



Transportation Policy Board Meeting  
Wednesday February 28, 2024

**FULL POLICY BOARD MEETING AGENDA**

**Wednesday, February 28, 2024 – 1:30 PM**

**RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION (RGVMPO)**

*Pursuant to Chapter 551, Title 5 of the Texas Government Code, the Texas Open Meeting Act, NOTICE IS HEREBY GIVEN that a meeting of the RGVMPO POLICY BOARD will be held In Person at the LRGVDC Main Campus, 301 W. Railroad Street, Building B, Ken Jones Executive Board Room in Weslaco, TX.*

**I. Call to Order**

**II. Roll Call**

**III. Public Comments –** May be submitted online or may be submitted on a paper form specifying the matter you wish to address.

**IV. Action & Discussion Items**

**A. Approval of minutes for: January 31, 2024. [Page 7](#)**

Action                       Possible Action                       Information

**Presenter:**     Commissioner David L. Fuentes, Chairman

**Summary:**     Approval of the January 31, 2024, Regular Meeting minutes

**B. Consideration and Action to Approve Resolution 2024-03 Concurring with the TxDOT Initiative to Prevent Federal Fund Lapse [Page 12](#)**

Action                       Possible Action                       Information

**Presenter:**     RGVMPO/TxDOT

**Summary:**     The RGVMPO is working with TxDOT and is presenting a TxDOT initiative to ensure carryover federal funds are obligated and successfully reimbursed for the RGV. Therefore, TxDOT is proposing a swap of FY 2024 STP MM to STP Flex.

**Background:**     TxDOT currently has a remaining balance of MPO apportionment. These funds are referred to as Carryover which risk lapsing if they are not obligated. Therefore, TxDOT is proposing swapping STP MM funds on FY 2024 projects within MPO boundaries to STP.

**C. Consideration and Action to Approve Resolution 2024-07 Programing 5310 Program Funds [Page 21](#)**

Action                       Possible Action                       Information

**Presenter:**     Eva Garcia, RGVMPO Planner III

**Summary:**     RGVMPO Staff recommends awarding the full funding request of two (2) Metro McAllen projects and partially funding to one (1) Valley Metro. Staff will present the project scores and coordination prior to requesting action.

**Background:** The Federal Transit Administration (FTA) provides formula funding in the form of the 5310 Program to states and designated recipients to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The RGVMPPO follows the LRGVDC's 5310 Program Management Plan (PMP) which describes the process for administering, managing, programming, selection, and overseeing the implementation of the projects.

**D. Discussion and Action on FY 24-25 Unified Planning Work Program Amendment # 2 [Page 34](#)**

**Action**                       **Possible Action**                       **Information**

**Presenter:** **Fernando Cantu, RGVMPPO Transportation Planner III**

**Summary:** Revising the UPWP to incorporate language pertaining to legal services from attorneys and engaging in hiring firm services.

**Background:** A UPWP is a biennial statement of work identifying the planning priorities and activities to be carried out within the Rio Grande Valley Metropolitan Planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, timeframes for completing the work, the cost of the work, and the source(s) of funds.

**E. Consideration and Action to Approve Resolution 2024-06 2023 Throughfare Plan Amendments [Page 75](#)**

**Action**                       **Possible Action**                       **Information**

**Presenter:** **Alma Provencio, RGVMPPO GIS Specialist**

**Summary:** The RGVMPPO is presenting and seeking adoption of the 2023 Thoroughfare Plan Process amendments received. (Resolution 2024-06 to be presented to Policy Committee for Approval on February 28, 2024) The Amendments will be presented to County Commissioner's Courts in March upon Transportation Policy Board adoption.

**Background:** The RGVMPPO performs a yearly Thoroughfare Plan Amendment Process. Where planning partners throughout the region are asked to compare their jurisdiction's Right of Way (ROW) data with the RGVMPPOs UMAP Interactive Map Thoroughfare Plan Data and provide any amendments to the data reflected.

**F. Consideration and Action to Approve Resolution 2024-04 regarding Federal Functional Classification of East Loop CSJ 0921-06-315 & Surrounding Facilities [Page 75](#)**

**Action**                       **Possible Action**                       **Information**

**Presenter:** **Luis Diaz, RGVMPPO Interim Executive Director**

**Summary:** The RGVMPPO is presenting amendments to the current Federal Functional Classification network in support of East Loop. In addition, after thorough coordination with TxDOT and FHWA various facilities surrounding East Loop amendments are also being presented to accommodate FC amendments to East Loop. (Resolution 2024-04 to be presented to Policy Committee for Approval on February 28, 2024) Official Federal Functional Classification Packet is being developed by RGVMPPO staff in coordination with the CCRMA and TxDOT.

**Background:** Federal legislation continues to use functional classification in determining eligibility for funding under the Federal-aid program. Transportation agencies describe roadway system performance, benchmarks, and targets by functional classification. As agencies continue to move towards a more performance-based management approach, functional classification will be an increasingly important consideration in setting expectations and measuring outcomes for preservation, mobility, and safety.

**G. Consideration and Action to Approve Resolution 2024-05 regarding the Federal Functional Classification of Russell Road [Page 82](#)**

**Action**                                       **Possible Action**                                       **Information**

**Presenter:** Luis Diaz, RGVMPD Interim Executive Director

**Summary:** The RGVMPD is presenting FHWA Recommendation to further expand the Federal Functional Classification to plan for future developments. From Rooth Road Avenue To: Sugar Road (Resolution 2024-05 to be presented to Policy Committee for Approval on February 28, 2024) Official Federal Functional Classification Packet is being developed by RGVMPD staff in coordination with TxDOT.

**Background:** Federal legislation continues to use functional classification in determining eligibility for funding under the Federal-aid program. Transportation agencies describe roadway system performance, benchmarks, and targets by functional classification. As agencies continue to move towards a more performance-based management approach, functional classification will be an increasingly important consideration in setting expectations and measuring outcomes for preservation, mobility, and safety.

**H. Discussion and Possible Action on Transportation Alternatives Set-Aside (TASA; also known as Category 9) Projects [Page 85](#)**

**Action**                                       **Possible Action**                                       **Information**

**Presenter:** Eva Garcia, RGVMPD Planner III

**Summary:** RGVMPD Staff will report the status of FY2019-2020 projects (working to reimburse funds), FY2021-2022 projects (working to obligate funds) and FY2023-2024 projects (recently programmed) to ensure transparency with the RGVMPD's policymakers and transportation officials. Members may take action by acknowledging the update as presented or members may choose to recommend award changes on one or more of the Transportation Alternatives Set-Aside (TASA) projects.

**Background:** RGVMPD Staff has been regularly communicating with RGVMPD TAC & Policy Members regarding TASA projects to ensure the timely obligation and reimbursement of programmed funds. Staff continues to work with the Texas Department of Transportation Pharr District (TxDOT) and Local Government (LG) project sponsors to provide these updates to RGVMPD Members. Thank you to all those involved for their continued communication and coordination.

## V. Presentations & Reports

### A. Presentation and Discussion regarding Greenhouse Gas Emissions Deadline [Page 96](#)

Action  Possible Action  Information

**Presenter:** Klarissa Gonzalez, RGVMPPO Transportation Planner I

**Summary:** As the result of a newly established performance measure intended to improve environmental sustainability, all MPOs (attainment and nonattainment) are now required to measure and report 4-year declining targets of tailpipe CO2 emissions resulting from transportation on the National Highway System. The RGVMPPO will establish a regional target based off the set statewide target no later than August 1st. Performance measurement and reporting will utilize the calculated annual tailpipe CO2 emissions from the year 2022 as a baseline. This process will be repeated with new baseline calculations and set targets in four years.

**Background:** On December 7th, 2023, FHWA released a final rule to amend the Code of Federal Regulations establishing a new performance measure related to tailpipe greenhouse gas emissions resulting from transportation on the National Highway System. MPOs must adopt targets no later than 180 days after the State targets are adopted. There are no specific penalties for failing to achieve GHG targets, but if it is determined that significant progress is not made, the state DOT must document actions that will be taken to achieve its target in the future.

### B. Presentation and Discussion regarding the Congestion Management Process Subcommittee [Page 104](#)

Action  Possible Action  Information

**Presenter:** Klarissa Gonzalez, RGVMPPO Transportation Planner I

**Summary:** The RGVMPPO is inviting stakeholders to join a subcommittee consisting of 5 to 10 members aimed at contributing insight and feedback towards the development of a Congestion Management Process. This subcommittee will convene virtually once a month in March, April, and May, totaling three meetings. Discussions will revolve around establishing regional goals for alleviating traffic congestion, assessing congestion challenges and requirements, and pinpointing strategies for implementation. To participate in this subcommittee, please send your contact details to [kgonzalez@RGVMPO.org](mailto:kgonzalez@RGVMPO.org).

**Background:** The Congestion Management Process (CMP) is a federally mandated document sustained by Metropolitan Planning Organizations with populations over 200,000. The purpose of a CMP is to identify, analyze, and monitor traffic congestion in urban areas to provide data-driven implementation strategies that are to be evaluated for effectiveness over time. The RGVMPPO is required to have this document completed by August for the 2024 certification review.

### C. RGVMPPO Executive Director's Report and Updates [Page 109](#)

Action  Possible Action  Information

**Presenter:** Luis Diaz, RGVMPPO Interim Executive Director

**Summary:**

1. Budget Update
2. RGVMPPO individual meeting request ([aestrada@rgvmppo.org](mailto:aestrada@rgvmppo.org))
3. Project Readiness Subcommittee Meeting Scheduled for Thursday, March 14th at 11:30AM (In-person; following regular TAC meeting.
4. MPO101 Follow Up

**D. TxDOT Project Status Report [Page 111](#)**

Action                                       Possible Action                                       Information

Presenter: TxDOT Pharr Area Office Staff

**E. Cameron County RMA [Page 145](#)**

Action                                       Possible Action                                       Information

Presenter: Eric Davila, Cameron County Chief Development Engineer

**F. Hidalgo County RMA [Page 196](#)**

Action                                       Possible Action                                       Information

Presenter: Ramon Navarro, Hidalgo County RMA Chief Construction Engineer

**G. Transit Report [Page 217](#)**

Action                                       Possible Action                                       Information

Presenter: Jon Jay Bocanegra, McAllen Metro

**VI. Other Business (Old or New): This item provides an opportunity for members to bring items of interest before the group.**

- A. The next RGVMPPO Policy Board Meeting is scheduled for 1:30pm on March 27, 2024.

**IV. Action & Discussion Items**

**A. Approval of minutes for: January 31, 2024.**

**Action**                       **Possible Action**                       **Information**

**Presenter: Commissioner David L. Fuentes, Chairman**

**Summary:** Approval of the January 31, 2024, Regular Meeting minutes

**Meeting of the Rio Grande Valley Metropolitan Planning Organization**  
**RGVMPO POLICY BOARD SPECIAL MEETING**  
**Thursday, January 31, 2024 – 1:30 PM**

**MINUTES**

**Presiding: Chairman Commissioner David L. Fuentes (Hidalgo County)**

**I) Call to Order**

Chairman Commissioner David L. Fuentes called the Transportation Policy Board meeting to order at 1:30 P.M., and a quorum was established. The Meeting was held in person with members present.

**II) Roll Call**

**RGVMPO Transportation Policy Board Representatives in attendance were as follows:**

| <b>Members Present:</b> |   |
|-------------------------|---|
| <b>Entity</b>           | <b>Individual</b>   |
| Hidalgo County          | Comm. David L. Fuentes (Chairman) – PRESENT<br>Comm. Everardo Villarreal (Proxy) -      |
| City of Brownsville     | Mayor John Cowen (Vice-Chairman) – PRESENT<br>Helen Ramirez (Proxy)                     |
| Cameron County          | Judge Eddie Treviño, Jr. -PRESENT<br>Com. David Garza (Alternate)                       |
| City of McAllen         | Mayor Javier Villalobos (Designee)<br>Eduardo Mendoza (Proxy) - PRESENT                 |
| City of Edinburg        | Mayor Ramiro Garza (Designee) - PRESENT<br>Comm. Daniel “Dan” Diaz (Alternate)          |
| City of Mission         | Mayor Norie Gonzalez Garza (Designee)<br>City Manager (Alternate) – PRESENT             |
| City of Harlingen       | Mayor Norma Sepulveda (Designee)<br>Gabriel Gonzalez (Alternate) - PRESENT              |
| City of Pharr           | Mayor Ambrosio “Amos” Hernandez (Designee) – PRESENT<br>Comm. Daniel Chavez (Alternate) |
| Starr County            | Judge Eloy Vera (Designee)<br>Reyna Guerra Proxy – PRESENT                              |
| City of San Benito      | Mayor Ricardo “Rick” Guerra (Designee) – PRESENT<br>Manuel De La Rosa (Alternate)       |
| Cameron County RMA      | Frank Parker, Jr. (Designee)<br>Arturo A. Nelson (Alternate) – PRESENT                  |
| Hidalgo County RMA      | S. David Deanda Jr. (Designee)<br>Ramon Navarro, V. (Proxy) - PRESENT                   |
| Valley Metro            | Tom Logan (Designee) - PRESENT<br>Nancy Sanchez (Alternate) - PRESENT                   |
| TxDOT Pharr District    | Pedro “Pete” Alvarez (Designee) - PRESENT<br>Rex A. Costley (Alternate)                 |
|                         |   |
|                         |   |
| <b>EX-OFFICIO</b>       |   |
| LRGVDC                  | Manuel Cruz   |
| LRGVDC                  | Javier Dominguez  |
|                         |   |
| <b>GUEST</b>            |   |
|                         |   |
|                         |   |
| <b>Others Present:</b>  |   |
| RGVMPO                  | Luis Diaz   |
| RGVMPO                  | Staff   |



### III) PUBLIC COMMENT

Speaker: Brian Boardley

Comment: Brian Boardley, representing Rapture Consulting, expressed concerns regarding transit in the Lower Rio Grande Valley area. He noted that despite attending several meetings, there hasn't been a clear overview of the regional plan from all stakeholders involved. Boardley emphasized the importance of understanding how transportation initiatives fit into the broader regional scheme. He suggested that future meetings should include presentations outlining the region's plan and how transportation efforts align with it. Boardley also mentioned having observations and recommendations but highlighted the lack of context provided by the absence of a comprehensive regional plan.

Chairman David L. Fuentes thanked Brian Boardley for his comment but stated that a response couldn't be provided in the moment since it wasn't part of the agenda. However, the RGVMPPO staff will address his comment in writing. Additionally, he encouraged Boardley to reach out to the RGVMPPO office for detailed information about projects and funds.

### IV) ACTION & DISCUSSION ITEMS

#### A. Approval of Minute(s) for December 13, 2023.

Consideration and Action to Approve the Minutes of December 13, 2023.

**No corrections were noted to the minutes of December 13, 2023. Motion to approve by Mayor Ambrosio Hernandez from the City of Pharr and it was seconded by Reyna Guerra from Starr County. The item was unanimously approved.**

#### B. Discussion and Action on the February 2024 Statewide Transportation Improvement Program (STIP) Revision Cycle.

Rodolfo Zamora provided an overview of the February 2024 STIP Revision Cycle, highlighting key points from the agenda packet. He noted 10 total revisions and seven administrative changes, with 17 changes on the highway side. Zamora mentioned an investment of over 1.76 billion across all funding categories for FY 2023 to 2026. The public development process included three in-person meetings, and approval was obtained from the technical advisory committee for the revisions and administrative changes.

Mr. Zamora discussed pending revisions for the May revision cycle, including projects from the Brownsville and Hidalgo County areas. Two projects from Brownsville, Dana Avenue and Old Alice Road, are slated to move into TIP years. Efforts are being made to accelerate these projects with the collaboration of partners such as TxDOT Pharr District and local government. He also mentioned pending administrative changes, particularly for the Old Alice Rd project in the Brownsville area. Zamora expressed optimism about addressing the Nolana loop phase administratively but highlighted the need to consider fiscal constraints. Meetings with the finance division of TxDOT and department at the district level are planned to address these issues.

Mayor Ramiro Garza inquired about the Freddy Gonzalez project, which Rudy Zamora elaborated on, highlighting changes in project scope and local contributions.

**Chairman Commissioner David Fuentes opened the floor for questions before entertaining a motion to approve the item. Ramon Navarro moved to approve, and Mayor Ricardo Guerra seconded the motion. Chairman Fuentes thanked everyone, and the item passed.**

#### C. Passenger Discussion and Action on the Adoption of Safety Performance Measures and Targets (PM1)

The presenter Miguel Arispe was not present therefore Luis Diaz presented the item.

He emphasized the RGVMPPO's obligation to establish Safety Performance Targets annually, as mandated by 3 U.S.C. 148 and codified in 23 CFR 924. These targets inform the Texas Strategic Highway Safety Plan (SHSP), with states required to report HSIP targets by August 31 each year, and MPOs to establish their targets within 180 days thereafter.

Luis Diaz added that the RGVMPPO staff is seeking approval to continue supporting the Statewide Targets for 2024 (Resolution 2024-01), and to adopt the TxDOT Statewide Safety Targets for 2024 as reported to FHWA.

**Chairman Commissioner David Fuentes opened the floor for questions before entertaining a motion to approve the item. Judge Eddie Trevino Jr. from Cameron County moved to approve, and Mayor Ambrosio Hernandez from the City of Pharr seconded the motion. Chairman Fuentes thanked everyone, and the item passed.**

**D. Safe Streets and Roads for All (SS4A) – RFP Subcommittee Score and Consultant Selection**

Fernando Cantu provided an overview of the agenda item. He outlined that the RGVMPPO sometimes delegates tasks beyond its internal capabilities or scope, and to ensure compliance with fiscal guidelines and regulations, they follow the procurement process established by the LRGVDC, acting as fiscal agents for the RGVMPPO. Fernando informed the members that on January 8th, the RFP subcommittee evaluated three proposals submitted by consultants, and the resulting scores were available in the meeting packet for review.

Pharr Mayor Ambrosio Hernandez sought clarification on the nature of "Safe Streets for All".

Eva Garcia provided an explanation of "Safe Streets for All", detailing it as a safety action plan funded by the new BIL funding. The plan aimed to create a regional strategy to address safety concerns, with a focus on reducing fatalities and serious injuries on roads through data analysis and recommendations for implementation.

Chairman Fuentes inquired about the anticipated timeline for the study.

Fernando Cantu responded that the study was expected to last for one year, with completion by the end of December. He further explained that following the study, they intended to leverage its findings to pursue actual construction funds by identifying eligible road projects and programs within local entities.

Chairman Fuentes emphasized the importance of maintaining communication with local leaders throughout the process.

Fernando Cantu assured Chairman Fuentes that the subcommittee was currently responsible for this task, with scheduled quarterly meetings with the policy board.

Ambrosio Hernandez asked if the RGVMPPO had previously collaborated with the selected contractor. Fernando Cantu confirmed that they had worked with the contractor on other SS4A grants in the past.

Chairman Fuentes sought confirmation on the expected delivery date for the project deliverables. Fernando Cantu confirmed that the deliverables were expected by December.

Chairman Fuentes inquired about the competitiveness of the grant.

Fernando Cantu explained that while they were successful in securing planning funds, competition for construction dollars could be challenging due to larger MPOs.

Chairman Fuentes inquired about the granting agency.

Eva Garcia clarified that the granting agency was the USDOT, and eligibility for construction funds required a safety action plan to be in place.

**Chairman Commissioner David Fuentes opened the floor for questions before entertaining a motion to approve the item. Pedro Alvarez from TxDOT moved to approve, and Mayor Ambrosio Hernandez from the City of Pharr seconded the motion. Chairman Fuentes thanked everyone, and the item passed.**

**E. Executive Session**

A. Personnel Matters Pursuant to Section 551-074 (1) to Deliberate the Appointment, Employment, Evaluation, Reassignment, Duties, Discipline, or Dismissal of a Public Officer or Employee  
**Motion to proceed to executive session.**

**Motion to reconvene into Open Session was made by City of Mission’s mayor Norie Gonzalez Garza and was seconded by San Benito’s mayor Ricardo “Rick” Guerra.**

B. Reconvene into Open Session for **NO ACTION** for Executive Session as Described above.

**V) PRESENTATIONS & REPORTS**

**A. Request for Donation of Promotional Items for Public Outreach**

Fernando Cantu began by referencing 23 CFR § 645.117, which prohibits Metropolitan Planning Organizations (MPOs) from seeking reimbursement for advertising or promotional items as part of their outreach activities. He emphasized the importance of finding alternative means to support and enhance public outreach efforts. He highlighted the significance of seeking donations of promotional items that can effectively engage and attract the public during community outreach events. He explained that these items serve as valuable tools to increase awareness about the organization’s mission and services. He mentioned that collected donations would be distributed at outreach tables to capture the attention of event attendees and initiate conversations. Fernando urged members to contact Adriana Estrada (aestrada@rgvmppo.org) to make the necessary arrangements.

**B. GIS Data Requesting**

Fernando Cantu addressed the members, stating that they were seeking to update the City Limit and ETJ boundary data. He emphasized the importance of having the most up-to-date data for planning the Rio Grande Valley's future transportation needs. Fernando requested all planning partners to provide the data, preferably in GIS Format, and if not available, in PDF format. He highlighted the significance of these vital datasets and encouraged members to visit the RGVMPPO UMAP online interactive mapping tool. Fernando urged the members to notify the office of any discrepancies identified to facilitate the amendment of data for accuracy. He concluded by stating that staff is requesting GIS data from all municipalities to provide elected officials with the most updated information. Fernando directed members to email updates to Alma Provencio (aprovencio@rgvmppo.org).

**C. RGVMPPO Executive Director's Report and Updates**

Luis Diaz provided an update on the RGVMPPO's budget highlighting that they are well below the expected expenditures for the fiscal year since it started in October.

No questions were raised.

**D. TxDOT Project Status Report**

TxDOT Pharr Area District Staff provided a detailed project status presentation.

Details for each area are included within the agenda packet.

**VI) OTHER BUSINESS (OLD OR NEW)**

**VII) New or Unfinished Business**

none

**ADJOURNMENT**

*There being no further business to come before the RGVMPPO TPB Members, Chairman Commissioner David L. Fuentes called the meeting adjourned at 2:23pm.*

**ATTEST:** \_\_\_\_\_  
**RGVMPO POLICY COMMITTEE**  
**(TPB) VICE CHAIRMAN**

**B. Consideration and Action to Approve Resolution 2024-03 Concurring with the TxDOT Initiative to Prevent Federal Fund Lapse**

**Action**                       **Possible Action**                       **Information**

**Presenter:** **RGVMPO/TxDOT**

**Summary:** The RGVMPO is working with TxDOT and is presenting a TxDOT initiative to ensure carryover federal funds are obligated and successfully reimbursed for the RGV. Therefore, TxDOT is proposing a swap of FY 2024 to STP Flex.

**Background:** TxDOT currently has a remaining balance of MPO apportionment. These funds are referred to as Carryover which risk lapsing if they are not obligated. Therefore, TxDOT is proposing swapping STP MM funds on FY 2024 projects within MPO boundaries to STP- Flex.



RGVMPO



# Concurrence Request on TxDOT Initiative

Prepared for the  
RGVMPO Transportation Policy Board  
February 28, 2024 Meeting

# RGVMPO Situation:

Only 17% of const. projects with CAT 7 are scheduled for FY24.

Allocation Remaining = \$147.74M - \$25.14M (scheduled projects) = \$122.59M

This reflects \$122.59M of funds that are ALREADY programmed to the region's projects.

*This is NOT available funding for new projects.*

*RGVMPO Staff is planning to work with our Local Governments to further discuss specific project details with the Project Readiness Subcommittee.*

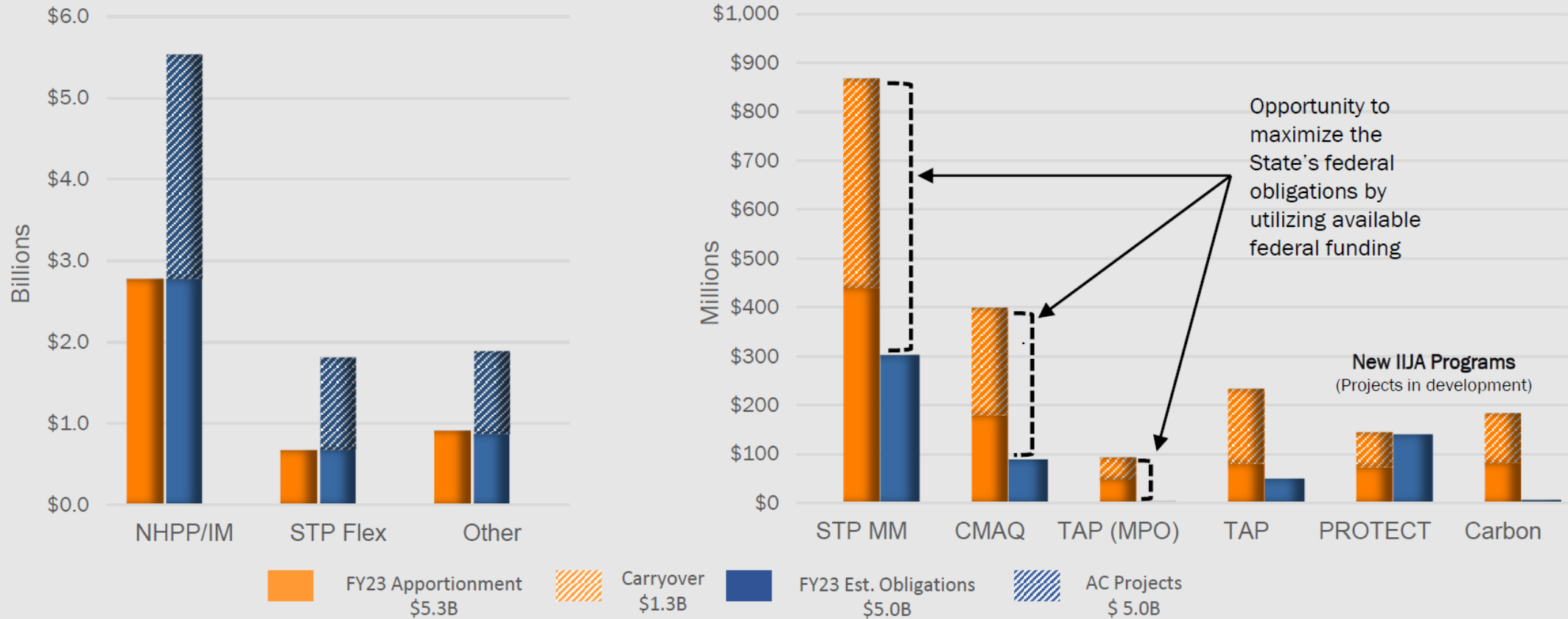
***Currently, we are focused on the TxDOT concurrence request.***

# 2023 August Redistribution (by Federal Program)



August Redistribution enables Texas to request additional Obligation Limitation and **obligate more federal funds.**

- TxDOT can only **leverage** federal programs with **available apportionment** such as **STP MM, CMAQ & TAP**



In FY 2023, Texas had \$6.6B in available apportionment (including carryover) but could only ask for \$465M of redistribution for a total of \$5.0B in obligation due to underutilized federal programs.

# **Current Funding Swaps:**

TxDOT Utilizes STP MM funding swaps on CAT 2 & 7 projects to maximize federal funding obligations and August Redistribution.

**= Project selection process.**

**= CAT 7 funds are swapped with CAT 2**

**= CAT 2 later reimburses CAT 7**



# **Proposed Changes to Funding Swap Process:**

TxDOT is proposing to swap all FY24 CAT 7 construction project funds (\$25.14M for RGV MPO) with STP Flex funds and utilize STP MM funds on state construction projects within the MPO boundaries.

**= ALL STP MM funds will be swapped with STP Flex.**

**= STP MM funds will be used for STP Flex (CAT 1, 4, 11, & 12; District) Projects within the MPO boundaries.**

***(if you pay for lunch with Cash or pay with your Debit Card, you still have the money to pay for lunch)***

# RECAP on Proposed Swap:

## Framework for Discussion

- 1) This is not the conversation associated with Chapter 16 Rules
- 2) There is no change in the total amount allocated to MPOs
- 3) There is no difference in eligibility between Federal STP-FLEX and STP-MM
- 4) There are no TIP or STIP amendments needing approval by FHWA
- 5) This is not a new concept and is allowable
- 6) This will take collaboration with TxDOT and MPOs to prevent a national concern

- Does not require AFA Amendments.
- Project funding amount does not change.
- Only the federal portion is being swapped; state/local match is not impacted.

**= by concurring with the STP Flex initiative, we will reduce the risk of federal funding from lapsing!!**

# Questions?

- RGVMPPO Staff will be meeting monthly with TxDOT FIN Division.
- RGVMPPO Project Readiness Subcommittee meeting date/time to be determined with Project Sponsors & Responsible Persons In Charge (RPICs).

## **Consideration & Action to Approve Resolution 2024-03 Concurring with the TxDOT Initiative**

- RGVMPPO TAC did acknowledge this new funding swap process during the February 8, 2024, Regular Meeting.
- RGVMPPO TAC Workshop was held on February 15, 2024 to provide further clarification and answer any questions.

RESOLUTION 2024-03

CONCURRING WITH THE TEXAS DEPARTMENT OF  
TRANSPORTATION (TXDOT) TO UTILIZE STP-FLEX APPORTIONMENT  
ON ALL FISCAL YEAR (FY) 2024 PROJECTS

WHEREAS, the Texas Department of Transportation (TxDOT) is working with their Districts and Metropolitan Planning Organization (MPO) partners on federal funding utilization to maximize fiscal year (FY) 2024 obligations; and

WHEREAS, TxDOT is proposing a new process/initiative to swap STP-MM with STP-Flex apportionment for all construction projects that are scheduled for FY2024; and

WHEREAS, the federal funding swap process would not negatively impact any current Rio Grande Valley Metropolitan Planning Organization (RGVMPO) FY2024 scheduled projects; and

WHEREAS, RGVMPO Staff has worked closely with TxDOT Pharr District Staff to better understand how this initiative benefits the goal of obligating more federal funds; and

WHEREAS, a Workshop was held for the RGVMPO Technical Advisory Committee to provide clarification and RGVMPO Staff plans to reconvene the Project Readiness Subcommittee to continue the conversation and ensure transparency.

NOW, THEREFORE, BE IT RESOLVED, that the RGVMPO Transportation Policy Board agreed by majority vote to provide TxDOT with concurrence to swap STP MM/STP-Flex apportionment.

Passed and Approved this 28<sup>th</sup> day of February 2024

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The Honorable David Fuentes  
Hidalgo County Commissioner  
Chairman of the RGVMPO Policy Board

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Pedro “Pete” Alvarez  
District Engineer  
TxDOT Pharr District

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Luis M. Diaz  
RGVMPO Interim Executive Director

**C. Consideration and Action to Approve Resolution 2024-07 Programing 5310 Program Funds**

**Action**                       **Possible Action**                       **Information**

**Presenter:** Eva Garcia, RGVMPPO Planner III

**Summary:** RGVMPPO Staff recommends awarding the full funding request of two (2) Metro McAllen projects and partially funding to one (1) Valley Metro. Staff will present the project scores and coordination prior to requesting action.

**Background:** The Federal Transit Administration (FTA) provides formula funding in the form of the 5310 Program to states and designated recipients to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The RGVMPPO follows the LRGVDC's 5310 Program Management Plan (PMP) which describes the process for administering, managing, programming, selection, and overseeing the implementation of the projects.

