	173	169	4	2.59%
Total Revenues	\$ 1,386,158	\$860,150	\$ 526,008	61.15%
<u>EXPENSES:</u>				
Administration	76,689	\$65,255	\$11,434	17.52% <i>A</i>
Bridge Operations	194,527	193,179	1,348	0.70% <i>B</i>
Insurance	1,930	1,930	-	0.00%
Depreciation	86,015	86,015	0	0.00%
Total Expenses	\$ 359,161	\$ 346,379	\$ 12,782	3.69%
NET INCOME/(LOSS)	\$ 1,026,997	\$ 513,771	\$ 513,226	99.89%

<i>Capital Outlay</i>	-	-	-	-	-	-
	<i>July 2021</i>	<i>July 2020</i>		<i>July 2021</i>	<i>July 2020</i>	
Transfer Out:						
City of Hidalgo	595,089	366,056	229,033	1,600,624	2,133,285	(532,661)
General Fund	-	-	-	3,479,937	5,223,378	(1,743,441)
ANZALD DEBT SVC SERIES B	70,831	70,165	667	704,979	702,396	2,583

McAllen-Hidalgo International Toll Bridge
Notes on the Comparative Statement of Revenues and Expenses
For the Period Ending July 31, 2021

<u>Reference</u>	<u>Description</u>		
	<u>REVENUES</u>		
	THIS YEAR SAME MONTH WE HAD		
	A INCREASE IN RENTAL INCOME	504,019	
1			504,019
	<u>EXPENDITURES</u>		
	THIS YEAR SAME MONTH WE HAD AN		
	INCREASE IN WAGES OF	5,888	
	AN INCREASE IN SUPPLIES OF	1,536	
	AN INCREASE IN OTHER SERVICES	3,676	
A	AN INCREASE IN MAINTENANCE/EQUIPMENT	334	11,434
	THIS YEAR SAME MONTH WE HAD		
	AN INCREASE IN WAGES, BENEFITS, & OT	30,168	
	A DECREASE IN SUPPLIES	(7,871)	
	A DECREASE IN OTHER SERVICES	(5,942)	
B	A DECREASE IN MAINT. & CAPITAL OUTLAY	<u>(15,007)</u>	1,348
	POSTAGE	-	
	ADVERTISING	(2,271)	
	Accounting	(17,829)	
	RENTAL/PHOTOCOPIER	(59)	
	CONTRACTUAL	736	
	DUES AND SUBSCRIPTION	(1,000)	
	PROFESSIONAL	15,919	
	TRAVEL	929	
	Covid-19 Expense	-	
	Hurricane Hanna Expense	-	
	UTILITIES - TELEPHONE	(507)	
*1	MISCELLANEOUS	7,759	3,676
	RENTAL & CONTRACTUAL	(7,890)	
	SECURITY	2,108	
	UTILITIES -ELECTRIC	(44)	
	UTILITIES - WATER	(5)	
	CREDIT CARD FEE/MISC	(30)	
*2	MISCELLANEOUS	(80)	(5,942)

McALLEN/HIDALGO INTERNATIONAL TOLL BRIDGE FUND
STATEMENT OF OPERATING REVENUES AND OPERATING EXPENSES - BUDGET BASIS
For the Period Ending July 31, 2021

	Budget	Budget-by-Mth	Actual-by-Mth	Actual Variance with Budget Positive (Negative)	% Actual to Budget-by-Mth Positive (Negative)	Budget-to-Date	Actual-to-Date	Actual Variance with Budget Positive (Negative)	% Actual to Budget-to-Date Positive (Negative)
Operating Revenues:									
Tolls	\$ 11,012,945	\$ 917,745	\$ 610,048	\$ (307,697)	-33.53%	\$ 9,177,450	\$ 5,381,215	\$ (3,796,235)	-41.36%
Rentals	2,670,467	222,538	757,573	535,035	240.42%	2,225,380	2,854,707	629,327	28.28%
Miscellaneous	105,000	8,750	18,363	9,613	109.87%	87,500	129,696	42,196	48.22%
Total Operating Revenues	13,788,412	1,149,033	1,385,985	236,952	20.62%	11,490,330	8,365,619	(3,124,711)	-27.19%
Non-Operating Revenues:									
Interest	12,973	\$ 1,081	173	(908)	100.00%	10,810	2,859	(7,951)	100.00%
Board Advance Interest	N/A	N/A	-	N/A	N/A	N/A	-	N/A	N/A
Total Non-Operating Revenues	12,973	1,081	173	(908)	100.00%	10,810	2,859	(7,951)	100.00%
Total Revenues	13,801,385	1,150,114	1,386,158	236,044	20.52%	11,501,140	8,368,478	(3,132,662)	-27.24%
Expenses:									
Administration									
Salaries	279,658	22,987	21,878	1,109	4.82%	233,640	164,647	68,993	29.53%
Supplies	24,800	2,066	2,631	(565)	-27.32%	20,660	12,266	8,394	40.63%
Other Services	472,325	39,356	51,172	(11,816)	-30.02%	393,560	340,642	52,918	13.45%
Maintenance	12,162	1,013	1,008	5	0.49%	10,130	4,000	6,130	0.00%
Capital Outlay	-	-	-	-	0.00%	-	-	-	0.00%
Total Administration	788,945	65,422	76,689	(11,267)	-17.22%	657,990	521,555	136,435	20.74%
Operations:									
Salaries	1,689,884	139,197	134,043	5,154	3.70%	1,411,437	1,004,383	407,054	28.84%
Supplies	85,000	7,082	4,131	2,951	41.66%	70,820	68,018	2,802	3.96%
Other Services	538,250	44,853	45,966	(1,113)	-2.48%	448,530	439,314	9,216	2.05%
Maintenance	176,000	14,665	10,386	4,279	29.18%	146,650	152,054	(5,404)	-3.68%
Capital Outlay	16,385	1,365	-	1,365	100.00%	13,650	-	13,650	100.00%
Total Operations	2,505,519	207,162	194,527	12,635	6.10%	2,091,087	1,663,769	413,669	19.78%
Non-department									
Liability Insurance	23,171	1,930	1,930	-	0.00%	19,300	19,300	-	0.00%
Total Non-department	23,171	1,930	1,930	-	0.00%	19,300	19,300	-	0.00%
Total Expenses	3,317,635	274,514	273,146	1,368	0.50%	2,768,377	2,204,624	563,753	20.36%
Revenues Over(Under) Expenses*	\$ 10,483,750	\$ 875,600	\$ 1,113,012	\$ 237,412	27.11%	\$ 8,732,763	\$ 6,163,854	\$ (2,568,909)	-29.42%

*Depreciation expense is not included in the statement.

McAllen-Hidalgo International Bridge

CITY OF McALLEN STANDARDIZED RECOMMENDATION FORM

CITY COMMISSION _____
UTILITY BOARD _____
TOLL BRIDGE X

AGENDA ITEM 4
DATE SUBMITTED 09/07/21
MEETING DATE 09/13/21

1. Agenda Item: Consideration and approval of Master Plan for McAllen-Hidalgo Port of Entry.

2. Party Making Request: Juan Olaguibel, Superintendent of Bridges

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

4. Policy Implication: _____

5. Budgeted: ___ Yes ___ No ___ N/A

Bid Amount: _____
Under Budget: _____

Budgeted Amount: _____
Over Budget: _____
Amount Remaining: _____

If over budget how will it be paid for: _____

6. Alternate option/costs: _____

7. Routing:

<u>NAME/TITLE</u>	<u>INITIAL</u>	<u>DATE</u>	<u>CONCURRENCE</u>
a) _____			Yes ___ No
b) _____			Yes ___ No
c) _____			Yes ___ No

8. Staff's Recommendation: Seek Direction

Advisory Board: ___ Approved ___ Disapproved ___ None

City Attorney: ___ Approved Disapproved ___ None

Manager's Recommendation: Approved ___ Disapproved ___ None



ENGINEERING DEPARTMENT MEMORANDUM

To: Roel "Roy" Rodriguez, City Manager
From: Yvette Barrera, P.E., C.F.M. City Engineer
Date: September 02, 2021

Subject: Consideration and approval of Master Plan for McAllen – Hidalgo Port of Entry.

GOAL

Consideration and approval of Master Plan for McAllen – Hidalgo Port of Entry.

EXPLANATION

The architect has developed a master plan for McAllen-Hidalgo Internal Bridge Port. The masterplan includes an assessment for each facility. The recommendations have identified improvements based on General Service Administration quality and performance standards.

The goal of the Hidalgo International Bridge Improvements project is primarily to increase security, efficiency, and circulation for both vehicular and pedestrian traffic as listed below.

- **Reconfiguration of the circulation:** This will increase the efficiency and effectiveness of inspections.
- **Relocation of the Headhouse:** This will allow the opportunity for an elevated view and appropriate surveillance of the vehicular lanes and inspection areas to provide enforcement officers with adequate supervision of inbound pedestrian and vehicle lanes. The relocation of the headhouse would also allow for the expansion of vehicle inspection lanes and would therefore increase the efficiency and traffic flow.
- **Administration Building Reconfiguration:** This will increase the size of the pedestrian queueing area will allow the port of entry to safely accommodate more pedestrian inspections.
- **Training Center Upgrades:** This includes upgrading existing technology and improve daily operations.

