



Control Number: 41606



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Addendum StartPage: 0

**SOAH DOCKET NO. 473-13-5207
PUC DOCKET NO. 41606**

2013 NOV -8 PM 1:46
PUBLIC UTILITY COMMISSION
FILING CLERK

JOINT APPLICATION OF ELECTRIC	§	BEFORE THE STATE OFFICE
TRANSMISSION TEXAS, LLC AND	§	
SHARYLAND UTILITIES L.P. TO	§	
AMEND THEIR CERTIFICATES OF	§	OF
CONVENIENCE AND NECESSITY FOR	§	
THE NORTH EDINBURG TO LOMA	§	
ALTA DOUBLE – CIRCUIT	§	
TRANSMISSION LINE IN HIDALGO	§	ADMINISTRATIVE HEARINGS
AND CAMERON COUNTIES, TEXAS	§	

DIRECT TESTIMONY OF
PILAR RODRIGUEZ, PE
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

NOVEMBER 8, 2013

1150

1 **Q. PLEASE STATE YOUR NAME AND ADDRESS**

2 A. My name is Pilar Rodriguez, P.E. I am the Executive Director of Hidalgo County
3 Regional Mobility Authority (“HCRMA” or “the Authority”), and our offices are located
4 at 118 S. Cage Blvd., 4th Floor, Pharr, Texas 78577. My resume is attached as Exhibit
5 PR-1.

6 **Q. HAVE YOU PREVIOUSLY TESTIFIED IN A COMMISSION PROCEEDING?**

7 A. No, I have not.

8 **Q. CAN YOU BRIEFLY DESCRIBE HIDALGO COUNTY REGIONAL MOBILITY**
9 **AUTHORITY?**

10 A. HCRMA is a regional mobility authority that can build, operate and maintain tolled and
11 non-tolled roadways along with other transportation projects. The Authority was created
12 pursuant to Chapter 370 of the Texas Transportation Code by Order of Hidalgo County
13 dated October 26, 2004; Petition of Hidalgo County dated April 21, 2005; and a Minute
14 Order of the Texas Transportation Commission dated November 17, 2005. HCRMA was
15 created to improve mobility to enhance the quality of life and economic vitality of the
16 region. Our mission is to provide the County with a rapid and reliable alternative for the
17 safe and efficient movement of people, goods and services. The Authority is overseen by
18 a seven member Board of Directors, all of whom are residents of Hidalgo County. The
19 Governor appoints one Director who serves as the presiding officer. That appointee is
20 Dennis Burleson. The Commissioners Court of Hidalgo County appoints the other six
21 Directors, with the City of McAllen nominating one of those Directors from among its
22 residents. More information concerning the Authority can be found at HCRMA’s
23 website: www.hcrma.net.

24 **Q. CAN YOU BRIEFLY SUMMARIZE HCRMA’S INTEREST IN THIS**
25 **TRANSMISSION LINE CASE FILED BY ETT AND SHARYLAND (THE**
26 **“JOINT APPLICANTS”)?**

27 A. The Authority is charged with the development and construction of the Hidalgo County
28 Loop System, which includes the following eight independent projects: SH 365, the
29 International Bridge Trade Corridor (“IBTC”), SH68, US 83/La Joya Relief Route,
30 Section A West, Section C, and the outer-loop projects: Section F and Section E. These

1 projects are shown on an overview map marked as Exhibit PR-2. In addition, a set of
2 eight maps showing the HCRMA projects and the areas of conflict with ETT/Sharyland's
3 proposed Cross Valley transmission routes is attached as Exhibit PR-3.

4 As reflected on the maps included as Exhibit PR-3, the proposed Cross Valley Project
5 that is the subject of ETT/Sharyland's application in this Docket 41606, would traverse
6 the Authority's published proposed Project alignments or encroach on HCRMA's rights-
7 of-way ("ROW") in numerous locations. The eight maps that make up Exhibit PR-3
8 depict ETT/Sharyland segments as dashed yellow lines; ETT/Sharyland segments that are
9 included in the Eastern Route (Route 3S) as solid red lines; and the eight HCRMA
10 projects in the colors indicated on the Index on the right side of each map (for example,
11 IBTC is magenta).

12 On Exhibit PR-3, there is a Table superimposed on each map, which lists the number of
13 conflicts and ROW incursions between HCRMA's road projects and the proposed
14 ETT/Sharyland transmission line routes. The Table contains columns that list conflict
15 data for the "Eastern Route" and for the "Primary Segments." "Primary Segments" refers
16 to all of the transmission line segments identified by ETT/Sharyland and "Eastern Route"
17 is the proposed transmission route now known as Route 3S. The sub-columns labeled
18 "conflicts" show the number of segments of the proposed transmission line that will be in
19 conflict with any of HCRMA's projects. The sub-columns labeled "ROW Incursions"
20 show the number of times a proposed transmission segment will intrude on an HCRMA
21 ROW.

22 Looking at the first row of the Table on Map 1 (HCRMA's IBTC project) in Exhibit PR-
23 3, the data shows that the Eastern Route (Route 3S) includes one segment that conflicts
24 with IBTC, and that one conflict includes 4 incursions on HCRMA's ROW. The next
25 column in that Table, shows the conflicts between the IBTC Project and all of
26 ETT/Sharyland's proposed Segments. That data indicates there are 8 segments where the
27 transmission line would conflict with the IBTC project, which includes 16 ROW
28 incursions. Map 1 in Exhibit PR-3, depicts as yellow "lightning" bolts the 16 ROW
29 incursions between HCRMA's IBTC project and the transmission segments and as yellow

1 lightning bolts outlined in red, the four ROW incursions by Route 3S. Each of the
2 remaining seven maps in Exhibit PR-3, (# 2-8), depicts a separate HCRMA project and
3 the conflicts with ETT/Sharyland's proposed transmission line segments.

4 I am also including as Exhibit PR-4, eight maps that show the conflicts between the Joint
5 Applicants' Recommended Route 32 and HCRMA's ROWs for each of its projects. As
6 the maps show, Route 32 would have a significant negative impact on HCRMA's
7 projects, including 42 incursions on HCRMA's ROWs covering 23 segments. Sixteen of
8 the 42 ROW incursions will conflict with HCRMA's SH 365 Project. HCRMA therefore
9 strongly opposes Route 32 and other routes that include those primarily "western"
10 segments.

11 The Authority's interest is to ensure that our road projects and the transmission line
12 project are planned and constructed as efficiently as possible. For those portions of the
13 Authority's project where we have already held our public meetings to discuss our
14 designated rights-of-way and are moving forward with environmental approvals, it would
15 be greatly inefficient and unnecessarily expensive to both HCRMA and the Joint
16 Applicants to ignore our rights-of-way when selecting a route for the proposed
17 transmission line.

18 **Q. CAN YOU PLEASE IDENTIFY THE STAGE OF DEVELOPMENT OR**
19 **PLANNED DEVELOPMENT FOR EACH OF THE AUTHORITY'S**
20 **TRANSPORTATION PROJECTS?**

21 **A.** The HCRMA operates under a rolling five year strategic plan. This plan outlines our near
22 term projects as follows: SH365, IBTC and SH68. All three of these projects have Level
23 2 Traffic and Revenue Studies complete – which means these projects can be financed
24 and what the level of financing will be. SH365 will have a final schematic by the end of
25 2013, which means the route and ROW are set, and environmental clearance will be
26 completed by the middle of 2014. We anticipate Plans, Specifications & Estimates
27 ("PS&E"), right-of-way acquisition and any utility relocation to take place in 2014 and
28 2015, with construction letting toward the end of 2015. The IBTC Project is on schedule
29 to have its final schematic complete by the end of this year (2013) and the environmental
30 clearance completed by the middle of 2016. PS&E, right-of-way acquisition, and utility

1 relocation for IBTC will occur between 2015 and 2017, with letting anticipated to happen
2 in the latter part of 2016. If funding becomes available earlier than expected, the IBTC
3 schedule could be moved up. SH68 is a joint project of the HCRMA and TxDOT.
4 TxDOT is acquiring the right-of-way and will construct the frontage lanes over the next
5 two to three years. The HCRMA will develop the main lanes. The environmental
6 clearance for the main lane project is anticipated to occur in 2015 with construction in
7 2022, unless funding is available sooner.

8 **Q. WHEN DID HCRMA FIRST BECOME AWARE OF A PROPOSED NEW**
9 **TRANSMISSION LINE PROJECT IN HIDALGO COUNTY?**

10 A. In August 2012, AEP and Sharyland contacted me and asked for a meeting. I met at
11 HCRMA's offices with several representatives of AEP and Sharyland [Randal Roper,
12 Anastacia ("Stacey") Santos (with Power Engineers), Paul Schultz and Doug Wolf]. At
13 that time, it was my understanding that the electric utilities were beginning to explore
14 routing options within Hidalgo County and the purpose of the meeting was discuss
15 HCRMA's Hidalgo County Loop projects so that AEP and Sharyland could avoid
16 conflicts between our projects and their proposed transmission line. Attached as Exhibit
17 PR-5, is the schematic alignment that was available at the time I met with AEP and
18 Sharyland, and which I provided to the utilities demonstrating our preferred alignment for
19 SH 365. As a result of that meeting, we understood that transmission line routes would
20 be proposed at a public forum later in 2012 and I requested that HCRMA be kept on a
21 distribution list for any upcoming events.

22 **Q. DID ETT/SHARYLAND SEND NOTICE TO HCRMA OF THE PUBLIC**
23 **FORUMS OR OF THE FILING OF THEIR CCN APPLICATION FOR THE**
24 **NORTH EDINBURG TO LOMA ALTA LINE?**

25 A. No. Even though HCRMA met with representatives of the utilities in August 2012 and
26 specifically requested to be kept informed of the transmission project as it was developed,
27 we did not receive any notices. HCRMA is a political subdivision under TEX. TRANSP.
28 CODE § 370.032(a) that has existed in Hidalgo County since 2005, and has hosted
29 numerous public meetings at which our proposed routes were discussed, but we were not

1 included on the Joint Applicants' list of county and municipal entities to whom notice of
2 the filing of the CCN application was sent. *See*, Application Q 25 and Attachment 12b.

3 We became aware of the Joint Applicants' July 3, 2013 filing at the PUC after local
4 municipalities alerted us to it, and we subsequently intervened in this case on August 6,
5 2013. I then arranged another meeting with ETT/Sharyland which I hosted at HCRMA's
6 offices on September 19, 2013. The following representatives from the utilities attended
7 that meeting: Randal Roper, Regulatory Case Manager for AEP; Alicia Rigler, Counsel
8 for Sharyland Utilities; Christopher Reynolds, Construction Manager for Sharyland
9 Utilities, and two other representatives for ETT for whom I did not obtain contact
10 information. At that meeting, I gave the utilities' representatives a map (a copy of which
11 is attached here as Exhibit PR-6) which showed them the areas where their proposed
12 routes would be in major conflict with the Authority's planned roadway projects.

13 **Q. AS A RESULT OF YOUR DISCUSSION WITH THE UTILITIES'**
14 **REPRESENTATIVES, DO YOU UNDERSTAND THE UTILITIES ARE**
15 **WILLING TO WORK COOPERATIVELY WITH HCRMA?**

16 A. I did not come away from the meeting with the sense that the utilities had any intention of
17 working cooperatively with HCRMA in routing the Cross Valley project. We explained
18 that our typical right-of-way is 300 feet wide, and we suggested that whenever portions of
19 the transmission line paralleled our ROW, we could share part of our ROW to reduce the
20 total width of the transmission ROW (which averages 150 feet). The utilities expressed
21 no interest in such an arrangement.

22 In those locations where the utilities' proposed ROW would be within the Authority's
23 ROW, and in particular along those portions of our projects where we have already held
24 public meetings and begun our environmental permitting process, we suggested the
25 utilities should re-align their segments to parallel our ROW instead of being located *in*
26 our publicly announced ROW. Again, the utilities' representatives expressed no interest
27 in modifying their routes to avoid conflicts with HCRMA's ROW.

28 We are not opposed to ETT/Sharyland crossing our roadways – utilities cross roadways
29 all the time. We are interested in ensuring that ETT/Sharyland will coordinate with us
30 when planning the placement of their structures for crossing our roadways, to make

1 certain that the crossings are efficiently planned and utility structures will not have to be
2 moved to accommodate our projects.