RGVMPO

**FY2024 5310 PROGRAM  
AWARD RECOMMENDATIONS**

Prepared for the  
RGVMPO Transportation Policy Board  
February 28, 2024 Meeting



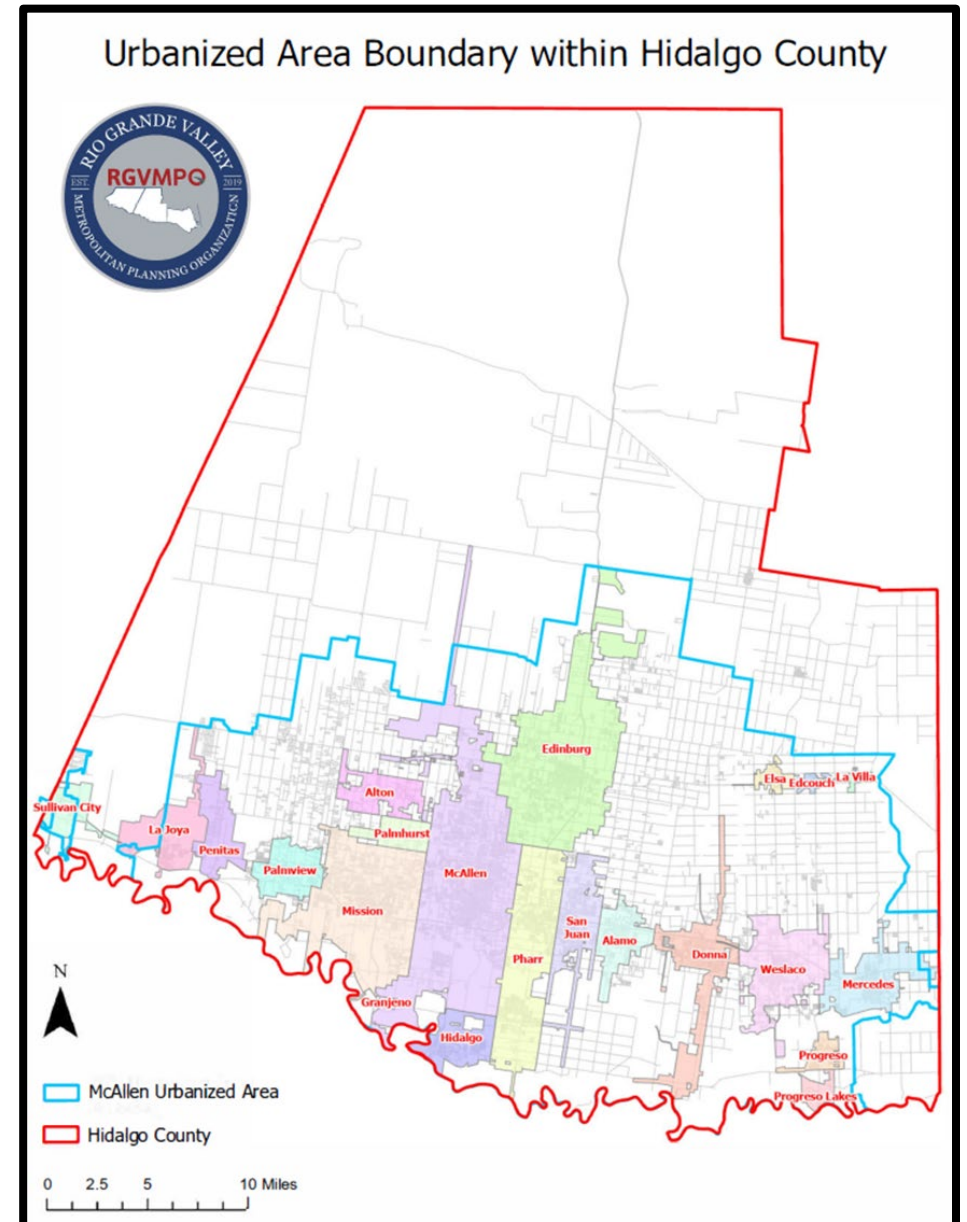
# 5310 Program Overview

The Lower Rio Grande Valley Development Council (LRGVDC) is the Designated Recipient responsible for managing the Federal Transit Administration (FTA) 5310 Program within the McAllen Urbanized Area (MUA).

The 5310 Program is intended to improve mobility for seniors and individuals with disabilities by providing funds for capital and operating expenses that expand transportation mobility options.

The MUA has **\$1,596,012** in federal funding available from **FY2022 and FY2023**.

5310 funds are eligible to support up to 80% of the cost of Traditional (Capital) projects and up to 50% of Nontraditional (Operating) costs. The source of local match must be identified in this application process.





# LRGVDC's 5310 Program Management Plan

Direct Recipients, like the LRGVDC, have flexibility in how they select Subrecipient projects for funding, but their decision process must be clearly noted in a program management plan.

The LRGVDC's Program Management Plan (5310 PMP) describes the process for administering, managing, programming, selection, and overseeing the implementation of the projects.

Per the LRGVDC's 5310 PMP, the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) will act on behalf of the LRGVDC in the selection of projects on an impartial, objective, fair, and equitable basis through this competitive process.

Additionally, the LRGVDC has set aside 10% of the program funds for program administration.





# Federal Transit Administration (FTA) Requirements & Scoring Criteria

At least 55% of program funds must be used on “Traditional” projects to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.

More than 55% of the apportionment can be used for these types of projects.

A maximum of 45% of program funds may be used for “Nontraditional” projects described above or for projects that exceed the requirements of the ADA, improve access to fixed route service and decrease reliance by individuals with disabilities on complementary transit, or alternatives to public transportation to assist seniors and individuals with disabilities.

**Project Applications will receive a score according to the following criteria:**

- Project Planning & Coordination (25 PTS)
- Service/Sustainability (25 PTS)
- Benefits (25 PTS)
- Demonstration of Need (15 PTS)
- Budget (10 PTS)
- BONUS: Added information/innovation (5PTS)



# FY2024 5310 Program Call for Projects

## Schedule of Activities

| DATE                     | ACTIVITY   |
|--------------------------|--|
| Oct. 24, 2023            | FY2024 Call for Projects is officially announced at RTAP Meeting.    |
| Nov. 1, 2023             | FY2024 Call for Projects for the 5310 Program officially opens.      |
| Nov. 15, 2024            | 5310 Program Workshop for all interested applicants.                 |
| Dec. 20, 2023            | 5 PM Deadline to submit project application/proposals.               |
| Dec. 2023 & Jan. 2024    | RGVMPO evaluates and scores project proposals.                       |
| February 8, 2024         | Award recommendations to TAC for action.                             |
| <b>February 28, 2024</b> | <b>5310 Program funds are officially awarded to projects by TPB.</b> |
| March 1, 2024            | Project Sponsors (Applicants) are notified of 5310 award.            |
| March 2024               | Subrecipient Orientation with LRGVDC Staff.                          |
| March-April 2024         | LRGVDC coordinates agreement(s) with Project Sponsors.               |

# Metro McAllen Mobility Management Plan

\$120,000  
5310 Program  
Funding  
Request

## Project Funding

Local matching funds will be required for all application submittals. For projects requiring operating funds the required match is 50%+ from non-federal transportation funds. For capital projects the required match is 20%+ from non-federal transportation funds.

|                             |                   |             |
|-----------------------------|-------------------|-------------|
| Total Annual Project Budget | \$ <u>150,000</u> |             |
| Capital Federal Share       | \$ <u>120,000</u> | <u>80</u> % |
| Capital Local Match         | \$ <u>30,000</u>  | <u>20</u> % |
| Operating Federal Share     | \$ _____          | _____ %     |
| Operating Local Match       | \$ _____          | _____ %     |

Local Matching Fund Source: Development Corporation Fund.

*Note: The applicant is required to demonstrate a commitment to providing local match funds. This can be in the form of a letter and/or a copy of an existing grant agreement or supporting documentation where funds will be drawn from.*

Will there be a commitment of funds beyond the grant period?  Yes  No

Describe: The City of McAllen intends to create the Mobility Management Position permanently and will be funding using both 5307 federal funds and local funds. Our agency will continue to search for alternative funds to pay for this position to ensure sustainable transit system operations.

# Metro McAllen Paratransit ADA Accessible Vehicle Purchase

\$240,000  
5310 Program  
Funding  
Request

## Project Funding

Local matching funds will be required for all application submittals. For projects requiring operating funds the required match is 50%+ from non-federal transportation funds. For capital projects the required match is 20%+ from non-federal transportation funds.

|                             |                   |  |
|-----------------------------|-------------------|--|
| Total Annual Project Budget | \$ <u>300,000</u> |  |
| Capital Federal Share       | \$ <u>240,000</u> | <span style="border: 1px solid red; padding: 2px;">80</span> % |
| Capital Local Match         | \$ <u>60,000</u>  | <u>20</u> %  |
| Operating Federal Share     | \$ _____          | _____ %  |
| Operating Local Match       | \$ _____          | _____ %  |

Local Matching Fund Source: Transportation Development Credits - TxDOT

*Note: The applicant is required to demonstrate a commitment to providing local match funds. This can be in the form of a letter and/or a copy of an existing grant agreement or supporting documentation where funds will be drawn from.*

Will there be a commitment of funds beyond the grant period?  Yes  No

Describe: Metro McAllen intends to purchase the 2 vehicles for a total of \$240,000, with \$60,000 local match being Transportation Development Credits. Our agency intends to fund the operation and maintenance of vehicles awarded for the life of the unit.

# Metro McAllen Paratransit ADA Accessible Vehicle Purchase (Part 2)

\$1,075,000  
5310 Program  
Funding  
Request

## Project Funding

Local matching funds will be required for all application submittals. For projects requiring operating funds the required match is 50%+ from non-federal transportation funds. For capital projects the required match is 20%+ from non-federal transportation funds.

|                             |                     |  |
|-----------------------------|---------------------|--|
| Total Annual Project Budget | \$ <u>1,343,750</u> |  |
| Capital Federal Share       | \$ <u>1,075,000</u> | <u>80</u> %  |
| Capital Local Match         | \$ <u>268,750</u>   | <span style="border: 1px solid red; padding: 2px;">20</span> % |
| Operating Federal Share     | \$ _____            | _____ %  |
| Operating Local Match       | \$ _____            | _____ %  |

Local Matching Fund Source: Transportation Development Credits - TxDOT

*Note: The applicant is required to demonstrate a commitment to providing local match funds. This can be in the form of a letter and/or a copy of an existing grant agreement or supporting documentation where funds will be drawn from.*

Will there be a commitment of funds beyond the grant period?  Yes  No

Describe: Metro McAllen intends to purchase ~~5 cutaway vehicles to deliver paratransit service~~ 10 (electric & nonelectric) paratransit vans to the elderly and people with disabilities. Our agency intends to fund the operation and maintenance of vehicle awarded for the life of the units.

# Metro McAllen Paratransit ADA Accessible Vehicle Purchase (Part 2)

| Budget          | Units | Description                                 |
|-----------------|-------|---|
| \$ 215,000.00   | 5     | Paratransit Cutaways with ADA Accessibility |
| \$ 1,075,000.00 |       | 5310 Funding Request                        |
| \$ 268,750.00   |       | TDCs  |
| \$ 1,343,750.00 |       | Total Project Cost                          |

Old Budget

## NEW BUDGET

| Budget          | Units | Description                     |
|-----------------|-------|---------------------------------|
| \$ 90,000.00    | 5     | Gasoline Paratransit Vans       |
| \$ 450,000.00   |       | Gasoline Paratransit Vans Total |
| \$ 125,000.00   | 5     | Electric Paratransit Vans       |
| \$ 625,000.00   |       | Electric Paratransit Vans Total |
| \$ 1,075,000.00 |       | 5310 funding request            |
| \$ 268,750.00   |       | TDCs                            |
| \$ 1,343,750.00 |       | Total Project Cost              |

\$1,075,000  
5310 Program  
Funding  
Request

# Valley Metro Hardware/Software, Mobility & Rolling Stock Project

\$1,525,000  
5310 Program  
Funding Request

## Project Funding

Local matching funds will be required for all application submittals. For projects requiring operating funds the required match is 50%+ from non-federal transportation funds. For capital projects the required match is 20%+ from non-federal transportation funds.

|                             |                     |             |
|-----------------------------|---------------------|-------------|
| Total Annual Project Budget | \$ <u>1,525,000</u> |             |
| Capital Federal Share       | \$ <u>1,525,000</u> | <u>80</u> % |
| Capital Local Match         | \$ _____            | _____ %     |
| Operating Federal Share     | \$ _____            | _____ %     |
| Operating Local Match       | \$ <u>381,250</u>   | <u>20</u> % |

Local Matching Fund Source: TXDOT Transportation Development Credits (TDC's)

*Note: The applicant is required to demonstrate a commitment to providing local match funds. This can be in the form of a letter and/or a copy of an existing grant agreement or supporting documentation where funds will be drawn from.*

Will there be a commitment of funds beyond the grant period?    X Yes        \_\_\_\_\_ No

Describe: LRGVDC will continue to apply for Federal and State funding along with local funding to continue the project.<sup>31</sup>

# Consideration & Action to Approve Resolution 2024-07 Programming 5310 Funds to Transit Projects with the McAllen Urbanized Area

| Rank                                  | Evaluation Score | Project Name   | 5310 Federal Funding Request | Award Recommendation |
|---------------------------------------|------------------|--|------------------------------|----------------------|
| 1                                     | 95.2             | <b>Metro McAllen’s Mobility Management Program</b>                           | \$120,000                    | <b>\$120,000</b>     |
| 2                                     | 91.4             | <b>Metro McAllen’s Paratransit Vehicle Purchase &amp; Cutaways</b>           | \$1,075,000                  | <b>\$1,075,000</b>   |
| 3                                     | 90.8             | <del>Metro McAllen’s Paratransit Buses</del>                                 | <del>\$240,000</del>         | \$0                  |
| 4                                     | 82               | <b>Valley Metro’s Hardware/Software Mobility &amp; Rolling Stock Project</b> | \$1,525,000                  | <b>\$401,012</b>     |
| <b>TOTAL REQUEST &amp; AVAILABLE:</b> |                  |  | <b>\$2,960,000</b>           | <b>\$1,596,012</b>   |



RESOLUTION 2024-07

PROGRAMMING FY2022-2023 FEDERAL TRANSIT ADMINISTRATION (FTA)  
5310 PROGRAM FUNDS TO TRANSIT PROJECTS  
WITHIN THE MCALLEN URBANIZED AREA (MUA)

WHEREAS, the Lower Rio Grande Valley Development Council (LRGVDC) is the Designated Recipient responsible for managing the FTA 5310 Program within the MUA; and

WHEREAS, the LRGVDC’s Program Management Plan (5310 PMP) describes the process for administering, managing, programming, selection, and overseeing the implementation of the projects; and

WHEREAS, per the 5310 PMP, the Rio Grande Valley Development Metropolitan Planning Organization (RGVMPO) will act on behalf of the LRGVC in the selection of projects on an impartial, objective, fair, and equitable basis through this competitive process; and

WHEREAS, the RGVMPO combined the funding available for fiscal years 2022 and 2023 for a total of \$1,596,012 for capital and operating expenses of transit projects that improve mobility for seniors and individuals with disabilities; and

WHEREAS, the RGVMPO opened a competitive call for projects in October 2023 and evaluated submitted applications/proposals in January 2024.

NOW, THEREFORE, BE IT RESOLVED, that the RGVMPO Transportation Policy Board agreed by majority vote to approve the FY2022-2023 FTA 5310 federal awards as identified below:

- Metro McAllen – Mobility Management Program - \$120,000
- Metro McAllen - Paratransit Vehicle Purchase & Cutaways - \$1,075,000
- Valley Metro – Hardware/Software Mobility & Rolling Stock Project - \$401,012

Passed and Approved this 28<sup>th</sup> day of February 2024

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The Honorable David Fuentes  
Hidalgo County Commissioner  
Chairman of the RGVMPO Policy Board

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Pedro “Pete” Alvarez  
District Engineer  
TxDOT Pharr District

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Luis M. Diaz  
RGVMPO Interim Executive Director

#### D. Discussion and Action on FY 24-25 Unified Planning Work Program

**Action**                       **Possible Action**                       **Information**

**Presenter:** Fernando Cantu, RGVMPPO Transportation Planner III

**Summary:** Revising the UPWP to incorporate language pertaining to legal services from attorneys and engaging in hiring firm services.

**Background:** A UPWP is a biennial statement of work identifying the planning priorities and activities to be carried out within the Rio Grande Valley Metropolitan Planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, timeframes for completing the work, the cost of the work, and the source(s) of funds.

# FY 2024-25 Unified Planning Work Program



## ***Transportation Management Area (TMA)***

### **AIR QUALITY STATUS: *Attainment***

*The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.*

**Approved by (Transportation Policy Board): 6/28/2023  
Amendment: #1-10/25/23, #2/28/24**

**FHWA Approval: 9/26/2023  
Amendment: #1-\_\_\_\_\_**

# **Rio Grande Valley Metropolitan Organization**

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## I. INTRODUCTION

The Federal-Aid Highway Act of 1962 was the first piece of legislation to require a transportation plan from a metropolitan area in order to receive federal funds. This was the first time that a planning process was required of an urban area rather than a city. The act also mandated that the process for developing such plans and programs provide for consideration of all modes of transportation and be *continuing, cooperative, and comprehensive* (3C), to the degree appropriate.

In 1973, the Federal-Aid Highway Act formally created Metropolitan Planning Organizations (MPOs), which had the ability to choose a transportation planning process that would best fit the community. MPOs would prepare Transportation Improvement Programs (TIPs), Unified Planning Work Programs (UPWPs) [currently required under 23 CFR Part 420 and 23 CFR Part 450.308], and long-range plans, but could not prioritize projects depending on their degree of importance for the urbanized area.

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 expanded the roles of the MPOs as well as the states making them more powerful as a decision-making organization. They were also required to prioritize their projects, placing emphasis on those needed due to financial constraints. Projects in the Transportation Improvement Program (TIP) were now obligated to precisely follow the recommendations of the adopted Long-Range Plan in the metropolitan area.

The Transportation Equity Act for the 21<sup>st</sup> Century (TEA 21) of 1998 continued to expand the role of MPOs in the planning process. The sixteen factors of planning were then rolled into seven areas of planning emphasis, known also as *planning factors*. TEA21 further defined many questions that arose out of ISTEA.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) approved by the President on August 10, 2005, addresses the many challenges facing our transportation system today – challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing inter-modal connectivity, and protecting the environment – as well as laying the groundwork for addressing future challenges. SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities.

The Moving Ahead for Progress on the 21<sup>st</sup> Century (MAP-21) signed into law in 2012 supports the same transportation factors while placing considerable effort and emphasis towards developing and implementing performance measures to identify the effectiveness of transportation investments.

The Transportation Bill Fixing America’s Surface Transportation Act (FAST-Act) signed into law by President Obama on December 4<sup>th</sup>, 2015, is the first federal law in over ten years to provide long-term funding for surface transportation. It authorizes funding for highway infrastructure, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail and research technology and statistics programs. FAST Act supports the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

On November 15, 2021, President Joe Biden signed the Infrastructure Investment and Jobs Act (IIJA) Public Law 117-58, also commonly known as the Bipartisan Infrastructure Law (BIL). This new legislation is a once-in-a-generation investment to repair and rebuild our roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all road users. It reauthorizes surface transportation programs with 34% more funding than the FAST Act provided. In addition to the need for maintenance, there is an opportunity to diversify transportation options, invest in a multimodal transportation system, and innovate to safeguard against future problems with the incoming funds.

## **HISTORY OF THE RIO GRANDE VALLEY MPO**

On April 24, 2019, regional elected officials held a signing ceremony at the Lower Rio Grande Valley Development Council requesting a re-designation for the 3 Metropolitan Planning Organizations located in in the Rio Grande Valley, Brownsville MPO, Harlingen-San Benito MPO and Hidalgo County MPO, into a singular regional planning organization named the Rio Grande Valley Metropolitan Planning Organization (RGVMPO). On May 14, 2019, Governor Greg Abbott signed and approved the re-designation and creation of the RGVMPO and on June 26, 2019, the RGVMPO Policy Board held its first official meeting. By-laws and Chairman Dr. Ambrosio Hernandez, Mayor of Pharr and Vice Chairman, Eddie Trevino, Cameron County Judge were the first officers elected to the newly formed RGVMPO.

### **A. Purpose**

This document presents the FY 2024-2025 Unified Planning Work Program (UPWP) for the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) Study Area, which is a two-year budget outlining the activities to be accomplished from October 1, 2023, through September 30, 2025. The UPWP defines the tasks to meet the requirements of the bipartisan Infrastructure Investment and Jobs Act (IIJA), as well as serve as an open and transparent resource for the public regarding the allocation of funds to fulfill these obligations. It also specifies the funding requirements and the agency responsible for carrying out the tasks.

The IIJA, is the first long-term surface transportation act since 2015's Fixing America's Surface Transportation (FAST) Act, and it includes a large investment in transportation over the next five (5) federal fiscal years, from 2022 to 2026. Current requirements stipulate that MPOs conduct

planning that explicitly considers and analyzes, as applicable, the ten planning factors as defined by federal law. The prior authorization, the FAST Act, added two new planning considerations: 1) enhance the resiliency and dependability of the transportation system and reduce or mitigate the impacts of surface transportation on stormwater runoff; and 2) boost travel and tourism. Listed below are the ten (10) planning factors.

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and for freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

In compliance with the IIJA, which upholds the principles of the FAST Act and Moving Ahead for Progress in the 21st Century (MAP-21), the RGV MPO is dedicated to enhancing safety and improving project efficiency. As part of our ongoing efforts, we are diligently working towards the development of performance measures to address the following objectives outlined in 23 USC 150:

- 1) Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- 2) Infrastructure condition - To maintain the highway infrastructure asset system in a state of good repair.
- 3) Congestion reduction - To achieve a significant reduction in congestion on the National Highway System.
- 4) System reliability - To improve the efficiency of the surface transportation system.
- 5) Freight movement and economic vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.



- 6) Environmental sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- 7) Reduced project delivery delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

## **Justice40 & Title VI**

Under the guidance of Executive Order 14008, the Justice40 initiative was established with the objective of ensuring that 40 percent of the benefits derived from federal investments are directed towards disadvantaged communities. Within the framework of the FY 2024 and FY 2025 UPWP, administered by the RGVMPPO, various programs have been included to support this initiative.

These programs encompass a wide range of areas, including climate change, clean energy, energy efficiency, sustainable transit, affordable and sustainable housing, training and workforce development, pollution reduction and remediation, as well as the development of clean water and wastewater infrastructure. It is important to note that compliance with Justice40 has become a significant consideration for numerous funding programs offered by the United States Department of Transportation (USDOT). Many jurisdictions within the RGVMPPO rely on these programs to secure essential funding for their projects.

Embracing the vision of "Ladders of Opportunity" and recognizing the significance of access to essential services, the transportation planning process within the RGVMPPO takes a proactive approach in identifying connectivity gaps.

The unique nature of the Rio Grande Valley, with its numerous colonias and a sizable population living below the poverty level, underscores the urgent need for the RGVMPPO to address Title VI and Environmental Justice efforts. These endeavors serve as crucial opportunities for the RGVMPPO to engage with underserved populations and understand their transportation and connectivity challenges. These efforts are outlined in Subtasks 1.2 Public Participation Plan, 2.2 Title VI, and 3.4 Complete Streets Planning.

With a commitment to comprehensive planning, the RGVMPPO has taken the responsibility of producing and updating its transit plan, bike plan, and pedestrian plan in-house. By aligning these three plans, the RGVMPPO aims to identify gaps that exist among pedestrian, bicycle, transit, and highway facilities. This holistic approach forms an integral part of the overarching multimodal plan, ensuring that every individual has access to mobility through their preferred transportation alternative.

## **PUBLIC PARTICIPATION PLAN**

The RGVMPO has demonstrated its commitment to transparency and meaningful public participation through the development and adoption of a comprehensive Public Participation Plan (PPP) on September 25, 2019. This plan serves as a guiding policy, ensuring that the public has ample opportunity to review and provide valuable input on initiatives undertaken or amended by the RGVMPO.

Recognizing the importance of collaboration and coordination, the RGVMPO actively engages with other esteemed transportation planning agencies such as Valley Metro, Metro McAllen, and Brownsville Metro. By fostering these partnerships, the RGVMPO strives to enhance the effectiveness and inclusivity of the transportation planning process.

The primary goal of the PPP is to facilitate cooperation and extend a reasonable opportunity for citizens, public agencies, transportation employees, freight shippers, transportation service providers, private transportation providers, public transportation users, representatives of the disabled community, and other interested parties to voice their opinions on planning activities.

To effectively engage with the stakeholders, the RGVMPO has initiated the creation of a user-friendly MPO Web Page. This online platform serves as a dynamic hub for sharing vital information, including meeting agendas, minutes (both written and oral in English and Spanish), amendments, calendar events, completed studies, the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), the Unified Planning Working Program (UPWP), the Annual Performance and Expenditure Report (APER), the Annual Project Listing (APL), and any other relevant updates. In addition, the RGVMPO ensures broad dissemination of information by mailing out flyers of amendments and public meetings or hearings to libraries, city halls, and chambers of commerce, encouraging them to prominently display the materials for easy public access. Moreover, the location of public meetings and/or hearings is carefully chosen to ensure accessibility via transit routes, in line with the PPP's guidelines.

In alignment with the requirements of Senate Bill 1237, signed by the Governor on June 19th, 2015, the RGVMPO has made significant investments in hardware and software to fulfill the obligation of Internet broadcasting and archiving of open meetings. This dedication enables the RGVMPO to comply with Section 551.128(c) of the Government Code, providing live video and audio broadcasts of each open meeting via the organization's internet website, while also making archived video and audio recordings available for subsequent viewing.

### **B. Definition of Area**

The Rio Grande Valley Metropolitan Planning Organization resides in the southern tier of the state of Texas. It shares an international border with Mexico and its boundaries lie within the Lower Rio Grande Valley, now known as Rio South Texas. The RGVMPO is comprised of the following cities: Alamo, Alton, Brownsville, Combes, Donna, Edcouch, Edinburg, Elsa, Escobares, Granjeno, Harlingen, Hidalgo, La Feria, La Grulla, La Joya, La Villa, Laguna Vista,

Los Fresnos, Los Indios, McAllen, Mercedes, Mission, Palm Valley, Palmhurst, Palmview, Peñitas, Pharr, Port Isabel, Primera, Progreso, Progreso Lakes, Rancho Viejo, Rangerville, Rio Grande, Rio Hondo, Roma, San Benito, San Juan, Santa Rosa, South Padre Island, Sullivan City, and Weslaco. The RGVMPO is also comprised of unincorporated urbanized areas of Cameron and Hidalgo County. Governor Greg Abbott approved the re-designation agreement for the RGVMPO on May 14, 2019. On June 26, 2019, the Transportation Policy Board (TPB) approved the newly created Metropolitan Area Boundary (MAB) map that was created by merging the three (3) separate Rio Grande Valley MPO's, Brownsville, Harlingen-San Benito and Hidalgo County on November 5, 2019, and approved by Governor Greg Abbott on March 5, 2021. On April 28, 2021, the Transportation Policy Board (TPB) amended the MAB to include Starr County, and on October 29, 2021 it was approved by Governor Greg Abbott. A map depicts the area in Appendix B.

### **C. Organization**

The transportation planning process of the RGVMPO operates through two fundamental organizational units: the Transportation Policy Board (TPB) and the Technical Advisory Committee (TAC). Both units employ a committee structure that facilitates a collaborative and cooperative approach to planning. These are described as the following:

#### Transportation Policy Board

The Transportation Policy Board (TPB) is composed of elected and appointed officials representing the cities of Brownsville, Edinburg, Harlingen, McAllen, Mission, San Benito, and Pharr; the counties of Cameron, Hidalgo, and Starr; as well as the Cameron County Regional Mobility Authority (RMA), Hidalgo County RMA, Lower Rio Grande Valley Development Council (LRGVDC), Texas Department of Transportation (TxDOT), and Valley Metro. Its responsibilities are as follows:

- Provide a forum for cooperative decision-making by principal elected officials of general purpose local government;
- Carry out the urban transportation planning process as required by law for urbanized areas in conformity with applicable federal regulations and guidelines; this includes, but is not limited to, performance measurement, congestion management process, and transportation conformity;
- Provide routine guidance to the planning process;
- Designate responsibility for the development of the Unified Planning Work Program, Transportation Improvement Program, and Metropolitan Transportation Plan;
- Establish and approve policy procedures for transportation planning;
- Examine the adequacy of the continuing planning process;
- Review the limits of the Study Area and, if necessary, make revisions;
- Review and approve an annual budget for transportation planning activities as outlined in the Unified Planning Work Program;

- Designate such technical committees or task forces as necessary to carry out the planning process; and
- Approve the National Highway System map, the functional classification system map, the urban area boundary map, and the metropolitan area boundary map.

An updated list of the policy committee members is enclosed in Appendix A.

#### Technical Advisory Committee

The Technical Advisory Committee membership consists of local officials and planners from the cities and the counties within the MPO boundary, which reports directly to the TPB has the following responsibilities:

- Provide routine guidance on the technical procedures employed in the transportation planning process;
- Review the technical accuracy of transportation plans and documents resulting from the transportation planning process and either take action on the work completed or make a recommendation to the TPB;
- Review any item requested by the TPB and report its findings to the TPB;
- Review and submit a recommendation on the Unified Planning Work Program and subsequent amendments;
- Review and submit a technical recommendation on the Transportation Improvement Program, the Metropolitan Transportation Plan, and subsequent amendments to each;
- Establish or approve any technical procedures necessary to carry out the transportation planning process. These will be sent to the TPB for their review and, as necessary, the Board will take appropriate action; and
- Review recommendations from TAC subcommittees and, if appropriate, forward them to the TPB for their assessment.

Appendix G contains an updated list of the Technical Committee and subcommittee members.

### **D. Private Sector Involvement**

In pursuit of excellence and comprehensive planning, the RGVMPO acknowledges the value of expertise and collaboration, thus utilizing consultants on an as-needed basis for specific plans and programs. Embracing a versatile approach, the RGVMPO has engaged private consultants to provide a range of services, including legal expertise and invaluable assistance in the development of the Metropolitan Transportation Plan.

### **E. Planning Issues and Emphasis**

The RGVMPO has the need to address mobility through added capacity and rehabilitation of the existing system as well as public transportation needs without the financial resources required. Public participation in conjunction with the transportation planning partners is critical to prioritize

projects and funding to obtain the utmost benefit for the community with the resources available. This is where subcommittees such as transit, land use, freight, multimodal, data criteria, congestion, and the bicycle and pedestrian advisory committee play a vital role. The active participation of the RGVMPO TPB and TAC along with the subcommittees will make it possible for the RGVMPO to make successful planning decisions and strategies to address mobility and transit in Lower Rio Grande Valley.

## **II. Task 1.0 – ADMINISTRATION AND MANAGEMENT**

### **A. OBJECTIVE**

The top objective of the RGVMPO is to ensure the consistent delivery of essential plans and programs required for administering Federal transportation planning grants. By upholding the principles of cooperation, comprehensiveness, and continuity (3C) in the planning process, the RGVMPO strives to serve the needs of its community effectively.

### **B. EXPECTED PRODUCTS**

This task encompasses the day-to-day activities that drive the operational aspects of the RGVMPO. These activities are geared towards successfully executing the certified transportation planning process and generating the necessary documents and reports vital to its implementation.

### **C. PREVIOUS WORK**

The RGVMPO has made substantial progress in fulfilling the requirements of the certified transportation planning process. Through ongoing efforts, significant strides have been made in this regard. Furthermore, the RGVMPO has diligently delivered a range of essential documents and reports that support the planning process and provide valuable insights to stakeholders.

In pursuit of our mission, the RGVMPO remains dedicated to building upon our previous accomplishments. By fostering a collaborative and proactive approach, the RGVMPO continues to enhance our planning efforts, ensuring that the community receives the utmost benefit from our initiatives.

### **D. SUBTASKS**

#### **Subtask 1.1: MPO Administration**

This task will be performed entirely by the staff of the MPO. The primary activities, which take place under Program Support, include the following:

This activity includes developing and implementing the policies and guidelines required to maintain the 3C planning process; coordinating transportation planning activities; budgeting and managing transportation planning funds; sponsoring and conducting meetings, including providing support to policy and advisory committees; and coordinating and collaborating with

other agencies and organizations involved in planning, programming, and implementing transport.

Additionally, this task will be leveraged for essential organizational functions such as hiring staff, recruiting services from a hiring firm and acquire legal services with prior State and Federal approval for conformity determinations and other issues as determined to be necessary and reasonable to carry out the metropolitan planning process per 23 CFR 450 Subpart C, Metropolitan Transportation Planning and Programming, and consistent with 23 CFR 420.113. (Local funds may be utilized in instances where federal funds are not eligible.)

### **Subtask 1.2: Public Participation Plan**

The RGVMPO's staff is actively engaged in implementing the Public Participation Plan, which encompasses a range of activities to ensure effective community engagement. This includes executing community outreach initiatives and organizing public meetings and hearings as needed, with a particular emphasis on Environmental Justice (EJ) populations. The staff also plays a crucial role in the development and review processes of key planning products, such as the Transportation Improvement Program and Metropolitan Transportation Plan.

To facilitate meaningful public participation, the staff employs various techniques, including the development and use of questionnaires, newsletters, and other participation tools. Additionally, they are responsible for the continuous development and redeployment of website updates, ensuring that the public has access to the most up-to-date information.

Recognizing the diverse linguistic needs of the community, the staff is committed to creating bilingual materials as appropriate, ensuring inclusivity and accessibility in all communication efforts.

In parallel, Brownsville Metro (B Metro) staff undertake public involvement and correspondence activities for special projects. They actively seek opportunities to leverage funds through partnerships with entities like the Cameron County Economic Development Corporations. Some of these projects may require revisions to the Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP) documents.

Together, these collaborative efforts by the RGVMPO and Brownsville Metro staff ensure comprehensive public involvement and correspondence, enabling effective project implementation and maximizing opportunities for community benefit.