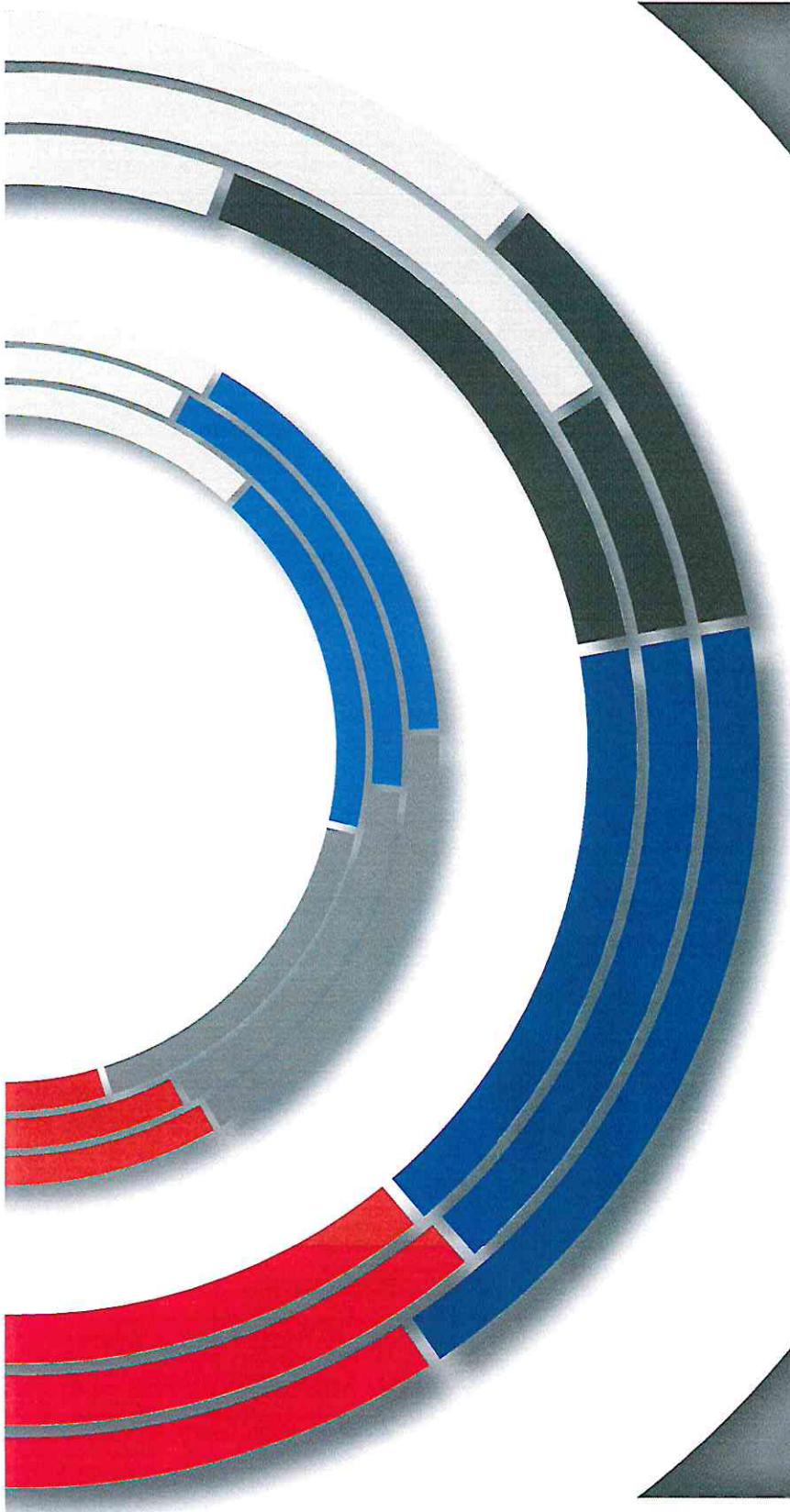
The proposed expansions and improvements will yield decreased wait times and an increase in the capacity of border crossings at the Hidalgo-Reynosa U.S. Port of Entry. These items summarize some of the master plan recommendations.

OPTIONS

1. Approval of Master Plan for McAllen–Hidalgo Port of Entry.
2. Disapproval of Master Plan for McAllen–Hidalgo Port of Entry.

RECOMMENDATION

Staff recommends approval of Master Plan for McAllen–Hidalgo Port of Entry.



2021

Hidalgo International Bridge Study Report



MILNET ARCHITECTURAL SERVICES
608 S. 12th St.
McAllen, TX 78501
956-688-5656

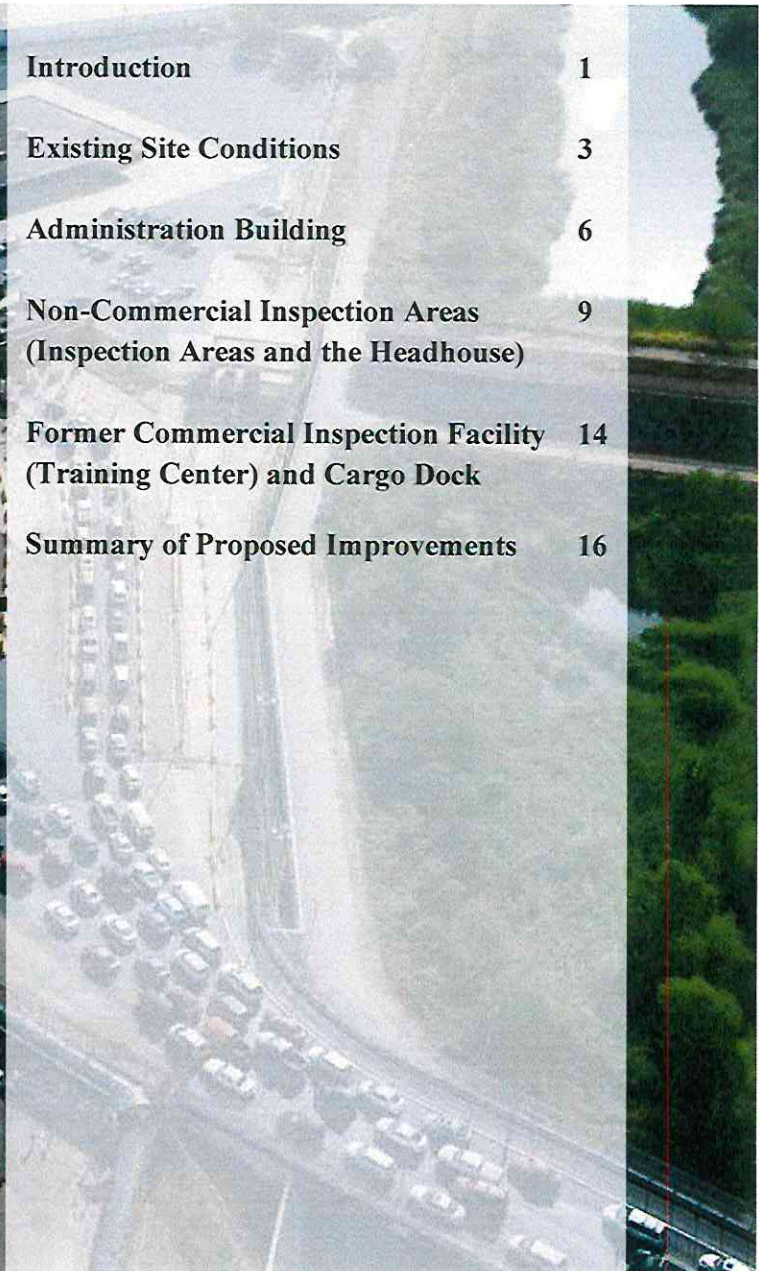


Milnet Architectural Services, PLLC
608 South 12th St.
McAllen, Texas 78501

Hidalgo-Reynosa U.S. Port of Entry Study Hidalgo International Bridge Improvements

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Administration Building	6
Non-Commercial Inspection Areas (Inspection Areas and the Headhouse)	9
Former Commercial Inspection Facility (Training Center) and Cargo Dock	14
Summary of Proposed Improvements	16