3 **Q. WHEN HCRMA ACQUIRES A RIGHT-OF-WAY, DOES IT OBTAIN AN**
4 **EASEMENT OR DOES IT ACQUIRE THE PROPERTY IN FEE SIMPLE?**

5 A. HCRMA acquires rights-of-way for its transportation projects in fee simple. Under the
6 Texas Transportation Code, the Authority has the same power relating to condemnation
7 of real property for transportation projects that the Texas Transportation Commission and
8 Texas Department of Transportation have. TX. TRANSP. CODE § 370.163.

9 **Q. WHAT, IF ANY, AUTHORITY DOES HCRMA HAVE WITH RESPECT TO**
10 **THE LOCATION OF PUBLIC UTILITY FACILITIES?**

11 A. A Regional Mobility Authority ("RMA"), including HCRMA, may request the removal
12 or relocation of a public utility facility that is in, on, along, over or under a transportation
13 project. TX. TRANSP. CODE § 370.033(a)(10). In addition, HCRMA may decide that
14 public utility facilities must be relocated. TX. TRANSP. CODE § 370.170(b) HCRMA
15 would negotiate with the utility if we identified utility facilities that need to be moved,
16 but if the utility failed to agree to move their facilities within 90 days, that utility would
17 have to pay the Authority's cost for moving the utility's facilities. TX. TRANSP. CODE §
18 370.170(h). Finally, an RMA has the powers and duties delegated to the commissioners
19 court under Texas Utility Code Chapter 181. The provisions of Chapter 181 of the Utility
20 Code, authorize, among other things, the commissioners court (and hence HCRMA) to
21 designate the location where an electric utility may construct its lines, and to require the
22 relocation of an electric utility's line at the utility's own expense. TEX. UTIL. CODE §§
23 181.044 and 181.046.

24 **Q. IS PROPERTY THAT IS OR WILL BECOME PART OF HCRMA'S**
25 **TRANSPORTATION PROJECT SUBJECT TO CONDEMNATION OR THE**
26 **EXERCISE OF THE POWER OF EMINENT DOMAIN?**

27 A. No. Under TX. TRANSP. CODE § 370.033(b), no person, including a governmental entity,
28 may condemn or exercise the power of eminent domain over any part of an RMA's
29 transportation project. With respect to this proposed transmission line project, that means
30 if HCRMA acquires land for its right-of-way before the utility obtains an easement for its

1 ROW, the utility could not exercise its power of eminent domain to obtain an easement
2 over HCRMA's ROW.

3 **Q. HAVE YOU REVIEWED THE VARIOUS ROUTES PROPOSED BY**
4 **ETT/SHARYLAND AND THE IMPACT THEY WOULD HAVE ON HCRMA'S**
5 **TRANSPORTATION PROJECTS?**

6 A. Yes. We have mapped each of the utilities' proposed alternative links and routes and
7 identified each time a proposed transmission line segment would directly affect the right-
8 of-way of HCRMA's transportation projects. In order to facilitate everyone's ability to
9 view the transmission project and HCRMA's transportation projects we have uploaded
10 the transmission line shapefiles and conflicts between those lines and HCRMA's projects
11 to an HCRMA share site, provided by our program manager:

12 https://gis.dannenbaum.com/hcrma/hcrma_map.aspx

13 The instructions on how to reach the data are as follows:

14 Make sure your browser has adobe flash installed before proceeding. You can reach the
15 site with the URL provided above or by accessing the "GIS Map" button on the main
16 HCRMA website (hcrma.net). Once within the GIS map there will be a "Legend" with
17 checkboxes running vertically called "HCRMA Layers". Select the "TRANSMISSION"
18 checkbox and press the arrow icon to expand the list of items within that group layer. I
19 recommend de-selecting the "ALIGNMENT" checkbox since the transmission box
20 contains the HCRMA ROW. The map is dynamic and will allow for panning and
21 zooming into adjacent areas and provide the interactivity that will be helpful to
22 identifying areas of conflict.

23 **Q. DO YOU HAVE ANY GENERAL OBSERVATIONS ABOUT ETT'S AND**
24 **SHARYLAND'S ROUTES AS THEY AFFECT HCRMA?**

25 A. Yes, as can be seen from viewing the interactive map at the link described above, the
26 western routes — that is the utilities' alternative proposed routes that start by coming west
27 out of the North Edinburg Substation, then traveling south and then east in proximity to
28 the South McAllen Substation Circle (as depicted in Mr. Caskey's Direct Testimony) —
29 will present a significant number of conflicts with HCRMA's transportation projects.

1 **Q. HAVE YOU EXAMINED ANY ROUTE THAT WOULD LESSEN THE**
2 **NEGATIVE IMPACT ON HCRMA?**

3 A. Yes. Numerous landowner intervenors have been discussing a settlement route and have
4 identified a route on which many intervenors agreed a settlement was possible, if some
5 modifications are made. That settlement route was initially called the Eastern Route, and
6 then, Rhodes Alliance Route, and is now labeled as Route 3S in the Joint Applicants'
7 October 23, 2013 Amended Application. Route 3S includes the following Links (in
8 Hidalgo County): 134, 135, 137a, 137b, 138, 141, 147, 152, 155, 162, 165, 169, 193a,
9 193b, 361, 351b, 193c, 194, 201, 207, 208, 209, 212, and 214. That route would conflict
10 with HCRMA's projects on Links 141, 169, 361, 351b, 193c, 194, and 207. However,
11 with the exception of Link 169 discussed below, HCRMA does not oppose the approval
12 of a route that includes those links that cross HCRMA's projects, if the Commission
13 Order requires the Joint Applicants to coordinate with us on the placement of their
14 structures (*i.e.*, poles) so that the electric utility facilities do not have to be moved at a
15 later date to make room for the HCRMA roadway.

16 HCRMA is most concerned about the proposed location of Link 169, north of the Donna
17 Reservoirs, because it would conflict with a portion of HCRMA's IBTC Project Right of
18 Way. The conflict arises because, as proposed, after Link 169 crosses south of Highway
19 83, it turns west and would enter the IBTC ROW; then turn in a southerly direction and
20 lie *within* the IBTC ROW; then exit our ROW on the west side, and continue south
21 paralleling our ROW on the west side; then turn back *into* the IBTC ROW continuing
22 southerly, until Link 169 ultimately exits the IBTC ROW just north of the Donna
23 Reservoirs, where Link 169 turns at a right angle to the east. *See*, Exhibit PR-3 (Map 1),
24 that shows this area of major conflict between the Joint Utilities' Link 169 and
25 HCRMA's IBTC project. This area can also be examined on the interactive map from
26 our sponsored link listed above.

27 **Q. COULD MODIFICATIONS BE MADE TO LINK 169 THAT WOULD ENABLE**
28 **HCRMA TO SUPPORT APPROVAL OF ROUTE 3S?**

29 A. Yes. As I've said before, the Authority does not oppose ETT/Sharyland crossing the
30 Authority's roadway ROW. At the point at which Link 169 first touches the IBTC

1 roadway, if it is going to cross the roadway we need to ensure that the utilities would
2 coordinate with HCRMA in planning and constructing their facilities so they are not
3 *within* the roadway; in other words, the transmission lines would completely cross the
4 roadway and the supporting structures would be outside of or on the outer edge of the
5 IBTC ROW. Link 169 would also need to be modified so that it would *parallel* our
6 ROW rather than placing this portion of Link 169 *within* HCRMA's ROW.

7 This could be accomplished most efficiently by modifying Link 169 as shown on Exhibit
8 PR-7, and described as follows: At the point at which Link 169 intersects the eastern side
9 of the IBTC ROW, just south of US 83/I-2, Link 169 would be modified to turn south
10 parallel to the eastern edge of the IBTC ROW, instead of crossing westerly through the
11 IBTC ROW. Link 169, as modified, would continue southerly on the eastern edge of the
12 IBTC ROW until it reaches the point where Link 169, as currently proposed, turns east,
13 away from the IBTC ROW, just north of the Donna Reservoirs.

14 HCRMA prefers this proposed modification to keep Link 169 on the eastern side of the
15 IBTC ROW, but would also agree to a second alternative. As shown on Exhibit PR-8,
16 the other alternative would modify Link 169 after it crosses south of US 83/I-2, to
17 continue south and then turn west at Business 83, so that it would cross the IBTC ROW
18 at a point at which it is narrower (about 300 feet), which moves Link 169 south of the US
19 83 interchange where the IBTC ROW is about 600 feet wide. Link 169 would then turn
20 to the west, crossing the IBTC ROW, and at the western edge of our ROW, Link 169
21 would then turn south, paralleling the western side of the IBTC ROW. Link 169 would
22 then turn back to the east to cross back over the IBTC ROW to rejoin Link 169 as
23 currently proposed where it turns to the east, just north of the Donna Reservoirs.

24 The alternative placements of Link 169 shown on Exhibits PR-7 and PR-8, assumes the
25 150-foot transmission line ROW would not overlap HCRMA's ROW because the Joint
26 Applicants expressed no interest in our offer to allow an overlap. However, we are still
27 willing to discuss overlapping our ROWs to reduce the total width. If one of these, or
28 substantially similar, modifications are made to the identified portion of Link 169, along

1 with a directive for the utilities to coordinate other crossings with HCRMA, we will
2 support approval of Route 3S.

3 **Q. ARE YOU AWARE THAT THERE ARE NUMEROUS HABITABLE**
4 **STRUCTURES ALONG THE PORTION OF SEGMENT 169 THAT YOU ARE**
5 **PROPOSING BE MODIFIED?**

6 A. Yes. Because this area is in the path of the IBTC project, we are very aware of the
7 residences in that area. As part of our project, we will condemn and move those
8 residences to allow sufficient right-of-way for the IBTC roadway. The fact that HCRMA
9 will have to move those residences makes our request for coordination with this
10 transmission line project on Route 3S even more compelling.

11 **Q. IF THE COMMISSION DOES NOT AGREE TO THE MODIFICATIONS**
12 **ALONG SEGMENT 169 THAT YOU DESCRIBE, AND APPROVES A**
13 **TRANSMISSION ROUTE THAT INCLUDES SEGMENT 169 AS PROPOSED BY**
14 **ETT/SHARYLAND, WOULD HCRMA HAVE TO MOVE THE IBTC ROW?**

15 A. No. If that were to occur, HCRMA would seek approval from TxDOT to buy the
16 necessary right-of-way at our risk for project completion. I have no reason to doubt we
17 could obtain such approval and move forward with the necessary land acquisitions in this
18 area. That would mean that the electric utilities would have to deal with us as the new
19 landowner, and perhaps seek an amendment to their CCN to move their ROW off of
20 HCRMA's property. HCRMA has no desire to cause any delay to this transmission line
21 project, but at the same time, HCRMA has already made significant investments in
22 moving forward with the IBTC project and it is in the public interest to protect that
23 investment. The cooperation we seek with ETT/Sharyland on these projects would result
24 in a win-win solution.

25 **Q. IF A SETTLEMENT FOR A MODIFIED ROUTE 3S DOES NOT**
26 **MATERIALIZE, WHAT IS HCRMA'S POSITION WITH RESPECT TO THE**
27 **OTHER ROUTES PROPOSED BY ETT AND SHARYLAND?**

28 A. HCRMA is not opposed to the construction of this transmission line. As can be seen on
29 the maps included as Exhibit PR-4 and the online map identified above, there are
30 numerous major conflicts between HCRMA's roadway projects and the Joint Applicants'
31 western routes, including ETT/Sharyland's Recommended Route 32. We request, if the

1 approved route includes segments that directly conflict with HCRMA's rights-of-way,
2 that the utilities be ordered to coordinate the planning and construction of the line with
3 HCRMA to ensure that: (1) electric utility structures are placed on the edge of our ROW
4 to ensure our roadway is completely crossed, and to avoid the need to re-locate
5 transmission facilities for the roadway; and (2) no segment be approved that would lie
6 *within* HCRMA's ROW, but instead, the utilities be ordered to parallel HCRMA's ROW.

7 **Q. DOES THIS CONCLUDE YOUR DIRECT TESTIMONY?**

8 **A. Yes.**

Pilar Rodriguez, PE**Professional Experience:****Hidalgo County Regional Mobility Authority**

April 2012 – Present

Executive Director

Responsible for implementation and management of policies adopted by the Authority's Board of Directors. Administer the Authority's Capital Improvement Plan for toll road infrastructure. Supervise the efforts of the Authority's Program Management Consultant as it relates to advance project development, design, construction and facility operation. Prepare complex reports and analysis, as well as public presentations. Provide technical assistance to public agencies and project stakeholders.