### **Subtask 1.3: Title VI Civil Rights/Environmental Justice/Justice40 Activities**

This activity is dedicated to monitoring, evaluating, and implementing compliance with Title VI, Environmental Justice (EJ), and Justice40 regulations, guidance, and requirements for plans and programs. It involves the ongoing collection and analysis of data pertaining to disadvantaged communities, minority or low-income populations, and the impact of transportation programs and systems on these communities. The objective is to identify strategies to mitigate the effects of the transportation system and programs on the identified populations.

Additionally, this activity aims to expand the database of citizens and businesses in low-income or minority areas. This database facilitates effective outreach and engagement with these populations, ensuring their voices are heard and their needs are addressed in the planning and decision-making processes. By prioritizing compliance, data analysis, and community engagement, the RGVMPO works towards creating a transportation system that promotes equity, inclusivity, and the well-being of all residents.

#### **Subtask 1.4: TAC and TPB Workshops**

The RGVMPO values continuous learning and professional growth, conducting workshops for TPB and TAC members on various MPO topics whenever possible. Previous workshops covered subjects such as multimodal transportation, reviewing essential MPO documents, and introducing new members to the MPO. A Policy Board workshop, facilitated by an external consultant, will update objectives, prioritize projects, discuss rankings and development strategies. It will also reflect on successes post-merger and consider other factors. The workshop budget includes provisions for meeting space and meals for the policy board, ensuring a productive and enjoyable experience. These workshops foster collaboration, informed decision-making, and a positive atmosphere among TPB and TAC members.

#### **Subtask 1.5: Equipment/Office Space & Computer Hardware/Software**

As part of our commitment to maintaining efficient data usage and analysis capabilities, this activity focuses on upgrade/addition of, equipment/office space and computer hardware or software. To comply with the guidelines outlined in 2 CFR § 200.439, any equipment or software purchases with a unit cost of \$5,000 or more will be carefully described and submitted to the Texas Department of Transportation for approval before acquisition. This ensures transparency and adherence to the necessary procedures for acquiring high-value equipment and software.

#### **Subtask 1.6: Travel and Training**

To enhance the expertise and technical proficiency of our staff in the transportation planning process, this activity focuses on supporting their professional development. This includes attending relevant conferences, courses, seminars, and workshops that contribute to their knowledge and skills. For out-of-state travel, the RGVMPO will proactively seek prior approval from the Texas Department of Transportation (TxDOT) to ensure alignment with regulations and guidelines. By investing in staff development, we aim to continuously improve our capabilities and stay up-to-date with the latest advancements in transportation planning.

#### **Subtask 1.7: Transit Administration/Brownsville Metro**

Brownsville Metro staff will administer the associated transit planning activities for the Brownsville urbanized area. These activities include revisions/updates to the transit asset management plan, development of the public transportation agency safety plan, as well as liaison work with the regional transit advisory panel and other local agencies.

## E. FUNDING SUMMARY

### Task 1 – FY 2024-2025

| Subtask      | Responsible Agency      | Transportation Planning Funds (TPF) <sup>1</sup> |                     | FTA Section 5307 Funds |                    | Local Funds       |                   | Total Funds SPLIT into 2 years |                     |
|--------------|-------------------------|--|---------------------|------------------------|--------------------|-------------------|-------------------|--------------------------------|---------------------|
|              |                         | FY 2024  | FY 2025             | FY 2024                | FY 2025            | FY 2024           | FY 2025           | FY 2024                        | FY 2025             |
| <b>1.1</b>   | <b>MPO</b>              | \$694,846.00                                     | \$694,846.00        | \$0.00                 | \$0.00             | \$0.00            | \$0.00            | \$694,846.00                   | \$694,846.00        |
| <b>1.2</b>   | <b>MPO, Brownsville</b> | \$25,177.60                                      | \$25,177.60         | \$8,000.00             | \$8,000.00         | \$2,000.00        | \$2,000.00        | \$35,177.60                    | \$35,177.60         |
| <b>1.3</b>   | <b>MPO</b>              | \$9,449.00                                       | \$9,449.00          | \$0.00                 | \$0.00             | \$0.00            | \$0.00            | \$9,449.00                     | \$9,449.00          |
| <b>1.4</b>   | <b>MPO</b>              | \$11,889.80                                      | \$11,889.80         | \$0.00                 | \$0.00             | \$0.00            | \$0.00            | \$11,889.80                    | \$11,889.80         |
| <b>1.5</b>   | <b>MPO</b>              | \$58,500.00                                      | \$58,500.00         | \$0.00                 | \$0.00             | \$0.00            | \$0.00            | \$58,500.00                    | \$58,500.00         |
| <b>1.6</b>   | <b>MPO</b>              | \$116,143.00                                     | \$116,143.00        | \$0.00                 | \$0.00             | \$0.00            | \$0.00            | \$116,143.00                   | \$116,143.00        |
| 1.7          | Brownsville             | \$0.00   | \$0.00              | \$12,000.00            | \$12,000.00        | \$3,000.00        | \$3,000.00        | \$15,000                       | \$15,000            |
| <b>TOTAL</b> |                         | <b>\$916,005.40</b>                              | <b>\$916,005.40</b> | <b>\$20,000.00</b>     | <b>\$20,000.00</b> | <b>\$5,000.00</b> | <b>\$5,000.00</b> | <b>\$941,005.40</b>            | <b>\$941,005.40</b> |

<sup>1</sup> TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.



### **III. TASK 2.0 DATA DEVELOPMENT AND MAINTENANCE**

#### **A. OBJECTIVE**

The RGVMPPO Staff is dedicated to advancing the Performance Based Planning Process by updating and maintaining crucial data for Travel Demand Modeling (TDM), Geographic Information Systems (GIS), and analysis performance. This supports agency tasks and provides valuable information for our regional and local government partners. Through data-driven approaches, we enhance the effectiveness and efficiency of our planning efforts, promoting informed decision-making and collaboration for sustainable transportation systems.

#### **B. EXPECTED PRODUCTS**

The expected products from this task include:

1. Series of technical reports documenting the continuing demographic data updating process
2. Updates to the interactive map United Metropolitan Area Planning (UMAP)
3. Updated data tables and GIS layers
4. Updates to the TDM
5. Updates to the Land Use data
6. Coordination of target selection and tracking for performance measures identified in the IJA

#### **C. PREVIOUS WORK**

Our dedicated staff collaborates closely with local municipalities and planning partners to execute travel demand models for local projects within the area. In preparation for the 2045 Metropolitan Transportation Plan (MTP) update, our team diligently updates parcel data and land use data to ensure accurate and comprehensive information. Additionally, we actively engage with transit providers to assist in geocoding bus signs, bus stops, and other transit assets, enhancing the efficiency and accessibility of our transit system. Through these efforts, we strive to facilitate effective transportation planning and improve the overall mobility experience for our community.

#### **D. SUBTASKS**

##### **Subtask 2.1: General GIS Activities**

In this task, the RGVMPPO staff engages in a range of activities to ensure accurate and comprehensive data for effective transportation planning and equitable community development. These activities encompass refining and documenting demographic data, presenting transportation data across all modes, and highlighting census data with a focus on Title VI/Environmental Justice considerations. This includes conducting regular inventories of neighborhoods, including colonias, to monitor any new developments. A significant aspect of our

work involves addressing food deserts, areas that lack access to affordable and nutritious food according to the CDC's definition. Through various measures, such as evaluating the number of food sources and their proximity to residents, we identify and gather relevant data within the RGVMPPO MAB (Metropolitan Area Boundary).

Furthermore, the staff utilizes and documents GIS data to facilitate the integration of planning efforts with the National Environmental Policy Act (NEPA). This involves updating and creating new GIS data layers as necessary. Additionally, the team analyzes public meeting attendance data to enhance public engagement and participation. To support effective communication, the staff also designs and prints presentation materials as needed.

### **Subtask 2.2: Performance Measures and Targets**

Performance measures play a crucial role in assessing the effectiveness and impact of transportation investments and resource allocation strategies. These measures provide key metrics that help us understand the current, anticipated, and desired performance levels of our transportation systems. They also enable us to evaluate tradeoffs between different scenarios and investment strategies.

The RGVMPPO staff is committed to monitoring the adopted federal performance measures and working in coordination with our transportation planning partners. Together, we will regularly reassess regional target values for each performance measure to ensure they align with our regional goals and priorities. Additionally, we will develop additional performance measures that support the MTP, TIP, Congestion Management Process (CMP), and other regional initiatives.

By actively monitoring, reassessing, and expanding our performance measures, we can make informed decisions, track progress, and continuously improve the efficiency, reliability, and sustainability of our transportation systems.

### **Subtask 2.3: Model Work**

RGVMPPO staff is actively engaged in conducting transportation modeling activities to accurately forecast the future demand on our region's transportation system. Through these efforts, we ensure thoroughfare planning, consider potential updates to the transportation needs assessment, and meticulously update and code the region's roadway, transit, and bicycle networks as necessary.

To enhance the accuracy and effectiveness of our modeling, we integrate regional travel survey information, including valuable freight data, into our regional model. This comprehensive approach allows us to capture the diverse travel patterns and needs of our community. Additionally, our staff actively participates in the review of demographic forecasts and modeling output, ensuring the models reflect the most up-to-date and reliable data.

To support our modeling efforts, we collaborate with TxDOT for data collection, conducting travel surveys, and performing traffic saturation counts within the MPO region. These data serve

as vital inputs for our travel demand models and transportation analysis, which guide pavement and geometric design decisions.

### Subtask 2.4: Land Use Map

The staff will collaborate with Cameron, Hidalgo, and Starr County Appraisal Districts to obtain parcel data, which will be accessible during the first quarter of each year. The data on parcels is cleaned and any voids are filled in. These materials will enable the staff to lay the foundation for a comprehensive countywide map. Changes in residential and employment growth, both in terms of design and location, may prompt people to reconsider how they navigate throughout the region. If available, the staff will attend workshops and peer-to-peer programs to gain knowledge of the Land Use and Scenario Planning processes.

### Subtask 2.5: Transit Planning/Brownsville Metro Geographic Information System (GIS)

Brownsville Metro staff will undertake the production of transit route(s) maps and service area maps needed for connectivity within the Brownsville Metro service area to facilitate pedestrian access to bus stops and frequent destinations.

## E. FUNDING SUMMARY

### Task 2 – FY 2024-2025

| Subtask      | Responsible Agency | Transportation Planning Funds (TPF) <sup>1</sup> |                     | FTA Section 5307 Funds |                    | Local Funds       |                   | Total Funds SPLIT into 2 years |                     |
|--------------|--------------------|--|---------------------|------------------------|--------------------|-------------------|-------------------|--------------------------------|---------------------|
|              |                    | FY 2024  | FY 2025             | FY 2024                | FY 2025            | FY 2024           | FY 2025           | FY 2024                        | FY 2025             |
| 2.1          | MPO                | \$66,143.00                                      | \$66,143.00         | \$0.00                 | \$0.00             | \$0.00            | \$0.00            | \$66,143.00                    | \$66,143.00         |
| 2.2          | MPO                | \$37,796.00                                      | \$37,796.00         | \$0.00                 | \$0.00             | \$0.00            | \$0.00            | \$37,796.00                    | \$37,796.00         |
| 2.3          | MPO                | \$47,245.00                                      | \$47,245.00         | \$0.00                 | \$0.00             | \$0.00            | \$0.00            | \$47,245.00                    | \$47,245.00         |
| 2.4          | MPO                | \$75,592.00                                      | \$75,592.00         | \$0.00                 | \$0.00             | \$0.00            | \$0.00            | \$75,592.00                    | \$75,592.00         |
| 2.5          | Brownsville        | \$0.00   | \$0.00              | \$12,000.00            | \$12,000.00        | \$3,000.00        | \$3,000.00        | \$15,000.00                    | \$15,000.00         |
| <b>TOTAL</b> |                    | <b>\$226,776.00</b>                              | <b>\$226,776.00</b> | <b>\$12,000.00</b>     | <b>\$12,000.00</b> | <b>\$3,000.00</b> | <b>\$3,000.00</b> | <b>\$241,776.00</b>            | <b>\$241,776.00</b> |

<sup>1</sup> TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

## **IV. TASK 3.0 SHORT RANGE PLANNING**

### **A. OBJECTIVE**

This task focuses on providing information and conducting investigations for near-term comprehensive transportation planning. These planning activities are time-bound and directly contribute to implementation strategies. The objective is to address immediate implementation needs within a specific timeframe.

Examples of these activities include the development and revision of the Transportation Improvement Program (TIP), the establishment of criteria for project selection and award of Transportation Alternative Set Aside (TASA) funds, transit planning initiatives, development and revision of the Unified Planning Work Program (UPWP), annual project listings, Annual Performance & Expenditure Report, as well as the establishment and implementation of planning procedures to comply with the requirements of Section 5303 of the Federal Transit Act of 1991.

### **B. EXPECTED PRODUCTS**

The Expected Products from this task include:

1. Transportation Improvement Program
2. Unified Planning Work Program
3. Annual project listings
4. Annual Performance & Expenditure Report
5. Regional bicycle and pedestrian planning data and presentations
6. Multimodal Planning Study
7. Truck Route & Freight Plans
8. Regional Transit Study
9. Development of project selection criteria and award
10. Provide technical assistance to member cities as needed
11. Feasibility Rail Study
12. RGVMPO Resiliency and Sustainability Analysis

### **C. PREVIOUS WORK**

RGVMPO staff assisted in the amendments to the FY 2020-2023 TIP and the development of the FY 2022 – 2022 TIP. RGVMPO staff attended Job Access and Reverse Commute (JARC) and New Freedom meetings and provided technical assistance to the group with respect to mapping and data collection, as well as technical expertise. As part of the UMAP live interaction initiative,

RGVMPO staff compared existing GIS transit data to current data from the region's transit providers in order to update the live interactive map. RGVMPO staff also developed selection criteria and were awarded 2023-2024 TASA funding programs.

## **D. SUBTASKS**

### **Subtask 3.1: Service Coordination**

This task serves multiple purposes within the RGVMPO's responsibilities. Firstly, it involves conducting quick reviews of traffic impact studies received by city Planning and Zoning Boards, providing member cities with essential feedback and guidance. Additionally, this task serves as a valuable resource for new members, assisting them in navigating the Transportation Improvement Program (TIP) process for the first time. Moreover, the RGVMPO plays a crucial role as an expert witness when requested, offering expertise and insights into relevant matters. The task does not involve hiring external consultants as the RGVMPO staff handles the responsibilities.

Under this subtask, RGVMPO staff actively participate in the district's Regional Transit Advisory Panel (RTAP). This involvement includes coordinating efforts related to Federal Transit Administration (FTA) 5303 funds, as well as the JARC and New Freedom programs, which have been incorporated into FTA Categories 5307 and 5310 under MAP-21. The RGVMPO staff will also contribute to upcoming Program Calls, demonstrating their commitment to enhancing regional transit initiatives.

### **Subtask 3.2: Planning Assistance**

This task focuses on providing planning assistance for the regional transit service area development project. It involves activities such as data sharing, map preparation, attending meetings, and offering transportation planning expertise. The staff has coordinated efforts with TxDOT and planning partners, specifically for the development of a financial forecast tool for future Metropolitan Transportation Plans (MTPs). Travel expenses related to meetings outside the Metropolitan Area Boundary (MAB), including discussions with Mexico on transportation planning, are attributed to this subtask.

Under this subtask, the RGVMPO will support Brownsville and McAllen in developing their respective local transit plans. The City of Brownsville aims to enhance public transportation options and community connectivity through a Transit Study. The study will identify needs, define goals and objectives, and project costs and revenues over the next decade. It will also evaluate scenarios to reduce greenhouse gas emissions and transition to electric and alternative-fueled vehicles.

Similarly, the City of McAllen seeks funding to support projects aligned with its recently adopted Short Range Transit Plan. Due to the COVID-19 pandemic, service modifications were implemented and need to be incorporated into the plan. With the reopening of the US/Mexico border, there is a need to address increased capacity demands. The Short-Range Transit Plan also aims to reduce greenhouse gas emissions and explore methods to accelerate the transition to electric and alternative-fueled vehicles. McAllen Metro will also use funds for a consultant,

who will provide technical support services to assist Metro McAllen through the defined transit planning period (October 31 - December 31, 2023) of the service redesign program for fixed-route service, identified for December implementation.

### **Subtask 3.3: Complete Streets Planning**

The IIJA, commonly known as the Bipartisan Infrastructure Law (BIL), dictates that all MPOs must conduct specified Complete Streets planning activities. The term “Complete Streets standards or policies” is defined as “Standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.” With this guidance, the RGV MPO Staff will carry out comprehensive Complete Streets Planning activities. These activities, or this task, will encompass multiple initiatives: integrating Complete Streets principles into MPO planning documents, enhancing project evaluation criteria, and assisting municipal partners in developing their own Complete Streets Policies.

In FY2023 the RGV MPO developed the first Complete Streets Policy (Policy) for the region. The Policy provides information, recommendations, and guidance to municipalities for addressing the needs of all road users through context-appropriate solutions. In addition, RGV MPO Staff will also be aligning the Complete Streets Planning activities with the Safe Streets for All (SS4A) grant received for the development of a regional Safety Action Plan. While the grant will fund the consultant services for the plan, RGV MPO Staff will be administering related activities and ensuring Complete Streets policies/recommendations complement the SS4A recommendations, and vice versa.

The ongoing involvement of the RGV MPO Bicycle and Pedestrian Advisory Committee (BPAC) and the Lower Rio Grande Valley (LRGV) Regional Transit Advisory Panel (RTAP) will be crucial in updating the multimodal plan and shaping the selection criteria and funding process for TASA projects. Continued engagement and involvement with these groups will promote cross-sector collaboration for addressing transportation connectivity disparities and essential services while adhering to the Complete Streets criteria outlined in the IIJA. These criteria entail implementing standards and policies that guarantee the secure and sufficient accommodation of all individuals who utilize the transportation system, encompassing pedestrian, cyclist, public transportation users, children, senior citizens, individuals with disabilities, motorist, and freight vehicles.

Collaboration with local transit agencies, including Brownsville Metro, Island Metro, McAllen Metro, and Valley Metro, will be a key component of this task. Together, they will develop a comprehensive 10-year Long Range Transit Plan for existing service areas and potential expansion areas. The plan aims to improve facilities, address identified issues, and establish a financial framework for the newly approved Regional Transit Authority, which will be administered by the LRGVDC.

### **Subtask 3.4: Resiliency Planning**

The RGVMPO hopes to develop strategies and recommendations tying regional sustainability and resilience to impacts from transportation infrastructure. These strategies could include, but not be limited to, indicators and metrics to be used in project scoring (applicable to all projects) to be incorporated into MPO's prioritization process, and hosting a strategic resilience planning workshop presenting findings, strategies, and recommendations. Include implementation scheme development, incorporate outcomes from the workshop into findings and implementation report. Finally, develop a report, including strategies, recommendations, and preliminary project priorities.

This approach provides the RGVMPO with both a resource vulnerability assessment and recommended strategies that can be integrated into project prioritization, encouraging more sustainable strategies in approaching mobility solutions. This resulting report will outline the methodology used to develop a scalable framework within the MTP update process that allows the RGVMPO to leverage existing processes.

### **Subtask 3.5: Performance-Based Planning**

Performance management is the process of ensuring that a set of activities and outputs meets a set of defined goals in an effective and efficient manner. A high-level perspective of the intent of performance-based planning is necessary in order to synthesize seemingly disparate inputs. A consultant should be able to review and synthesize reports of regional, state, and federal performance goals and targets, create an assessment of tools, data, and capacity needed for performance target development and reporting, develop a report on indicators of expected performance to be used in the development of assessment criteria in support of established goals, develop proposed scoring categories applying to all projects, synthesizing high level goals and data-driven and technical expertise-driven inputs – including BIL requirements and develop recommendations and an implementation scheme/toolkit.

### **Subtask 3.6: Feasibility Rail Study**

The RGVMPO is undertaking an important initiative to update the Hidalgo County Commuter Rail Feasibility Study. Since its publication in August 2011, significant changes have occurred, including the merger of three RGV MPOs and the expansion of the Metropolitan Area Boundary to include populated areas of Starr County.

Given the region's growing traffic congestion, increasing number of Personally Occupied Vehicles (POVs), and projected population growth, there is a pressing need for additional transportation alternatives across cities and throughout the entire Rio Grande Valley. The updated study aims to encompass the entire RGVMPO Metropolitan Area Boundary and evaluate the feasibility of implementing passenger rail as a transportation solution.

Considering the exponential growth of the RGV's economy and the diversification of job opportunities, it is important to explore a range of options beyond POV to cater to the evolving needs of the population. The primary objective of this study is to identify the most suitable

passenger rail option for the Rio Grande Valley and establish the necessary steps for the RGVMPO to progress from the feasibility study phase to the construction phase in the near future.

**Subtask 3.7: Transit Planning/Brownsville Metro-Short Range Planning**

Brownsville Metro staff will work on enhancing existing bus stops and developing new bus stops that will incorporate bike and pedestrian amenities, in addition to carrying out the necessary reporting requirements to meet grant compliance.

**Subtask 3.8: Transit Planning/McAllen Metro-Short Range Planning**

The McAllen Metro staff will conduct a comprehensive study to assess current service levels and explore the viability of implementing high-capacity transit to restore and surpass pre-COVID-19 service standards. The project will be funded through 5307-9A - 5307- Urbanized Area Formula - Discr. Planning (ARPA).

**E. FUNDING SUMMARY**

**Task 3 – FY 2024-2025**

| Subtask      | Responsible Agency                   | Transportation Planning Funds (TPF) <sup>1</sup> |                     | FTA Section 5307 Funds |                    | Local Funds         |                   | Total Funds SPLIT into 2 years |                     |
|--------------|--------------------------------------|--|---------------------|------------------------|--------------------|---------------------|-------------------|--------------------------------|---------------------|
|              |                                      | FY 2024  | FY 2025             | FY 2024                | FY 2025            | FY 2024             | FY 2025           | FY 2024                        | FY 2025             |
| 3.1          | MPO<br>TXDOT<br>Cities               | \$19,398.00                                      | \$19,398.00         | \$0.00                 | \$0.00             | \$0.00              | \$0.00            | \$19,398.00                    | \$19,398.00         |
| 3.2          | MPO<br>TXDOT<br>Cities<br>Consultant | \$136,694.00                                     | \$56,694.00         | \$0.00                 | \$0.00             | \$0.00              | \$0.00            | \$136,694.00                   | \$56,694.00         |
| 3.3          | MPO                                  | \$124,726.80                                     | \$124,726.80        | \$0.00                 | \$0.00             | \$0.00              | \$0.00            | \$124,726.80                   | \$124,726.80        |
| 3.4          | MPO<br>Consultant                    | \$100,000.00                                     | \$0.00              | \$0.00                 | \$0.00             | \$0.00              | \$0.00            | \$100,000.00                   | \$0.00              |
| 3.5          | MPO<br>Consultant                    | \$80,000.00                                      | \$0.00              | \$0.00                 | \$0.00             | \$0.00              | \$0.00            | \$80,000.00                    | \$0.00              |
| 3.6          | MPO<br>Consultant                    | \$200,000.00                                     | \$100,000.00        | \$0.00                 | \$0.00             | \$0.00              | \$0.00            | \$200,000.00                   | \$100,000.00        |
| 3.7          | Brownsville                          | \$0.00   | \$0.00              | \$16,000.00            | \$16,000.00        | \$4,000.00          | \$4,000.00        | \$20,000.00                    | \$20,000.00         |
| 3.8          | McAllen                              | \$0.00   | \$0.00              | \$500,000.00           | \$0.00             | \$125,000.00        | \$0.00            | \$625,000.00                   | \$0.00              |
| <b>TOTAL</b> |                                      | <b>\$660,818.80</b>                              | <b>\$300,818.80</b> | <b>\$516,000.00</b>    | <b>\$16,000.00</b> | <b>\$129,000.00</b> | <b>\$4,000.00</b> | <b>\$1,305,818.80</b>          | <b>\$320,818.80</b> |

<sup>1</sup> TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.



## **V. TASK 4.0 METROPOLITAN TRANSPORTATION PLAN**

### **A. OBJECTIVE**

The objective of this task is to develop, maintain, and update a multi-modal Metropolitan Transportation Plan for the RGV MPO, while keeping a 25-year horizon always. Previously referred to as the Long-Range Plan, the MTP will address the previous needs identified in Tasks 2.0 & 5.0

### **B. EXPECTED PRODUCTS**

The expected products from this task include:

1. Project selection criteria for awarding for federal funds
2. Regional Truck route and Fright Plan
3. Throughfare Plan and map
4. Functional Classification Plan and map
5. Maintenance and update Metropolitan Transportation Plan

### **C. PREVIOUS WORK**

The regional MPO staff continued to work with the TAC, TPB and TxDOT to amend projects and costs in the MTPs as needed. The MTPs were adopted to meet IJA compliance. In October of 2019, Alliance Transportation Group (ATG) was selected to perform multiple tasks for the newly created RGV MPO, to assist in meeting federal certification requirements and compliance. ATG was selected to provide a regional 2045 MTP (long range transportation plan), develop a transit plan, as well as a regional bicycle and pedestrian plan, which became renamed to the Active Transportation Plan. The RGV MPO Active Transportation Plan (ATP) facilitates the creation of a regional approach to active transportation in the RGV while recognizing the unique community identities throughout the region. The development and delivery of tools and strategies will empower the RGV MPO and the regional transit providers to evaluate, coordinate, and deliver transit on behalf of the community. MTP updates are conducted every four to five years to ensure that the MPO is basing its decisions on the latest planning assumptions and that changing local conditions and trends are being taken into consideration in the long-range transportation planning process. The initial planning is also followed by a performance management process that collects data on the performance of the regional transportation system to track progress over time and ensure that the MTP results in the continuous enhancement of the region's transportation system. RGV MPO staff follows federal and state guidelines by incorporating performance measures and uses these performance measures to score Category 7 projects.

## **D. SUBTASKS**

### **Subtask 4.1: Project Selection Criteria**

Develop and refine project selection criteria to further enhance the performance-based planning and decision-making processes in the Metropolitan Transportation Plan, Transportation Improvement Program, Transportation Alternative Set Aside, and other federal funds. Emphasize the importance of strengthening the connection between performance data and project selection, ensuring that projects align with established performance goals and targets. This task review project submittals and systematically score them against one another using the established project selection criteria. This task requires a thorough assessment of each project's alignment with the defined criteria, considering factors such as project readiness, project priority, and other relevant considerations. Utilize a transparent and objective scoring process to compare and rank projects based on their merits, ensuring fairness and consistency in the evaluation process. The outcome of this task will inform the decision-making process and guide the selection of projects that best align with the goals and priorities of the transportation planning effort.

### **Subtask 4.2: Truck Route & Freight Planning**

Staff will actively collaborate with local trucking companies and freight stakeholders to develop a comprehensive freight plan that can be integrated into future Metropolitan Transportation Plan developments. This initiative will be undertaken once the RGVMPO has obtained a modal split on its travel demand model. The freight plan will address key considerations such as efficient goods movement, infrastructure needs, and freight-related challenges in the region.

Additionally, this task includes supporting travel expenses for RGVMPO staff to attend TxDOT freight committee meetings. By participating in these meetings, staff members can stay informed about the latest developments and discussions pertaining to freight transportation and contribute valuable insights from the RGVMPO's perspective.

The ultimate goal of this task is to ensure that the RGVMPO's transportation planning efforts incorporate a robust freight plan, promoting effective and sustainable freight movement in the region while addressing the specific needs and priorities of local trucking companies and freight stakeholders.

### **Subtask 4.3: County Thoroughfare & Functional Classification Plan**

Transportation Planning Funds will be allocated for various initiatives during FY 2024-2025. RGVMPO staff will undertake the task of collecting and consolidating thoroughfare plans from local governments, ensuring a regional perspective and resolving boundary issues to enhance consistency and continuity between local partners and regional planning efforts. This endeavor will encompass the creation of a documented inventory of thoroughfare plans integrated into transportation networks, as well as the development of a geographic information system (GIS)-based regional arterial system map. The thoroughfare plan will serve as a valuable tool for effective planning and the preservation of right of way, with an expectation for annual amendments to accommodate evolving needs.

Furthermore, RGVMPPO staff will collaborate with federal partners and the Pharr District of TxDOT to uphold the functional classification documentation for the RGVMPPO's MAB. Continuous activities will involve monitoring the status of functional classification submittals and making amendments as requested by local planning partners. This collaborative effort ensures accurate and up-to-date functional classification data for effective transportation planning in the region.

#### **Subtask 4.4: Metropolitan Transportation Plan**

The Metropolitan Transportation Plan serves as the long-term, financially constrained, multimodal transportation blueprint for the region, and it undergoes regular updates at least every quarter. The MTP encompasses a wide range of projects, including transit, highway, local roadway, and bicycle and pedestrian initiatives.

Changes to the MTP are incorporated through various processes such as updates, amendments, or administrative modifications. To ensure transparency and public engagement, a 30-day period is provided for public input before the adoption of a resolution for any amendment. The RGVMPPO recognizes the importance of involving stakeholders at all levels, from government agencies to individual community members.

As part of the public outreach efforts, the RGVMPPO organizes public meetings in each sub-region, namely McAllen/Edinburg, Harlingen/San Benito, Brownsville, and Rio Grande city. These meetings are strategically located within a quarter-mile radius of transit routes, enabling participation from underserved and disadvantaged communities. Additionally, to enhance accessibility, all MTP updates feature a virtual public involvement video that can be accessed through social media platforms like YouTube and Facebook. This allows the public to download and review all materials presented during the process.

In line with the requirements set by MAP-21, the RGVMPPO staff will develop visualization techniques to provide the citizens of the Lower Rio Grande Valley (LRGV) with a deeper understanding of the impact, design, and functionality of future transportation projects. These techniques aim to improve public awareness and facilitate informed decision-making regarding regional transportation development.

## E. FUNDING SUMMARY

### Task 4 – FY 2024-2025

| Subtask      | Responsible Agency | Transportation Planning Funds (TPF) <sup>1</sup> |                     | FTA Section 5307 Funds |               | Local Funds   |               | Total Funds SPLIT into 2 years |                     |
|--------------|--------------------|--|---------------------|------------------------|---------------|---------------|---------------|--------------------------------|---------------------|
|              |                    | FY 2024  | FY 2025             | FY 2024                | FY 2025       | FY 2024       | FY 2025       | FY 2024                        | FY 2025             |
| 4.1          | <b>MPO</b>         | \$18,933.00                                      | \$18,933.00         | \$0.00                 | \$0.00        | \$0.00        | \$0.00        | \$18,933.00                    | \$18,933.00         |
| 4.2          | <b>MPO</b>         | \$18,933.00                                      | \$18,933.00         | \$0.00                 | \$0.00        | \$0.00        | \$0.00        | \$18,933.00                    | \$18,933.00         |
| 4.3          | <b>MPO</b>         | \$18,933.00                                      | \$18,933.00         | \$0.00                 | \$0.00        | \$0.00        | \$0.00        | \$18,933.00                    | \$18,933.00         |
| 4.4          | <b>MPO</b>         | \$316,643.00                                     | \$166,643.00        | \$0.00                 | \$0.00        | \$0.00        | \$0.00        | \$316,643.00                   | \$166,643.00        |
| <b>TOTAL</b> |                    | <b>\$373,442.00</b>                              | <b>\$223,442.00</b> | <b>\$0.00</b>          | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$373,442.00</b>            | <b>\$223,442.00</b> |

<sup>1</sup> TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

## **VI. TASK 5.0 SPECIAL STUDIES**

### **A. OBJECTIVE**

The objectives of this task are to achieve optimal performance of current and future transportation systems by maximizing the utilization of management system outputs. This includes developing effective management systems that offer valuable information and strategies to enhance the performance of existing and future transportation facilities. The task also aims to contribute input to the transportation planning process at the system level. This involves providing valuable insights and recommendations based on the specialized information gathered through studies conducted on specific aspects of the transportation system. The goal is to contribute to the development of an efficient, multi-modal mobility system for the Rio Grande Valley Metropolitan Planning Organization (RGVMPO). By conducting in-depth studies and utilizing management systems, this task seeks to improve the overall performance and effectiveness of the transportation network, benefiting both current and future transportation users in the region.

### **B. EXPECTED PRODUCTS**

Expected products encompass a range of technical reports and documentation that will provide a concise summary of the discoveries made during the diverse transportation planning endeavors carried out within this task.