Introduction

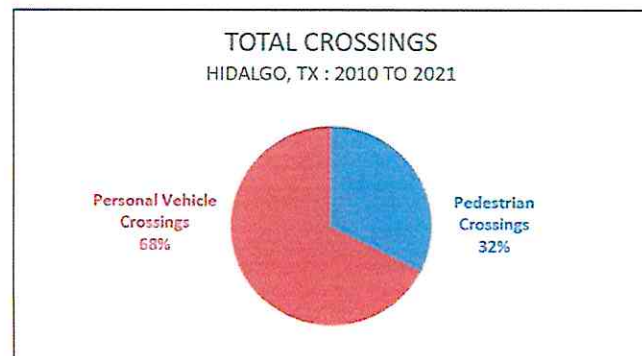
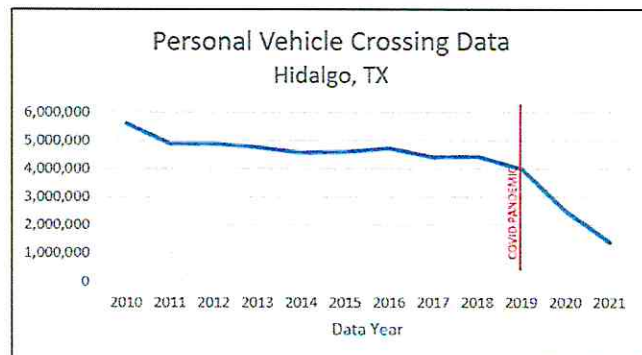
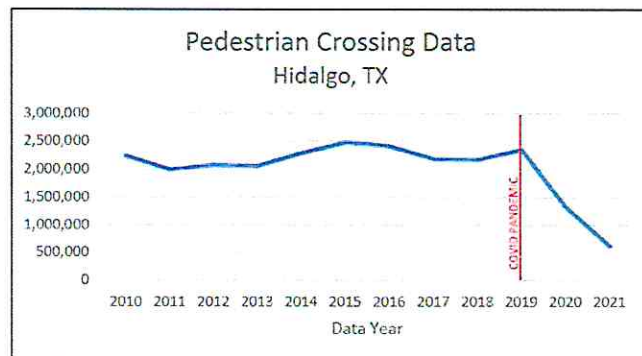
The Hidalgo-Reynosa U.S. Port of Entry was built in 1984 and was originally designed to support two separate agencies: U.S. Customs and U.S. Immigration. However, since the consolidation of these two agencies the port has experienced numerous issues with inefficiency and inadequate infrastructure to support the current operations. The entire facility is undersized to adequately support the current and projected needs due to the increase in bridge crossings since it was first built. The large population increase on both sides of the border, especially in McAllen, Texas and Reynosa, Mexico, combined with an undersized and outdated inspection facility, has led to pedestrian and vehicle congestion, along with unsatisfactory performance of the port. The current conditions of the port will continue to decline unless it is renovated to accommodate the needs of Customs and Border Protection (CBP).

Primary Inspections

The largest contributor to the primary inspections workload is privately owned vehicles (POV), which account for approximately 68 of total inspections. The second largest contributor is primary pedestrian inspections which account for approximately 32 percent of overall workload in the primary inspection area. Primary bus inspections account for less than 1 percent of the overall primary inspection workload. However, despite the low percentage, the buses and bus passengers regularly adversely influence the port operations. The current systems and facilities that are in place to inspect buses are inefficient, and cause congestion within the primary inspection area and the Administration Building. The total number of inspections generally increases on the weekends and holidays when Mexican residents are available to shop and travel within the United States. During these occasions, the facility is known to become excessively congested with vehicle and pedestrian traffic and wait times to get through inspection can extend over an hour.

Refugee Asylum Admissions

In recent years, the number of asylum applications received by U.S. Citizenship and Immigration Services (USCIS) has increased drastically, from 56,912 in fiscal year 2014, 84,236 in fiscal year 2015, and 115,888 in fiscal year 2016. Constant waves of 70 to 100 migrants seeking asylum are coming primarily

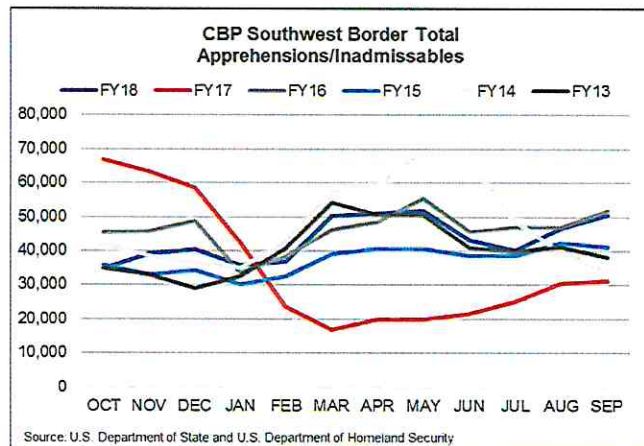
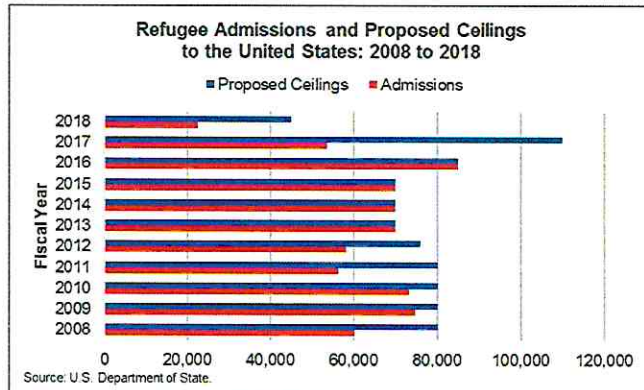




from South and Central American countries such as Venezuela, Guatemala, Honduras, and Mexico. Despite the increase, asylum seekers still equate to the smallest percentage of people that are processed by CBP. However, they can contribute to the most amount of work per CBP officer.

On average, the processing of asylum seekers and conduction of interviews (via translator, if necessary), which aim to determine the exact origin, name, and business of the traveler, consumes over an hour of staff member's time. Valuable resources such as personnel, time, and space are needed to accommodate the influx of asylum seekers. There is currently an inadequate amount of interview and holding rooms. In 2016, out of the 115,399 asylum cases filed, there were 104,241 cases still pending at the end of the fiscal year: showing a gross inadequacy of efficiency. The Hidalgo facility is constantly at operating capacity which means asylum seekers are often turned away and instead attempt to cross between ports into the U.S. illegally, forced to wait at the bridge in hopes of being granted asylum and sometimes have to turn back to the dangers they fled from. Any of these options pose a threat to the security and safety of both the U.S. and the migrants.

Migrants waiting at the bridge, sometimes entire families, are forced to wait several days in line to be processed and granted asylum. For some, this means waiting for weeks on the bridge, and only advancing a few feet at a time. They have very limited or no access to food, drinking water, medical services, medication, restrooms, shelter, or privacy. The living conditions and safety of these families and individuals is exceedingly poor. In addition, they increase congestion and create a security threat at the port of entry.



Asylum Workload by Top Twenty Nationalities: Fiscal Years 2014 to 2016
(Sorted by 2016 Cases Filed and Country of Nationality)

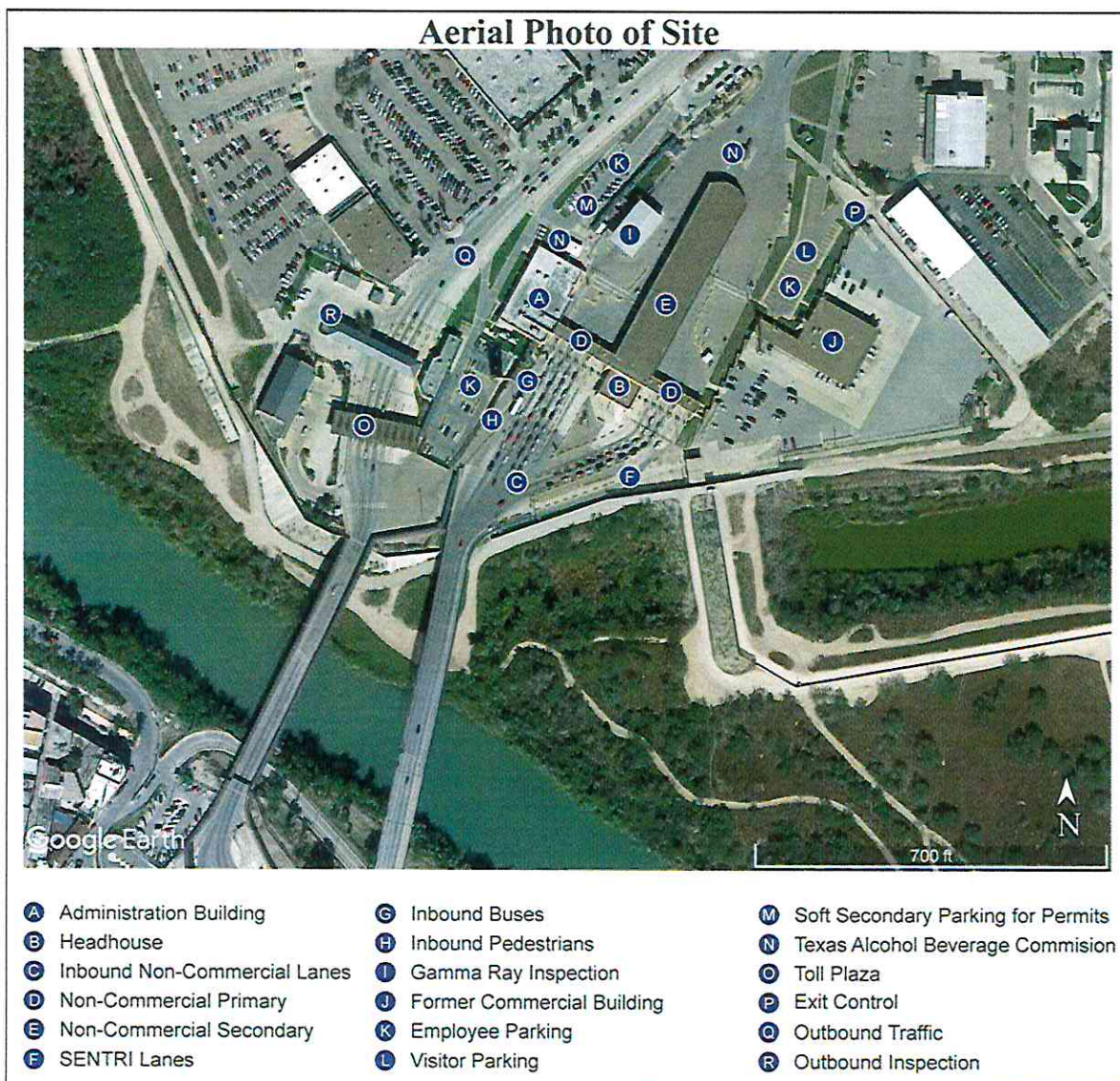
	2016*		2015*		2014*	
	Cases Filed	Pending	Cases Filed	Pending	Cases Filed	Pending
TOTAL	115,399	104,241	83,125	60,261	56,636	18,573
China, People's Republic	16,490	16,223	13,891	11,959	11,738	2,605
Venezuela	14,773	14,700	5,666	5,541	2,201	1,758
Mexico	14,663	13,364	8,836	6,534	7,679	2,112
Guatemala	10,699	7,881	8,276	3,620	3,733	1,440
El Salvador	9,422	5,916	7,133	1,883	2,406	380
Honduras	5,680	3,760	5,147	1,543	1,602	391
India	3,234	3,113	2,275	2,012	1,300	434
Ecuador	3,174	3,016	3,002	2,264	2,210	410
Haiti	3,011	2,962	1,915	1,593	1,467	613
Ukraine	2,323	2,314	1,933	1,800	933	441
Russia	1,912	1,896	1,459	1,382	957	476
Ethiopia	1,508	1,473	1,173	957	1,233	313
Colombia	1,391	1,365	821	763	587	252
Nepal	1,354	1,330	1,071	899	1,085	226
Iraq	1,286	1,187	1,331	969	1,138	515
Burkina Faso	1,270	1,271	685	640	361	81
Pakistan	1,184	1,137	862	753	598	199
Egypt	1,081	1,017	979	750	1,652	420
Iran	955	913	1,025	783	980	283
Bangladesh	934	920	958	880	656	149
All Other Nations	19,049	18,474	14,697	12,750	12,120	5,075