City of McAllen

January 2007 – April 2012

Assistant City Manager/Deputy Emergency Management Coordinator

November 2003 – January 2007

City Engineer/Public Works Director/Deputy Emergency Management Coordinator

July 1999 – November 2003

Deputy City Engineer/Director of Traffic Operations

January 1994 – July 1999

Designer/Engineering Coordinator

May 1992 – January 1994

Traffic Operations Supervisor

Responsible for administration of the Engineering, Street Maintenance, Drainage Maintenance, Solid Waste Collection, Renewable Resource, Fleet Maintenance, Facility Maintenance, Traffic Operations, Building Code Compliance, Environmental & Health Code Compliance and the Planning & Urban Development Departments. Administer the City's Capital Improvement Project program for facilities and infrastructure. Prepare complex reports and analysis, as well as public presentations. Provide technical assistance to all City departments and public agencies. Additionally, serve as the City's Deputy Emergency Management Coordinator.

Pharr Fire and Rescue

December 1986 to Present

Deputy Fire Chief – Volunteer

Administer and supervise the efforts of volunteer firefighters under the direction of the Fire Chief. Assist with fire suppression, fire prevention, rescue, training and emergency management activities. Assist with the preparation of department policies, procedures, reports and budgets. Operations Coordinator for the department's technical rescue team.

Pharr Police Department

1998 to 2003

Reserve Police Officer

Education:

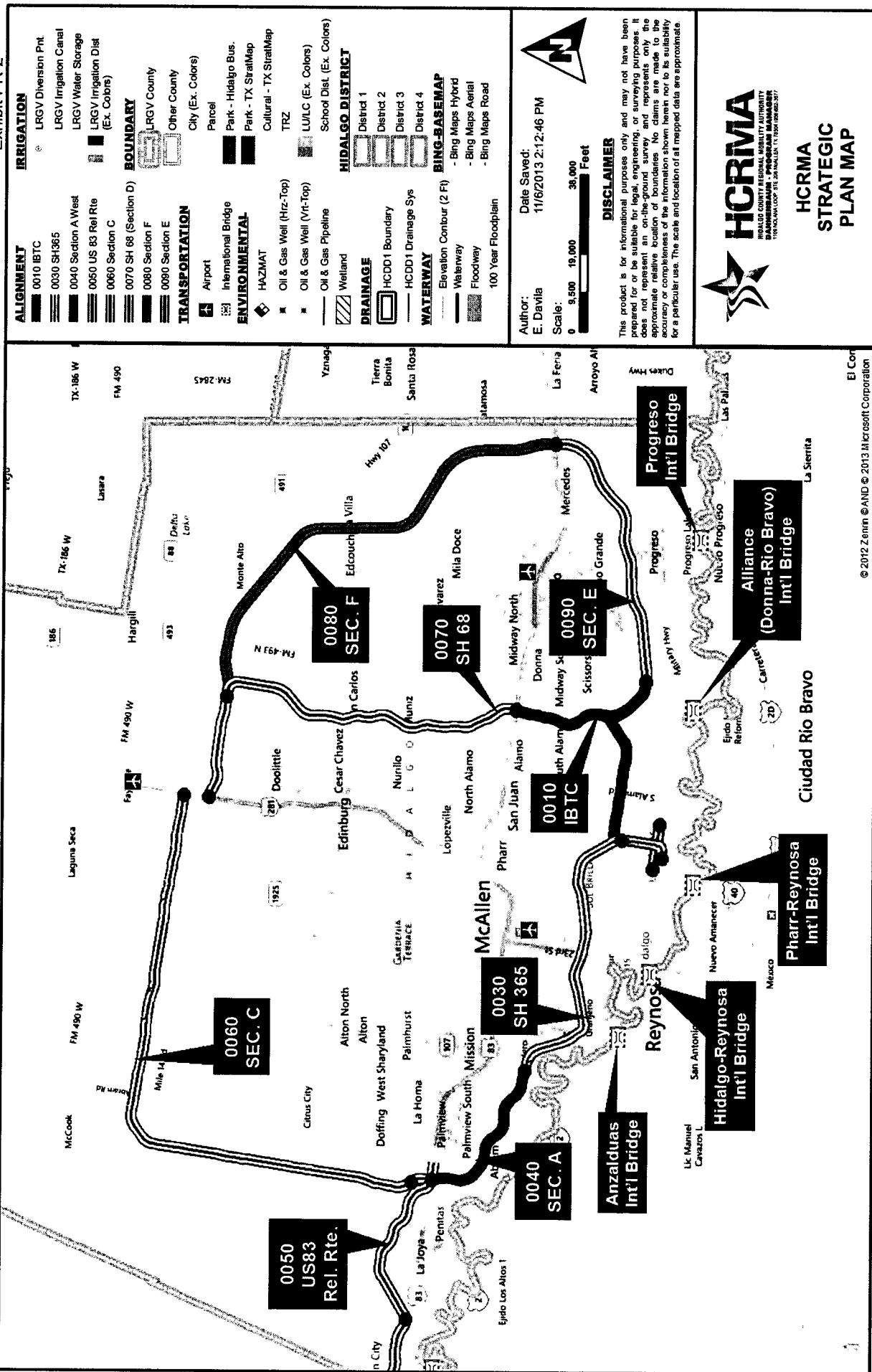
1992 – Bachelor of Science in Civil Engineering, Texas A&I University, Kingsville, Texas

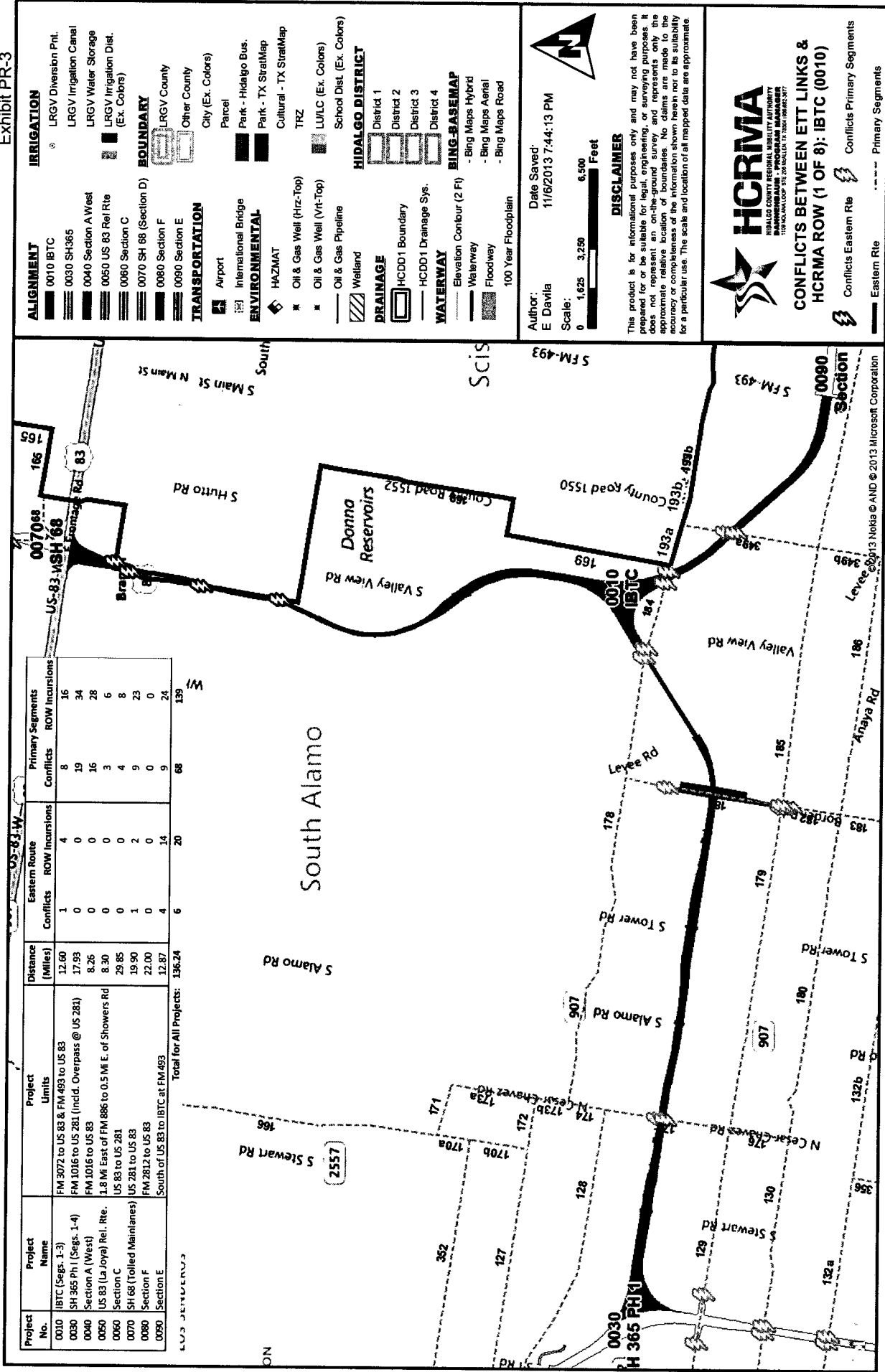
1987 – Diploma, PSJA High, San Juan, Texas

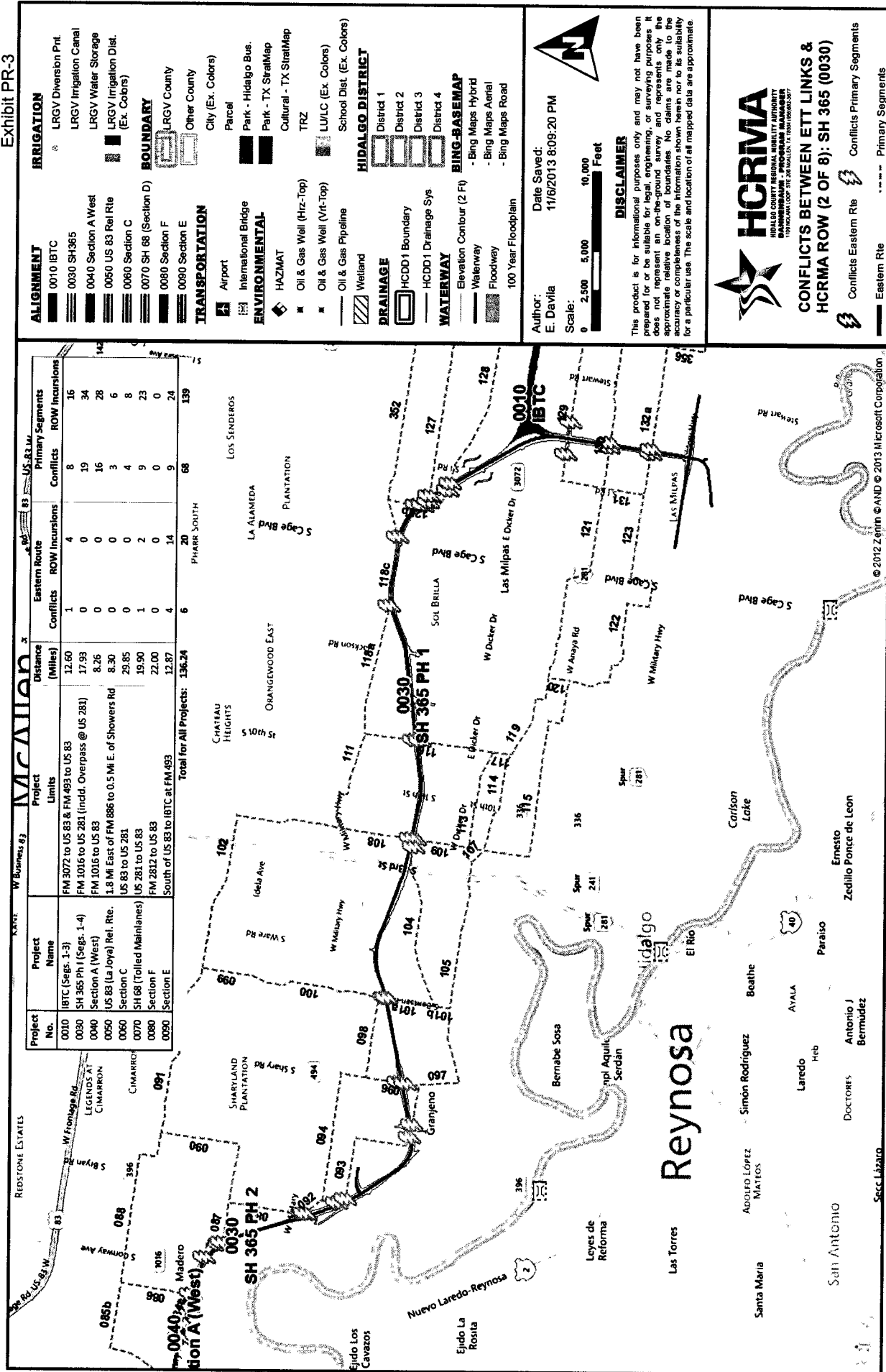
Certifications:

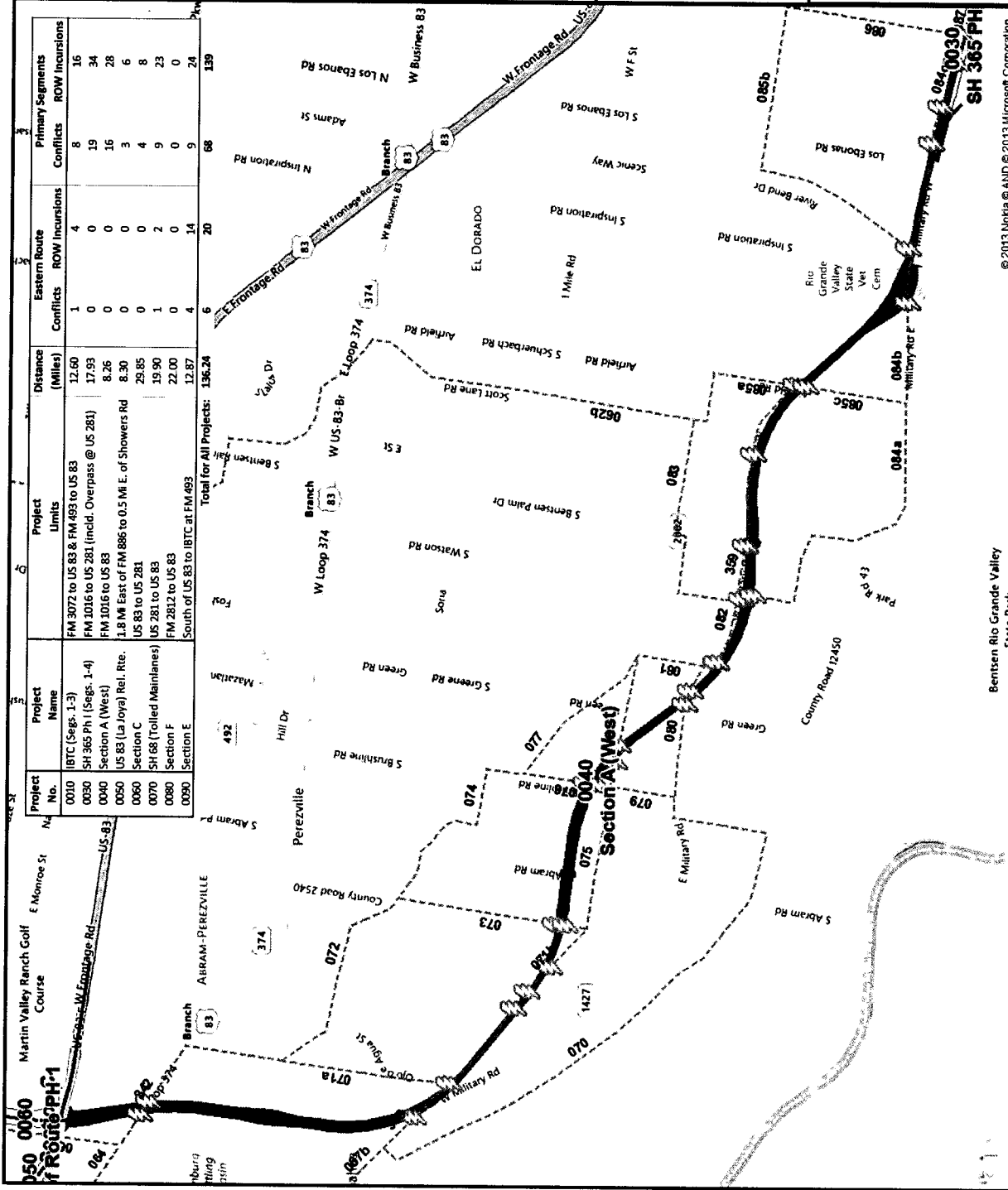
Licensed Engineer, 85567, Texas Professional Engineers Board

Advance Certified Volunteer Firefighter, State Fireman's & Fire Marshal's Association of Texas









Project No.	Project Name	Project Units	Distance (Miles)	Eastern Route Conflicts	ROW Incursions	Primary Segments Conflicts	ROW Incursions
0010	IBTC (Segs. 1-3)	FM 3072 to US 83 & FM 693 to US 83	12.60	1	4	8	16
0030	SH 365 PH (Segs. 1-4)	FM 1016 to US 281 (incl. Overpass @ US 281)	17.93	0	0	19	34
0040	Section A (West)	FM 1016 to US 83	8.26	0	0	16	28
0050	US 83 (La Joya) Rel. Rte.	1.8 MI East of FM 886 to 0.5 MI E. of Showers Rd	8.30	0	0	3	6
0060	Section C	US 83 to US 281	29.85	0	0	4	8
0070	SH 68 (Tolled Mainlines)	US 281 to US 83	19.90	1	2	9	23
0080	Section F	FM 2812 to US 83	22.00	0	0	0	0
0090	Section E	South of US 83 to IBTC at FM 693	12.87	4	14	9	24
Total for All Projects:			136.24	6	20	68	139

ALIGNMENT
 0010 IBTC
 0030 SH 365
 0040 Section A West
 0050 US 83 Rel Rte
 0060 Section C
 0070 SH 68 (Section D)
 0080 Section F
 0090 Section E

IRRIGATION
 LRGV Diversion Pnt
 LRGV Irrigation Canal
 LRGV Water Storage
 LRGV Irrigation Dist.
 (Ex. Colors)

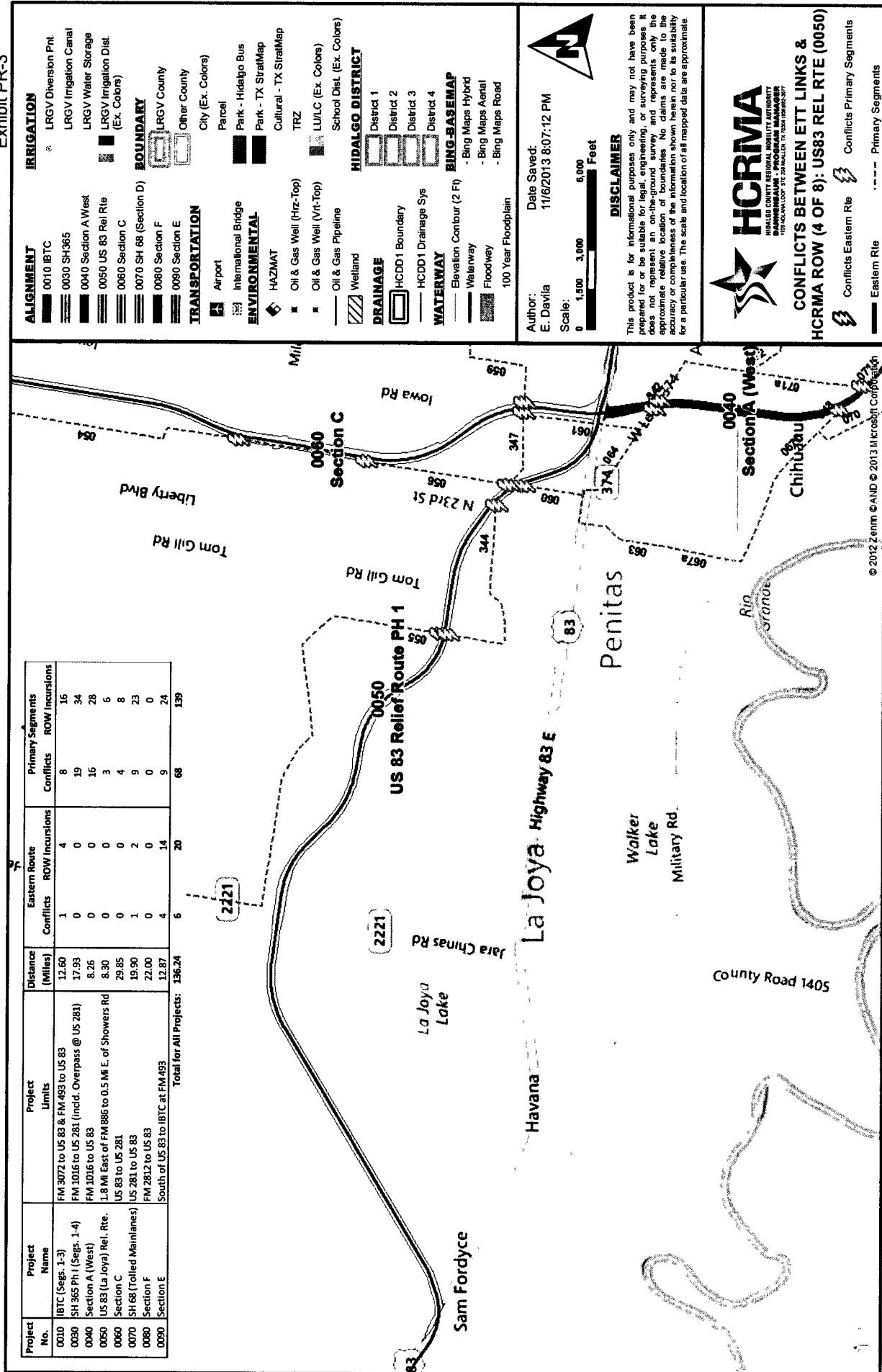
BOUNDARY
 LRGV County
 Other County
 City (Ex. Colors)
 Parcel

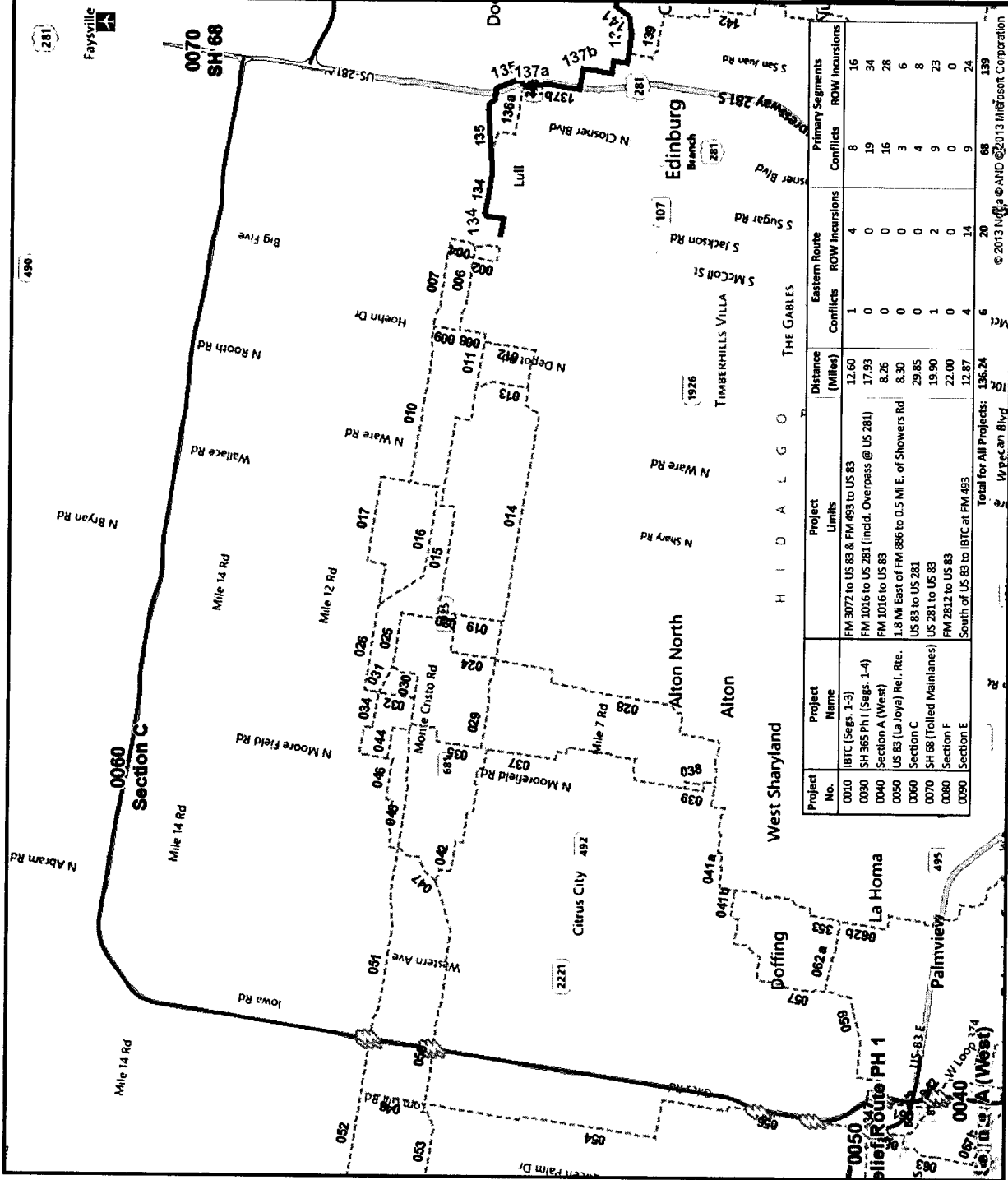
TRANSPORTATION
 Airport
 International Bridge
ENVIRONMENTAL
 HAZMAT
 Oil & Gas Well (Htz-Top)
 Oil & Gas Well (Vit-Top)
 Wellhead
 School Dist. (Ex. Colors)
 TRZ
 LULUC (Ex. Colors)
 Cultural - TX StratMap
 Park - Hidalgo Bus
 Park - TX StratMap
 Hidalgo District
 District 1
 District 2
 District 3
 District 4
WATERWAY
 Elevation Contour (2 Ft)
 Waterway
 Floodway
 100 Year Floodplain
BING-BASEMAP
 Bing Maps Hybrid
 Bing Maps Aerial
 Bing Maps Road