1. Incident Management & Safety Study
2. Congestion Data Collection
3. Weslaco Loop Corridor Study
4. Traffic Counts Data Program
5. RGV Bicycle and Pedestrian Count Data Program

### **C. PREVIOUS WORK**

In 2019-2020, CoPlan was contracted to perform a travel time delay study and assist in establishing a congestion management process (CMP) for the RGVMPO region. CoPLAN met with the CMP sub-committee to identify the 1,000 centerline miles to be part of the study. In addition to the study routes, CoPLAN made recommendations to the sub-committee for the 80 intersections to be evaluated for possible operational improvements. Regarding the timing of the signals, vehicle detection is the key element for efficient operation of a traffic signal. As determined during the previous CMP Tier II, a large majority of the regions' traffic signals do not have a full complement of vehicle detection for all movements. CoPLAN worked directly with designated representatives for each City (Brownsville, Edinburg, Pharr, and Mission) responsible for maintenance of the study signals. CoPLAN, along with the City representative,

visited each study intersection and performed an assessment of the signal equipment contents, working conditions, capabilities, and limitations.

## **D. SUBTASKS**

### **Subtask 5.1: Incident Management & Safety Study**

This task involves the ongoing monitoring of crash locations to identify statistically significant areas known as "Hot Spots." By utilizing data from the Texas Department of Transportation's Crash Records Information Systems (C.R.I.S.), we can pinpoint these locations. Once identified, further analysis is conducted to understand the causes of incidents and determine safety improvements that can be implemented in these areas.

The emphasis on safety is a key component of our planning efforts, and this task includes a Transportation Safety Study that extends beyond identifying the "Hot Spots." The safety study aims to proactively identify transportation safety problem areas within the Metropolitan Areas and keep safety at the forefront of RGVMPO's planning initiatives. The data collected will be mapped and made accessible through our website for public reference.

As part of our commitment to Bipartisan Infrastructure Law Implementation Planning Emphasis Area, the RGVMPO will develop safety performance measures in FY 2024-2025. These measures will be derived from the data obtained through this subtask, aligning with the requirements set forth by IIJA and continued with the MAP-21 & FAST-Act. By integrating safety considerations into our planning processes, we strive to create a safer transportation environment for our communities.

### **Subtask 5.2: Congestion Data Collection**

This task focuses on the continuous monitoring of congestion, a requirement for all Transportation Management Areas (TMAs) under the FAST-Act. In FY 2022, the RGVMPO has planned a CMP data collection initiative and intends to hire a consultant to conduct this study. The study will involve comparing previous CMP studies conducted in the Brownsville and Hidalgo County areas, with a particular focus on data collection in identified corridors where early deployment initiatives were implemented.

Through this subtask, the RGVMPO aims to develop congestion performance measures in FY 2023. These measures will be derived from the data collected during the study, aligning with the requirements of the MAP-21 Implementation Planning Emphasis Area mandated by MAP-21 and the FAST-Act. The study's primary objective is to provide recommendations to address delay within the region, ensuring a smoother and more efficient transportation network.

### **Subtask 5.3: Traffic Counts / Bike Ped Counts**

Under this task the RGVMPO staff will collaborate with local governments to coordinate and conduct assessments for off-system roadways. This is particularly relevant for functionally classified roads and that included in the RGVMPO thoroughfare plan, as they are not assessed by

TxDOT for on-system roadways. and collecting traffic data, ensuring accurate and comprehensive information is gathered.

In addition to collecting motor vehicle traffic counts, RGVMPO Staff will continue to manage the RGV Bicycle & Pedestrian Count Data Program (Program). These regional activities also assist with statewide efforts. In coordination with TxDOT and Texas Transportation Institute (TTI), the RGVMPO participates in the Texas BikePed Count Exchange (TX BP|CX) by submitting and quality checking data counts on a quarterly basis. Quarterly count data reports are also presented to the RGVMPO Bicycle and Pedestrian Advisory Committee (BPAC) Meetings.

To support these efforts, the RGVMPO staff plans to acquire additional traffic counter equipment and software as needed. This task also covers travel expenses incurred by RGVMPO staff for the purpose of deploying, maintaining/repairing, and collecting data from various counters/locations.

#### **Subtask 5.4: Corridor Study**

A consultant will be procured to conduct the corridor study in accordance with the procurement guidance provided by the Lower Rio Grande Valley Development Council (LRGVDC), in collaboration with the City of Weslaco. The selection process will adhere to the established guidelines and ensure transparency and fairness.

The City of Weslaco and Hidalgo County have requested the RGVMPO to conduct a planning corridor/alignment study to assess the feasibility and necessity of the Weslaco Southwest Loop. This project aims to address the need for enhanced safety and efficiency by separating passenger vehicular traffic from freight commercial international truck traffic, ultimately reducing accidents and alleviating delays.

The primary objective of the study is to evaluate the feasibility of the proposed Weslaco Southwest Loop and determine its potential benefits. By conducting a thorough analysis of the existing transportation infrastructure, traffic patterns, and anticipated future growth, the RGVMPO will provide valuable insights into the necessity and viability of the project.

Through this planning corridor/alignment study, the procured consultant will assess the potential impacts of implementing the Weslaco Southwest Loop, such as improved safety conditions, reduced congestion, and enhanced travel efficiency. The study will consider factors such as alignment options, environmental considerations, economic viability, and community needs.

RGVMPO staff proposes to collect traffic data and evaluate the traffic impact of FM509 from US 281 (Military Highway) to I-69E in Cameron County. Due to the tremendous growth, safe and efficient corridors are even more of a local concern. A consultant for the corridor study will be acquired in compliance with LRGVDC procurement guidance, in participation with the Harlingen-San Benito sub-region. The Consultant shall develop the opening-year and design-year (opening year +20) travel forecasts, and related traffic analysis in coordination with the City of Harlingen utilizing the Metropolitan Planning Organization's (MPO) traffic demand model, historic traffic, and existing count data. The Engineer shall document inputs, assumptions, and outcomes in a brief Average Daily Corridor Traffic Projections Report review historical crash data from the three most recent years and compare to the statewide

averages for similar facilities to look for any statistically significant locations along the corridor. The study of FM 509 shall provide recommendations for roadway expansion, additional ROW, signal improvements, improved drainage, and other related improvements.

## E. FUNDING SUMMARY

### Task 5 – FY 2024-2025

| Subtask      | Responsible Agency       | Transportation Planning Funds (TPF) <sup>1</sup> |                     | FTA Section 5307 Funds |               | Local Funds        |               | Total Funds SPLIT into 2 years |                     |
|--------------|--------------------------|--|---------------------|------------------------|---------------|--------------------|---------------|--------------------------------|---------------------|
|              |                          | FY 2024  | FY 2025             | FY 2024                | FY 2025       | FY 2024            | FY 2025       | FY 2024                        | FY 2025             |
| 5.1          | <b>MPO</b><br>TxDOT      | \$18,933.00                                      | \$18,933.00         | \$0.00                 | \$0.00        | \$0.00             | \$0.00        | \$18,933.00                    | \$18,933.00         |
| 5.2          | <b>MPO</b><br>Consultant | \$28,347.00                                      | \$28,347.00         | \$0.00                 | \$0.00        | \$0.00             | \$0.00        | \$28,347.00                    | \$28,347.00         |
| 5.3          | <b>MPO</b><br>Cities     | \$11,449.00                                      | \$11,449.00         | \$0.00                 | \$0.00        | \$0.00             | \$0.00        | \$11,449.00                    | \$11,449.00         |
| 5.4          | <b>MPO</b><br>Consultant | \$225,000.00                                     | \$62,500.00         | \$0.00                 | \$0.00        | \$62,500.00        | \$0.00        | \$287,500.00                   | \$62,500.00         |
| <b>TOTAL</b> |                          | <b>\$283,729.00</b>                              | <b>\$121,229.00</b> | <b>\$0.00</b>          | <b>\$0.00</b> | <b>\$62,500.00</b> | <b>\$0.00</b> | <b>\$346,229.00</b>            | <b>\$121,229.00</b> |

<sup>1</sup> TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.



## VII. Budget Summary

### 2-Year Funding Summary - FY 2024 and FY 2025

| UPWP Task     | Description                      | Transportation Planning Funds (TPF) <sup>1</sup> |                       | FTA Section 5307 Funds |                    | Local Funds         |                    | Total Funds SPLIT into 2 years |                       |
|---------------|----------------------------------|--|-----------------------|------------------------|--------------------|---------------------|--------------------|--------------------------------|-----------------------|
|               |                                  | FY 2024  | FY 2025               | FY 2024                | FY 2025            | FY 2024             | FY 2025            | FY 2024                        | FY 2025               |
| 1.0           | Administration Management        | \$916,005.40                                     | \$916,005.40          | \$20,000.00            | \$20,000.00        | \$5,000.00          | \$5,000.00         | \$941,005.40                   | \$941,005.40          |
| 2.0           | Data Development and Maintenance | \$226,776.00                                     | \$226,776.00          | \$12,000.00            | \$12,000.00        | \$3,000.00          | \$3,000.00         | \$241,776.00                   | \$241,776.00          |
| 3.0           | Short Range Planning             | \$660,818.80                                     | \$300,818.80          | \$516,000.00           | \$16,000.00        | \$129,000.00        | \$4,000.00         | \$1,305,818.80                 | \$320,818.80          |
| 4.0           | Metropolitan Transportation Plan | \$373,442.00                                     | \$223,442.00          | \$0.00                 | \$0.00             | \$0.00              | \$0.00             | \$373,442.00                   | \$223,442.00          |
| 5.0           | Special Studies                  | <b>\$283,729.00</b>                              | <b>\$121,229.00</b>   | <b>\$0.00</b>          | <b>\$0.00</b>      | <b>\$62,500.00</b>  | <b>\$0.00</b>      | <b>\$346,229.00</b>            | <b>\$121,229.00</b>   |
| <b>Total:</b> |                                  | <b>\$2,460,771.20</b>                            | <b>\$1,788,271.20</b> | <b>\$548,000.00</b>    | <b>\$48,000.00</b> | <b>\$199,500.00</b> | <b>\$12,000.00</b> | <b>\$3,208,271.20</b>          | <b>\$1,848,271.20</b> |
















<sup>1</sup> TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

|   |           |                     |
|---|-----------|---------------------|
| Combined Transportation Planning Funds <sup>2</sup> | \$        | 5,056,542.40        |
| Estimated Unexpended Carryover                      | \$        | 2,832,065.97        |
| <b>TOTAL TPF:</b>                                   | <b>\$</b> | <b>7,888,608.37</b> |

<sup>2</sup> Estimate based on prior years' authorizations

APPENDIX A

POLICY TRANSPORTATION BOARD MEMBERSHIP

|   |   |  |
|---|---|--|
|  <p><b>Chairperson-<br/>Honorable<br/>David L<br/>Fuentes</b></p> <p>Hidalgo County-Comm’r Precinct 1<br/><a href="mailto:david.fuentes@co.hidalgo.tx.us">david.fuentes@co.hidalgo.tx.us</a></p> |  <p><b>Vice-<br/>Chairperson-<br/>Honorable – John<br/>Cowen – Mayor</b></p> <p>City of Brownsville<br/><a href="mailto:John.cowen@brownsvilletx.gov">John.cowen@brownsvilletx.gov</a></p> |  <p><b>Frank Parker,<br/>Jr.</b></p> <p>Cameron County RMA<br/><a href="mailto:fparker@parker-logistics.com">fparker@parker-logistics.com</a></p>                           |
|  <p><b>Honorable<br/>Eddie Treviño, Jr.<br/>– Judge</b></p> <p>Cameron County<br/><a href="mailto:etrevino@co.cameron.tx.us">etrevino@co.cameron.tx.us</a></p>                                   |  <p><b>Honorable –<br/>Ramiro Garza –<br/>Mayor</b></p> <p>City of Edinburg<br/><a href="mailto:rgarza@rgeconomicadvisors.com">rgarza@rgeconomicadvisors.com</a></p>                       |  <p><b>Honorable –<br/>Norie Gonzalez-<br/>Garza – Mayor</b></p> <p>City of Mission<br/><a href="mailto:mayorgarza@missiontexas.us">mayorgarza@missiontexas.us</a></p>      |
|  <p><b>Honorable –<br/>Javier<br/>Villalobos –<br/>Mayor</b></p> <p>City of McAllen<br/><a href="mailto:jvillalobos@mcallen.net">jvillalobos@mcallen.net</a></p>                                |  <p><b>Honorable –<br/>Norma Sepulveda<br/>– Mayor</b></p> <p>City of Harlingen<br/><a href="mailto:nsepulveda@myharlingen.us">nsepulveda@myharlingen.us</a></p>                          |  <p><b>Honorable-<br/>Mayor Ricardo<br/>"Rick" Guerra</b></p> <p>City of San Benito<br/><a href="mailto:rguerra2@cityofsanbenito.com">rguerra2@cityofsanbenito.com</a></p> |
|  <p><b>Honorable<br/>Ambrosio<br/>“Amos”<br/>Hernandez-<br/>Mayor</b></p> <p>City of Pharr<br/><a href="mailto:mayor@pharr-tx.gov">mayor@pharr-tx.gov</a></p>                                  |  <p><b>S. David<br/>Deanda, Jr.</b></p> <p>Hidalgo County RMA<br/><a href="mailto:David.deanda@hrma.net">David.deanda@hrma.net</a></p>   |  <p><b>Honorable<br/>Eloy Vera<br/>Judge</b></p> <p>Starr County<br/><a href="mailto:eloy.vera@co.starr.tx.us">eloy.vera@co.starr.tx.us</a></p>                           |
|  <p><b>Pedro “Pete”<br/>Alvarez, P.E.</b></p> <p>TxDOT Phar District – Engineer<br/><a href="mailto:Pedro.alvarez@txdot.gov">Pedro.alvarez@txdot.gov</a></p>                                   |  <p><b>Tom Logan</b></p> <p>Valley Metro – Executive Director<br/><a href="mailto:tlogan@lrgvdc.org">tlogan@lrgvdc.org</a></p>   |  <p><b>Luis Daiz</b></p> <p>RGVMPO – Interim Executive<br/>Director<br/><a href="mailto:Ldiaz@rgvmppo.org">Ldiaz@rgvmppo.org</a></p>                                      |

## TECHNICAL ADVISORY COMMITTEE MEMBERSHIP

|  |   |  |
|--|---|--|
| <p><b>Benjamin L. Worsham, P.E.</b><br/>Chairman<br/>Cameron County<br/><a href="mailto:benjamin.worsham@co.cameron.tx.us">benjamin.worsham@co.cameron.tx.us</a></p> | <p><b>Ramon Navarro</b><br/>Vice Chairman<br/>Hidalgo County RMA<br/><a href="mailto:ramon.navarro@hcrma.net">ramon.navarro@hcrma.net</a></p> | <p><b>Pete Sepulveda, Jr.</b><br/>Cameron County RMA<br/><a href="mailto:psepulveda@ccrma.org">psepulveda@ccrma.org</a></p>                  |
| <p><b>Joel Garza</b><br/>City of Brownsville<br/><a href="mailto:joel.garza@brownsvilletx.gov">joel.garza@brownsvilletx.gov</a></p>                                  | <p><b>Tomas D Reyna</b><br/>City of Edinburg<br/><a href="mailto:treyna@cityofedinburg.com">treyna@cityofedinburg.com</a></p>                 | <p><b>Ana Hernandez</b><br/>City of Harlingen<br/><a href="mailto:ahernandez@harlingentx.gov">ahernandez@harlingentx.gov</a></p>             |
| <p><b>Rene Gonzalez</b><br/>City of McAllen<br/><a href="mailto:rgonzalez@mcallen.net">rgonzalez@mcallen.net</a></p>   | <p><b>Daniel Chavez-</b><br/>City of Pharr<br/><a href="mailto:Commissioner4@pharr-tx.gov">Commissioner4@pharr-tx.gov</a></p>                 | <p><b>Mayor Ricardo Guerra</b><br/>City of San Benito<br/><a href="mailto:rguerra2@cityofsanbenito.com">rguerra2@cityofsanbenito.com</a></p> |
| <p><b>Armando Garza</b><br/>Hidalgo County<br/><a href="mailto:armando.garzajr.@co.hidalgo.tx.us">armando.garzajr.@co.hidalgo.tx.us</a></p>                          | <p><b>JP Terrazas, P.E.</b><br/>City of Mission<br/><a href="mailto:jpterrazas@missiontexas.us">jpterrazas@missiontexas.us</a></p>            | <p><b>Dora E Robles</b><br/>TXDOT (Pharr District)<br/><a href="mailto:dora.robles@txdot.gov">dora.robles@txdot.gov</a></p>                  |
| <p><b>Tom Logan</b><br/>Valley Metro<br/><a href="mailto:tlogan@lrgvdc.org">tlogan@lrgvdc.org</a></p>  | <p><b>Simon Ortiz</b><br/>Brownsville Metro<br/><a href="mailto:simon.ortiz@brownsvilletx.gov">simon.ortiz@brownsvilletx.gov</a></p>          | <p><b>Jon Ray Bocanegra</b><br/>McAllen Metro<br/><a href="mailto:jbocanegra@mcallen.net">jbocanegra@mcallen.net</a></p>                     |
| <p><b>Alan Johnson</b><br/>Port of Harlingen<br/><a href="mailto:Alanjohnson7@me.com">Alanjohnson7@me.com</a></p>  | <p><b>Mark Yates</b><br/>Cameron Co. Spaceport Dev. Corp<br/><a href="mailto:Mark.yates@co.cameron.tx.us">Mark.yates@co.cameron.tx.us</a></p> | <p><b>Ariel Chavez III</b><br/>Port of Brownsville<br/><a href="mailto:achavez@portofbrownsville.com">achavez@portofbrownsville.com</a></p>  |
| <p><b>Victor Barrera</b><br/>Port Isabel – San Benito Nav. District<br/><a href="mailto:vbarrera@pi-isd.net">vbarrera@pi-isd.net</a></p>                             | <p><b>Jose (Joe) Escamilla</b><br/>Starr County<br/><a href="mailto:skamia@aol.com">skamia@aol.com</a></p>                                    |  |

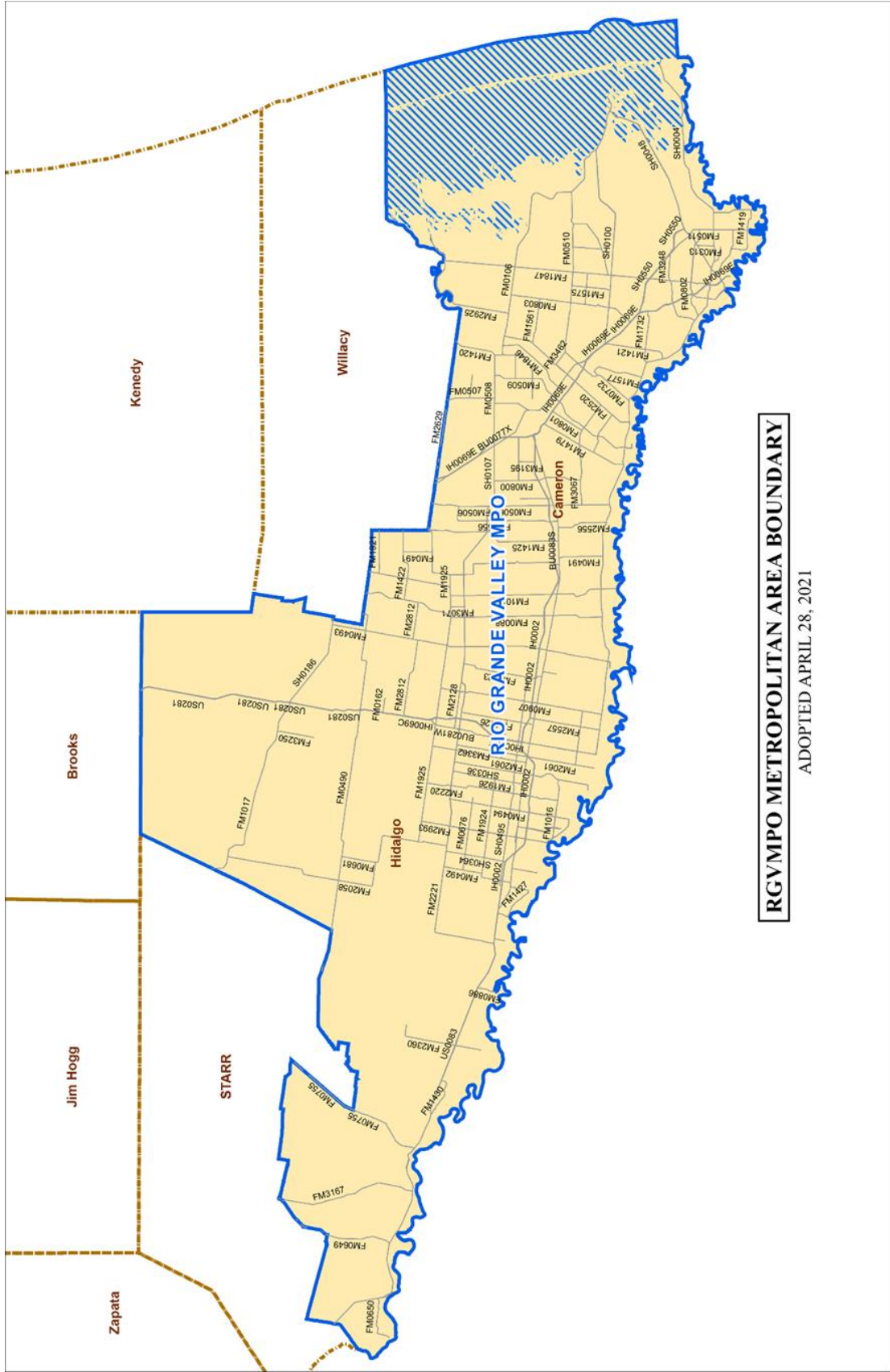
## BICYCLE & PEDESTRIAN ADVISORY COMMITTEE MEMBERSHIP

|   |   |   |
|---|---|---|
| <b>David Hernandez</b><br>Chair<br>Valley Off-Road Bicycling<br>Association | <b>Commissioner Dr. Rose Gowen</b><br>Vice Chair<br>Caracara Trails | <b>Omar Rodriguez</b><br>City of Weslaco                      |
| <b>Mayor Alma Salinas</b><br>City of Sullivan City                          | <b>Craig Wuensche</b><br>TxDOT Pharr District                       | <b>Lorenzo “Larry” Ayala</b><br>City of Edinburg              |
| <b>Ruben Alfaro</b><br>City of Pharr  | <b>Christopher Nelson</b><br>City of Brownsville                    | <b>Claudia Olmedo</b><br>ValleyMetro                          |
| <b>Horacio Garza</b><br>Lower Rio Grande Valley<br>Development Council      | <b>Rodney Gomez</b><br>University of Texas<br>Rio Grande Valley     | <b>Javier De Leon</b><br>Texas Parks & Wildlife<br>Department |
| <b>Ana Adame</b><br>Bike/Ped Citizen At-Large                               | <b>Richard Cavin</b><br>Bike/Ped Citizen At-Large                   | <b>Nina Torkelson</b><br>Bike/Ped Citizen At-Large            |
| <b>Robert Ordez</b><br>Bike/Ped Citizen At-Large                            | <b>Michael McNew</b><br>Bike/Ped Citizen At-Large                   | <b>Jon Ray Bocanegra</b><br>Bike/Ped Citizen At-Large         |
| <b>VACANT</b><br>Economic Development Agency                                | <b>VACANT</b><br>Stakeholder Organization                           | <b>VACANT</b><br>Stakeholder Organization                     |
| <b>VACANT</b><br>Pedestrian-Oriented Agency                                 |   | <b>VACANT</b><br>Pedestrian-Oriented Agency                   |

**MPO STAFF**

|   |   |   |
|---|---|---|
| <p align="center"><b>Luis M. Diaz</b><br/>Interim Director<br/><a href="mailto:Ldiaz@rgvmpo.org">Ldiaz@rgvmpo.org</a></p>                       | <p align="center"><b>Adriana Estrada</b><br/>Executive Assistant<br/><a href="mailto:Aestrada@rgvmpo.org">Aestrada@rgvmpo.org</a></p> | <p align="center"><b>Miguel Arispe</b><br/>Planner III<br/><a href="mailto:Marispe@rgvmpo.org">Marispe@rgvmpo.org</a></p>                       |
| <p align="center"><b>Fernando Cantú</b><br/>Planner III<br/><a href="mailto:Fcantu@rgvmpo.org">Fcantu@rgvmpo.org</a></p>                        | <p align="center"><b>Rudy Zamora</b><br/>Planner II<br/><a href="mailto:Rzamora@rgvmpo.org">Rzamora@rgvmpo.org</a></p>                | <p align="center"><b>Eva L. Garcia</b><br/>Planner III: Bike/Ped Coordinator<br/><a href="mailto:Egarcia@rgvmpo.org">Egarcia@rgvmpo.org</a></p> |
| <p align="center"><b>Melany Rodriguez</b><br/>Planner/GIS Specialist I<br/><a href="mailto:Mrodriguez@rgvmpo.org">Mrodriguez@rgvmpo.org</a></p> | <p align="center"><b>Klarissa Gonzalez</b><br/>Planner I<br/><a href="mailto:Kgonzalez@rgvmpo.org">Kgonzalez@rgvmpo.org</a></p>       | <p align="center"><b>Alma Provencio</b><br/>GIS Specialist I<br/><a href="mailto:Aprovencio@rgvmpo.org">Aprovencio@rgvmpo.org</a></p>           |
|   |   |   |

APPENDIX B  
METROPOLITAN AREA BOUNDARY MAP



RGVMO METROPOLITAN AREA BOUNDARY

ADOPTED APRIL 28, 2021

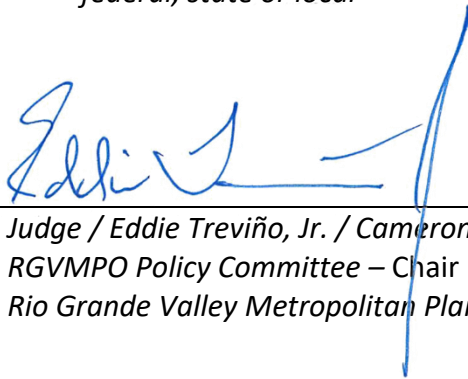
APPENDIX C

DEBARMENT CERTIFICATION

(Negotiated Contracts)

- (1) The **RGVMPO** as **CONTRACTOR** certifies to the best of its knowledge and belief that it and its principals:
  - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;
  - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public\* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
  - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity\* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
  - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions\* terminated for cause or default.
  
- (2) Where the **CONTRACTOR** is unable to certify to any of the statements in this certification, such **CONTRACTOR** shall attach an explanation to this certification.

*\*federal, state or local*

  
\_\_\_\_\_  
Judge / Eddie Treviño, Jr. / Cameron County  
RGVMPO Policy Committee – Chair  
Rio Grande Valley Metropolitan Planning Organization

6/28/23  
\_\_\_\_\_  
Date

APPENDIX D

LOBBYING CERTIFICATION

CERTIFICATION FOR CONTRACTS, GRANTS,  
LOANS AND COOPERATIVE AGREEMENTS

The undersigned certifies to the best of his or her knowledge and belief, that:

- (1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.




---

Judge / Eddie Treviño, Jr. / Cameron County  
 RGVMPPO Policy Committee – Chair  
 Rio Grande Valley Metropolitan Planning Organization

2/28/23

---

Date



APPENDIX E

CERTIFICATION OF COMPLIANCE

I, Eddie Treviño Jr, Chairman  
(Name and Position, Typed or Printed)

a duly authorized officer/representative of Rio Grande Valley Metropolitan Planning Organization,  
(MPO)

do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 2 CFR §200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," as it may be revised or superseded.

  
\_\_\_\_\_  
*Judge / Eddie Treviño, Jr. / Cameron County*  
*RGVMPO Policy Committee – Chair*  
*Rio Grande Valley Metropolitan Planning Organization*

6/28/23  
Date

Attest:  
  
\_\_\_\_\_  
Name  
Executive Director  
Title

APPENDIX F

CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

I, Eddie Treviño Jr, Chairman

(Name and Position, Typed or Printed)

a duly authorized officer/representative of Rio Grande Valley Metropolitan Planning Organization,

(MPO)

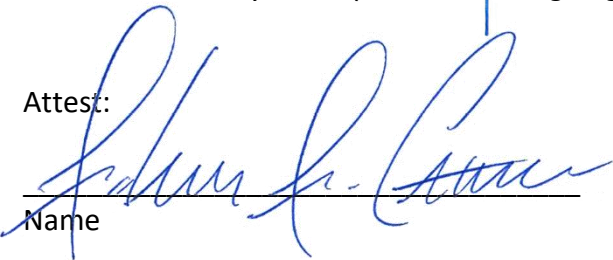
do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of 43 TAC § 31.39 "Required Internal Ethics and Compliance Program" and 43 TAC § 10.51 "Internal Ethics and Compliance Program" as it may be revised or superseded.



Judge / Eddie Treviño, Jr. / Cameron County  
RGVMPO Policy Committee – Chair  
Rio Grande Valley Metropolitan Planning Organization

6/28/23  
Date

Attest:



Name

Executive Director

Title

**E. Consideration and Action to Approve Resolution 2024-06 2023 Thoroughfare Plan Amendments**

**Action**                       **Possible Action**                       **Information**

**Presenter:** Alma Provencio, RGVMPPO GIS Specialist

**Summary:** The RGVMPPO is presenting and seeking adoption of the 2023 Thoroughfare Plan Process amendments received. (Resolution 2024-06 to be presented to Policy Committee for Approval on February 28, 2024) The Amendments will be presented to County Commissioner's Courts in March upon Transportation Policy Board adoption.

**Background:** The RGVMPPO performs a yearly Thoroughfare Plan Amendment Process. Where planning partners throughout the region are asked to compare their jurisdiction's Right of Way (ROW) data with the RGVMPPOs UMAP Interactive Map Thoroughfare Plan Data and provide any amendments to the data reflected.

## 2023 Thoroughfare Amendments

| Facility Name                      | Current ROW                                | Amendment                            | Limits  | Entity   |
|------------------------------------|--|--------------------------------------|---|--|
| W. Carter Avenue                   | None                                       | Minor Arterial Street 60' ROW        | S. Trosper Boulevard to S. Florida Street                                 | City of Alton<br>Ordinance No. 2023-19-0808                                |
| E. Andrew Avenue                   | None                                       | Minor Arterial Street 60' ROW        | S. Glasscock Boulevard to Bluebonnet Street                               | City of Alton<br>Ordinance No. 2023-19-0808                                |
| Jackson Road                       | 120' Principal Arterial                    | 100' Minor Arterial                  | Montecristo Road to Chapin Street   | City of Edinburg<br>Resolution No. 2587                                    |
| Dawson Drive                       | 80' ROW Collector                          | Abandon/Excluded Street              | Closner Boulevard to Veterans Boulevard                                   | City of Edinburg<br>Resolution No. 2589                                    |
| Hancock Drive                      | Proposed Extension 80' ROW Major Collector | Remove                               | South of Primera Road to Wilson Road                                      | City of Harlingen<br>Ordinance No. 23-42                                   |
| Mile 2 ½ East                      | None                                       | Expansion Minor Collector 80' ROW    | Interstate 2 to Mile 12 North Road  | Hidalgo County Precinct 1-<br>Signed Letter by Commissioner David Fuentes  |
| Mile 2 ½ East                      | None                                       | Expansion Minor Collector 80' ROW    | Mile 3 North to Mile 4 North  | Hidalgo County Precinct 1 –<br>Signed Letter by Commissioner David Fuentes |
| Mile 4 ½ North/<br>Courtley Street | None                                       | Expansion Minor Collector 80' ROW    | FM 493 to Midway Road   | Hidalgo County Precinct 1 –<br>Signed Letter by Commissioner David Fuentes |
| Sioux Road                         | None                                       | Expansion Minor Collector 80' ROW    | Goolie Road to Victoria Road  | Hidalgo County Precinct 1 –<br>Signed Letter by Commissioner David Fuentes |
| Walker Road                        | None                                       | Expansion Minor Collector 80' ROW    | FM 493 to Midway Road   | Hidalgo County Precinct 1 –<br>Signed Letter by Commissioner David Fuentes |
| Canton Road                        | 80' Expansion Collector                    | 100' Expansion Minor Arterial        | From Tower Road, FM 907 (Alamo Road)                                      | Hidalgo County Precinct 4 –<br>Signed Letter by Commissioner Ellie Torres  |
| 365 Tollway Project                | None                                       | New Facility Expressway 300-400 ROW  | 1-2, 0.8 miles west of Showers Rd to FM 396 (Anzalduas Highway Connector) | Hidalgo County Regional Mobility Authority<br>Resolution No. 2023-46       |
| FM 2360                            | None                                       | Existing Collector 80' ROW           | U.S 83 to .21 miles East of Coyote Ln                                     | Starr County – Signed Letter by Starr County Judge Eloy Vera               |
| FM 755                             | None                                       | Existing Collector 80' ROW           | U.S 83 to El Rucio Rd/ La Marita Rd                                       | TxDOT/ Starr County – Signed Letter by Starr County Judge Eloy Vera        |
| FM 3167                            | None                                       | Existing Principal Arterial 120' ROW | U.S 83 to FM 649  | TxDOT/ Starr County – Signed Letter by Starr County Judge Eloy Vera        |

Link to UMAP: <https://experience.arcgis.com/experience/81bd05922abc4b27818055ce91c55a7c/>

# RESOLUTION 2024-06

## SUBJECT: APPROVAL OF 2023 Thoroughfare Plan Amendments

**WHEREAS**, the Rio Grande Valley Metropolitan Planning Organization (RGVMPO), is the designated agency for Transportation Planning in the Transportation Management Area; and

**WHEREAS**, the RGVMPO conducts a yearly Thoroughfare Plan Amendment Process taking place from August 2023 through December 2023; and

**WHEREAS**, the RGVMPO requests updates from all entities within the RGVMPO Metropolitan Area Boundary (MAB). For updating RGVMPO Thoroughfare Plan Data.