Notes: 2014 - 2016 Data was retrieved on April 2017.
*Fiscal years for Cases Filed and Cases Pending is based on filing date.
Source: U.S. Department of Homeland Security, USCIS Asylum Pre-Screening System (APSS) Database



Existing Site Conditions

The Hidalgo Inspection Facility is located on a 30-acre property within a mixed-use area that includes undeveloped property and developed commercial land uses, such as strip malls, office buildings, banking, and retail. The facility is on a fully developed site with very limited room for future growth. Due to the existing zoning regulations and the developed surrounding properties, the facility has few options for possible expansion. The leading option is reassigning the land designated for the former commercial inspection facility (training facility) to on-site expansion. In addition to the facility expansion limitations, the site has numerous other issues in relation to safety, surveillance, security, and port efficiency that need to be addressed.

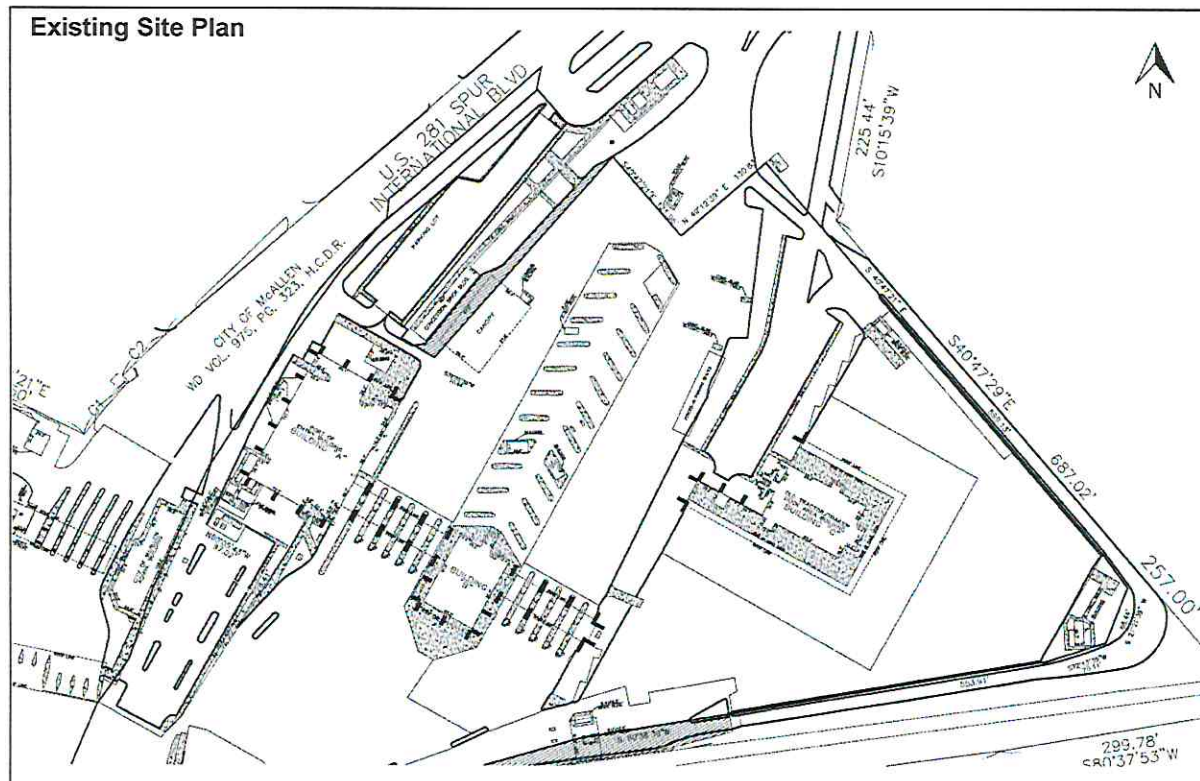




Site Concerns and Corrective Measures to Consider

The site deficiencies that cause concern are as follows:

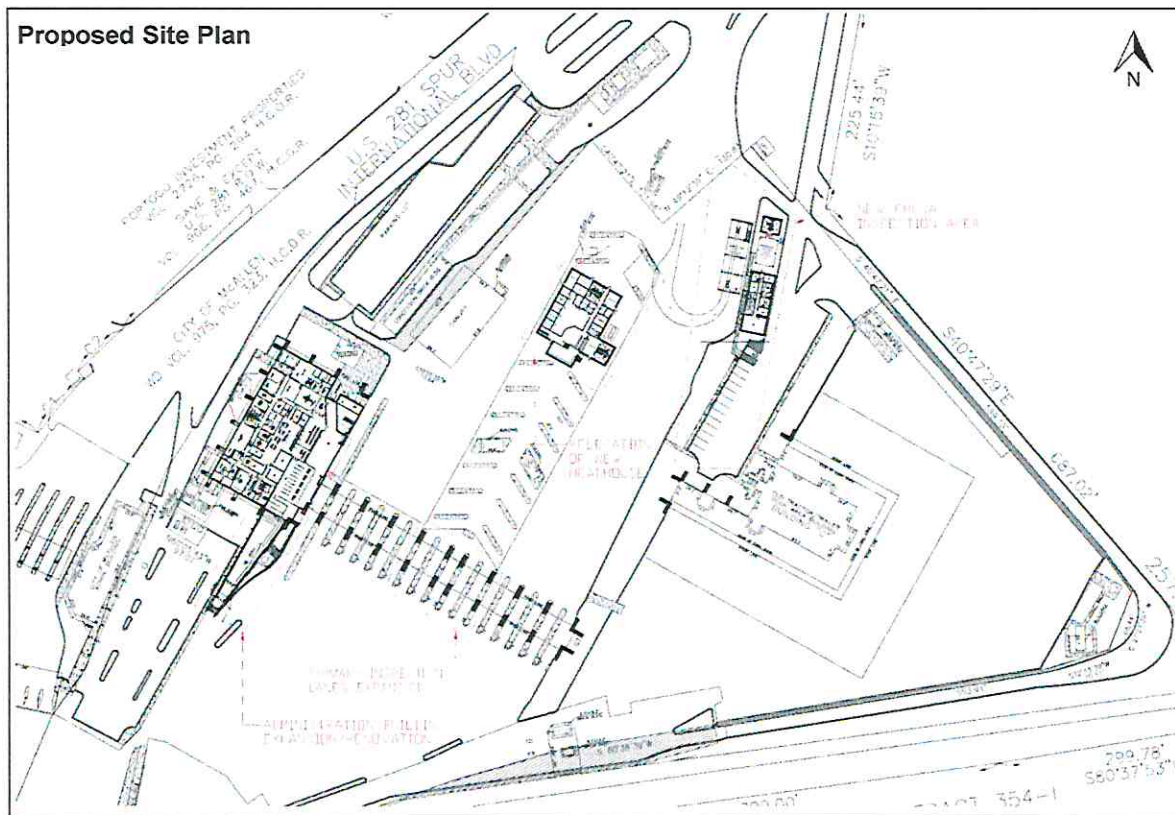
1. The site area is at capacity and has few options for future expansion.
2. Traffic routing is not efficient, and the Texas ABC booth north of the Secondary Inspection Area causes congestion exiting the port.
3. Exterior lighting is inadequate, and the site is not completely covered by camera surveillance. As a result, the site appears to be vulnerable to illegal entry.
4. The perimeter fence does not encircle the entire port, and the electronic gates require major repairs and/or replacement. As a result, the site appears to be vulnerable to illegal entry.
5. Directional signage for vehicles and pedestrians is inadequate causing confusion and as a result congestion.
6. Site drainage is not adequate and site flooding is a persistent issue. For example, water ponds near the loading docks up to 18 inches deep.
7. Pedestrians exiting the main building often cross active traffic lanes to reach businesses near the port, because there are not any defined cross walks or traffic control signaling systems.
8. Electrical power supply to the site is all located above ground making it susceptible to lightning strikes. As a result, the facility experiences frequent power outages.