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Author:
 E. Davila
Date Saved:
 11/6/2013 8:07:39 PM
Scale:
 0 1,150 2,300 4,600 Feet

HCRMA
 HILL COUNTY REGIONAL METROPOLITAN AUTHORITY
 1100 HILL COUNTY LOOP STE 200 MOORE, TX 75804 (936) 863-3077
CONFLICTS BETWEEN ETT LINKS & HCRMA ROW (3 OF 8): SEC A (W) (0040)
 Conflicts Eastern Rte
 Conflicts Primary Segments
 Eastern Rte
 Primary Segments





- ALIGNMENT**
- 0010 IBTC
 - 0030 SH 365
 - 0040 Section A West
 - 0050 US 83 Rel Rte
 - 0060 Section C
 - 0070 SH 68 (Section D)
 - 0080 Section F
 - 0090 Section E
- BOUNDARY**
- LRGV County
 - Other County
 - City (Ex. Colors)
 - Parcel
 - Park - Hidalgo Bus.
 - Park - TX StratMap
 - Cultural - TX StratMap
 - TRZ
 - LULC (Ex. Colors)
 - School Dist. (Ex. Colors)
- TRANSPORTATION**
- Airport
 - International Bridge
 - HAZMAT
 - Oil & Gas Well (Hrz-Top)
 - Oil & Gas Well (Vrt-Top)
 - Oil & Gas Pipeline
 - Wellhead
- ENVIRONMENTAL**
- Wetland
- DRAINAGE**
- HCCD1 Boundary
 - HCCD1 Drainage Sys
- WATERWAY**
- Elevation Contour (2 Ft)
 - Waterway
 - Floodway
 - 100 Year Floodplain
- HIDALGO DISTRICT**
- District 1
 - District 2
 - District 3
 - District 4
- BING-BASEMAP**
- Bing Maps Hybrid
 - Bing Maps Aerial
 - Bing Maps Road

Author: E. Davila
Date Saved: 11/6/2013 8:03:07 PM
Scale: 0 4,100 8,200 16,400 Feet

DISCLAIMER

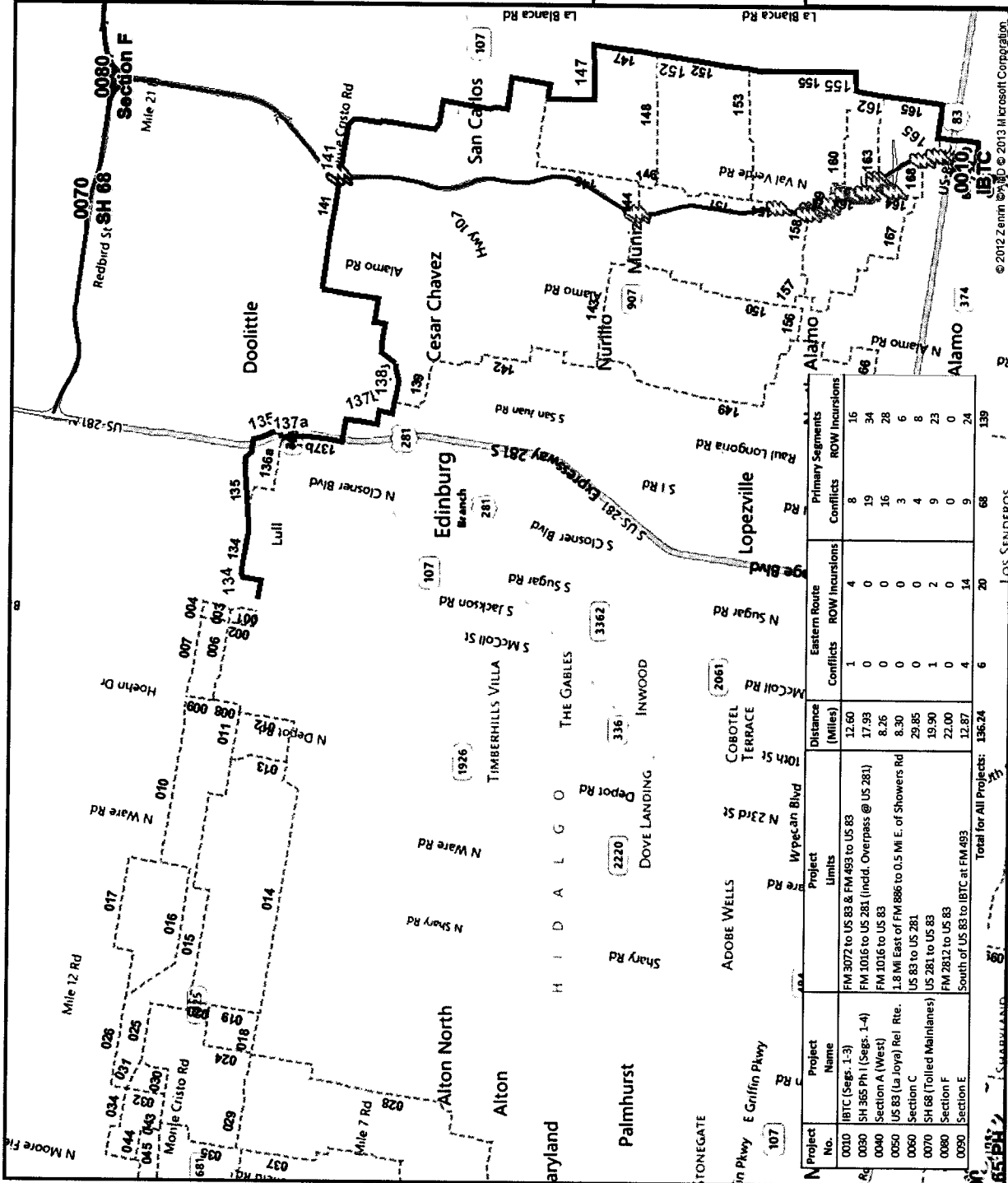
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HCRMA
HIDALGO COUNTY REGIONAL WATER AUTHORITY
BAYMONT AVENUE • PROGRAM MANAGER
1100 MCALPINE LOOP STE 200 DALLAS, TX 75243 (972) 367-1000

CONFLICTS BETWEEN ETT LINKS & HCRMA ROW (5 OF 8): SEC C (0060)

Conflicts Eastern Rte
Conflicts Primary Segments

Project No.	Project Name	Project Limits	Distance (Miles)	Primary Segments ROW Incursions	Conflicts	Eastern Rte ROW Incursions	Conflicts	Primary Segments ROW Incursions	Conflicts
0010	IBTC (Segs. 1-3)	FM 3072 to US 83 & FM 493 to US 83	12.60	1	4	0	0	16	8
0030	SH 365 Ph I (Segs. 1-4)	FM 1016 to US 281 (indd. Overpass @ US 281)	17.93	0	0	0	0	34	19
0040	Section A (West)	FM 1016 to US 83	8.26	0	0	0	0	28	16
0050	US 83 (La Joya) Rel. Rte. 1.8 MI East of FM 886 to 0.5 MI E. of Showers Rd	US 83 to US 281	8.30	0	0	0	0	6	3
0060	Section C	US 83 to US 281	29.85	0	0	0	0	8	4
0070	SH 68 (Tolled Mainlanes)	US 281 to US 83	19.90	1	2	0	0	23	9
0080	Section F	FM 2812 to US 83	22.00	0	0	0	0	0	0
0090	Section E	South of US 83 to IBTC at FM 493	12.87	4	14	0	0	24	9
Total for All Projects:			136.24	6	20	0	0	139	68



ALIGNMENT

- 0010 IBTC
- 0030 SH 1365
- 0040 Section A West
- 0050 US 83 Rel Rte
- 0060 Section C
- 0070 SH 68 (Section D)
- 0080 Section F
- 0090 Section E

BOUNDARY

- LRGV County
- Other County
- City (Ex. Colors)
- Parcel
- Park - Hidalgo Bus.
- Park - TX StratMap
- Cultural - TX StratMap
- TRZ
- LULC (Ex. Colors)
- School Dist. (Ex. Colors)

ENVIRONMENTAL

- HAZMAT
- Oil & Gas Well (Htz-Top)
- Oil & Gas Well (Vit-Top)
- Oil & Gas Pipeline
- Wellhead