**NOW THEREFORE, BE IT RESOLVED**, that the Rio Grande Valley Metropolitan Planning Organization Transportation Policy Board agreed by a majority vote to approve the following Thoroughfare Plan Amendments.

| <b>2023 Thoroughfare Plan Amendments</b>   |                                 |                                      |  |  |                                      |
|--|---------------------------------|--------------------------------------|--|--|--------------------------------------|
| Entity:                                    | Roadway:                        | From:                                | To:  | Current ROW Type:                          | ROW Amendment                        |
| City of Alton                              | W. Carter Avenue                | S. Trospen Boulevard                 | S. Florida Street  | None                                       | Minor Arterial Street 60' ROW        |
| City of Alton                              | E. Andrew Avenue                | S. Glasscock Boulevard               | Bluebonnet Street  | None                                       | Minor Arterial Street 60' ROW        |
| City of Edinburg                           | Jackson Road                    | Monte Cristo Road                    | Chapin Street  | 120' Principal Arterial                    | 100' Minor Arterial                  |
| City of Edinburg                           | Dawson Drive                    | Closner Boulevard                    | Veterans Boulevard   | 80' ROW Collector                          | Abandon/Excluded Street              |
| City of Harlingen                          | Hancock Drive                   | South of Primera Road                | Wilson Road  | Proposed Extension 80' ROW Major Collector | Remove                               |
| Hidalgo County Precinct 1                  | Mile 2 ½ East                   | Interstate 2                         | Mile 12 North Road   | None                                       | Expansion Minor Collector 80' ROW    |
| Hidalgo County Precinct 1                  | Mile 2 ½ East                   | Mile 3 North                         | Mile 4 North   | None                                       | Expansion Minor Collector 80' ROW    |
| Hidalgo County Precinct 1                  | Mile 4 ½ North/ Courtley Street | FM 493                               | Midway Road  | None                                       | Expansion Minor Collector 80' ROW    |
| Hidalgo County Precinct 1                  | Sioux Road                      | Goolie Road                          | Victoria Road  | None                                       | Expansion Minor Collector 80' ROW    |
| Hidalgo County Precinct 1                  | Walker Road                     | FM 493                               | Midway Road  | None                                       | Expansion Minor Collector 80' ROW    |
| Hidalgo County Precinct 4                  | Canton Road                     | From Tower Road, FM 907 (Alamo Road) | Where County Jurisdiction Begins and City of Edinburg Ends | 80' Expansion Collector                    | 100' Expansion Minor Arterial        |
| Hidalgo County Regional Mobility Authority | 365 Tollway Project             | 1-2, 0.8 miles west of Showers Rd    | FM 396 (Anzalduas Highway Connector)                       | None                                       | New Facility Expressway 300-400 ROW  |
| Starr County                               | FM 2360                         | U.S 83                               | .21 miles East of Coyote Ln                                | None                                       | Existing Collector 80' ROW           |
| TxDOT/Starr County                         | FM 755                          | U.S 83                               | El Rucio Rd/ La Marita Rd                                  | None                                       | Existing Collector 80' ROW           |
| TxDOT/Starr County                         | FM 3167                         | U.S 83                               | FM 649   | None                                       | Existing Principal Arterial 120' ROW |

\*RGVMPO Thoroughfare Plan only records ROW of 80' and above. \*

**PASSED AND APPROVED on this 28<sup>th</sup> day of February 2024.**

\_\_\_\_\_  
 David L. Fuentes  
 Hidalgo County Commissioner Precinct 1  
 Chairman of the RGVMPO Policy Board

\_\_\_\_\_  
 John Cowen  
 Mayor, City of Brownsville  
 Vice-Chairman

\_\_\_\_\_  
 Luis M. Diaz  
 RGV MPO Interim Executive Director

**F. Consideration and Action to Approve Resolution 2024-04 regarding Federal Functional Classification of East Loop CSJ 0921-06-315 & Surrounding Facilities**

**Action**                                       **Possible Action**                                       **Information**

**Presenter:** Luis Diaz, RGVMPPO Interim Executive Director

**Summary:** The RGVMPPO is presenting amendments to the current Federal Functional Classification network in support of East Loop. In addition, after thorough coordination with TxDOT and FHWA various facilities surrounding East Loop amendments are also being presented to accommodate FC amendments to East Loop. (Resolution 2024-04 to be presented to Policy Committee for Approval on February 28, 2024) Official Federal Functional Classification Packet is being developed by RGVMPPO staff in coordination with the CCRMA and TxDOT.

**Background:** Federal legislation continues to use functional classification in determining eligibility for funding under the Federal-aid program. Transportation agencies describe roadway system performance, benchmarks, and targets by functional classification. As agencies continue to move towards a more performance-based management approach, functional classification will be an increasingly important consideration in setting expectations and measuring outcomes for preservation, mobility, and safety.

**RESOLUTION 2024-04**

**SUBJECT: APPROVAL OF Federal Functional Classification of East Loop & Surrounding Facilities**

**CSJ 0921-06-315**

**WHEREAS**, the Rio Grande Valley Metropolitan Planning Organization (RGVMPO), is the designated agency for Transportation Planning in the Transportation Management Area; and

**WHEREAS**, the RGVMPO is required to have a systematic way to gather citizen input on transportation issues; and

**WHEREAS**, these procedures have been duly discussed and gone through the required public comment period; and

**NOW THEREFORE, BE IT RESOLVED**, that the Rio Grande Valley Metropolitan Planning Organization Transportation Policy Board agreed by a majority vote to approve the Functional Classification Request for East Loop & Surrounding Facilities as follows on the table below and attached maps.

| <b>Functional Classification Resolution Amendment</b> |           |             |                             |      |                      |                    |
|---|-----------|-------------|-----------------------------|------|----------------------|--------------------|
| Entity  | Road Name | CSJ         | Current Classification      | From | To                   | New Classification |
| CCRMA   | East Loop | 0921-06-315 | Not Functionally Classified | I69  | South Port Connector | Minor Arterial     |

| <b>Functional Classification Ammendments to Surrounding Area</b> |                             |  |  |                    |                    |
|--|-----------------------------|--|--|--------------------|--------------------|
| Road Name  | Current Classification      | From   | To   | Approximate Length | New Classification |
| E 28th St  | Minor Collector             | 18th St.                                     | Southmost Rd.                                | 1.11 miles         | Major Collector    |
| Billy Mitchell   | Minor Arterial              | Iowa   | Approximately 0.1mi. East of Starship Rd.    | 0.28 miles         | Major Collector    |
| Jose Colunga Jr St.  | Minor Arterial              | Billy Mitchell                               | Morningside                                  | 0.27 miles         | Major Collector    |
| Morningside  | Minor Arterial              | FM 1419                                      | Jose Colunga Jr St.                          | 1.02 miles         | Major Collector    |
| Calle Milpa Verde  | Minor Collector             | East Ave.                                    | Monsees Rd.                                  | 1.75 miles         | Major Collector    |
| Monsees Rd.  | Minor Collector             | Calle Milpa Verde                            | Southmost Rd.                                | 0.82 miles         | Major Collector    |
| SH4  | Minor Arterial              | Indiana                                      | Oklahoma                                     | 1.60 miles         | Major Collector    |
| S Indiana Ave  | Principle Arterial          | SH4  | Dockberry                                    | 2.00 miles         | Minor Arterial     |
| S Indiana Ave  | Minor Arterial              | Dockberry rd.                                | Southmost Rd.                                | 1.50 miles         | Major Collector    |
| Dockberry Rd.  | Minor Arterial              | FM 1419                                      | S Indiana Ave                                | 1.97 miles         | Major Collector    |
| Dockberry Rd.  | Not Functionally Classified | S Indiana Rd.                                | S Oklahoma Ave.                              | 1.82 miles         | Major Collector    |
| FM 1419  | Minor Arterial              | SH4  | Approximately 0.25 mi. South of Hockaday St. | 0.25 miles         | Major Collector    |
| FM 1419  | Minor Arterial              | Approximately 0.3 mi. North of Dockberry Rd. | Approximately 0.6 mi. West of S Indiana Ave  | 5.0 miles          | Major Collector    |
| FM 1419  | Minor Arterial              | Monsees Rd.                                  | Approximately 0.5 mi. South of Monsees Rd.   | 0.5 miles          | Major Collector    |
| FM 1419  | Minor Arterial              | Approximately 0.5 mi. South of Monsees Rd.   | Approximately 0.5 mi. West of S Indiana Ave  | 0.4 miles          | Not Classified     |

**PASSED AND APPROVED on this 28<sup>th</sup> day of February 2024.**

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The Honorable David Fuentes  
Hidalgo County Commissioner PCT 1  
Chairman of the RGVMPO Policy Board

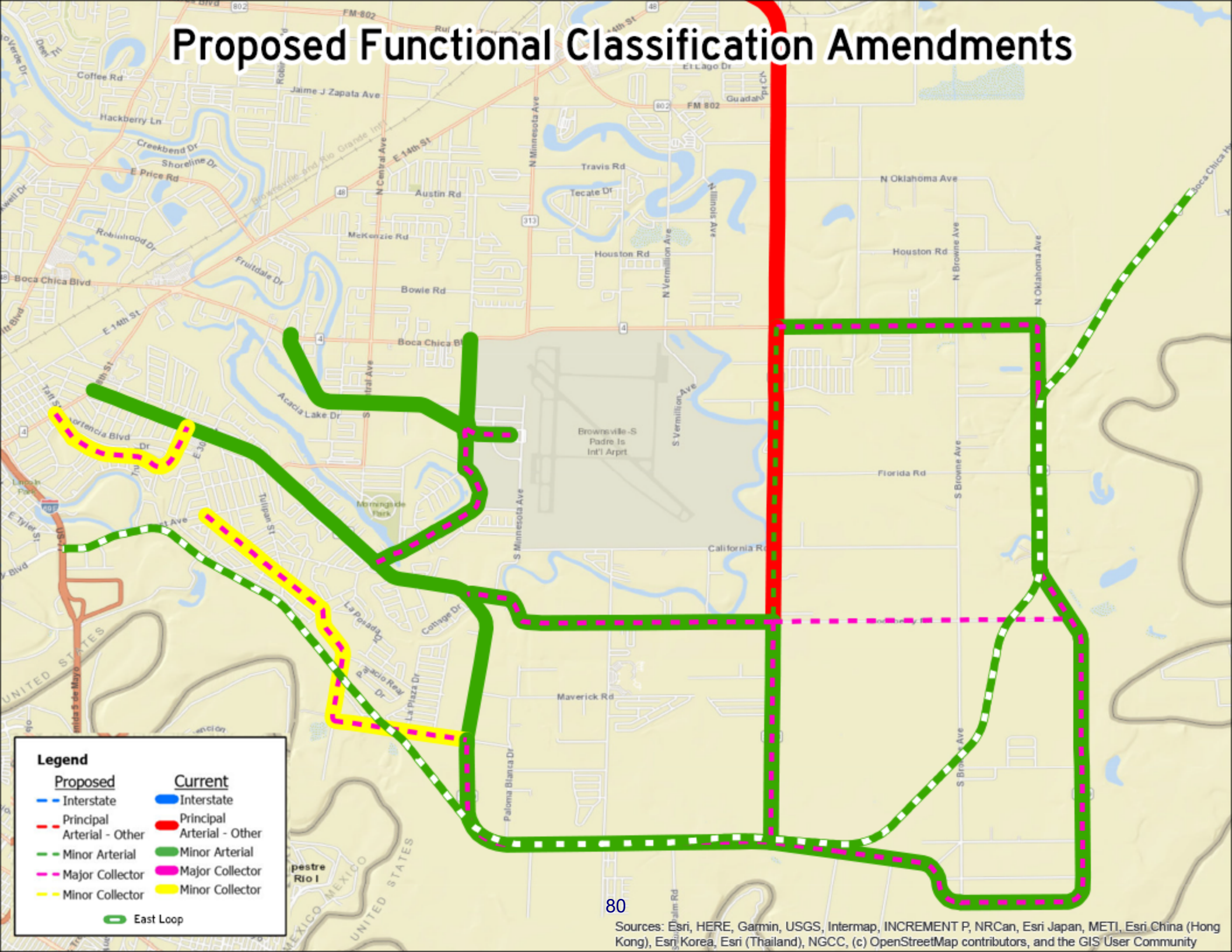
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Pedro “Pete” Alvarez, P.E.  
District Engineer  
TxDOT – Pharr District

---

Luis M. Diaz  
RGV MPO Interim Executive Director

# Proposed Functional Classification Amendments

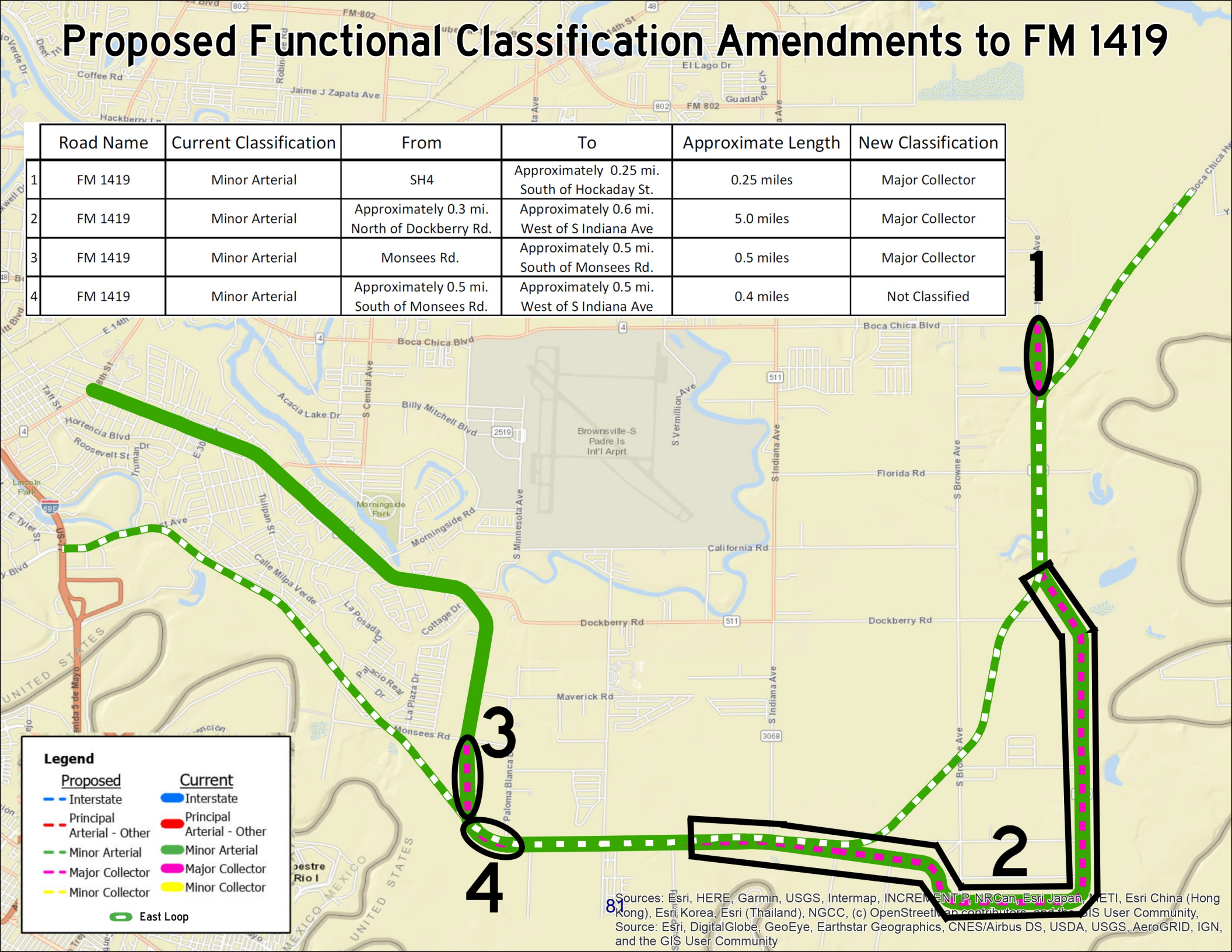


| Legend                     |                            |
|----------------------------|----------------------------|
| Proposed                   | Current                    |
| Interstate                 | Interstate                 |
| Principal Arterial - Other | Principal Arterial - Other |
| Minor Arterial             | Minor Arterial             |
| Major Collector            | Major Collector            |
| Minor Collector            | Minor Collector            |
| East Loop                  |                            |



# Proposed Functional Classification Amendments to FM 1419

|   | Road Name | Current Classification | From   | To   | Approximate Length | New Classification |
|---|-----------|------------------------|--|--|--------------------|--------------------|
| 1 | FM 1419   | Minor Arterial         | SH4  | Approximately 0.25 mi. South of Hockaday St. | 0.25 miles         | Major Collector    |
| 2 | FM 1419   | Minor Arterial         | Approximately 0.3 mi. North of Dockberry Rd. | Approximately 0.6 mi. West of S Indiana Ave  | 5.0 miles          | Major Collector    |
| 3 | FM 1419   | Minor Arterial         | Monsees Rd.                                  | Approximately 0.5 mi. South of Monsees Rd.   | 0.5 miles          | Major Collector    |
| 4 | FM 1419   | Minor Arterial         | Approximately 0.5 mi. South of Monsees Rd.   | Approximately 0.5 mi. West of S Indiana Ave  | 0.4 miles          | Not Classified     |



**Legend**

|                            |                            |
|----------------------------|----------------------------|
| <b>Proposed</b>            | <b>Current</b>             |
| Interstate                 | Interstate                 |
| Principal Arterial - Other | Principal Arterial - Other |
| Minor Arterial             | Minor Arterial             |
| Major Collector            | Major Collector            |
| Minor Collector            | Minor Collector            |
| East Loop                  |                            |

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

**G. Consideration and Action to Approve Resolution 2024-05 regarding Federal Functional Classification of Russell Road**

**Action**                       **Possible Action**                       **Information**

**Presenter:** Luis Diaz, RGVMPPO Interim Executive Director

**Summary:** The RGVMPPO is presenting FHWA Recommendation to further expand the Federal Functional Classification to plan for future developments. From Rooth Road Avenue To: Sugar Road (Resolution 2024-05 to be presented to Policy Committee for Approval on February 28, 2024) Official Federal Functional Classification Packet is being developed by RGVMPPO staff in coordination with TxDOT.

**Background:** Federal legislation continues to use functional classification in determining eligibility for funding under the Federal-aid program. Transportation agencies describe roadway system performance, benchmarks, and targets by functional classification. As agencies continue to move towards a more performance-based management approach, functional classification will be an increasingly important consideration in setting expectations and measuring outcomes for preservation, mobility, and safety.

**RESOLUTION 2024-05**

**SUBJECT: APPROVAL OF Federal Functional Classification of Russell Road**

**WHEREAS**, the Rio Grande Valley Metropolitan Planning Organization (RGVMPO), is the designated agency for Transportation Planning in the Transportation Management Area; and

**WHEREAS**, the RGVMPO is required to have a systematic way to gather citizen input on transportation issues; and

**WHEREAS**, these procedures have been duly discussed and gone through the required public comment period; and

**NOW THEREFORE, BE IT RESOLVED**, that the Rio Grande Valley Metropolitan Planning Organization Transportation Policy Board agreed by a majority vote to approve the Functional Classification Request for Russell Road as follows on the table below and attached map.

| <b>Functional Classification Amendment Russell Road</b> |                  |                               |             |           |               |                           |
|---|------------------|-------------------------------|-------------|-----------|---------------|---------------------------|
| <b>Entity</b>   | <b>Road Name</b> | <b>Current Classification</b> | <b>From</b> | <b>To</b> | <b>Length</b> | <b>New Classification</b> |
| RGVMPO  | Russell Rd.      | Not Classified                | Rooth Rd.   | Sugar Rd. | 3.5 mi.       | Minor Collector           |

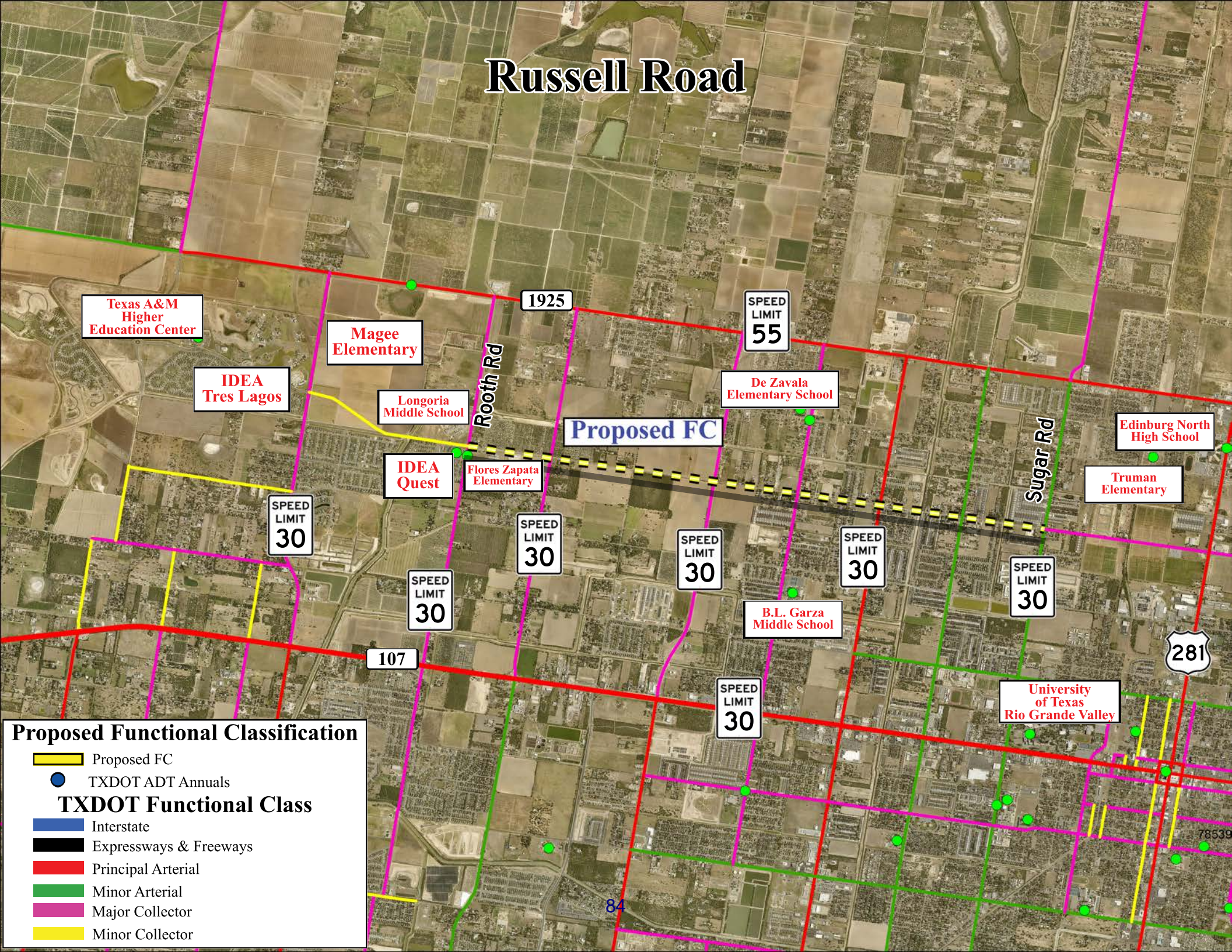
**PASSED AND APPROVED on this 28<sup>th</sup> day of February 2024.**

\_\_\_\_\_  
The Honorable David Fuentes  
Hidalgo County Commissioner PCT 1  
Chairman of the RGVMPO Policy Board

\_\_\_\_\_  
Pedro "Pete" Alvarez, P.E.  
District Engineer  
TxDOT – Pharr District

\_\_\_\_\_  
Luis M. Diaz  
RGV MPO Interim Executive Director

# Russell Road



## Proposed Functional Classification


 Proposed FC

 TXDOT ADT Annuals


## TXDOT Functional Class

 Interstate

 Expressways & Freeways

 Principal Arterial

 Minor Arterial

 Major Collector

 Minor Collector

**H. Discussion and Possible Action on Transportation Alternatives Set-Aside (TASA; also known as Category 9) Projects**

**Action**                                       **Possible Action**                                       **Information**

**Presenter:** Eva Garcia, RGVMPPO Planner III

**Summary:** RGVMPPO Staff will report the status of FY2019-2020 projects (working to reimburse funds), FY2021-2022 projects (working to obligate funds) and FY2023- 2024 projects (recently programmed) to ensure transparency with the RGVMPPO’s policymakers and transportation officials. Members may take action by acknowledging the update as presented or members may choose to recommend award changes on one or more of the Transportation Alternatives Set-Aside (TASA) projects.

**Background:** RGVMPPO Staff has been regularly communicating with RGVMPPO TAC & Policy Members regarding TASA projects to ensure the timely obligation and reimbursement of programmed funds. Staff continues to work with the Texas Department of Transportation Pharr District (TxDOT) and Local Government (LG) project sponsors to provide these updates to RGVMPPO Members. Thank you to all those involved for their continued communication and coordination.

# Transportation Alternatives Set-Aside (TASA) Q1 2024 Update

Prepared for the RGV MPO Transportation Policy Board  
February 28, 2024 Meeting

# Federal Funding Process Recap

**Federal funding for surface transportation follows a multistep process**, and the Transportation Alternatives Set-Aside (TASA; Category 9) is a reimbursement program in which FHWA compensates states for project costs as they are incurred.

- **Apportionment:** FHWA apportions funds to each state as determined by federal legislation.
- **Programming:** DOTs and MPOs select projects to receive funding.\*
- **Obligation:** FHWA commits to reimburse states for the federal share of the project cost.\*\*
- **Reimbursement:** FHWA reimburses states for work completed.

**Federal amounts available may be reduced through rescissions, lapsing and transfers.**

A **rescission** cancels a specified amount of unobligated funds that have already been apportioned.

To an extent, funds from TASA may be **transferred** to other transportation funding programs.

**Lapsing** applies to MAP-21-era funds, and these funds can ‘disappear’ as though they never existed.

\* RGVMPO’s TAC & TPB Responsibility

\*\*Project Sponsor’s Primary Responsibility



**FEDERAL FUNDING PROCESS**  
 overview with related documents and potential outcomes at different phases.

**Apportionment = BIL & CFR**  
 (Feds commit funds to States)

Per the BIL, FHWA apportions funds to the State.

**Allocation = TAC & UTP**  
 (States commit funds to MPOs)

Apportioned funds are **suballocated** to the MPO for programming.

**Programming = MTP & TIP**  
 (MPOs commit funds to LGs)

Funding for the MPO-selected/programmed/LG-awarded projects is available to be obligated for four fiscal years (the year funds were apportioned plus three additional fiscal years).

**Obligation = FPA & SLOA**  
 (Feds & State commit funds to LGs)

Unobligated amounts will lapse after the fourth fiscal year, starting with the oldest program funds first. The region will lose that portion of funds.

**Risks.**

The region **gains** the funds when MPO obligated projects successfully get federal reimbursement.

**Reimbursement = RFR? APL?**  
 (LG acquires federal funds)

Not following federal or state requirements will **jeopardize** the reimbursement. Therefore, losing the regions portion of funds.

**Extra details.**



# RGVMPO TASA Funding Groups

## FY2019-2020

- The are the oldest group of funds being tracked and reflect ‘inherited’ projects.
- The projects presented successfully obligated their awarded funds.
- This group is in the ‘Reimbursement’ phase of the federal funding process.

## FY2021-2022

- These funds were the first to be awarded/programmed by the merged RGVMPO.
- These projects have scheduled letting dates and are working to obligate the federal funds.
- This group is in the ‘Obligation’ phase of the federal funding process.

## FY2023-2024

- These funds were officially awarded through resolution by the Policy Board in Oct. 2023
- These projects were added to the MPO’s TIP and MTP during the Nov. 2023 Revision Cycle.
- This group is in the ‘Programmed’ phase of the federal funding process and are working with TxDOT to execute Advance Funding Agreements (AFA).

# FY2019-2020 TASA Projects

## Reimbursement Phase

| CSJ #   | PROJECT NAME                        | PROJECT SPONSOR | FEDERAL AWARD      | <u>Q1 2024 STATUS</u>                          |
|---|-------------------------------------|-----------------|--------------------|--|
| 0921-02-430   | Hidalgo County Mobility Plan        | LRGVDC          | \$ 264,000         | Submitted the first RFR.                       |
| 0921-02-431   | Jackson Rd. Hike & Bike Trail       | McAllen         | \$ 808,232         | Received concurrence to award contract in Nov. |
| 0921-02-432*  | PSJA Tri-City Ped. Safety, Phase II | Pharr           | \$ 1,296,136       | <b>REBIDDING</b>                               |
| 0921-06-322   | Brownsville to Los Fresnos Connect  | Brownsville     | \$ 512,000         | Received concurrence to award contract in Dec. |
| 0921-06-325*  | North High School Park Connection   | Los Fresnos     | \$ 308,810         | Received concurrence to award contract in Dec. |
| 0921-06-326   | Olmito Sidewalks                    | Cameron Co.     | \$ 318,965         | <b>REBIDDING</b>                               |
| 0921-06-327   | Las Palmas Sidewalks                | Cameron Co.     | \$ 240,934         | <b>REBIDDING</b>                               |
| 0921-02-480   | Hike & Bike Trail + Bike Racks      | UTRGV           | \$ 285,300         | Receiving concurrence to award contract.       |
| <b>Total FY2019-2020 OBLIGATED RGVMPO TA Funds:</b> |                                     |                 | <b>\$4,034,377</b> |  |

This Table reflects the FY2019-2020 RGVMPO Transportation Alternatives Set-Aside (TASA; also known as Category 9) Projects that have successfully obligated funds and are progressing in receiving **reimbursement** of the federal funds.

Once contracts are awarded (for professional services or construction work), **Local Governments should be submitting MONTHLY REQUESTS FOR REIMBURSEMENT** to TxDOT for the work activities completed, invoiced and paid.

# FY2021-2022 TASA Projects

## Obligation Phase

| CSJ #  | PROJECT NAME                           | PROJECT SPONSOR | FEDERAL AWARD      | <u>Q1 2024 STATUS</u>                   |
|--|--|-----------------|--------------------|---|
| <a href="#">0921-02-495</a>                          | Elsa Getting Connected                 | Elsa            | \$ 46,920          | <b>INACTIVE</b>                         |
| <a href="#">0921-02-496</a>                          | Bridge Street BikePed Plan             | Hidalgo         | \$ 70,000          | <b>INACTIVE</b>                         |
| <a href="#">0921-02-497*</a>                         | Freddy Gonzalez Trail                  | Edinburg        | \$ 699,996         | <i>Working on 30% design &amp; env.</i> |
| <a href="#">0921-06-349</a>                          | Arroyo Colorado Phase III Study        | Harlingen       | \$ 141,568         | <b>INACTIVE</b>                         |
| <a href="#">0921-06-350</a>                          | West Rail Trail - Amenities            | Brownsville     | \$ 900,000         | <i>Working on 30% design &amp; env.</i> |
| <a href="#">0921-06-351*</a>                         | Bejarano-McFarland-Gonzalez Trail Ext. | Port Isabel     | \$ 435,300         | <i>Kick-off meeting held 1/25/24.</i>   |
| <b>Total FY2021-2022 Programmed RGVMPO TA Funds:</b> |  |                 | <b>\$2,293,784</b> |   |

The Table reflects the list of RGVMPO TASA projects programmed with the FY2021-2022 federally apportioned funds (Resolution 2021-15; September 2021). Award notice letters, outlining program and project details, were sent to Project Sponsors in October 2021.

Prior to submitting a request for an FPAA/SLOA, the 100% Plans + Bid Documents + Final Project Certifications must be completed to signal the project's Ready-to-Let (RTL) status.