Corrective measures to consider:

1. One option to expand the port is relocating the training facility to an offsite location and routing traffic through the former commercial inspection area.
2. Another option is to relocate the Texas ABC booth to the east in the existing impoundment lot.
3. Install and/or replace site lighting and improve or increase camera surveillance throughout the entire facility.
4. Add perimeter fencing around the entirety of the site to improve security, and repair and/or replace gates.
5. Add clear, concise directional signage for vehicles and pedestrians on the site.
6. Rework grading and provide an improved storm drainage system to eliminate the collection of standing water.
7. Control movement of pedestrians between the port of entry and nearby businesses by adding signage, crosswalks, speed control devices, and/or other systems to ensure the safety of the pedestrians.
8. Relocate the power supply lines underground in the proper conduit and adequately protect exposed lines to minimize the risk of power outages that disrupt the operations of the facility.





Administration Building

The Administration Building has deficiencies related to circulation, safety of enforcement officers and the general public, and violator processing/holding areas in addition to inadequate electrical service, life safety systems, accessibility issues, and preventative maintenance. The functional and operational deficiencies of the building must be resolved with a new design.

Concerns and Corrective Measures to Consider

The deficiencies that cause concern are as follows:

1. There is one large public waiting room for information, permits, and suspected violators rather than separate waiting zones. This causes a reduction in efficiency and presents a safety concern for the general public.
2. The location of the enforcement officers hinders their ability to respond to emergency situations quickly and effectively.
3. The enforcement officers do not have direct access to key areas such as the primary inspection lanes.
4. There is an inadequate amount of holding cells (4) for the number of detainees that can be held at one time. Overcrowding can have a negative impact on both detainees and officers. Holding cells do not have a separate ventilation system to prevent the spread of disease to the rest of the building.
5. Movement of detainees presents a risk factor. Officers must walk detainees through public areas to reach holding cells, which causes both a privacy and safety concern. The holding cells are located along the same corridor as the support staff and non-uniform personnel posing a safety concern for building occupants.
6. No supervisory offices are located within direct access of the enforcement area, which violates the design guide that states supervision of each enforcement area should be available from a Supervisor's office.
7. Covered walkways that extend from the north end of the Administration Building to the northern property line should be provided for pedestrian comfort and to protect against inclement weather that can cause health and safety concerns.
8. Interior space for pedestrian inspections is inadequate. Pedestrian lines can extend to the Mexican border at times.
9. There is no visual control of the inbound pedestrian or vehicle lanes from the Administration Building.
10. Thermostats are in the attic space and are not easily accessible to employees.
11. Electrical service and emergency power capacity are inadequate.
12. The building is not in compliance with UFAS/ADA requirements.
13. Roof leaks without timely repairs have been reported, which shows a lack of preventative maintenance.

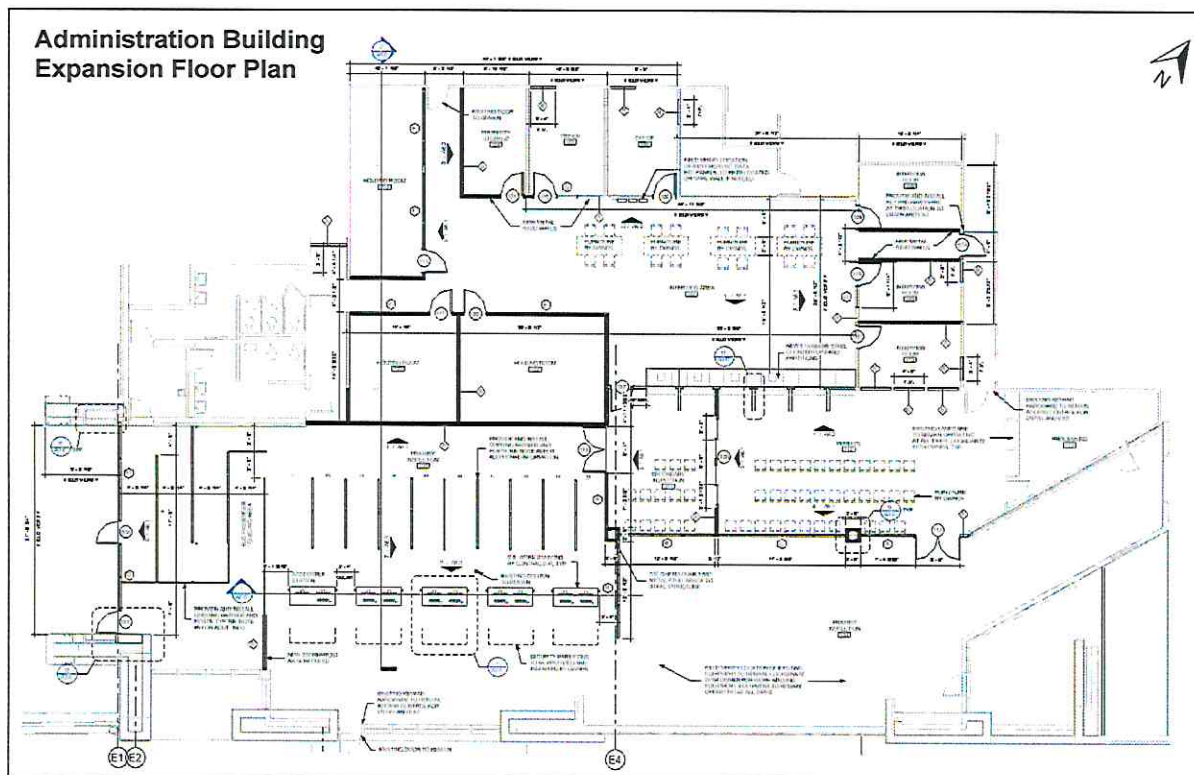




Corrective measures to consider:

1. A project to reconfigure the layout and possibly expand the building is required.
2. A reconfiguration of the circulation is required to increase the efficiency and effectiveness of enforcement officers.
3. A reconfiguration of the circulation is required to increase the efficiency and effectiveness of enforcement officers.
4. Reconfigure the existing building and designate multiple spaces for holding cells or design a new building that includes an adequate number and location of holding cells. Consider a CDC Quarantine Station to help prevent the spread of disease.
5. Reconfigure the existing building or design a new building that effectively locates the holding cells, so they do not interfere with the public or non-uniform personnel's circulation space.
6. Reconfigure the existing building or design a new building that provides supervisory offices within direct visual and physical access of enforcement areas.
7. Consider construction of a covered walkway that extends from the north end of the Administration Building to the northern property line to protect pedestrians.
8. Reconfigure and increase the size of the pedestrian queueing area to accommodate more pedestrians waiting in line for inspection.
9. Reconfigure building orientation/location or possibly expand the building to provide enforcement officers with adequate supervision of inbound pedestrian and vehicle lanes.
10. Relocate thermostats to make them easily accessible from within the building, and properly locate and install temperature sensors.
11. Provide a larger electrical service and upgrade distribution systems. Install a new emergency generator that meets current CBP standards.
12. Conduct an accessibility survey of the existing building to determine exact needs. Incorporate compliance with UFAS/ADA requirements in a project to reconfigure the building.
13. Request a roof condition survey to determine what roof repairs are required, or if a new roof is needed. Require immediate repairs if necessary.





Pedestrian Improvements Rendering





Non-Commercial Inspection Areas (Inspection Areas and the Headhouse)

The Headhouse is a rectangular building that projects to the north and supervises the inspection areas. It offers limited views in three different directions, and has two public entrances, providing access to former legacy customs and immigration waiting rooms. The building is comprised of CBP workspace, offices, storage, waiting rooms, violator spaces, including three holding cells, public restrooms, employee restrooms, a break room, janitorial space, and MEP spaces. It is described by on-site CBP officers as not functional in its current configuration.