TRANSPORTATION

- Airport
- International Bridge

DRAINAGE

- HCDD1 Boundary
- HCDD1 Drainage Sys

WATERWAY

- Elevation Contour (2 Ft)
- Waterway
- Floodway
- 100 Year Floodplain

HIDALGO DISTRICT

- District 1
- District 2
- District 3
- District 4

BING-BASEMAP

- Bing Maps Hybrid
- Bing Maps Aerial
- Bing Maps Road

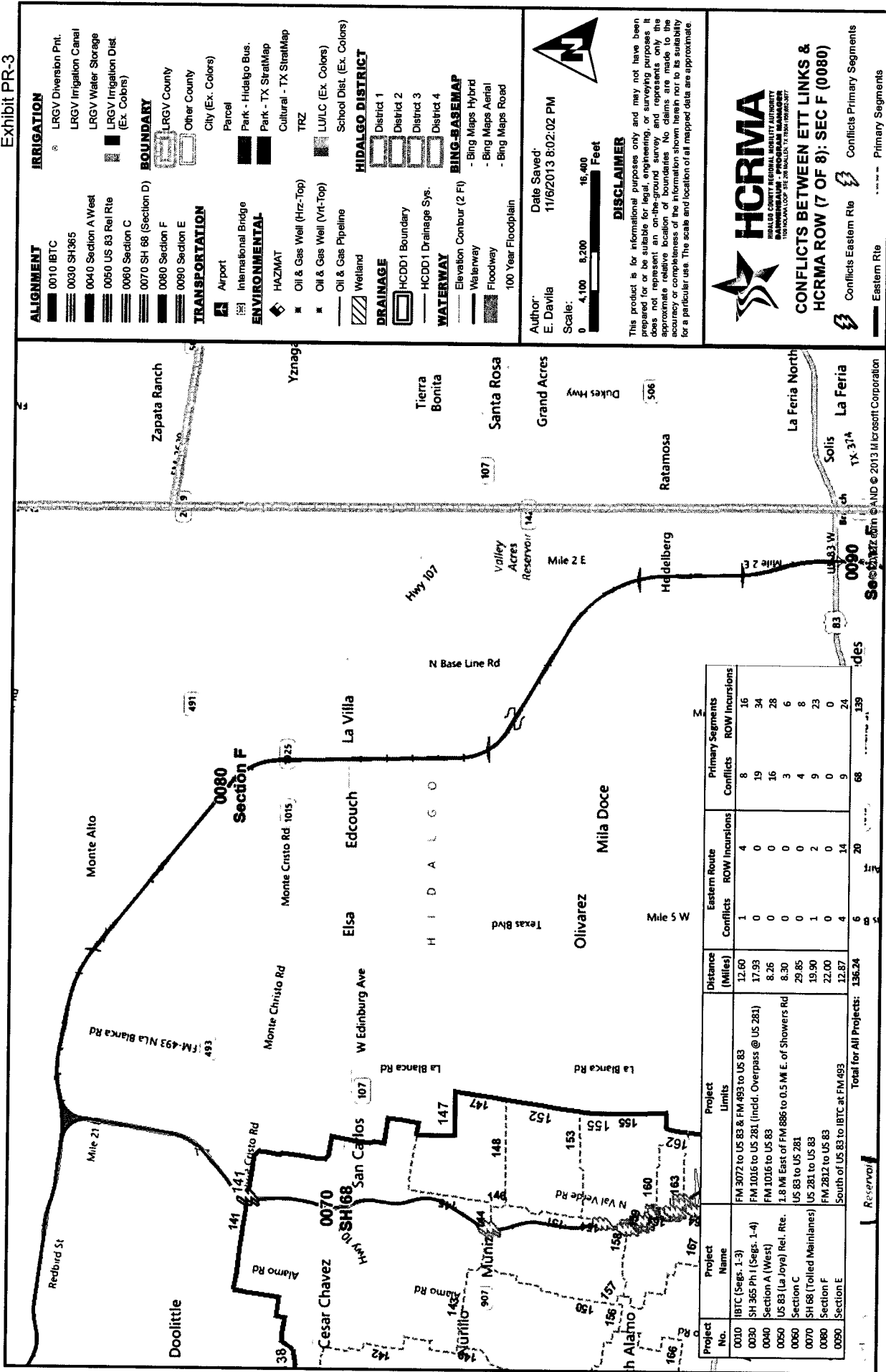
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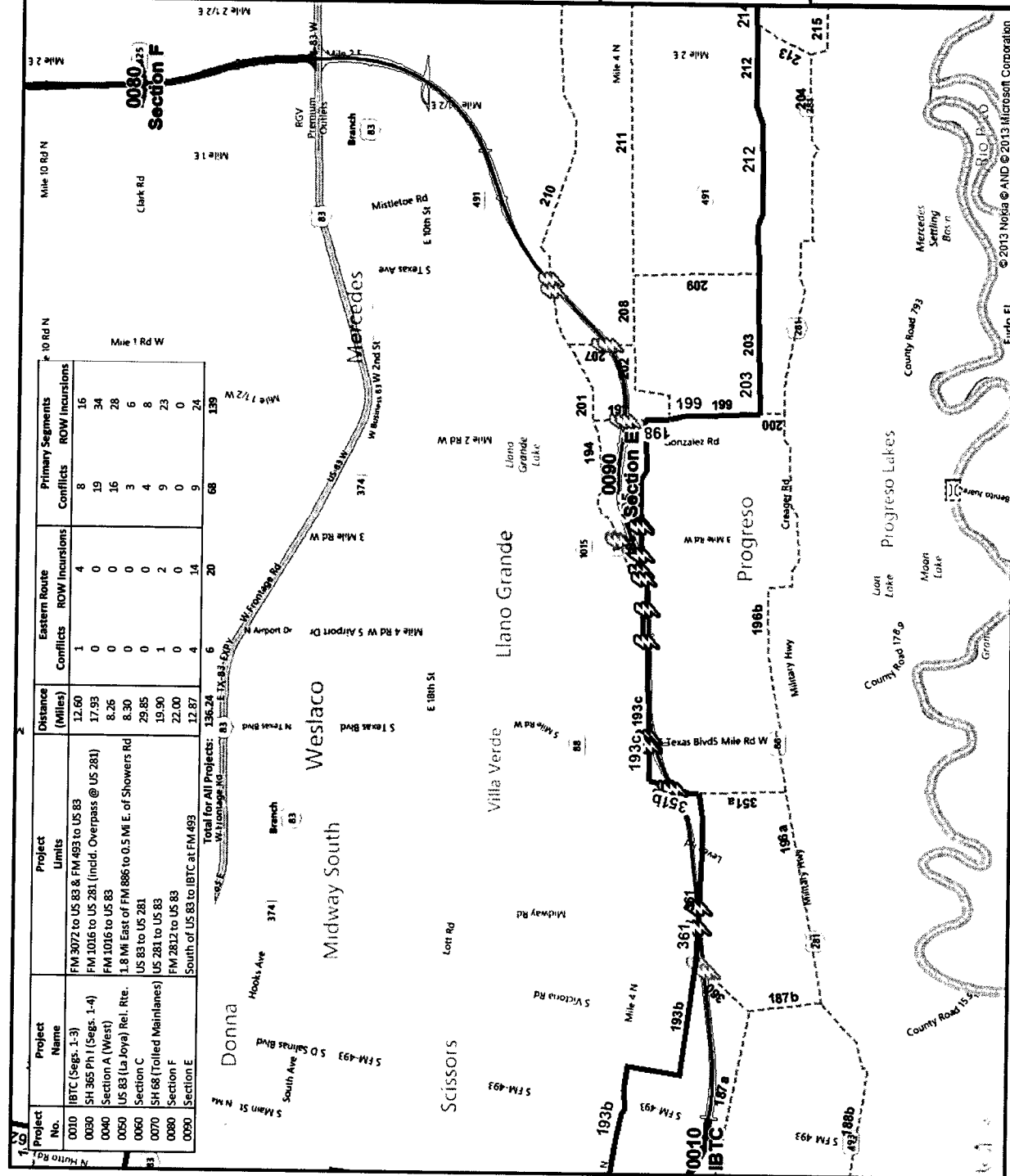
Author: E. Davila
Date Saved: 11/6/2013 6:02:35 PM
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Legend:

- Primary Segments
- Conflicts Eastern Rte
- Eastern Rte
- Primary Segments



Project No.	Project Name	Project Limits	Distance (Miles)	Conflicts	Eastern Route ROW Incursions	Primary Segments ROW Incursions
0010	IBTC (Segs. 1-3)	FM 3072 to US 83 & FM 493 to US 83	12.60	1	4	16
0030	SH 365 Ph I (Segs. 1-4)	FM 1016 to US 281 (incl. Overpass @ US 281)	17.93	0	0	34
0040	Section A (West)	FM 1016 to US 83	8.26	0	0	28
0050	US 83 (La Joya) Rel. Rte.	1.8 Mi East of FM 886 to 0.5 Mi E. of Showers Rd	8.30	0	0	6
0060	Section C	US 83 to US 281	29.85	0	0	8
0070	SH 68 (Tolled Mainlines)	US 281 to US 83	19.90	1	2	23
0080	Section F	FM 2812 to US 83	22.00	0	0	0
0090	Section E	South of US 83 to IBTC at FM 493	12.87	4	14	24
Total for All Projects:			136.24	6	20	139



ALIGNMENT

- 0010 IBTC
- 0030 SH 365
- 0040 Section A West
- 0050 US 83 Rel Rte
- 0060 Section C
- 0070 SH 68 (Section D)
- 0080 Section F
- 0090 Section E

IRRIGATION

- LRGV Diversion Pnt.
- LRGV Irrigation Canal
- LRGV Water Storage
- LRGV Irrigation Dist.
- (Ex. Colors)

BOUNDARY

- LRGV County
- Other County

TRANSPORTATION

- Airport
- International Bridge

ENVIRONMENTAL

- HAZMAT
- Oil & Gas Well (Hiz-Top)
- Oil & Gas Well (Vit-Top)
- Oil & Gas Pipeline
- Wetland

DRAINAGE

- HCD01 Boundary
- HCD01 Drainage Sys.

WATERWAY

- Elevation Contour (2 Ft)
- Waterway
- Floodway
- 100 Year Floodplain

HIDALGO DISTRICT

- District 1
- District 2
- District 3
- District 4

BING-BASEMAP

- Bing Maps Hybrid
- Bing Maps Aerial
- Bing Maps Road

Legend:

- City (Ex. Colors)
- Parcel
- Park - Hidalgo Bus
- Park - TX StratMap
- Cultural - TX StratMap
- TRZ
- LULC (Ex. Colors)
- School Dist. (Ex. Colors)

Author: E. Davila

Date Saved: 11/6/2013 8:01:05 PM

Scale: 0 2,500 5,000 10,000 Feet

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HCRMA

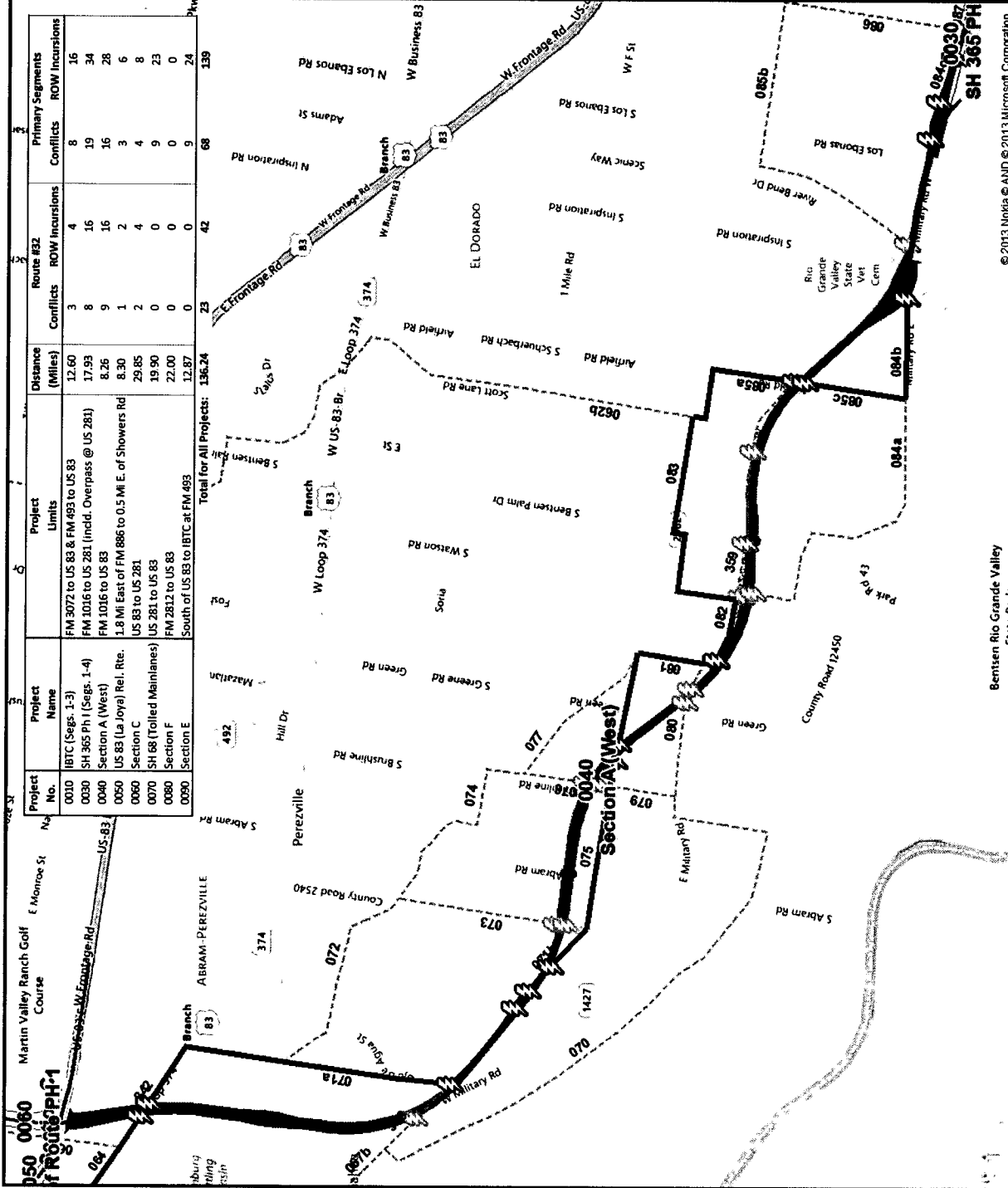
CONFLICTS BETWEEN ETT LINKS & HCRMA ROW (8 OF 8): SEC E (0090)