# FY2021-2022 TASA Projects

## Obligation Phase

| <b>FY2021-2022 TASA Program Schedule of Activities</b> |   |
|--|---|
| <i>Jan.-Mar. 2024</i>                                  | <i>Deadline for final consideration(s) of funding/project changes - Resolutions to Policy for Action.</i> |
| March 2024   | Deadline to fully execute AFA Amendment(s) for final approved funding/project changes.                    |
| Ⓐ+ June 2024   | 100% Plans + Bid Documents + Final Project Certifications = Ready-To-Let (RTL)                            |
| July 2024  | Federal Participation Authorization Agreement (FPAA) + State Letter Of Authority (SLOA) Request           |
| August 2024  | Funds obligated by receipt of FPAA + SLOA   |
| Ⓒ- June 2025   | 100% Plans + Bid Documents + Final Project Certifications = Ready-To-Let (RTL)                            |
| July 2025  | Federal Participation Authorization Agreement (FPAA) + State Letter Of Authority (SLOA) Request           |
| Ⓕ+ August 2025   | FINAL OPPORTUNITY to have funds obligated by receipt of FPAA + SLOA                                       |
| <b>September 2025</b>                                  | <b>FY2021-2022 FUNDS EXPIRE!!!</b>  |

The **obligation** of funds occurs through the receipt of a State Letter of Authority (SLOA; TxDOT's approval of project/funds) and Federal Participation Agreement Authorization (FPAA; FHWA's approval of project/funds).

# FY2023-2024 TASA Projects

## Programmed Phase

| CSJ #   | PROJECT NAME  | PROJECT SPONSOR | FEDERAL AWARD      | <u>Q1 2024 STATUS</u>         |
|---|---|-----------------|--------------------|-------------------------------|
| 0921-06-374   | Dixieland Reservoir/Park Corridor PE                  | Harlingen       | <b>\$276,000</b>   |                               |
| 0921-02-531   | Mission Comprehensive TA Assessment                   | Mission         | <b>\$200,000</b>   |                               |
| 0921-06-375   | West Rail Trail to Brownsville Sports Park PE         | Brownsville     | <b>\$325,820</b>   | <i>PIF has been requested</i> |
| 0921-06-376   | Morrison Road to Monte Bella Park PE                  | Brownsville     | <b>\$153,457</b>   | <i>PIF has been requested</i> |
| 0921-02-532   | I Road/Hike & Bike Phase I                            | Pharr           | <b>\$952,224</b>   |                               |
| 0921-02-533   | Cano St. & Veterans Blvd. Trail Improvements          | Edinburg        | <b>\$886,025</b>   | <i>PIF has been requested</i> |
| 0921-06-377   | Arroyo Colorado Hike & Bike Trail Safety Improvements | Harlingen       | <b>\$890,836</b>   |                               |
| 2094-01-074   | FM2220 Underground Crossing at Houston & Ware         | McAllen         | <b>\$2,237,711</b> | <i>PIF has been requested</i> |
| 0921-06-379   | Downtown Port Isabel Bicycle & Pedestrian Safety      | Port Isabel     | <b>\$1,124,628</b> | <i>PIF has been requested</i> |
| 0921-06-378   | Old Alice Road Sidewalks                              | CCRMA           | <b>\$1,953,299</b> |                               |
| <b>Total FY2023-2024 Programmed RGVMPPO TA Funds:</b> |   |                 | <b>\$9,000,000</b> |                               |

The Table reflects the list of RGVMPPO TASA projects **programmed** with the FY2023-2024 federally **apportioned** funds (Resolution 2023-19; October 2023). Award notice letters, outlining program and project details, were sent to <sup>98</sup>Project Sponsors in January 2024.

# FY2023-2024 TASA Projects

| FY2023-2024 TASA Program Schedule of Activities |   |
|---|---|
| October 2024                                    | All projects should have fully executed Advanced Funding Agreements (AFA) with TxDOT.                     |
| January 2025                                    | Deadline for final consideration(s) of <i>funding/project changes</i> - Resolutions to Policy for Action. |
| May 2026  | Deadline to fully execute AFA <i>Amendment(s)</i> for final approved funding/project changes.             |
| June 2026                                       | 100% Plans + Bid Documents + Final Project Certifications = Ready-To-Let (RTL)                            |
| (A+) July 2026                                  | Federal Participation Authorization Agreement (FPAA) + State Letter Of Authority (SLOA) Request           |
| August 2026                                     | Funds obligated by receipt of FPAA + SLOA   |
| June 2027                                       | 100% Plans + Bid Documents + Final Project Certifications = Ready-To-Let (RTL)                            |
| (e-) July 2027                                  | Federal Participation Authorization Agreement (FPAA) + State Letter Of Authority (SLOA) Request           |
| August 2027                                     | FINAL OPPORTUNITY to have funds obligated by receipt of FPAA + SLOA                                       |
| (F+) September 2027                             | FY2023-2024 FUNDS EXPIRE!!!   |

Prior to submitting a request for an FPAA/SLOA, the 100% Plans + Bid Documents + Final Project Certifications must be completed to signal the project's Ready-to-Let (RTL) status.

The **obligation** of funds occurs through the receipt of a State Letter of Authority (SLOA; TxDOT's approval of project/funds) and Federal Participation Agreement Authorization (FPAA; FHWA's approval of project/funds).

Questions?

Possible Action?

## V. Presentations & Reports

### A. Presentation and Discussion regarding Greenhouse Gas Emissions Deadline

Action                       Possible Action                       Information

**Presenter:** Klarissa Gonzalez, RGVMPPO Transportation Planner I

**Summary:** As the result of a newly established performance measure intended to improve environmental sustainability, all MPOs (attainment and nonattainment) are now required to measure and report 4-year declining targets of tailpipe CO<sub>2</sub> emissions resulting from transportation on the National Highway System. The RGVMPPO will establish a regional target based off the set statewide target no later than August 1st. Performance measurement and reporting will utilize the calculated annual tailpipe CO<sub>2</sub> emissions from the year 2022 as a baseline. This process will be repeated with new baseline calculations and set targets in four years.

**Background:** On December 7th, 2023, FHWA released a final rule to amend the Code of Federal Regulations establishing a new performance measure related to tailpipe greenhouse gas emissions resulting from transportation on the National Highway System. MPOs must adopt targets no later than 180 days after the State targets are adopted. There are no specific penalties for failing to achieve GHG targets, but if it is determined that significant progress is not made, the state DOT must document actions that will be taken to achieve its target in the future.



# National Performance Management Measures

Assessing Performance of the National Highway System:  
Greenhouse Gas Emissions Measure



Final Rule Effective January 8, 2024



**FHWA**



# Greenhouse Gas Emissions Measure

Newly amended PM3 establishes a method for the measurement and reporting of *tailpipe* greenhouse gas (GHG) emissions resulting from transportation on the National Highway System.



## FEDERAL REGISTER

The Daily Journal of the United States Government



23 CFR 490.507

Document Citation: 88 FR 85364

# Highlights of What Changed

## State DOT

- Establish declining 2-year AND 4-year statewide targets
- Deadline: March 17<sup>th</sup> (extended from February 1<sup>st</sup> due to litigation)
- Biennial Reporting begins in 2026



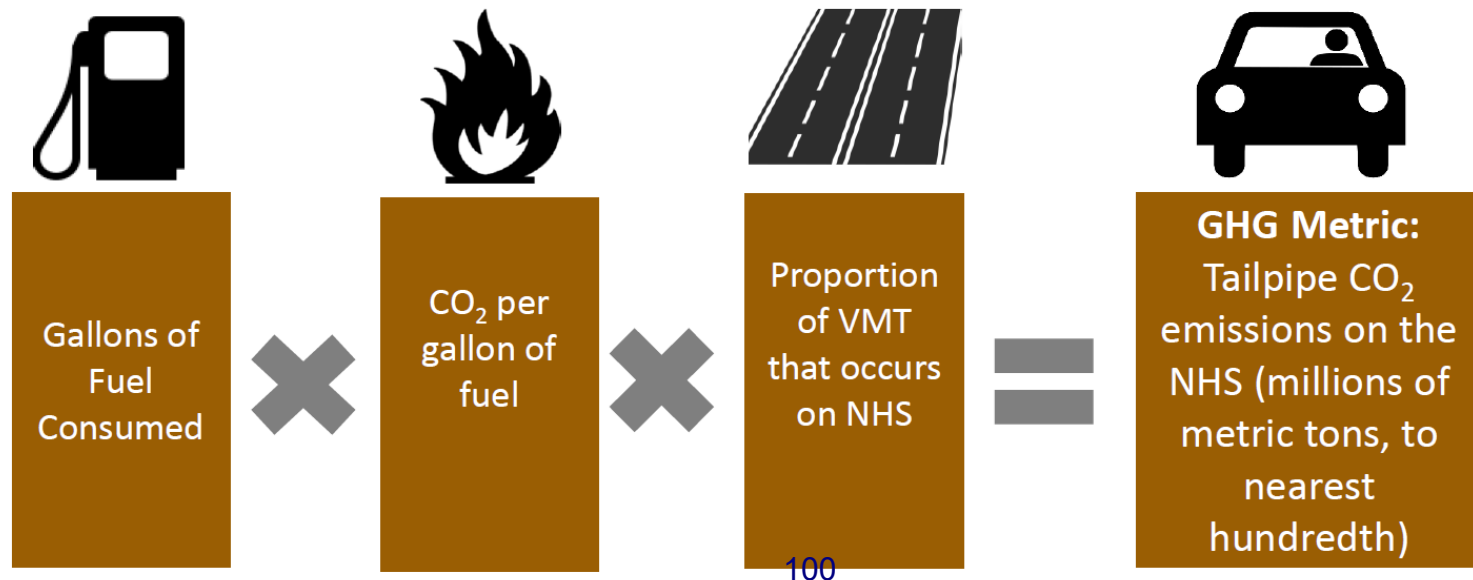
## MPO

- Establish a declining 4-year target for the MAB
- Deadline: August (180 days after State DOT establishes target)
- Reporting in the STIP begins 2026

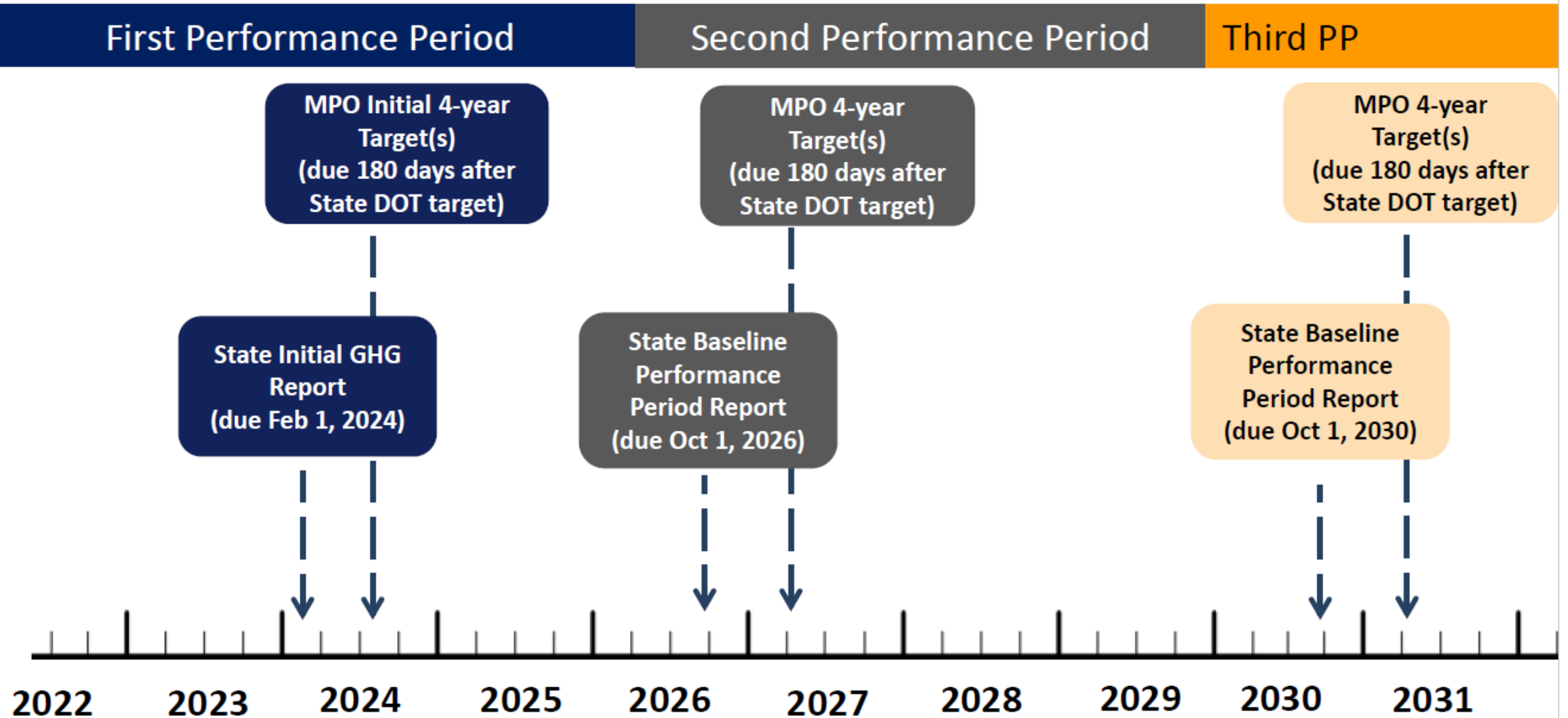


# Highlights of What Changed: GHG Measurement

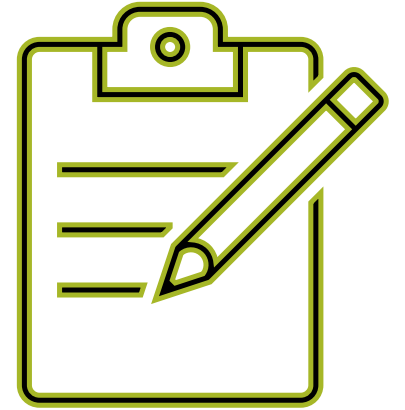
- Calculate and report “the percent change in tailpipe carbon dioxide CO<sub>2</sub> emissions on the NHS compared to the *reference year*.”
- *Reference year* (baseline) defined as 2022.



# MPO Target Timeline



# Important to Note



- MPOs have the option to
  - 1.) Commit to support the State DOT target OR
  - 2.) Establish a unique quantifiable target.
- FHWA Significant Progress Determination made every 4 years
- There are no specific penalties for failing to achieve GHG targets.

# Thank you!



Klarissa Gonzalez  
Transportation Planner I  
[Kgonzalez@RGVMPO.org](mailto:Kgonzalez@RGVMPO.org)

**B. Presentation and Discussion regarding the Congestion Management Process Subcommittee**

Action                       Possible Action                       Information

**Presenter:** Klarissa Gonzalez, RGVMPPO Transportation Planner I

**Summary:** The RGVMPPO is inviting stakeholders to join a subcommittee consisting of 5 to 10 members aimed at contributing insight and feedback towards the development of a Congestion Management Process. This subcommittee will convene virtually once a month in March, April, and May, totaling three meetings. Discussions will revolve around establishing regional goals for alleviating traffic congestion, assessing congestion challenges and requirements, and pinpointing strategies for implementation. To participate in this subcommittee, please send your contact details to [kgonzalez@RGVMPO.org](mailto:kgonzalez@RGVMPO.org).

**Background:** The Congestion Management Process (CMP) is a federally mandated document sustained by Metropolitan Planning Organizations with populations over 200,000. The purpose of a CMP is to identify, analyze, and monitor traffic congestion in urban areas to provide data-driven implementation strategies that are to be evaluated for effectiveness over time. The RGVMPPO is required to have this document completed by August for the 2024 certification review.



# Congestion Management Process (CMP)

Federally mandated document sustained by Metropolitan Planning Organizations with populations over 200,000.

## **Purpose of a CMP:**

to *identify, analyze, and monitor* traffic congestion in urban areas to provide data-driven implementation strategies that are to be evaluated for effectiveness over time.

The RGV MPO is required to complete document by August 2024.

# Congestion Management Process Subcommittee

Inviting stakeholders to join a Subcommittee of 5 to 10 members to participate in the drafting of the document

Convening virtually once a month in March, April, and May\*

\*Date and Time TBD according to availability



# Areas of focus:

- 1.) Establishing Regional Goals, Objective, and Principles to alleviate traffic congestion
- 2.) Assessing traffic congestion challenges
- 3.) Pinpointing strategies to implement
- 4.) Developing methods monitor effectiveness

To participate please provide contact details in a response to my email requesting membership following this meeting.

# Thank you!



Klarissa Gonzalez  
Transportation Planner I  
Kgonzalez@RGVMPO.org

### C. RGVMPPO Executive Director's Report and Updates

Action

Possible Action

Information

**Presenter:** Luis Diaz, RGVMPPO Interim Executive Director

**Summary:**

1. Budget Update
2. RGVMPPO Taking Individual Local Government Meeting Requests ([astrada@rgvmppo.org](mailto:astrada@rgvmppo.org))
3. Project Readiness Subcommittee Meeting Scheduled for Thursday, March 14th at 11:30am (In-person; following regular TAC meeting.
4. MPO101 follow up.

## RIO GRANDE VALLEY MPO FY 2024-2025 UPWP

| TASK NAME   | UPWP |                | FY 2024        | Adjusted<br>Amount | FY 2024 ADJUSTED | October     | November 2023 | December 2023 | January | February | March  | April  | May    | June   | July   | August | September | FY 2024      | FY 2024      |
|---|------|----------------|----------------|--------------------|------------------|-------------|---------------|---------------|---------|----------|--------|--------|--------|--------|--------|--------|-----------|--------------|--------------|
|   | TASK | UPWP Budget    | Budget         |                    | BUDGET           | 2023        | 2023          | 2023          | 2024    | 2024     | 2024   | 2024   | 2024   | 2024   | 2024   | 2024   | 2024      | 2024         | TOTAL        |
| MPO Administration  | 1.1  | \$1,389,692.00 | \$694,846.00   |                    | \$694,846.00     | \$36,267.59 | \$43,636.36   | \$75,998.24   |         |          |        |        |        |        |        |        |           | \$155,902.19 | \$538,943.81 |
| Public Participation Plan   | 1.2  | \$50,355.20    | \$25,177.60    |                    | \$25,177.60      | \$418.97    | \$211.36      | \$1,407.60    |         |          |        |        |        |        |        |        |           | \$2,037.93   | \$23,139.67  |
| Title VI Civil Rights/Environmental Justice/TAC and TPB Workshops | 1.3  | \$18,898.00    | \$9,449.00     |                    | \$9,449.00       | \$0.00      | \$634.12      | \$422.75      |         |          |        |        |        |        |        |        |           | \$1,056.87   | \$8,392.13   |
| Equipment/Office Space & Computer Hard Staff Development          | 1.4  | \$23,779.60    | \$11,889.80    |                    | \$11,889.80      | \$0.00      | \$0.00        | \$0.00        |         |          |        |        |        |        |        |        |           | \$0.00       | \$11,889.80  |
| General GIS Activities  | 1.5  | \$117,000.00   | \$58,500.00    |                    | \$58,500.00      | \$2,448.63  | \$1,041.89    | \$1,114.20    |         |          |        |        |        |        |        |        |           | \$4,604.72   | \$53,895.28  |
| Performance Measures and Targets                                  | 1.6  | \$232,286.00   | \$116,143.00   |                    | \$116,143.00     | \$2,085.00  | \$5,463.97    | \$5,002.64    |         |          |        |        |        |        |        |        |           | \$12,551.61  | \$103,591.39 |
| Model Work  | 2.1  | \$132,286.00   | \$66,143.00    |                    | \$66,143.00      | \$4,259.09  | \$8,697.90    | \$7,460.83    |         |          |        |        |        |        |        |        |           | \$20,417.82  | \$45,725.18  |
| Land Use Map  | 2.2  | \$75,592.00    | \$37,796.00    |                    | \$37,796.00      | \$0.00      | \$420.83      | \$1,440.02    |         |          |        |        |        |        |        |        |           | \$1,860.85   | \$35,935.15  |
| Service Coordination  | 2.3  | \$94,490.00    | \$47,245.00    |                    | \$47,245.00      | \$0.00      | \$720.13      | \$1,080.18    |         |          |        |        |        |        |        |        |           | \$1,800.31   | \$45,444.69  |
| Planning Assistance   | 2.4  | \$151,184.00   | \$75,592.00    |                    | \$75,592.00      | \$0.00      | \$480.09      | \$0.00        |         |          |        |        |        |        |        |        |           | \$480.09     | \$75,111.91  |
| Complete Streets Planning   | 3.1  | \$38,796.00    | \$19,398.00    |                    | \$19,398.00      | \$0.00      | \$845.51      | \$899.18      |         |          |        |        |        |        |        |        |           | \$1,744.69   | \$17,653.31  |
| Resiliency Planning   | 3.2  | \$193,388.00   | \$136,694.00   |                    | \$136,694.00     | \$11,138.33 | \$14,109.87   | \$23,583.46   |         |          |        |        |        |        |        |        |           | \$48,831.66  | \$87,862.34  |
| Performance-Base Planning   | 3.3  | \$249,453.60   | \$124,726.80   |                    | \$124,726.80     | \$1,936.44  | \$7,228.56    | \$11,724.53   |         |          |        |        |        |        |        |        |           | \$20,889.53  | \$103,837.27 |
| Feasibility Rail Study  | 3.4  | \$100,000.00   | \$100,000.00   |                    | \$100,000.00     | \$0.00      | \$0.00        | \$27,474.53   |         |          |        |        |        |        |        |        |           | \$27,474.53  | \$72,525.47  |
| Project Selection Criteria  | 3.5  | \$80,000.00    | \$80,000.00    |                    | \$80,000.00      | \$0.00      | \$0.00        | \$40,065.91   |         |          |        |        |        |        |        |        |           | \$40,065.91  | \$39,934.09  |
| Truck Route & Freight Planning                                    | 4.1  | \$300,000.00   | \$200,000.00   |                    | \$200,000.00     | \$0.00      | \$0.00        | \$0.00        |         |          |        |        |        |        |        |        |           | \$0.00       | \$200,000.00 |
| County Thoroughfare & Functional Classification                   | 4.2  | \$37,866.00    | \$18,933.00    |                    | \$18,933.00      | \$0.00      | \$422.74      | \$965.49      |         |          |        |        |        |        |        |        |           | \$1,388.23   | \$17,544.77  |
| Metropolitan Transportation Plan                                  | 4.3  | \$37,866.00    | \$18,933.00    |                    | \$18,933.00      | \$0.00      | \$2,921.51    | \$339.25      |         |          |        |        |        |        |        |        |           | \$3,260.76   | \$15,672.24  |
| Incident Management & Safety Study                                | 4.4  | \$37,866.00    | \$18,933.00    |                    | \$18,933.00      | \$0.00      | \$1,747.94    | \$6,040.86    |         |          |        |        |        |        |        |        |           | \$7,788.80   | \$11,144.20  |
| Congestion Data Collection  | 5.1  | \$483,286.00   | \$166,643.00   |                    | \$166,643.00     | \$6,315.11  | \$3,501.20    | \$3,836.18    |         |          |        |        |        |        |        |        |           | \$13,652.49  | \$302,990.51 |
| Traffic Counts / Bike Ped Counts                                  | 5.2  | \$37,866.00    | \$18,933.00    |                    | \$18,933.00      | \$0.00      | \$0.00        | \$0.00        |         |          |        |        |        |        |        |        |           | \$0.00       | \$18,933.00  |
| Corridor Study  | 5.3  | \$56,694.00    | \$28,347.00    |                    | \$28,347.00      | \$0.00      | \$0.00        | \$59,086.00   |         |          |        |        |        |        |        |        |           | \$59,086.00  | \$30,739.00  |
| Totals  |      | \$4,199,042.40 | \$2,410,771.20 |                    | \$2,460,771.20   | \$65,229.23 | \$92,083.98   | \$312,207.38  | \$0.00  | \$0.00   | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00    | \$44,265.53  | \$180,734.47 |

| TASK NAME   | UPWP |                | FY 2025        | Adjusted<br>Amount | FY 2025 ADJUSTED | October | November 2024 | December 2024 | January | February | March  | April  | May    | June   | July   | August | September | FY 2025 | FY 2025        |
|---|------|----------------|----------------|--------------------|------------------|---------|---------------|---------------|---------|----------|--------|--------|--------|--------|--------|--------|-----------|---------|----------------|
|   | TASK | UPWP Budget    | Budget         |                    | BUDGET           | 2024    | 2024          | 2024          | 2025    | 2025     | 2025   | 2025   | 2025   | 2025   | 2025   | 2025   | 2025      | 2025    | TOTAL          |
| MPO Administration  | 1.1  | \$1,389,692.00 | \$694,846.00   |                    | \$694,846.00     |         |               |               |         |          |        |        |        |        |        |        |           | \$0.00  | \$694,846.00   |
| Public Participation Plan   | 1.2  | \$50,355.20    | \$25,177.60    |                    | \$25,177.60      |         |               |               |         |          |        |        |        |        |        |        |           | \$0.00  | \$25,177.60    |
| Title VI Civil Rights/Environmental Justice/TAC and TPB Workshops | 1.3  | \$18,898.00    | \$9,449.00     |                    | \$9,449.00       |         |               |               |         |          |        |        |        |        |        |        |           | \$0.00  | \$9,449.00     |
| Equipment/Office Space & Computer Hard Staff Development          | 1.4  | \$23,779.60    | \$11,889.80    |                    | \$11,889.80      |         |               |               |         |          |        |        |        |        |        |        |           | \$0.00  | \$11,889.80    |
| General GIS Activities  | 1.5  | \$117,000.00   | \$58,500.00    |                    | \$58,500.00      |         |               |               |         |          |        |        |        |        |        |        |           | \$0.00  | \$58,500.00    |
| Performance Measures and Targets                                  | 1.6  | \$232,286.00   | \$116,143.00   |                    | \$116,143.00     |         |               |               |         |          |        |        |        |        |        |        |           | \$0.00  | \$116,143.00   |
| Model Work  | 2.1  | \$132,286.00   | \$66,143.00    |                    | \$66,143.00      |         |               |               |         |          |        |        |        |        |        |        |           | \$0.00  | \$66,143.00    |
| Land Use Map  | 2.2  | \$75,592.00    | \$37,796.00    |                    | \$37,796.00      |         |               |               |         |          |        |        |        |        |        |        |           | \$0.00  | \$37,796.00    |
| Service Coordination  | 2.3  | \$94,490.00    | \$47,245.00    |                    | \$47,245.00      |         |               |               |         |          |        |        |        |        |        |        |           | \$0.00  | \$47,245.00    |
| Planning Assistance   | 2.4  | \$151,184.00   | \$75,592.00    |                    | \$75,592.00      |         |               |               |         |          |        |        |        |        |        |        |           | \$0.00  | \$75,592.00    |
| Complete Streets Planning   | 3.1  | \$38,796.00    | \$19,398.00    |                    | \$19,398.00      |         |               |               |         |          |        |        |        |        |        |        |           | \$0.00  | \$19,398.00    |
| Resiliency Planning   | 3.2  | \$193,388.00   | \$136,694.00   |                    | \$136,694.00     |         |               |               |         |          |        |        |        |        |        |        |           | \$0.00  | \$56,694.00    |
| Performance-Base Planning   | 3.3  | \$249,453.60   | \$124,726.80   |                    | \$124,726.80     |         |               |               |         |          |        |        |        |        |        |        |           | \$0.00  | \$124,726.80   |
| Feasibility Rail Study  | 3.4  | \$100,000.00   | \$100,000.00   |                    | \$100,000.00     |         |               |               |         |          |        |        |        |        |        |        |           | \$0.00  | \$0.00         |
| Project Selection Criteria  | 3.5  | \$80,000.00    | \$80,000.00    |                    | \$80,000.00      |         |               |               |         |          |        |        |        |        |        |        |           | \$0.00  | \$0.00         |
| Truck Route & Freight Planning                                    | 4.1  | \$37,866.00    | \$18,933.00    |                    | \$18,933.00      |         |               |               |         |          |        |        |        |        |        |        |           | \$0.00  | \$18,933.00    |
| County Thoroughfare & Functional Classification                   | 4.2  | \$37,866.00    | \$18,933.00    |                    | \$18,933.00      |         |               |               |         |          |        |        |        |        |        |        |           | \$0.00  | \$18,933.00    |
| Metropolitan Transportation Plan                                  | 4.3  | \$37,866.00    | \$18,933.00    |                    | \$18,933.00      |         |               |               |         |          |        |        |        |        |        |        |           | \$0.00  | \$18,933.00    |
| Incident Management & Safety Study                                | 4.4  | \$37,866.00    | \$18,933.00    |                    | \$18,933.00      |         |               |               |         |          |        |        |        |        |        |        |           | \$0.00  | \$18,933.00    |
| Congestion Data Collection  | 5.1  | \$483,286.00   | \$166,643.00   |                    | \$166,643.00     |         |               |               |         |          |        |        |        |        |        |        |           | \$0.00  | \$166,643.00   |
| Traffic Counts / Bike Ped Counts                                  | 5.2  | \$37,866.00    | \$18,933.00    |                    | \$18,933.00      |         |               |               |         |          |        |        |        |        |        |        |           | \$0.00  | \$18,933.00    |
| Corridor Study  | 5.3  | \$56,694.00    | \$28,347.00    |                    | \$28,347.00      |         |               |               |         |          |        |        |        |        |        |        |           | \$0.00  | \$28,347.00    |
| Totals  |      | \$4,199,042.40 | \$1,788,271.20 |                    | \$1,788,271.20   | \$0.00  | \$0.00        | \$0.00        | \$0.00  | \$0.00   | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00    | \$0.00  | \$1,788,271.20 |

| FY 2024       |                       |                     |                           | Amount we should've spent |                     | FY 2025       |                       |               |                           | Amount we should've spent |               |
|---------------|-----------------------|---------------------|---------------------------|---------------------------|---------------------|---------------|-----------------------|---------------|---------------------------|---------------------------|---------------|
| Task          | Adjusted UPWP         | Total Spent         | % of adjust. Budget spent | spent                     | Difference          | Task          | Adjusted UPWP         | Total Spent   | % of adjust. Budget spent | spent                     | Difference    |
| 1             | \$916,005.40          | \$163,601.71        | 17.86%                    | \$229,001                 | \$65,400            | 1             | \$916,005.40          | \$0.00        | 0.00%                     | \$0                       | \$0           |
| 2             | \$226,776.00          | \$24,559.07         | 10.83%                    | \$56,694                  | \$32,135            | 2             | \$226,776.00          | \$0.00        | 0.00%                     | \$0                       | \$0           |
| 3             | \$660,818.80          | \$139,006.32        | 21.04%                    | \$165,205                 | \$26,198            | 3             | \$300,818.80          | \$0.00        | 0.00%                     | \$0                       | \$0           |
| 4             | \$373,442.00          | \$26,090.28         | 6.99%                     | \$93,361                  | \$67,270            | 4             | \$223,442.00          | \$0.00        | 0.00%                     | \$0                       | \$0           |
| 5             | \$283,729.00          | \$103,711.60        | 36.55%                    | \$70,932                  | (\$32,779)          | 5             | \$121,229.00          | \$0.00        | 0.00%                     | \$0                       | \$0           |
| <b>Totals</b> | <b>\$2,460,771.20</b> | <b>\$456,968.98</b> | <b>18.57%</b>             | <b>\$615,192.80</b>       | <b>\$158,223.82</b> | <b>Totals</b> | <b>\$1,788,271.20</b> | <b>\$0.00</b> | <b>0.00%</b>              | <b>\$0.00</b>             | <b>\$0.00</b> |

| FY 24-25      |                       |                     |                           | Amount we should've spent |                    |
|---------------|-----------------------|---------------------|---------------------------|---------------------------|--------------------|
| Task          | Adjusted UPWP         | Total Spent         | % of adjust. Budget spent | spent                     | Difference         |
| 1             | \$1,832,010.80        | \$163,601.71        | 8.93%                     | \$229,001                 | \$65,400           |
| 2             | \$453,552.00          | \$24,559.07         | 5.41%                     | \$56,694                  | \$32,135           |
| 3             | \$961,637.60          | \$139,006.32        | 14.46%                    | \$120,205                 | (\$18,802)         |
| 4             | \$596,884.00          | \$26,090.28         | 4.37%                     | \$74,611                  | \$48,520           |
| 5             | \$404,958.00          | \$103,711.60        | 25.61%                    | \$50,620                  | (\$53,092)         |
| <b>Totals</b> | <b>\$4,249,042.40</b> | <b>\$456,968.98</b> | <b>10.75%</b>             | <b>\$531,130.30</b>       | <b>\$74,161.32</b> |