Concerns and Corrective Measures to Consider

The deficiencies that cause concern are as follows:

1. Supervision and control of primary and secondary inspection areas from the Headhouse is not possible, because of its location relative to the inspection canopies.
2. The Headhouse circulation does not function effectively for current operations due to the layout of the original building that previously supported two separate agencies. The result is an inefficient layout and unusable space.
3. The Headhouse is in a poor location and does not offer an adequate amount of necessary visual control.
4. The current layout is inefficient for operation by one agency because work areas are separated to serve separate waiting rooms.
5. There is only one holding cell in the Headhouse, so separation by sex or age is not possible.
6. There is an inadequate amount of search and interview rooms. The interview rooms are not adjacent to search room.
7. The Headhouse is not currently in compliance with accessibility standards.
8. An inadequate number of receptacles in the Headhouse has led to the use of power strips and extension cords.
9. In the Headhouse, cable is run through the ceiling and down the walls without proper support or protection.
10. No designated space in the building for Agriculture Quarantine and Inspection (AQI).
11. The current number of primary lanes (12) is inadequate. CBP suggests 16 lanes would be effective and possible on the existing site.
12. Building envelope improvements are needed to improve energy efficiency.
13. Many spaces within the building do not have access to daylight, which would improve comfort of occupants and reduce artificial lighting load.
14. The loading and unloading areas for bus passengers are inadequate. A canopy is needed to provide protection from the elements for bus passengers and pedestrians that are waiting to enter the main building.



15. Lighting, acoustics, air quality, and glare protection are not adequate at the primary inspection canopies. The current poor working conditions caused by difficult communication, visibility, and lack of comfort makes working difficult for officers conducting inspections.
16. The booths in the Primary Inspection Area are not large enough to accommodate modern technology and equipment; cooling is not adequate; lighting is poor; and structures are not bullet resistant.
17. Site paving in the area needs repair or replacement.
18. The Secondary Inspection Area should be located behind the Headhouse. However, it is currently located within the secondary area and was not part of the original plans of the facility.
19. Multiple outbuildings in the Secondary Inspection Area create limited visibility from the Headhouse.
20. The hard-secondary inspection area is not screened from public view. The vehicle lift is currently separated from the hard-secondary area. This separation from other secondary activities is inefficient.
21. The underside of the secondary canopy provides roosting places for pigeons that create possible health related consequences from bird droppings that could adversely affect the public and CBP officers.

Bus Inspection Area Rendering



Corrective measures to consider:

1. Construction of a new Headhouse that is oriented to the south and located near the north end of the existing Secondary Inspection Area to improve supervision visibility.
2. Reconfigure the existing building or construct a new Headhouse that better accommodates the current operations.
3. Construction of new Headhouse that is oriented to the south and located near the north end of the existing Secondary Inspection Area to improve supervision visibility.
4. Reconfigure the existing building or construct a new Headhouse that better accommodates the current operations.
5. Reconfigure the existing building and designate multiple spaces for holding cells or design a new building that includes an adequate number of holding cells.
6. Reconfigure the existing building and designate multiple spaces for interview and search rooms or design a new building that includes an adequate number of each with the proper organization with each other.
7. Conduct an accessibility survey of the existing building to determine exact needs. Incorporate compliance with UFAS/ADA requirements in a project to reconfigure the building.
8. Install additional receptacles to alleviate the need for power strips and extension cords at computer workstations to accommodate modern technology and equipment.
9. A cable tray system should be installed in the building's attic space to protect the inadequately supported network and video cable.



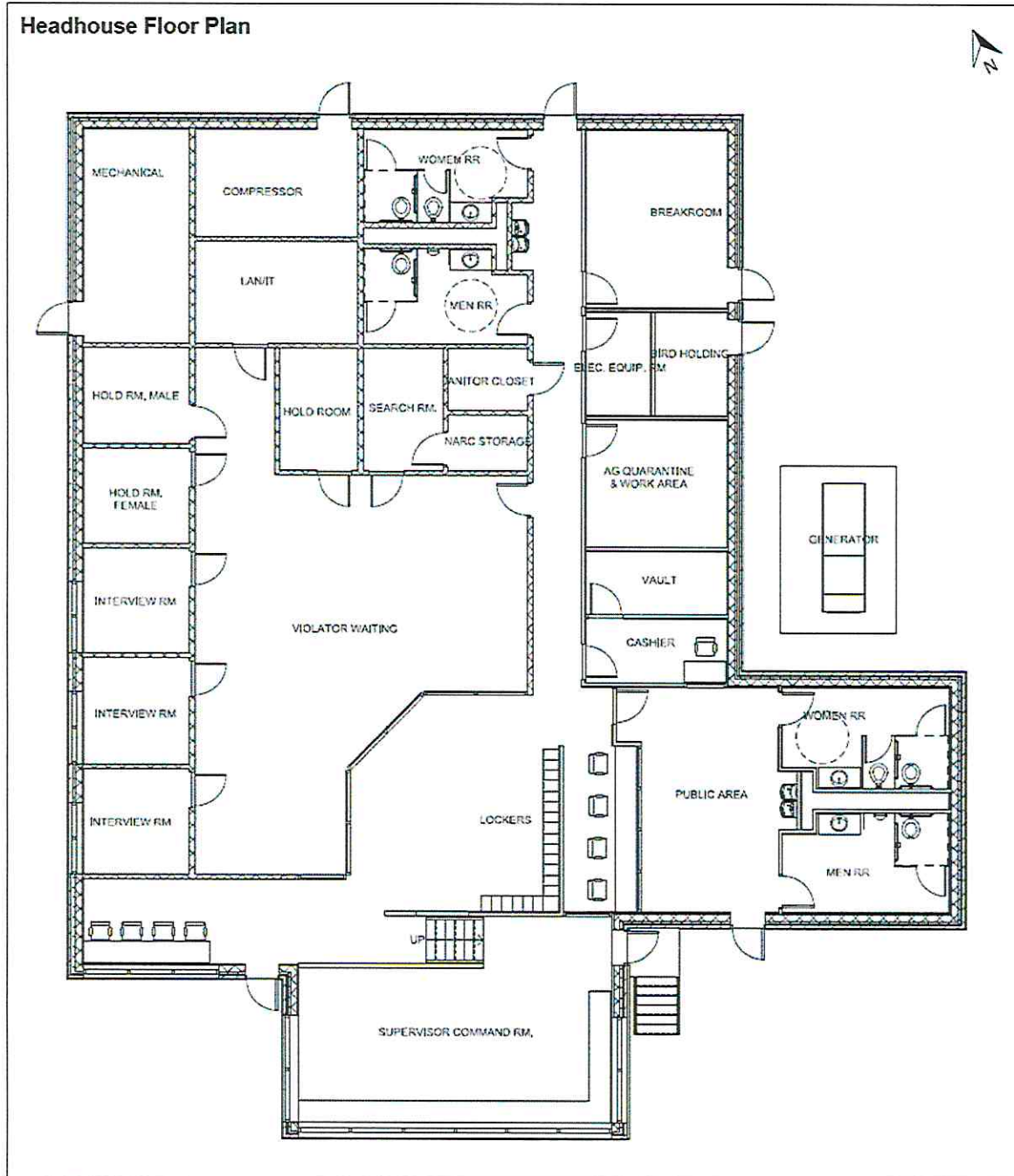
10. Reconfigure the existing building or design a new building and designate space for Agriculture Quarantine and Inspection (AQI).
11. Expand the Primary Inspection Area by at least 4 lanes within the existing area.
12. Replace windows, doors, and roof insulation to improve the building energy efficiency.
13. Reconfigure building layout to increase daylighting of spaces that do not currently have any to improve occupant comfortability and reduce the costly artificial lighting load.
14. Create a larger designated area for disembarking bus passengers and provide a covered walkway from disembarking area to the main building to protect the passengers and pedestrians.
15. Provide additional lighting, improved HVAC systems for inspection booths, and extension of the canopies to provide increased glare protection. Install more adequate lighting systems under the canopy to provide proper lighting and reduce glare.
16. Reconfigure or replace primary inspection booths to accommodate new computers and equipment, provide an improved HVAC system. Replace and/or install new light fixtures to improve lighting and reduce glare.
17. Repair and/or replace pavement before and in the Primary Inspection Area to assure safe vehicle and staff travel.
18. Design a new Headhouse that is focused south and located at the approximate north end of the existing secondary inspection canopy to improve supervision sightlines.
19. Relocate the outbuildings or the functions of the outbuildings to not impede on sightlines and supervision of the inspection areas from the Headhouse.
20. Consider reconfiguring the secondary canopy and relocating canopy. Screening of the hard-secondary inspection area in its current state will further limit the visibility of the secondary inspection area from the Headhouse.
21. Install wire netting or a solid metal ceiling under the Secondary Inspection Area canopy to discourage birds from nesting there.