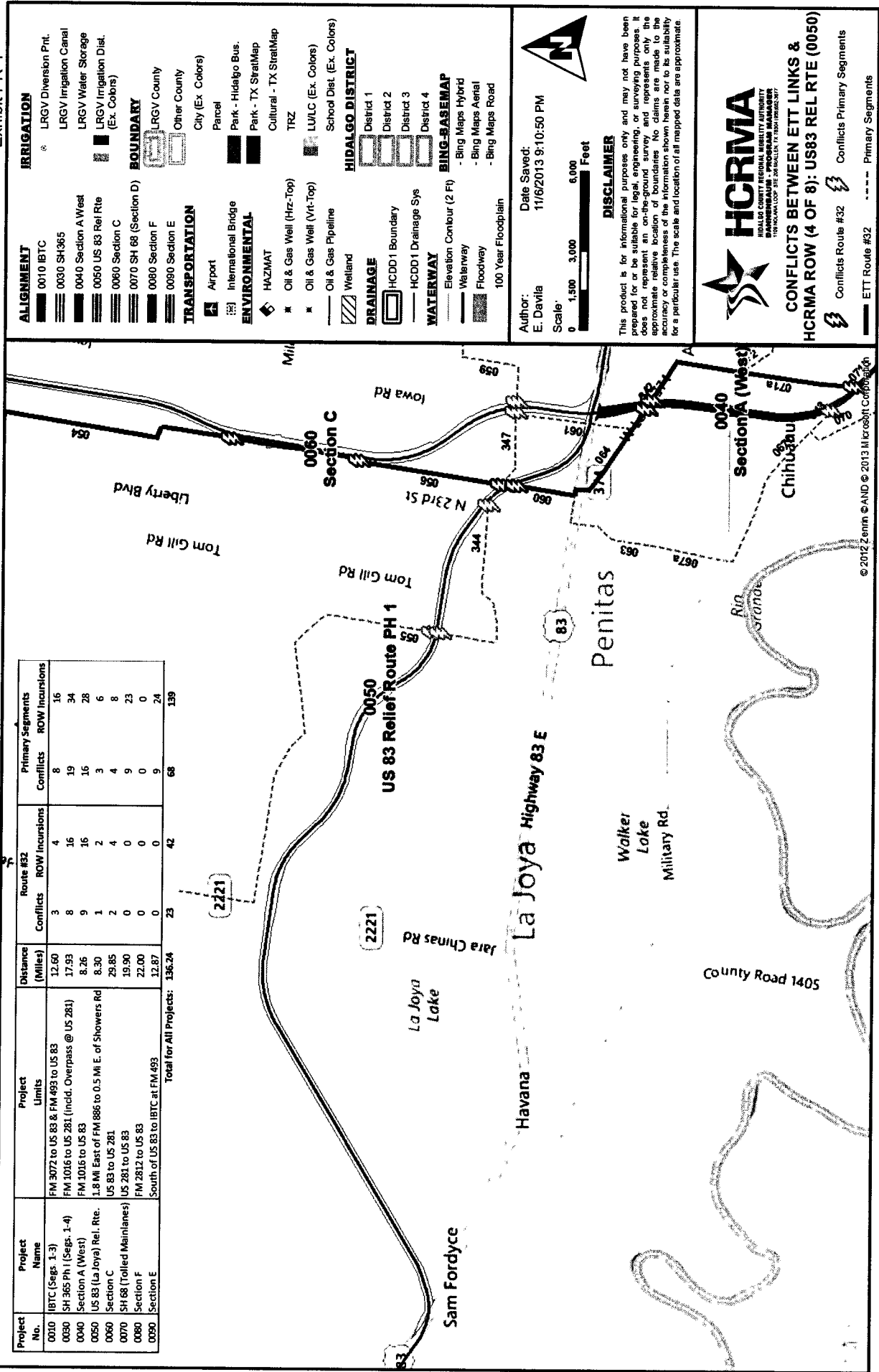
Conflicts Eastern Rte

Conflicts Primary Segments

Eastern Rte

Primary Segments





ALIGNMENT

- 0010 IBTC
- 0030 SH 365
- 0040 Section A West
- 0050 US 83 Rel Rte (Ex. Colors)
- 0060 Section C
- 0070 SH 68 (Section D)
- 0080 Section F
- 0090 Section E

BOUNDARY

- RGV County
- Other County
- City (Ex. Colors)
- Parcel

TRANSPORTATION

- Airport
- International Bridge

ENVIRONMENTAL

- HAZMAT
- Oil & Gas Well (Hrz-Top)
- Oil & Gas Well (Vrt-Top)
- TRZ
- LULUC (Ex. Colors)
- School Dist. (Ex. Colors)

WATERWAY

- Elevation Contour (2 Ft)
- Bing Maps Hybrid
- Bing Maps Aerial
- Bing Maps Road

DRAINAGE

- HCDD1 Boundary
- HCDD1 Drainage Sys

WATERWAY

- Elevation Contour (2 Ft)
- Bing Maps Hybrid
- Bing Maps Aerial
- Bing Maps Road

WATERWAY

- Elevation Contour (2 Ft)
- Bing Maps Hybrid
- Bing Maps Aerial
- Bing Maps Road

WATERWAY

- Elevation Contour (2 Ft)
- Bing Maps Hybrid
- Bing Maps Aerial
- Bing Maps Road

WATERWAY

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- Bing Maps Hybrid
- Bing Maps Aerial
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WATERWAY

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- Bing Maps Road

WATERWAY

- Elevation Contour (2 Ft)
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- Bing Maps Aerial
- Bing Maps Road

WATERWAY

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WATERWAY

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- Bing Maps Road

WATERWAY

- Elevation Contour (2 Ft)
- Bing Maps Hybrid
- Bing Maps Aerial
- Bing Maps Road

WATERWAY

- Elevation Contour (2 Ft)
- Bing Maps Hybrid
- Bing Maps Aerial
- Bing Maps Road

WATERWAY

- Elevation Contour (2 Ft)
- Bing Maps Hybrid
- Bing Maps Aerial
- Bing Maps Road



Author: E. Davila
Date Saved: 11/6/2013 9:10:50 PM
Scale: 0 1,500 3,000 6,000 Feet

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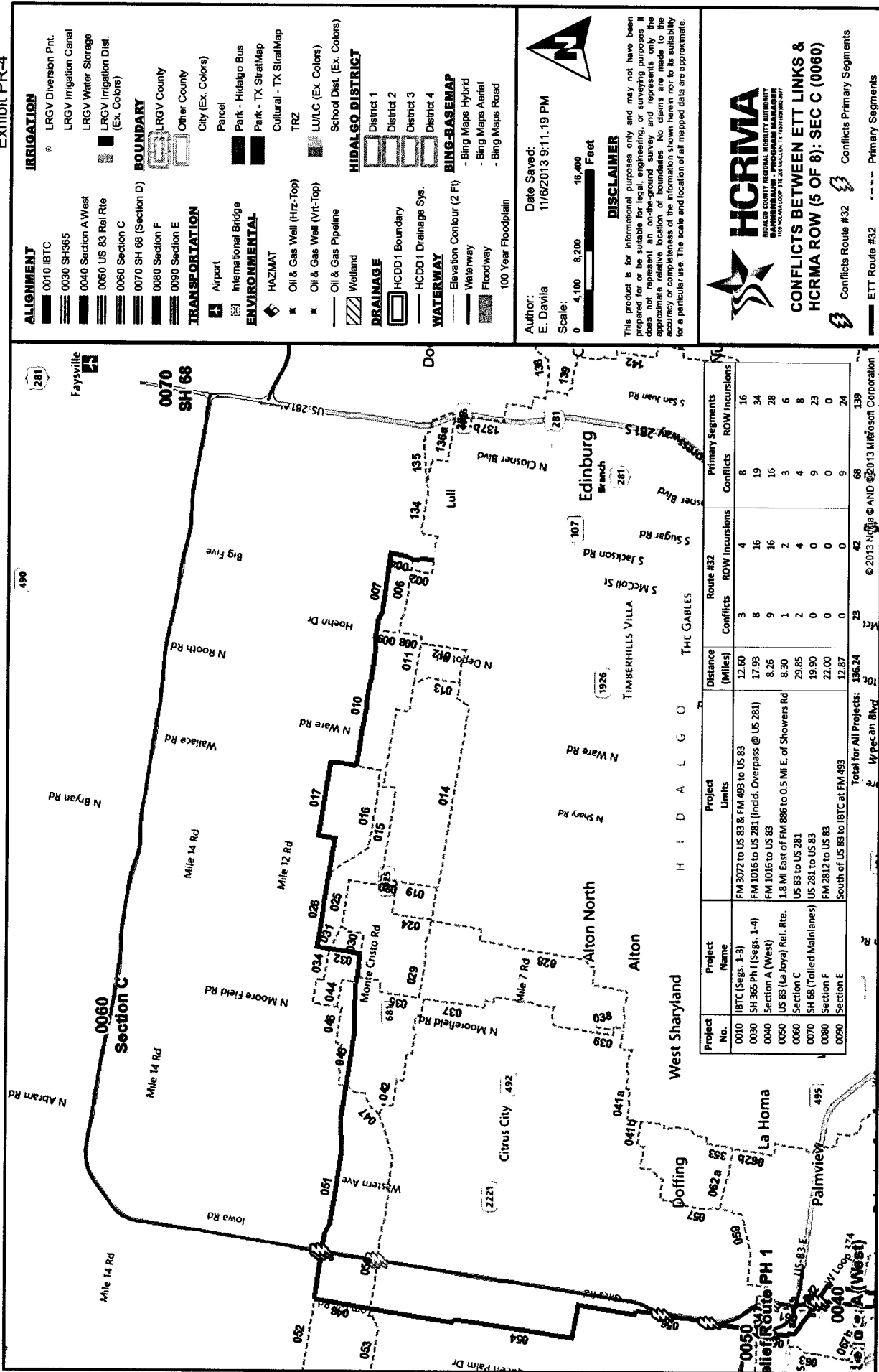
CONFLICTS BETWEEN ETT LINKS & HCRMA ROW (4 OF 8): US83 REL RTE (0050)