**D. TxDOT Project Status Report**

**Action**

**Possible Action**

**Information**

**Presenter:** TxDOT Pharr Area Office Staff



# MEMO

February 28, 2024

**To:** Rio Grande Valley M.P.O.  
**From:** TxDOT Pharr District  
**Subject:** Project Construction & Design Status (Cameron County, Hidalgo County & Starr County)

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## CAMERON COUNTY CONSTRUCTION

1. PR 100 – CSJ: 0331-04-069  
Bridge Maintenance  
Limits: at Queen Isabella Causeway  
Est. Cost: \$9,934,198.00  
92.00% Complete  
Contractor: Southern Road & Bridge, LLC  
Estimated Completion Date: May 2024
2. SH 100 – CSJ: 0331-01-052  
Rehabilitation of Existing Roadway  
Limits: Mesquite St. to 567 ft East of Ebanos St.  
Est. Cost: \$4,728,315.84  
97.00% Complete  
Contractor: Earthworks Enterprise  
Estimated Completion Date: March 2024
3. FM 1846 – CSJ: 1065-02-039  
Rehabilitation of Existing Roadway  
Limits: San Jose Ranch Rd. to Bus 77  
Est. Cost: \$3,889,216.00  
99.00% Complete  
Contractor: Texas Cordia Construction, LLC  
Estimated Completion Date: March 2024
4. South Parallel Corridor – CSJ: 0921-06-252  
New Roadway Construction  
Limits: FM 509 to FM 2520  
Est. Cost: \$8,368,925.00  
95.00% Complete  
Contractor: Foremost Paving, Inc.  
Estimated Completion Date: March 2024
5. FM 3069 – CSJ: 3093-01-002  
Rehabilitate to Add Shoulders  
Limits: FM 510 to FM 2480  
Est. Cost: \$5,289,301.00  
100.00% Complete  
Contractor: Foremost Paving, Inc.  
Estimated Completion Date: March 2024

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6. Rehabilitate Roadway – CSJ: 0872-04-030, etc.  
Limits: 3 Locations throughout Cameron County (FM 506 from BUS 83 to FM 3067, FM 800 from FM 1479 to FM 509 & FM 1479 from FM 800 to FM 675)  
Est. Cost: \$16,015,772.00 Contractor: Foremost Paving, Inc.  
53.00% Complete Estimated Completion Date: March 2025
7. Preventative Maintenance Project – Overlays – CSJ: 0039-12-259, etc.  
Limits: 4 Locations (Bus 77 from South LP 499 to IH-69E South & SS 206 from IH-69E to SL 499)  
Est. Cost: \$7,264,154.00 Contractor: Foremost Paving, Inc.  
99.00% Complete Estimated Completion Date: March 2024
8. Replace Bridge & Reconstruct Approaches – CSJ: 0921-06-306, etc.  
Limits: 2 Locations in Cameron & Willacy County – (Owens at 0.10 Mi S of SH 4 @ Resaca De La Guerra & CR 180 at 0.6 Mi S of FM 176)  
Est. Cost: \$1,475,968.00 Contractor: Lucania Construction, LLC  
51.00% Complete Estimated Completion Date: June 2024
9. Bridge Replacement Project – CSJ: 0921-06-302, etc.  
Limits: 2 Locations in Cameron County & Hidalgo County – (Teege Rd., 0.30 Mi W of JCT IH-69E & Doolittle Rd from 1.71 Mi N of FM 1925)  
Est. Cost: \$2,309,683.00 Contractor: Lucania Construction, LLC  
58.00% Complete Estimated Completion Date: June 2024
10. IH-69E Ramp Reversal – CSJ: 0039-07-257  
North Bound & South Bound Ramp Reversal  
Limits: Industrial Blvd to Loop 499 (Primera Rd.)  
Est. Cost: \$4,568,744.00 Contractor: Foremost Paving Inc.  
49.00% Complete Estimated Completion Date: December 2024
11. SH 4 – CSJ: 1504-01-037  
Rehabilitation of Existing Roadway  
Limits: IH-69E to SH 48  
Est. Cost: \$21,477,582,97 Contractor: Posillico Civil  
12.16% Complete Estimated Completion Date: March 2026
12. SH 107 – CSJ: 0342-03-037  
Rehabilitation Existing Roadway  
Limits: Louisiana St to Hooks E. Hodges St.  
Est. Cost: \$5,778,478.77 Contractor: Texas Cordia Construction, LLC  
17.33% Complete Estimated Completion Date: December 2024
13. FM 510 – CSJ: 1057-03-045  
Rehabilitate Existing Roadway  
Limits: FM 3462 to FM 1847  
Est. Cost: \$16,120,867.00 Contractor: Foremost Paving  
1.00% Complete Estimated Completion Date: December 2025

14. Resaca De Las Palmas State Park – CSJ: 0921-06-363  
Resurface Roads & Raise Grade  
Limits: Within the World Birding Center @ Resaca De Las Palmas State Park  
Est. Cost: \$64,546 Contractor: Lucania Construction, LLC  
100.00% Complete Estimated Completion Date: Completed
  
15. Resaca De Las Palmas State Park – CSJ: 0921-06-269, etc.  
Seal Coat Park Roads & Parking Lot  
Limits: Various locations in Cameron & Zapata Counties  
Est. Cost: \$435,557 Contractor: CK Newberry  
0.00% Complete Estimated Completion Date: TBD
  
16. Hike & Bike – CSJ: 0921-06-322  
Construct 10' Hike & Bike Trail between Brownsville and Los Fresnos  
Limits: 2.0 Miles North of FM 511/FM 1847 Intersection Along Canal, .7 Miles East, .38 Miles North, .3 Miles West  
Est. Cost: \$3,010,614 Contractor: Westar Construction  
0.00% Complete Estimated Completion Date: TBD
  
17. SH 48 – CSJ: 0220-05-080  
Install Raised Median  
Limits: SH 4 to FM 511  
Est. Cost: \$4,549,748.76 Contractor: IOC  
0.00% Complete Estimated Completion Date: TBD

**HIDALGO COUNTY CONSTRUCTION**

1. Border Safety Inspection Facility (BSIF) – CSJ: 0921-02-173  
Construction of Border Safety Inspection Facility (BSIF)  
Limits: US Customs Port of Entry Exit to US 281  
Est. Cost: \$20,172,428.00 Contractor: Anderson Columbia Co., Inc.  
96.70% Complete Estimated Completion Date: June 2024
  
2. US 83 Relief Route – CSJ: 0039-02-040  
New Location Expressway Facility  
Limits: FM 2221 to 0.85 Miles East of FM 886  
Est. Cost: \$97,457,423.00 Contractor: Anderson Columbia Co., Inc.  
97.75% Complete Estimated Completion Date: May 2024
  
3. SH 107 – CSJ: 0342-01-074  
Widen to 6 Lane Divided Urban Roadway  
Limits: IH 69C to FM 493  
Est. Cost: \$21,387,479.00 Contractor: Foremost Paving, Inc  
50.80% Complete Estimated Completion Date: January 2025

4. Safety Improvement Project – CSJ: 0921-02-483  
Install Warning/Guide Signs, Install Pavement Markings  
Limits: Various Locations throughout Hidalgo County  
Est. Cost: \$1,287,240.20 Contractor: Austin Traffic Signal  
95.60% Complete Estimated Completion Date: April 2024
5. Business 83 – CSJ: 0039-04-130, etc.  
Hazard Elimination & Safety  
Limits: 19 Locations – Districtwide  
Est. Cost: \$2,470,981.00 Contractor: Austin Traffic Signal  
94.00% Complete Estimated Completion Date: April 2024
6. FM 491 – CSJ: 0861-01-068  
Reconstruct and Widen Roadway  
Limits: CR 1390 to FM 1425  
Est. Cost: \$4,284,358.00 Contractor: Asago, LLC  
95.00% Complete Estimated Completion Date: April 2024
7. FM 907 – CSJ: 1586-01-089, etc.  
Install Traffic Signal  
Limits: 7 Locations Districtwide  
Est. Cost: \$1,313,573.00 Contractor: D&G Energy Corporation  
90.00% Complete Estimated Completion Date: April 2024
8. Bridge Replacement Project – CSJ: 0862-01-057, etc.  
Limits: 2 Locations in Cameron & Hidalgo Counties  
Est. Cost: \$1,917,663.50 Contractor: Texas Cordia, LLC  
98.00% Complete Estimated Completion Date: January 2024
9. FM 676 – CSJ: 1064-01-032  
Widen to Four Lane Divided  
Limits: SH 364 to SH 107  
Est. Cost: \$15,880,158.30 Contractor: Texas Cordia, LLC  
29.00% Complete Estimated Completion Date: November 2025
10. Overlay – CSJ: 1804-01-082, etc.  
Limits: 3 Locations in Hidalgo County  
Est. Cost: \$8,569,908.66 Contractor: Foremost Paving, Inc.  
38.10% Complete Estimated Completion Date: May 2024
11. FM 2220 – CSJ: 2094-01-071  
Install Raised Median  
Limits: Neuhaus Dr to Augusta Ave.  
Est. Cost: \$809,835.40 Contractor: Foremost Paving, Inc.  
99.00% Complete Estimated Completion Date: February 2024

12. Safety Projects– CSJ: 0669-03-029, etc.  
Install Advanced Warning Signs & Safety Lighting & Install Traffic Signal  
Limits: 4 Locations in Hidalgo County  
Estimated Cost: \$802,713.95  
9.00% Complete  
Contractor: Austin Traffic Signal Const. Co, Inc  
Estimated Completion Date: August 2024
13. Install Intersection Flashing Beacon – CSJ: 0921-02-484, etc.  
Limits: 6 Locations in Hidalgo County  
Est. Cost: \$307,597.50  
0.00% Complete  
Contractor: Austin Traffic Signal Const. Co, Inc  
Estimated Completion Date: August 2024
14. FM 1425 – CSJ: 1428-01-027  
Rehabilitate Existing Roadway  
Limits: Mile 12 N Rd. to IH-2  
Est. Cost: \$13,257,196.13  
20.20% Complete  
Contractor: Asago, LLC  
Estimated Completion Date: October 2025
15. FM 1925 – CSJ: 1803-02-049  
Install Traffic Signal  
Limits: @ M Rd./Gwin Rd.  
Est. Cost: \$346,822  
8.00% Complete  
Contractor: The Levy Company, Inc.  
Estimated Completion Date: October 2024
16. W Freddy Gonzalez Dr – CSJ: 0921-02-500  
Install Traffic Signal  
Limits: 0.1 Miles West of Mon Mack Rd. to 0.1 Miles East of Mon Mack Rd.  
Est. Cost: \$223,435  
0.00% Complete  
Contractor: The Levy Company, Inc.  
Estimated Completion Date: May 2024
17. Mile 2 Rd – CSJ: 0921-02-508  
Install Advanced Warning Signs (Intersection) & Safety Lighting at Intersection  
Limits: 0.1 Miles West of Minnesota Rd to 0.1 Miles East of Minnesota Rd.  
Est. Cost: \$192,172.57  
0.00% Complete  
Contractor: The Levy Company, Inc.  
Estimated Completion Date: May 2024
18. FM 2812 – CSJ: 2831-01-016  
Add Left Turn Lane  
Limits: 0.14 Miles W. of Doolittle Rd. to 0.10 Miles E. of Jackpot Blvd.  
Est. Cost: 1,133,775.94  
99.00% Complete  
Contractor: IOC Company LLC  
Estimated Completion Date: March 2024
19. FM 755 – CSJ: 1103-05-002, etc.  
Install Traffic Signal  
Limits: 3 Locations in Starr & Hidalgo Counties (0.1 Miles Northeast of Flores St. to 0.1 Miles SW of Flores St.)  
Est. Cost: \$763,589.10  
0.00% Complete  
Contractor: Austin Traffic Signal  
Estimated Completion Date: June 2024

20. FM 1015 – CSJ: 1228-03-050  
 Rehabilitate Roadway  
 Limits: Mile 9 to IH-2  
 Est. Cost: \$8,435,308.85  
 0.50% Complete  
 Contractor: REIM Construction, Inc  
 Estimated Complete: April 2025
  
21. Preventative Maintenance Project - Seal Coats – CSJ: 0039-18-123, etc.  
 Limits: 12 Locations in Brooks, Hidalgo, Jim Hogg, Starr & Zapata Counties  
 Est. Cost: \$6,490,669.04  
 0.00% Complete  
 Contractor: TBD  
 Estimated Completion Date: June 2024
  
22. FM 1015 – CSJ: 1228-03-051  
 Rehabilitate Roadway  
 Limits: IH-2 to 2.584 Miles South of IH-2  
 Est. Cost: \$11,217,266.06  
 2.68% Complete  
 Contractor: Texas Cordia Construction  
 Estimated Completion Date: August 2025
  
23. LL – Bicentennial Hike & Bike & Wisconsin Rd – CSJ: 0921-02-431  
 Jackson Hike & Bike (Phase II)  
 Limits: Within the Cities of Edinburg & McAllen  
 Est. Cost: \$2,335,582  
 0.00% Complete  
 Contractor: Go Underground, LLC  
 Estimated Completion Date: TBD
  
24. FM 1925 – CSJ: 1803-02-035  
 Widen to 4 Lane Divided  
 Limits: FM 907 (Alamo Rd) to Sharp Rd  
 Est. Cost: \$10,284,830  
 0.00% Complete  
 Contractor: ASAGO Construction Company  
 Estimated Completion Date: TBD
  
25. LL – UT-RGV Bike/Ped – CSJ: 0921-02-48  
 Bicycle and Pedestrian Improvements  
 Limits: @ UT-RGV Campus  
 Est. Cost: \$356,626  
 0.00% Complete  
 Contractor: Reim Construction  
 Estimated Completion Date: TBD
  
26. SL 499 – Overlays – CSJ: 1137-02-042, etc.  
 Limits: 4 Locations within Cameron County  
 Est. Cost: \$7,765,565  
 0.00% Complete  
 Contractor: TBD  
 Estimated Completion Date: TBD

## **STARR COUNTY CONSTRUCTION**

1. US 83 – CSJ: 0038-07-083  
Replace Flashing Beacon with a Traffic Signal  
Limits: 0.1 Miles W of Suntex Rd/Midway Rd to 0.1 Miles E of Suntex Rd/Midway Rd  
Est. Cost: \$301,664.60 Contractor: Austin Traffic  
85.00% Complete Estimated Completion Date: March 2024
2. Preventative Maintenance Project – Seal Coats – CSJ: 0684-01-073, etc.  
Limits: 14 Locations throughout Cameron & Willacy Counties  
Est. Cost: \$819,835.38 Contractor: Clark Construction LLC  
0.00% Complete Estimated Completion Date: August 2024
3. Overlay – CSJ: 0038-07-078, etc.  
Limits: 4 Locations in Starr and Brooks Counties  
Est. Cost: \$6,374,342 Contractor: IOC Company, LLC  
0.00% Complete Estimated Completion Date: August 2024

## **CAMERON COUNTY DESIGN**

- A. SH 4 – CSJ: 0039-10-080  
Rehabilitation  
Limits: FM 1419 to Remedios Ave.  
Estimated Cost: \$39,000,000  
Tentative Letting Date: May 2024
- B. Rio Hondo City Limits – CSJ: 0921-06-348  
Construct Sidewalks  
Limits: Rio Hondo (Various Locations)  
Estimated Cost: \$1,175,312  
Tentative Letting Date: May 2024
- C. FM 2556 – CSJ: 2529-02-010  
Replace Bridge & Reconstruct Approaches  
Limits: 0.36 Miles North of Arroyo Colorado to 0.35 Miles South of Arroyo Colorado  
Estimated Cost: \$8,955,088  
Tentative Letting Date: July 2024
- D. Los Indios Int'l Bridge BSIF – CSJ: 0921-06-359  
Construct Border Safety Inspection Facility (BSIF)  
Limits: @ Los Indios Int'l Bridge GSA Facility  
Estimated Cost: \$4,402,297  
Tentative Letting Date: August 2024

- E. FM 510 – CSJ: 1057-03-051  
Rehabilitation  
Limits: FM 1847 to FM 2480  
Estimated Cost: \$14,821,805  
Tentative Letting Date: September 2024
  
- F. IH-69E – CSJ: 0327-08-111  
Bridge Preventative Maintenance  
Limits: IH-69E @ North Bound Floodway Bridge NBI #: 21031032708030  
Estimated Cost: \$1,000,000  
Tentative Letting Date: September 2024
  
- G. FM 801 – Seal Coat – CSJ: 1137-01-031, etc.  
Limits: 14 Locations in Cameron and Willacy Counties  
Estimated Cost: \$4,103,610  
Tentative Letting Date: September 2024
  
- H. SL 499 – CSJ: 1137-02-043  
Widen Roadway with Curb & Gutter, Raised Median  
Limits: IH-69 NB Frontage Rd. to Business 77  
Estimated Cost: \$234,696  
Tentative Letting Date: October 2024
  
- I. Interior Rds at Olmito Townsite – CSJ: 0921-06-326  
Construct 5' Wide Concrete Sidewalks  
Limits: Interior Rds. at Olmito Townsite to FM 1732  
Estimated Cost: \$398,190  
Letting Date: October 2024
  
- J. Construct 5' Wide Sidewalks – CSJ: 0921-06-327  
Limits: Interior Rds. At Las Palmas Mobile Estates to FM 802  
Estimated Cost: \$279,770  
Letting Date: October 2024
  
- K. Stenger St – CSJ: 0921-06-370  
Construct 10' Shared Use Path  
Limits: Bus 77 West to Fannin St  
Estimated Cost: \$1,750,157  
Tentative Letting Date: November 2024
  
- L. SH 550 – CSJ: 0684-01-068  
Construct 4 Lane Toll Facility  
Limits: .203 Mi S of FM 1847 to 1.13 Mi S of UPRR Overpass @ FM 3248  
Estimated Cost: \$30,233,130  
Tentative Letting Date: March 2025

## HIDALGO COUNTY DESIGN

- A. LL "I" Rd – CSJ: 0921-02-499, etc.  
Reconstruct Lanes & Bridge Replacement  
Limits: .04 Mi S of Rancho Blanco Rd. to US 281 Military  
Estimate Cost: \$21,391,477  
Tentative Letting Date: March 2024
  
- B. LL – Pharr Int'l Bridge DAP 16' – CSJ: 0921-02-433, etc.  
Pharr Bridge Agricultural Lab  
Limits: @ Pharr Int'l Bridge  
Estimated Cost: \$42,070,610  
Tentative Letting Date: March 2024
  
- C. FM 676 (5 Mile) – CSJ: 1064-01-043, etc.  
Widen to 4 Lane with Left Turn Lane & Replace Bridge  
Limits: Taylor Rd to FM 2220  
Estimated Cost: \$11,711,038  
Tentative Letting Date: March 2024
  
- D. LL – Pharr Int'l Bridge – Twin Span Bridge – CSJ: 0921-02-479  
Construct Twin Span Bridge  
Limits: @ Pharr International Bridge  
Estimated Cost: \$54,172,540  
Tentative Letting Date: April 2024
  
- E. Install Traffic Signals – CSJ: 0921-02-507, etc.  
Limits: 2 Locations in Hidalgo County  
Estimated Cost: \$507,054  
Tentative Letting Date: April 2024
  
- F. Install Traffic Signals – CSJ: 0863-03-041, etc.  
Limits: 4 Locations in Hidalgo and Starr County  
Estimated Cost: \$1,288,281  
Tentative Letting Date: April 2024
  
- G. Pharr Bridge Commercial Vehicle Parking Site – CSJ: 0921-02-423  
Limits: 900 ft N of Military Rd. and Juniper St to 1860 ft N of Military Rd. and Juniper St.  
Intersection  
Estimated Cost: \$12,910,854  
Tentative Letting Date: May 2024
  
- H. Installation of Traffic Signal – CSJ: 0039-04-132, etc  
Limits: 5 Locations in Hidalgo, Cameron & Starr County  
Estimated Cost: \$2,300,000  
Tentative Letting Date: June 2024



- I. Install Cable Barrier – CSJ: 0342-02-059, etc.  
Limits: 2 Various Locations  
Estimated Cost: \$908,869  
Tentative Letting Date: June 2024
  
- J. FM 494 (Shary Rd.) – CSJ: 0864-01-068  
Widen to 4 Lane  
Limits: SH 107 to FM 676 (Mile 5)  
Estimated Cost: \$21,345,703  
Tentative Letting Date: August 2024
  
- K. Install Traffic Signals – CSJ: 0921-02-501, etc.  
Limits: 6 Locations in Hidalgo County  
Estimated Cost: \$962,606  
Tentative Letting Date: August 2024
  
- L. Nolana Ave. – CSJ: 0921-02-520  
Improve Traffic Signals  
Limits: 34<sup>th</sup> St to McColl Rd.  
Estimated Cost: \$173,111  
Tentative Letting Date: August 2024
  
- M. FM 1015 – CSJ: 1228-04-015  
Rehabilitation  
Limits: US 281 to Progresso Bridge  
Estimated Cost: \$19,173,236  
Tentative Letting Date: September 2024
  
- N. FM 3072 – CSJ: 3098-01-019  
Rehabilitation  
Limits: Veterans Blvd. to Cesar Chavez Rd.  
Estimated Cost: \$7,878,599  
Tentative Letting Date: September 2024
  
- O. Seal Coat – CSJ: 0862-02-020, etc.  
Limits: 16 Locations in Hidalgo, Starr, Cameron and Jim Hogg Counties  
Estimated Cost: \$6,192,361  
Tentative Letting Date: September 2024
  
- P. LL – City of Pharr & City of Alamo – CSJ: 0921-02-432  
PSJA Tri-City Pedestrian Improvements (Phase II)  
Limits: Within the City of Pharr & Alamo  
Estimated Cost: \$1,296,136  
Letting Date: October 2024

- Q. Mile 3 N (Phase II) – CSJ: 0921-02-332  
Construct New Location 2 – Lane Rural Roadway with Shoulders  
Limits: FM 2221 (Jara China Rd) to Tom Gill Rd  
Estimated Cost: \$9,396,531  
Tentative Letting Date: January 2025
- R. Mile 1 East – CSJ: 0921-02-254  
Reconstruct and Widen to Urban 2 Lanes & Shoulders  
Limits: Bus 83 to Mile 8 North  
Estimated Cost: \$11,706,529  
Tentative Letting Date: January 2025
- S. Bridge Replacement – CSJ: 0921-02-492, etc.  
Various locations in Hidalgo and Starr County  
Estimated Cost: \$2,017,575  
Tentative Letting Date: January 2025
- T. FM 494 (Shary Rd) – CSJ: 0864-01-069  
Widen to 4 Lane  
Limits: FM 676 (Mile 5) to FM 1924 (Mile 3)  
Estimated Cost: \$12,785,171  
Tentative Letting Date: January 2025
- U. SH 107 – CSJ: 0528-01-118  
Construct 6 Lane with Raised Median  
Limits: SH 495 to FM 1924  
Estimated Cost: \$22,621,833  
Tentative Letting Date: February 2025
- V. SH 336 – Overlay - CSJ: 0621-01-115, etc.  
Limits: 3 Locations in Hidalgo County  
Estimated Cost: \$9,634,800  
Tentative Letting Date: April 2025

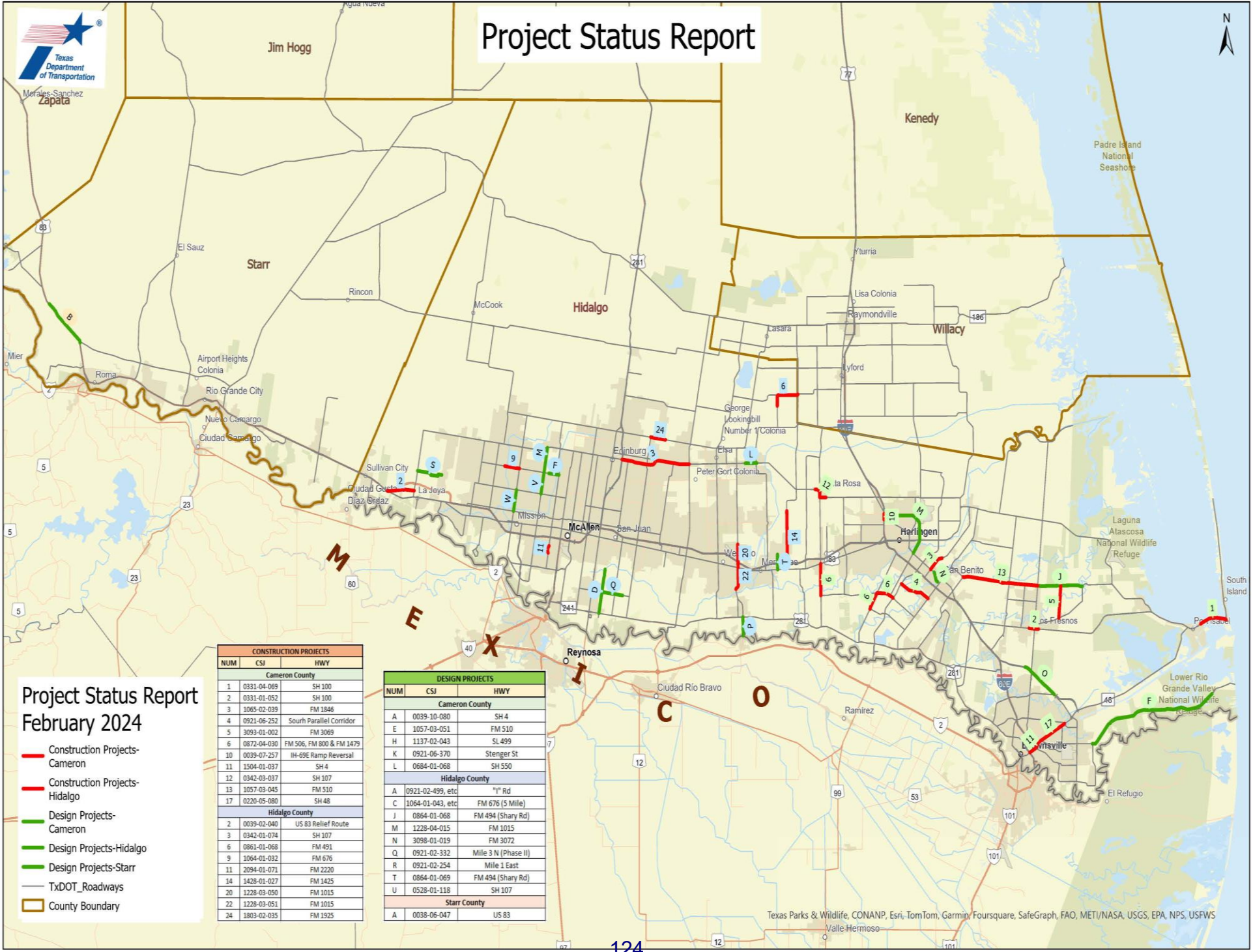
## **STARR COUNTY DESIGN**

- A. US 83 – CSJ: 0038-06-047  
Widen from 2 Lane Undivided to 4 Lane  
Limits: 0.31 Mi South of Placido Rd. to 0.09 Mi North of Loma Blanca Rd.  
Estimated Cost: \$39,136,125  
Tentative Letting Date: June 2024
- B. Safety Lighting – CSJ: 0038-07-084, etc.  
Limits: 2 Locations in Starr & Hidalgo County  
Estimated Cost: \$460,000  
Tentative Letting Date: June 2024

- C. Roma – Miguel Aleman Suspension Bridge – CSJ: 0921-26-115  
Restoration of Roma – Miguel Aleman Suspension Bridge  
Limits: Miguel Aleman Suspension Bridge  
Estimated Cost: \$18,044,879  
Tentative Letting Date: January 2025
  
- D. Loma Blanca Rd – CSJ: 0921-26-114, etc.  
Bridge Replacement  
Limits: 2 Locations in Starr County  
Estimated Cost: \$1,599,127  
Tentative Letting Date: January 2025
  
- E. US 83 (Roma Sidewalks) – CSJ: 0038-06-051  
Construct Sidewalks and Ramps  
Limits: Roma High School to Gutierrez St.  
Estimated Cost: \$1,487,149  
Tentative Letting Date: April 2025



# Project Status Report



## Project Status Report February 2024

- Construction Projects-Cameron
- Construction Projects-Hidalgo
- Design Projects-Cameron
- Design Projects-Hidalgo
- Design Projects-Starr
- TxDOT\_Roadways
- County Boundary

| CONSTRUCTION PROJECTS |             |                          |
|-----------------------|-------------|--------------------------|
| NUM                   | CSJ         | HWY                      |
| <b>Cameron County</b> |             |                          |
| 1                     | 0331-04-069 | SH 100                   |
| 2                     | 0331-01-052 | SH 100                   |
| 3                     | 1065-02-039 | FM 1846                  |
| 4                     | 0921-06-252 | South Parallel Corridor  |
| 5                     | 3093-01-002 | FM 3069                  |
| 6                     | 0872-04-030 | FM 506, FM 800 & FM 1479 |
| 10                    | 0039-07-257 | IH-69E Ramp Reversal     |
| 11                    | 1504-01-037 | SH 4                     |
| 12                    | 0342-03-037 | SH 107                   |
| 13                    | 1057-03-045 | FM 510                   |
| 17                    | 0220-05-080 | SH 48                    |
| <b>Hidalgo County</b> |             |                          |
| 2                     | 0039-02-040 | US 83 Relief Route       |
| 3                     | 0342-01-074 | SH 107                   |
| 6                     | 0861-01-068 | FM 491                   |
| 9                     | 1064-01-032 | FM 676                   |
| 11                    | 2094-01-071 | FM 2220                  |
| 14                    | 1428-01-027 | FM 1425                  |
| 20                    | 1228-03-050 | FM 1015                  |
| 22                    | 1228-03-051 | FM 1015                  |
| 24                    | 1803-02-035 | FM 1925                  |

| DESIGN PROJECTS       |                  |                     |
|-----------------------|------------------|---------------------|
| NUM                   | CSJ              | HWY                 |
| <b>Cameron County</b> |                  |                     |
| A                     | 0039-10-080      | SH 4                |
| E                     | 1057-03-051      | FM 510              |
| H                     | 1137-02-043      | SL 499              |
| K                     | 0921-06-370      | Stenger St          |
| L                     | 0684-01-068      | SH 550              |
| <b>Hidalgo County</b> |                  |                     |
| A                     | 0921-02-499, etc | "I" Rd              |
| C                     | 1064-01-043, etc | FM 676 (5 Mile)     |
| J                     | 0864-01-068      | FM 494 (Shary Rd)   |
| M                     | 1228-04-015      | FM 1015             |
| N                     | 3098-01-019      | FM 3072             |
| Q                     | 0921-02-332      | Mile 3 N (Phase II) |
| R                     | 0921-02-254      | Mile 1 East         |
| T                     | 0864-01-069      | FM 494 (Shary Rd)   |
| U                     | 0528-01-118      | SH 107              |
| <b>Starr County</b>   |                  |                     |
| A                     | 0038-06-047      | US 83               |