Headhouse Rendering



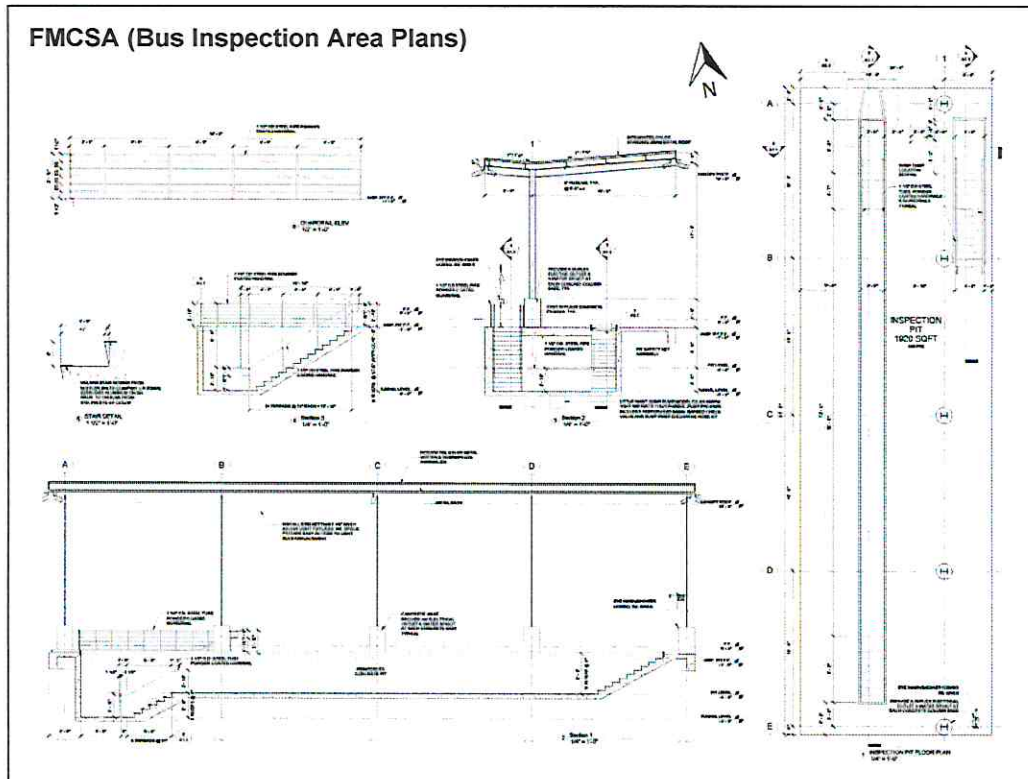


Headhouse Floor Plan

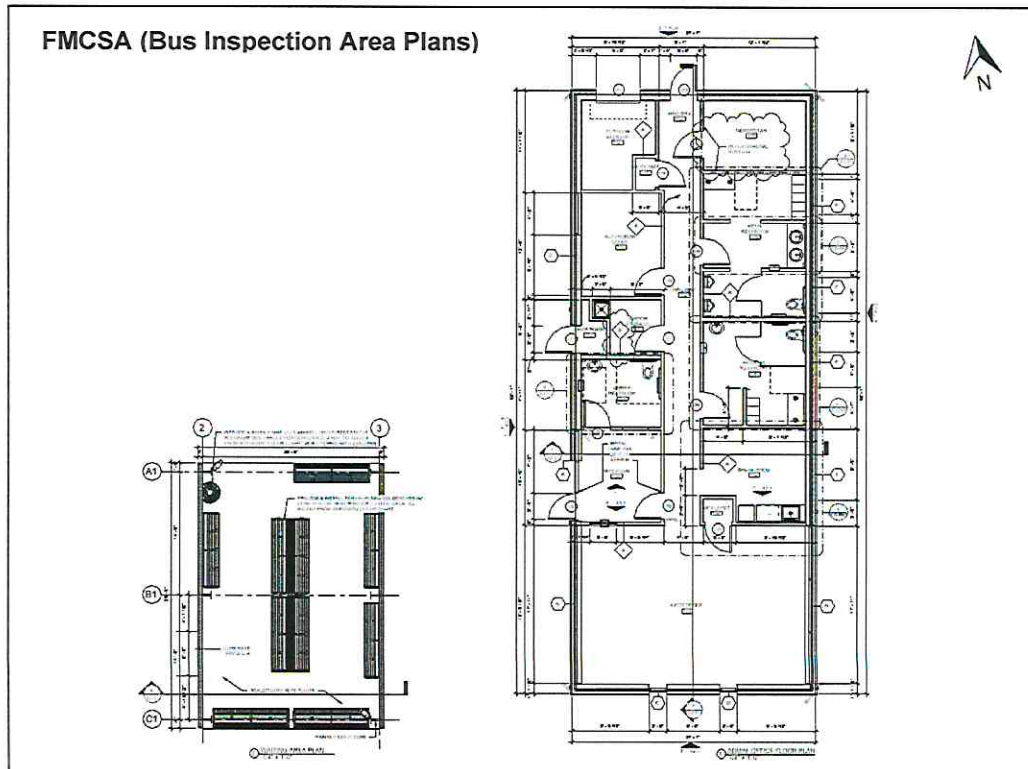




FMCSA (Bus Inspection Area Plans)



FMCSA (Bus Inspection Area Plans)





Former Commercial Inspection Facility (Training Center) and Cargo Dock

The former commercial inspection facility now operates entirely as a training center for local, national, and international programs. The building is approximately 7,500 square feet and is surrounded on three sides by covered cargo docks and the commercial lot. The cargo dock is only utilized for tactical training exercises. The facility is in better condition than the Administration Building; most likely due to experiencing less public exposure. Overall, the building has adapted well to its new function.

Concerns and Corrective Measures to Consider

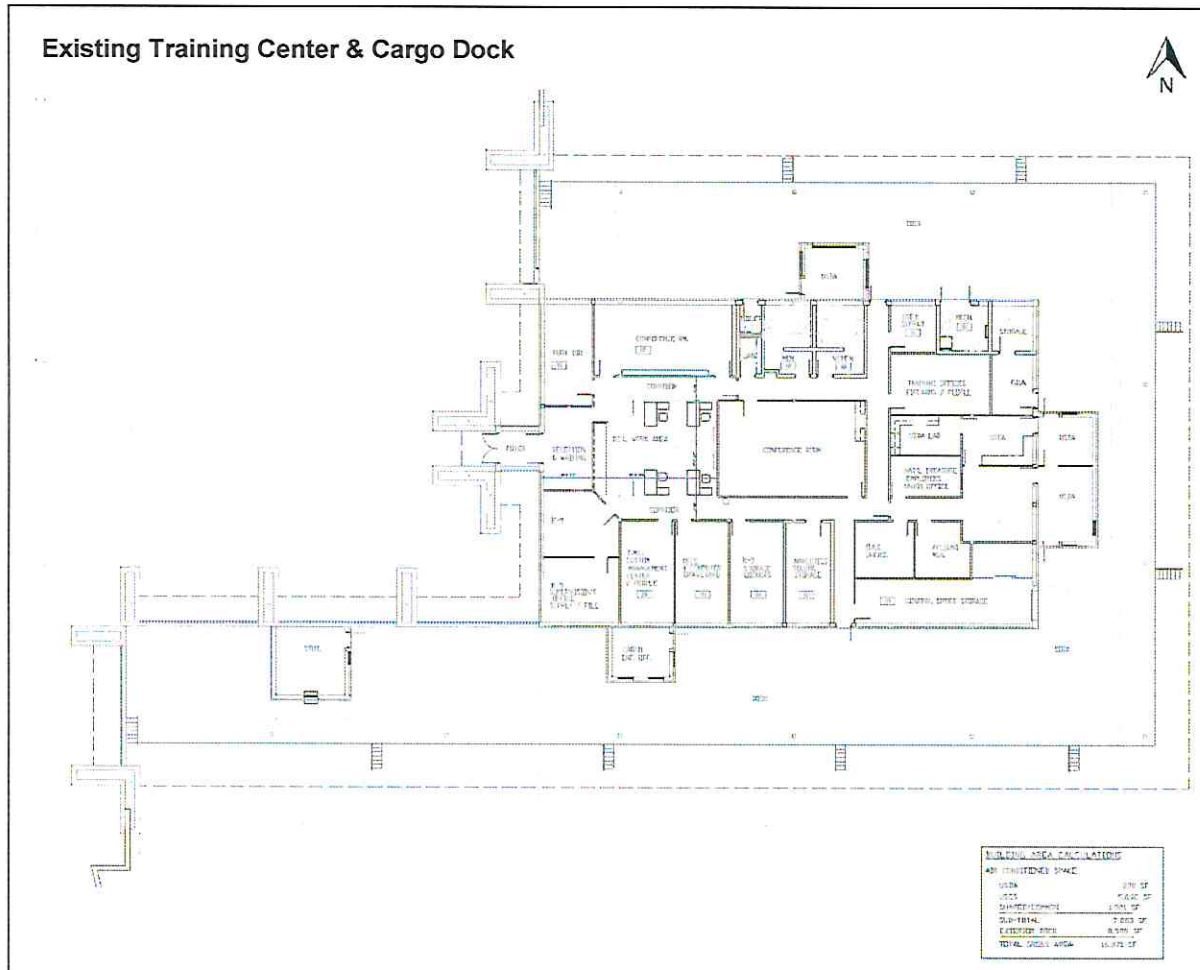
The deficiencies that cause concern are as follows:

1. The number of restroom facilities is not adequate to accommodate the number of occupants the building can experience when groups of people assemble for training.
2. Computer usage has drastically increased since the building was constructed, so there is a lack of conveniently placed receptacles for computer stations. In order to temporarily alleviate this issue, power strips and extension cords are being utilized.
3. The lighting is not appropriate for the existing spaces due to glare caused by the lenses reflecting on video and computer monitors. Light color throughout the building is not uniform.
4. The server room does not have an emergency power source, and temporary emergency generators must be used during prolonged power outages.
5. There are different building code requirements depending on how many people occupy the building and educational use of the facility.
6. There is an inadequate amount of secure space for firearms; the separation of firearms and ammunition in the storage area; and a properly sized break room.
7. The amount of space is inefficient for the current building use.
8. Building envelope improvements are needed to improve energy efficiency.
9. Many spaces within the building do not have access to daylight which would improve comfort of occupants and reduce artificial lighting load.
10. Many spaces within the building are not currently in compliance with accessibility standards.