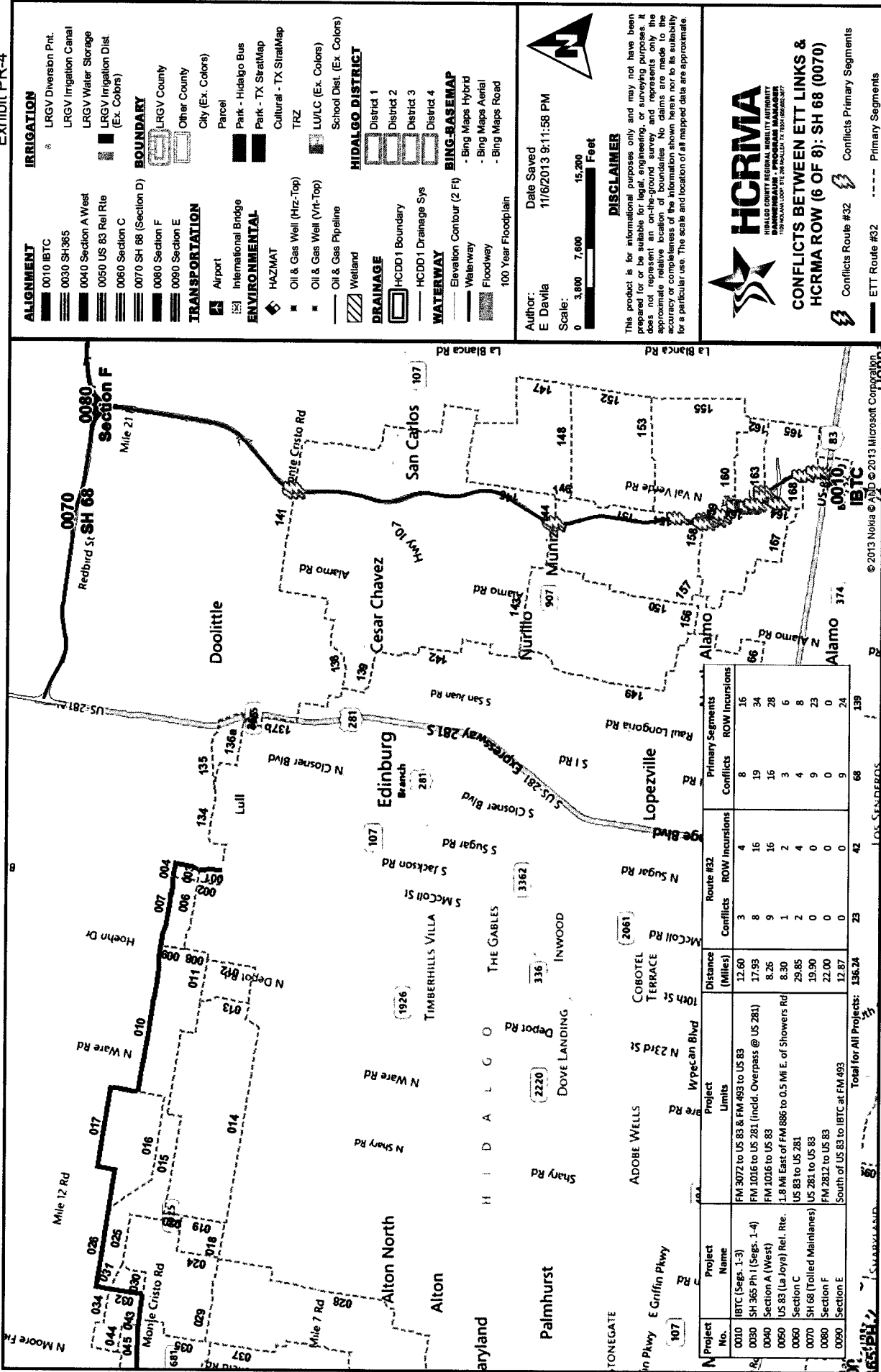
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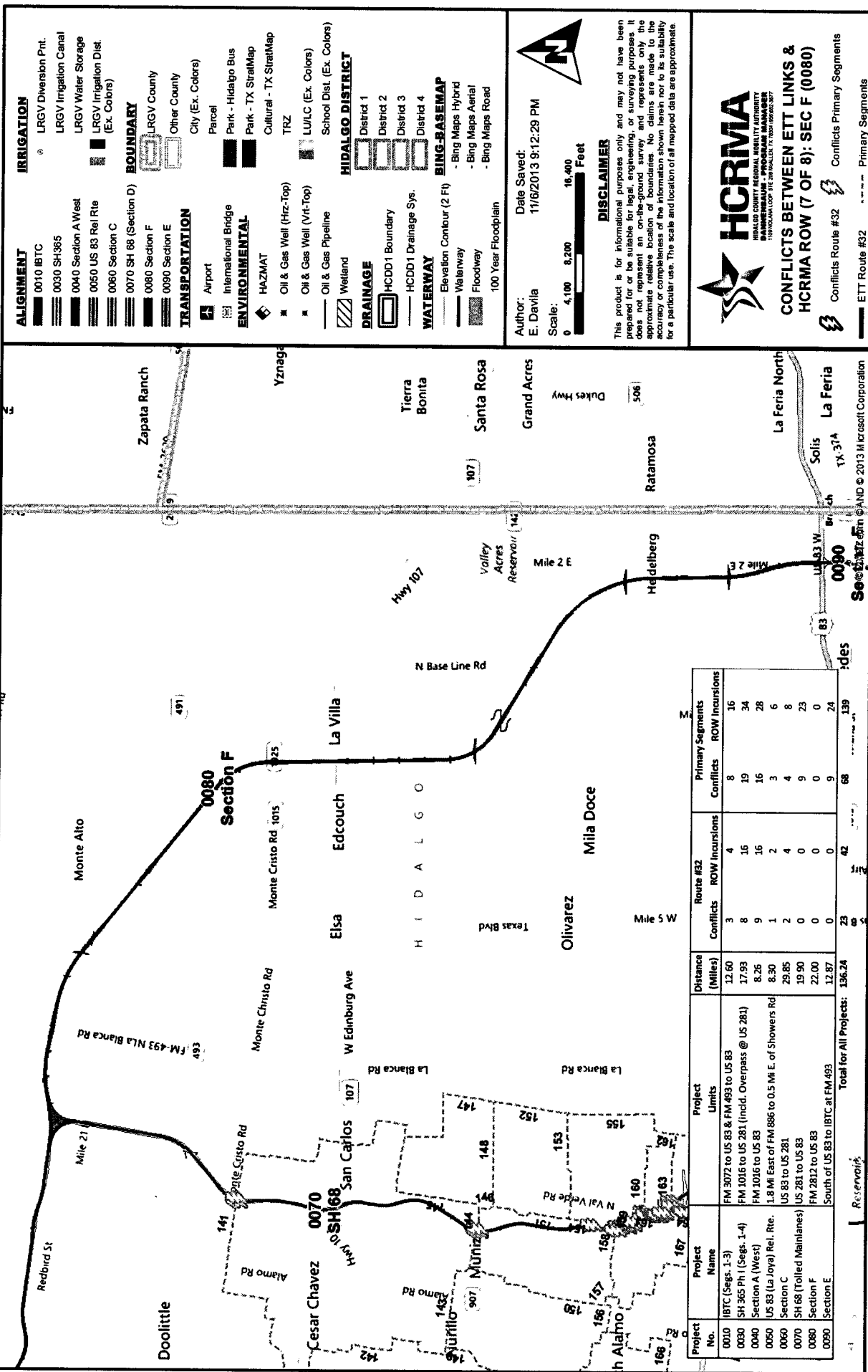
Conflicts Primary Segments

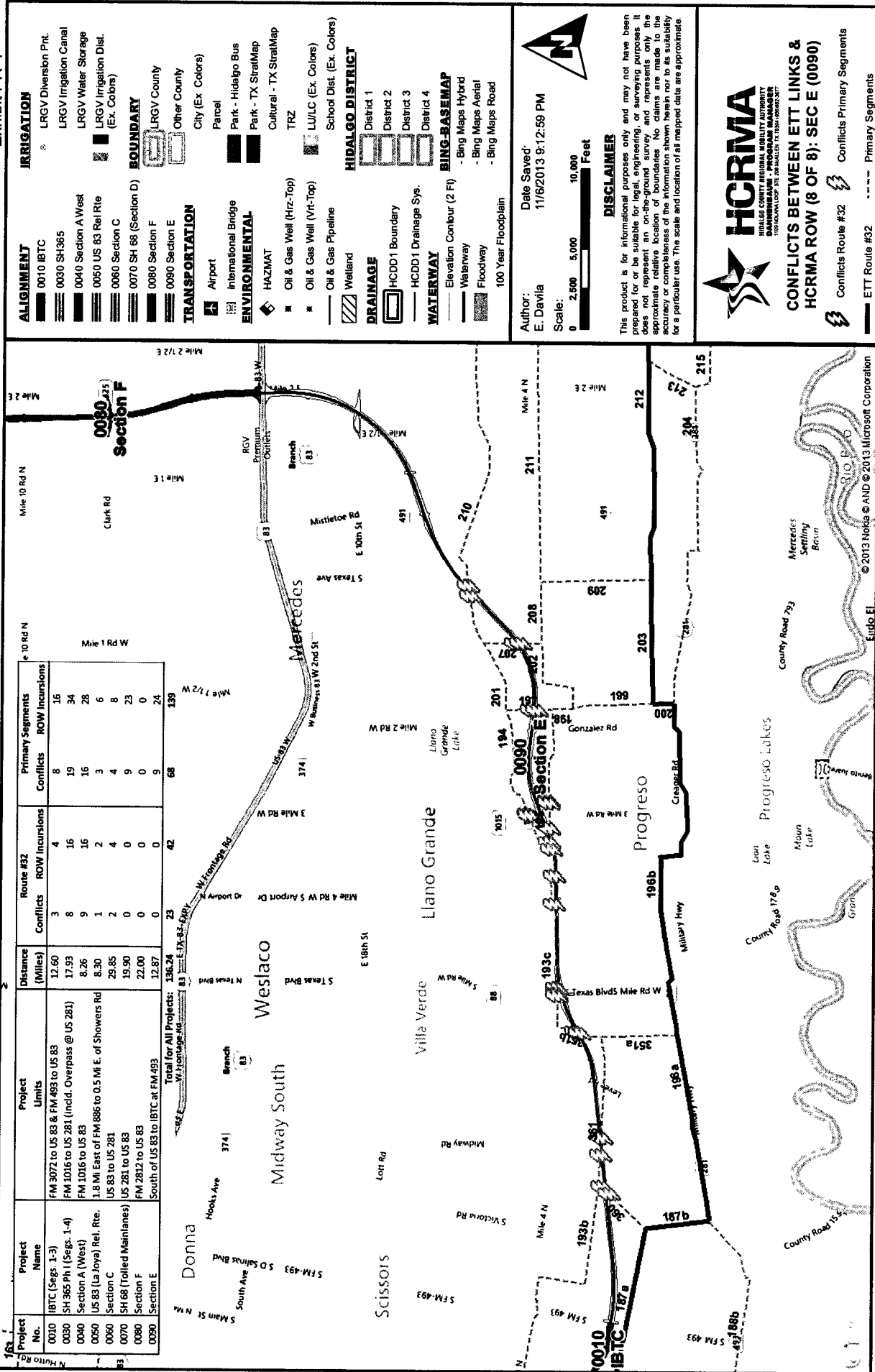
ETT Route #32

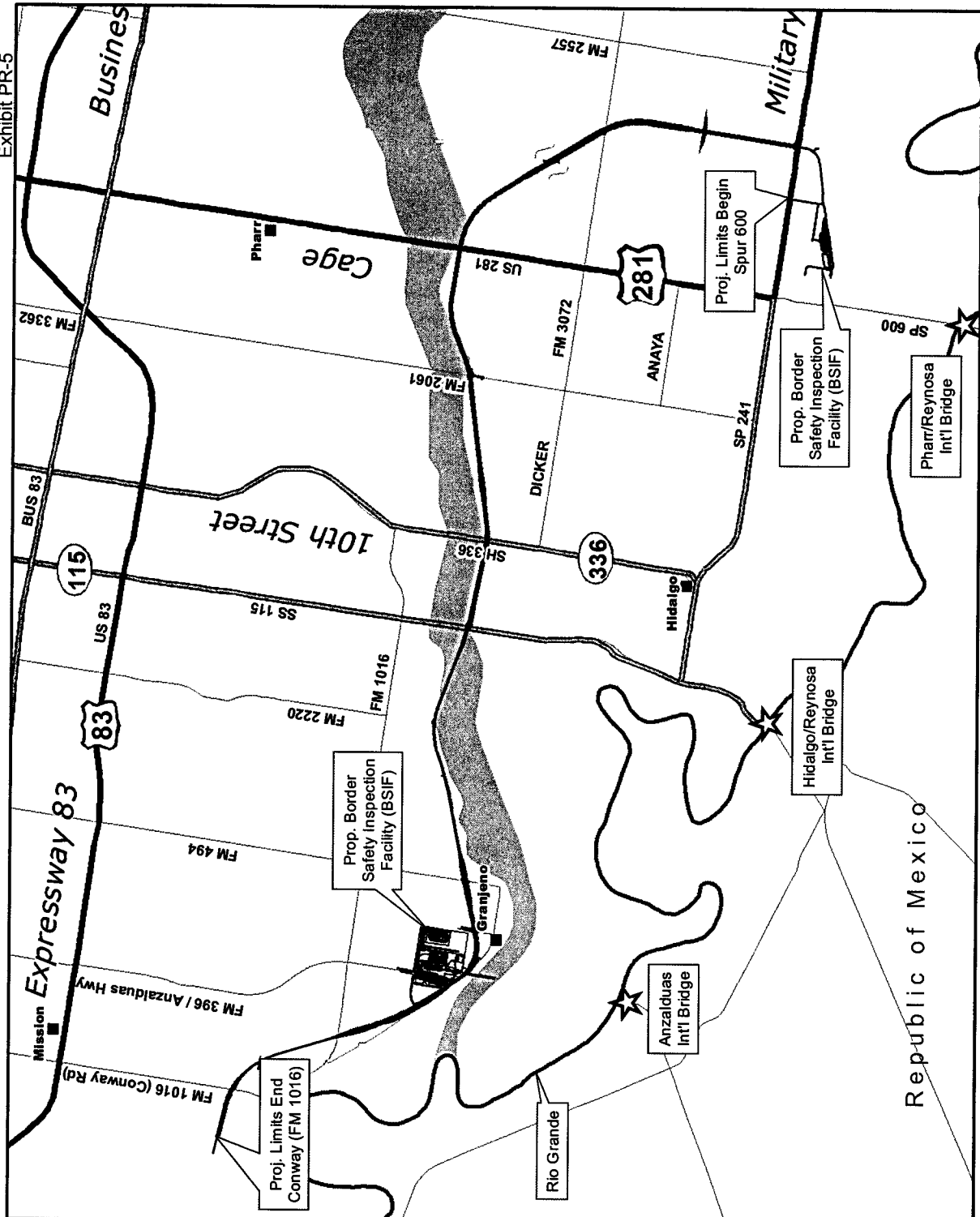
Primary Segments











SH 365 PROJECT LOCATION MAP

For Interim Review and Not Intended for Construction, Bidding, or Permit Purposes.

Legend

- Draft Pref Alignment
- Draft Right-of-Way
- Rio Grande

Author:
E. DAVILA

Date Saved:
9/5/2012 2:50:40 PM

SCALE:
0 1 2 Miles