Corrective measures to consider:

1. If the building is planned to continue its use as a training center, an increase in size or number of restrooms is required.
2. Install additional receptacles to alleviate the need for power strips and extension cords at computer workstation to accommodate modern technology and equipment.
3. Replace and/or install more adequate lighting systems to provide proper lighting and reduce glare.
4. Provide a larger electrical service and upgrade distribution systems. Install a new emergency generator that meets current CBP standards.
5. Ensure that the number of exits, type of exit door hardware, paths of egress, fire ratings, and illuminated exit signs meet building code requirements for life safety.
6. Reconfigure the existing building or construct a new training center that accommodates the needs of the current operations.
7. Reconfigure the existing training center or design and construct a new building appropriate for current CBP operations. Alternatively, determine if the training operations that are currently occupying the former commercial inspection area can be relocated to new or existing nearby facilities.
8. Replace windows, doors, and roof insulation to improve the building's energy efficiency.

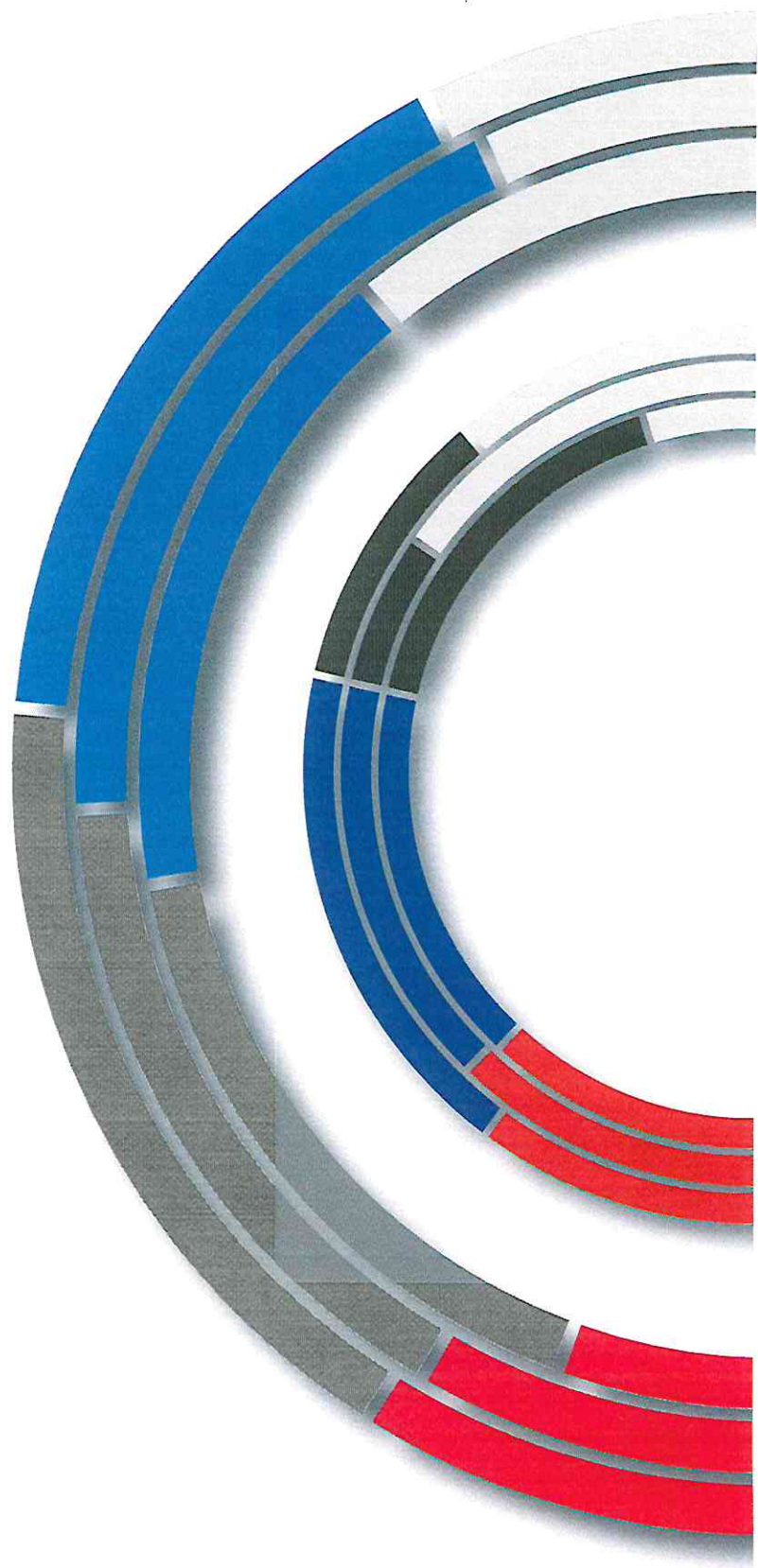
9. Reconfigure the building layout to increase daylighting of spaces that do not currently have any to improve occupant comfortability and reduce the costly artificial lighting load.
10. Conduct an accessibility survey of the existing building to determine exact needs. Incorporate compliance with UFAS/ADA requirements in a project to reconfigure the building.





Summary of Proposed Improvements

The goal of the Hidalgo International Bridge Improvements project is primarily to increase security, efficiency, and circulation for both vehicular and pedestrian traffic. A reconfiguration of the circulation is required to increase the efficiency and effectiveness of inspections. Relocating the headhouse would allow the opportunity for an elevated view and appropriate surveillance of the vehicular lanes and inspection areas to provide enforcement officers with adequate supervision of inbound pedestrian and vehicle lanes. The relocation of the headhouse would also allow for the expansion of vehicle inspection lanes and would therefore increase the efficiency and traffic flow. Within the Administration Building, reconfiguring, and increasing the size of the pedestrian queueing area will allow the port of entry to safely accommodate more pedestrian inspections. The upgrades to the Training Center will upgrade the technology and improve daily operations. The proposed expansions and improvements will yield decreased wait times and an increase in the capacity of border crossings at the Hidalgo-Reynosa U.S. Port of Entry.



U.S. Customs and
Border Protection



MILNET ARCHITECTURAL SERVICES
608 S. 12th St.
McAllen, TX 78501
956-688-5656

McAllen-Hidalgo International Bridge

CITY OF McALLEN STANDARDIZED RECOMMENDATION FORM

CITY COMMISSION _____
UTILITY BOARD _____
TOLL BRIDGE _____ X _____

AGENDA ITEM 5
DATE SUBMITTED 09/07/21
MEETING DATE 09/13/21

1. Agenda Item: Chairman's, City Manager's, Superintendent of Bridges', Customs and Border Protection Report.

2. Party Making Request: Juan Olaguibel, Superintendent of Bridges

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

4. Policy Implication: _____

5. Budgeted: ___ Yes ___ No ___ N/A

Bid Amount: _____
Under Budget: _____

Budgeted Amount: _____
Over Budget: _____
Amount Remaining: _____

If over budget how will it be paid for: _____

6. Alternate option/costs: _____

7. Routing:

<u>NAME/TITLE</u>	<u>INITIAL</u>	<u>DATE</u>	<u>CONCURRENCE</u>
a) _____			Yes _____ No _____
b) _____			Yes _____ No _____
c) _____			Yes _____ No _____

8. Staff's Recommendation: Report Only

Advisory Board: _____ Approved _____ Disapproved _____ None

City Attorney: _____ Approved _____ Disapproved _____ None

Manager's Recommendation: _____ Approved _____ Disapproved 12/2 None

McAllen-Hidalgo International Bridge

CITY OF McALLEN STANDARDIZED RECOMMENDATION FORM

CITY COMMISSION _____
UTILITY BOARD _____
TOLL BRIDGE X

AGENDA ITEM 6
DATE SUBMITTED 09/07/21
MEETING DATE 09/13/21

1. Agenda Item: Consultation with City Attorney regarding economic development. (T.G.C.551.087).

2. Party Making Request: Juan Olaguibel, Superintendent of Bridges

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

4. Policy Implication: _____

5. Budgeted: ___ Yes ___ No ___ N/A

Bid Amount: _____
Under Budget: _____

Budgeted Amount: _____
Over Budget: _____
Amount Remaining: _____

If over budget how will it be paid for: _____

6. Alternate option/costs: _____

7. Routing:

<u>NAME/TITLE</u>	<u>INITIAL</u>	<u>DATE</u>	<u>CONCURRENCE</u>
a) _____			<u>___</u> Yes <u>___</u> No
b) _____			<u>___</u> Yes <u>___</u> No
c) _____			<u>___</u> Yes <u>___</u> No

8. Staff's Recommendation: Seek Direction

Advisory Board: ___ Approved ___ Disapproved ___ None

City Attorney: ___ Approved ___ Disapproved ___ None

Manager's Recommendation: ___ Approved ___ Disapproved ___ None