# RGV MPO CONSTRUCTION UPDATE

February 2024



# Hidalgo County



# FM 1015 SOUTHSIDE

**Project: FM 1015**  
**CSJ: 1228-03-051**

**Limits: From IH-2 to 2.584 Miles South of IH-2**

**Scope: Rehabilitation of existing roadway**

**Begin Project**

**End Project**

**Contractor: Texas Cordia Construction, LLC**  
**Percent Complete: 2.68%**  
**Estimated Completion: August 2025**

Google Earth

Image © 2024 Airbus

# FM 1015 SOUTHSIDE





# FM 1015 SOUTHSIDE



# FM 1015 NORTHSIDE

**Project: FM 1015**  
**CSJ: 1228-03-050**

**Limits: From Mile 9 to IH-2**

**Scope: Rehabilitation of existing roadway**



**Begin Project**

**End Project**

**Contractor: REIM Construction, Inc**  
**Percent Complete: 0.50%**  
**Estimated Completion: April 2025**

Business  
Google Earth  
Image © 2024, Airbus

4000 ft

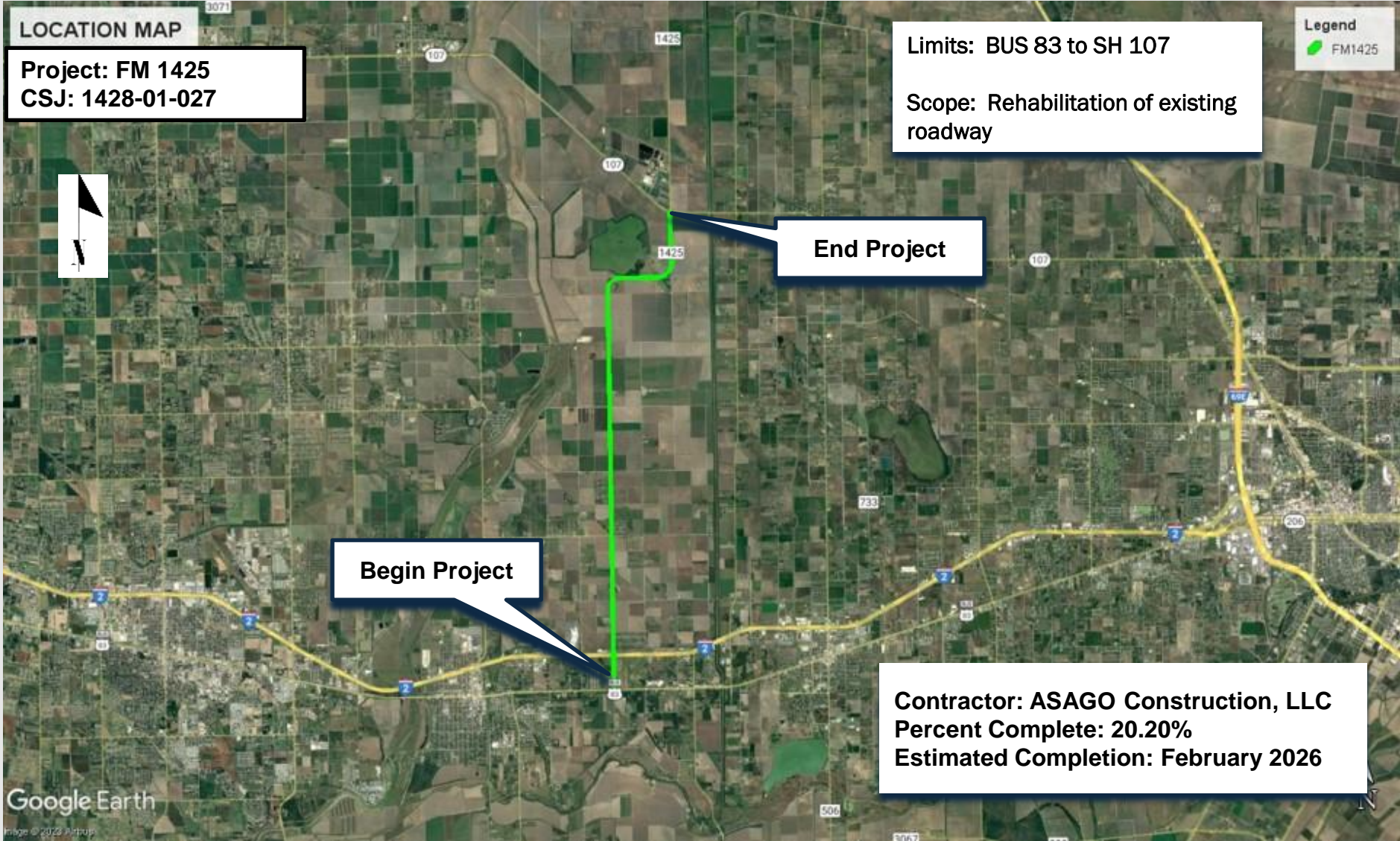
# FM 1015 NORTHSIDE



# FM 1015 NORTHSIDE



# FM 1425







# Cameron County





# IH-69E Ramp Reversal

IH-69E: 0039-07-257

End Project

Limits: Industrial Blvd. to Loop 499  
(Primera Rd.)  
Scope: North Bound & South Bound  
Ramp Reversal

Begin Project

Contractor: Foremost Paving Inc.  
38% Complete  
Estimated Completion: December 2024

# IH-69E Ramp Reversal North Bound/Right Side



New On-Ramp NB

I69 E Ramp Reversal

# IH-69E Ramp Reversal South Bound/Left Side

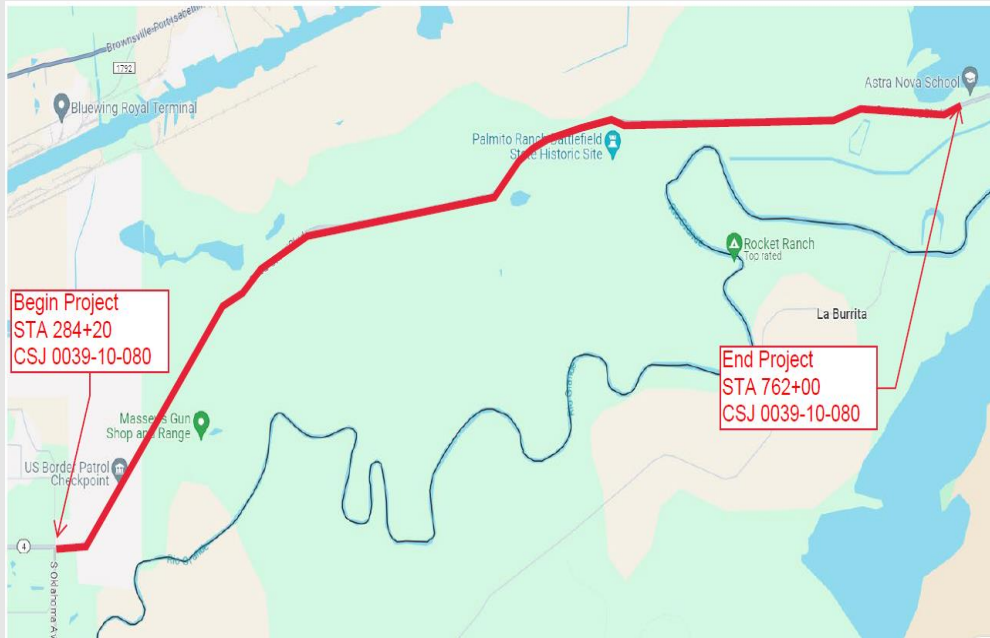


I69 E Ramp Reversal

# TxDOT Project Design Updates



## SH 4, Cameron County, CSJ: 0039-10-080



**Recent Activity:**

- Scope of Work: Full rehabilitation of Non-Freeway facility
- 100% PS&E Milestone completed – Internal Review in Progress before submit to Division for Letting.
- Letting Schedule for 05/02/2024

- 1 **Environmental – Cleared**
- 2 **ROW – No Required**
- 3 **Utilities – Cleared**
- 4 **PS&E – 100% Complete**
- 5 **Letting – May 02, 2024**



# FM 494 (Shary Rd.), Hidalgo County, CSJ: 0864-01-068



## Project Scope:

- Construction and widening of non-freeway Facility (Widen to 4 Lane)

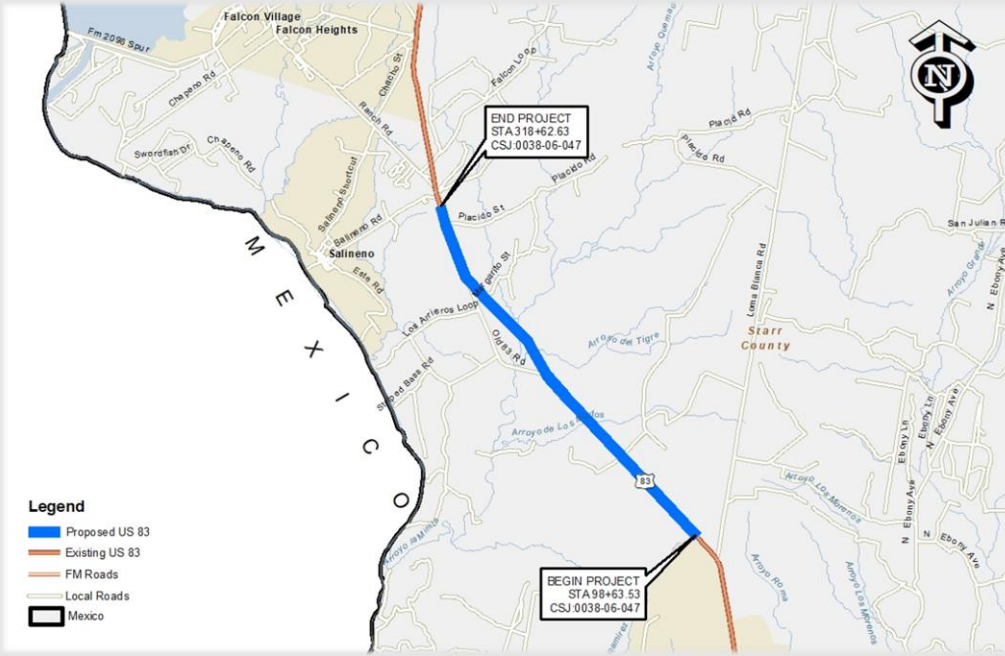
## Recent Activity;

- Letting Proposal in Progress.
- Utilities estimated completion Aug 2024

- 1 Schematic-Complete
- 2 Environmental-Complete
- 3 ROW-Complete
- 4 Utilities-In Progress
- 5 PS&E-Complete
- 6 Letting-August 2024



# US 83, Starr County, CSJ: 0038-06-047



### Recent Activity:

- Utility relocations underway: AT&T, Windstream, Medina Electric Co-op, and Smartcom (Construction Management Plan to be included with plan set).
- Hugoton Operating gas line to be capped and slurry filled, pending approval from Hugoton (included in construction management plan).

- 1 **Schematic** ✓
- 2 **Environmental** – re-evaluation underway (to be completed March 2024)
- 3 **ROW** ✓
- 4 **Utilities** – Coordination in progress
- 5 **PS&E** ✓
- 6 **Letting** – June 2024

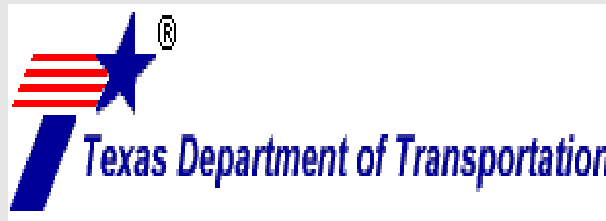


**Hector Siller, P.E.**

Area Engineer  
Pharr Area Office  
Hector.Siller@txdot.gov  
956-702-6250

**Francisco J. Cantu, P.E., PMP**

Area Engineer  
Roma Area Office  
Francisco.J.Cantu@txdot.gov  
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**Andres A. Espinoza, P.E.**

Area Engineer  
San Benito Area Office  
Andres.Espinoza@txdot.gov  
956-399-5102

**Romuldo Mena, Jr., P.E.**

Central Design Supervisor  
Romuldo.Mena@txdot.gov  
956-702-6246



**E. Cameron County RMA**

**Action**

**Possible Action**

**Information**

**Presenter:** Eric Davila, Cameron County Chef Development Engineer

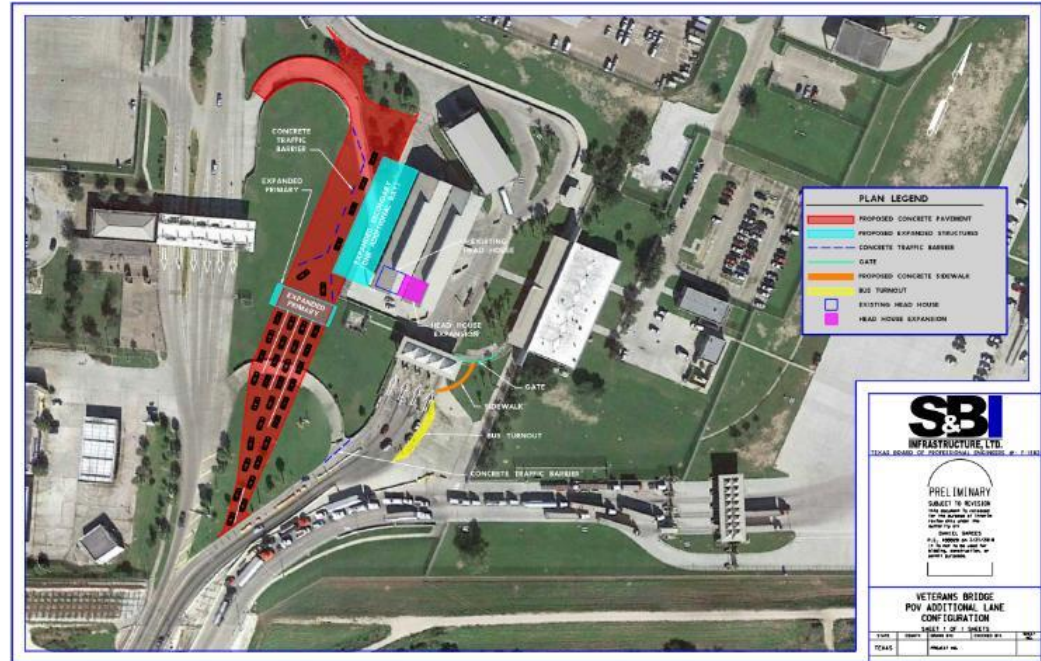
# Cameron County Regional Mobility Authority Transportation Policy Board - Quarterly Report February 28, 2024



# VETERANS POV EXPANSION

## CSJ: 0921-06-313

The Veterans International Bridge at the Los Tomates Donation Acceptance Program Project, which is currently under construction, through a formal partnership between U.S. Customs and Border Protection (CBP), the General Services Administration (GSA), Cameron County and the Cameron County Regional Mobility Authority (CCRMA). Once completed with the construction of four new lanes and new infrastructure, this project will decrease wait times at the Veterans Bridge for passenger vehicles. The project required the CCRMA to manage environmental clearance, design, procurement, and construction management.



# VETERANS POV EXPANSION

## CSJ: 0921-06-313

Environmental



Preliminary Engineering



ROW & Utilities



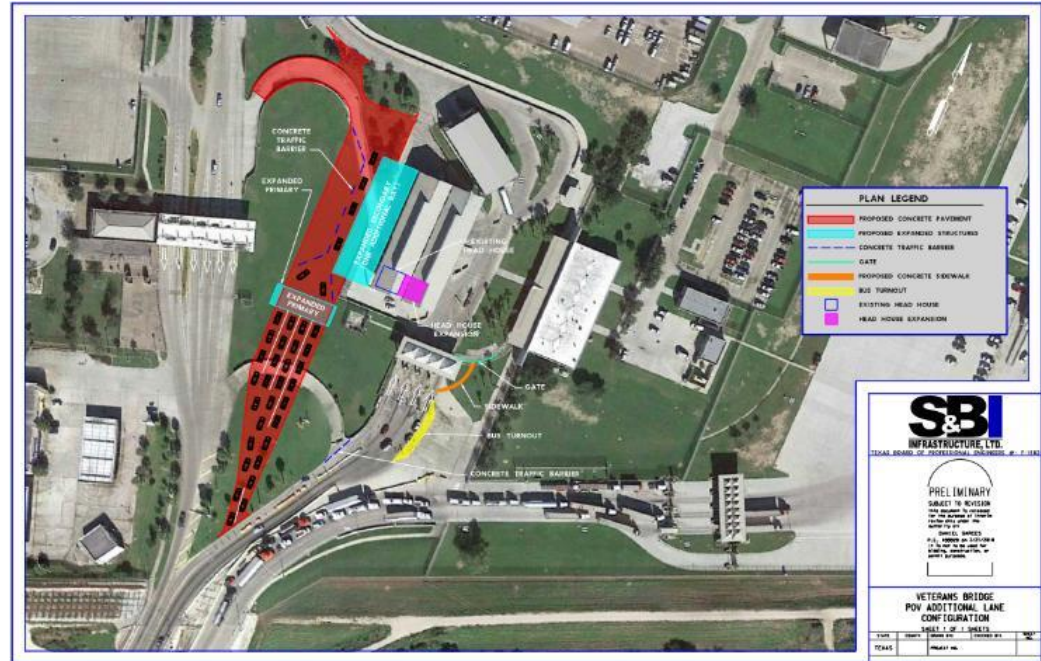
Design



Funding



**Under Construction**



### Recent Activity:

Contract Amount: \$14,824,093.86

Change Order Amount: \$2,391,069.89

Adjusted Contract Amount: \$17,215,163.75

Contract Time: 436 Days

Amount Invoiced (through 12/31/23): \$14,327,476.27

Percent Amount Invoiced: 83.2%

Time Used (through 12/31/23): 312 Days

Percent Time Used: 71.6%

# SH 550 GAP 2 PROJECT

## CSJ: 0684-01-068

The SH 550 Gap 2 is the final Gap Project in the completion of the SH 550/I 169 from I 69E to the Port of Brownsville. The project has completed the environmental, right-of-way and utility relocation phase, and is in the process of finalizing design plans to the most current interstate standards. When completed Interstate 169 will connect the Port of Brownsville to I 69E. This is a significant infrastructure improvement project for Cameron County, the City of Brownsville and the Port of Brownsville.



# SH 550 GAP 2 PROJECT

## CSJ: 0684-01-068

**Environmental**



**Preliminary Engineering**



**ROW & Utilities**



**Design** 95% PS&E Completed

**Funding**



**Shovel Ready**



### Recent Activity:

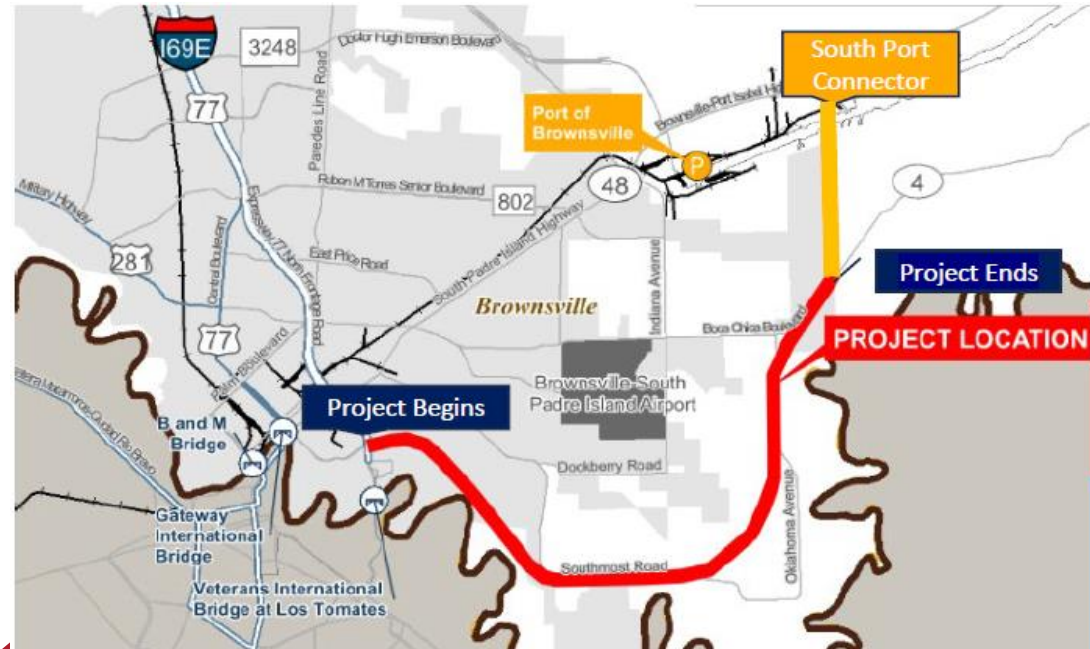
Included in Border Master Plan- High Impact Project  
 ROW in Place / Utilities Adjusted  
 Environmental Re Evaluation Underway  
 PS&E-95% complete – RR Exhibit Approved  
 Funding: \$23 Million in CAT 7 Available for Construction  
 Construction Cost Estimate: \$34 Million  
 Funding Gap: \$11 Million



# EAST LOOP- INTERNATIONAL TRADE CORRIDOR

## CSJ: 0921-06-315

The East Loop Project, which serves the international bridge system in Brownsville as well as the Port of Brownsville, which exports, and imports over 6.3 million metric tons of steel, petroleum, machinery ores and other international trade exports to our Mexico partners. The project, is an international bridge trade corridor which has been on the county's priority list for decades, is important because it will get overweight commercial trucks out of the densely populated portion of Brownsville from the Veterans bridge to the Port of Brownsville. The East Loop Project will create the East Loop Overweight Corridor for trucks traveling from Mexico and the Veterans International Bridge at Los Tomates to the Port of Brownsville and will reduce congestion on I-69E and State Highway 48.



# EAST LOOP- INTERNATIONAL TRADE CORRIDOR

## CSJ: 0921-06-315

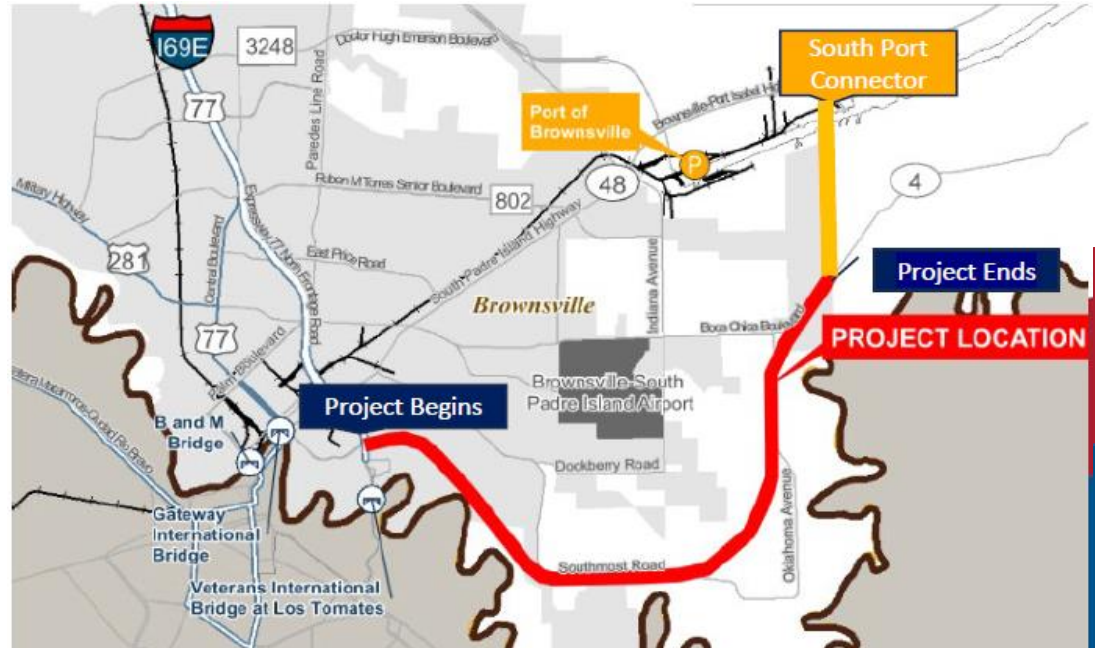
**Environmental** 90% complete

**Preliminary Engineering** 

**ROW & Utilities** In Process

**Design** 95%

**Funding** Partially Funded



### Recent Activity:

Included in Border Master Plan- High Impact Project

Environmental Documents are 90% complete.

100% PS&E scheduled for March 2024

Funding: \$27 Million available

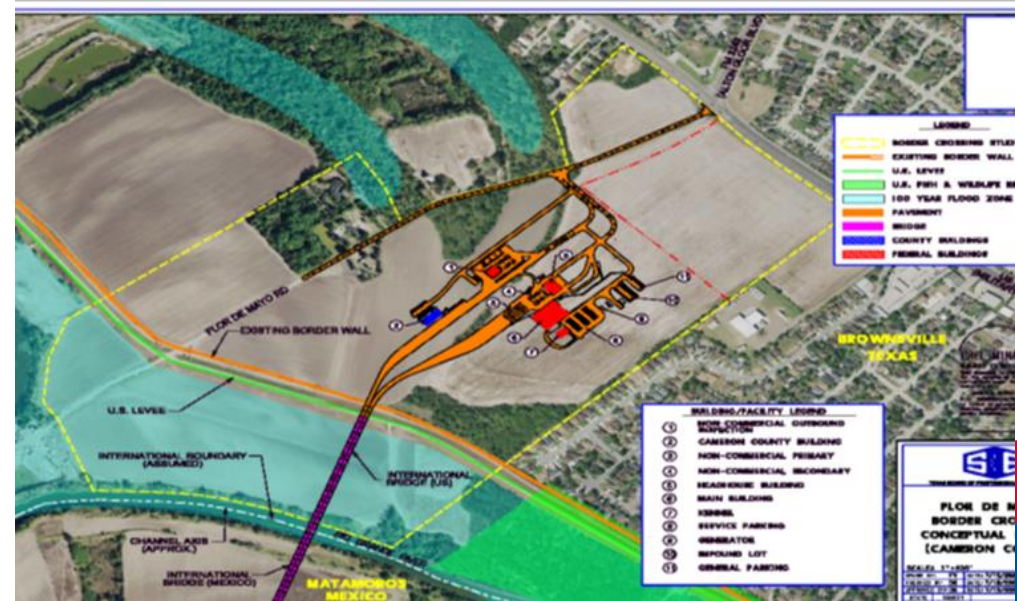
Construction Cost Estimate: \$216,342,505

Funding Gap: \$185,000,000



# Flor de Mayo Bridge

The proposed project in west Brownville will be a passenger vehicle only (POE) and pedestrian bridge located 8 River Miles upstream from the existing privately owned Brownsville and Matamoros International Bridge and 35.6 river miles downstream from the County owned Free Trade Bridge at Los Indios. The proposed border station will be located within the 173 acres of land presently owned by Cameron County. The County plans to coordinate the construction of the international bridge and facilities through the Cameron County Regional Mobility Authority.



# Flor de Mayo Bridge

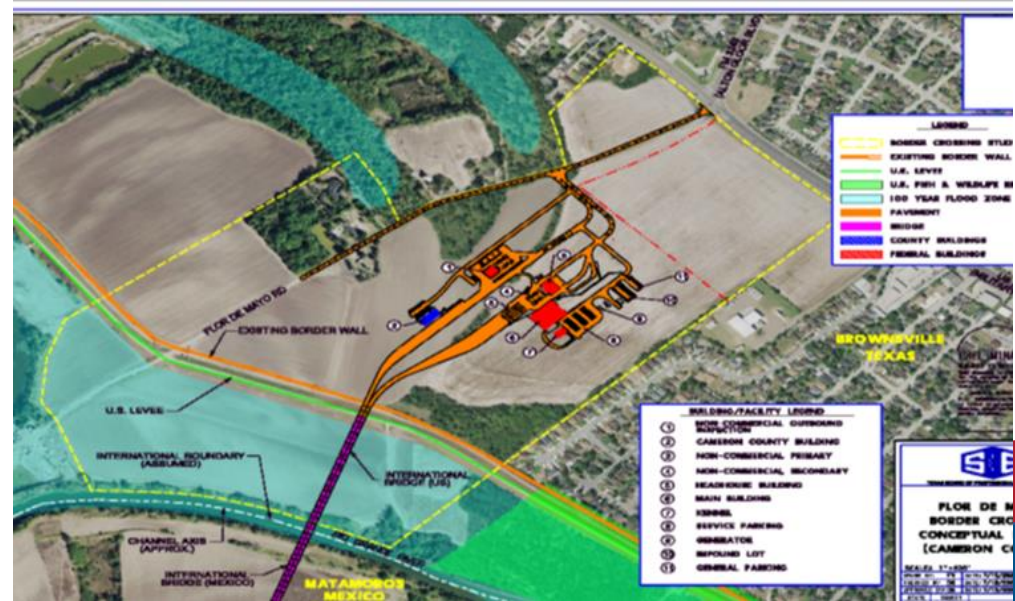
**Environmental** Underway

**Preliminary Engineering** Underway

**ROW & Utilities** 

**Design** Pending

**Funding**



**Recent Activity:**  
 Included in Border Master Plan- High Impact Project  
 Feasibility study Complete  
 Submitted Presidential Permit App. to US State Department (DOS)  
 DOS Reviewing  
 Project kickoff meeting held on 12.20.23  
 Preliminary Engineering and Environmental Assessment underway

# Free Trade Bridge

The proposed project includes two additional phases for the Los Indios – Land Port of Entry – Export Site Renovation. Phase 1 requires the relocation of existing staff from the existing Import Building to a temporary modular trailer. Phase 2 of the project involves selective demolition and new construction of office workspace for both CBP and Mexican Customs.



# Free Trade Bridge

Environmental



Preliminary Engineering



ROW & Utilities



Design



Funding



**Recent Activity:**  
CBP/GSA Final DAA Complete  
Design is 100% Complete  
Utilizing Local funds  
Letting: March 2024 – DAP completed / letting imminent  
Funding: \$1.5 Million Available

# Old Alice Rd

CSJ: 0921-06-290 & 0921-06-378

The proposed improvements are to reconstruct and widen the existing roadway to provide for a paved four lane urban roadway with shoulders and sidewalks within the existing right-of-way. The right of way is in place, design is completed, and the project will be environmentally cleared by June 2024



# Old Alice Rd

## CSJ: 0921-06-290 & 0921-06-378

**Environmental** 95% Complete

**Preliminary Engineering** ✓

**ROW & Utilities** ✓

**Design** ✓

**Funding** ✓

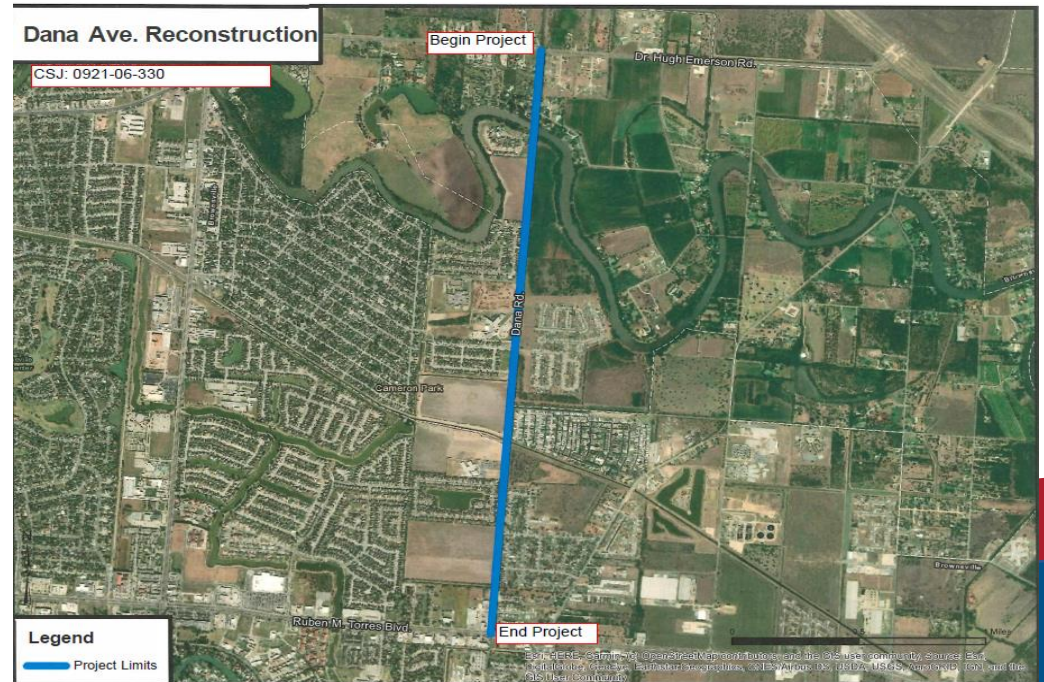


### Recent Activity:

Included in Border Master Plan- Medium Impact Project  
100% PS&E complete, revised to joint bid a waterline relocation  
Virtual Public Meeting Held August 11, 2020  
ROW 100% in place  
Funding: \$20 Million Available in CAT 7 Funds – \$1.9M TASA Construction  
Cost Estimate: \$33 Million  
Funding Gap: \$11 Million  
Request for accelerated letting date to FY 26 submitted to RGVMPO


# Dana Avenue CSJ: 0921-06-330

This project consists of expanding a two-lane road to a four-lane road with a continuous left turn lane. The intention is to stay within the existing right of way. The project will connect FM 802 and FM 3248.



# Dana Avenue

## CSJ: 0921-06-330

|                                |  |
|--------------------------------|--|
| <b>Environmental</b>           | 50%  |
| <b>Preliminary Engineering</b> | Schematic 80%  |
| <b>ROW &amp; Utilities</b>     | Pending  |
| <b>Design</b>                  | Pending  |
| <b>Funding</b>                 |  |



**Recent Activity:**  
Includes Dana Avenue Bridge Rehabilitation to project.  
Environmental 50%  
Schematic 80%  
Need to acquire right of way  
Funding: \$16 Million Available in CAT 7 for Construction  
Construction Cost Estimate: \$25,840,812  
Virtual Public Meeting with In-Person Option held on February 1, 2024  
See the following for more info: <https://ccrma.org/project/dana-avenue/>



# FM 509

## CSJ: 0921-06-254

FM 509 will be constructed to add new four lane divided highway from FM 508/FM 509 intersection to FM 1579. The Project will be approximately 3 miles and will be constructed at a cost of approximately \$8 million. Efforts are currently being made to incorporate alignments with the Outer Parkway Project.



# FM 509

## CSJ: 0921-06-254

**Environmental** Underway

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**Preliminary Engineering** Underway

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**ROW & Utilities** Pending

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**Design** Pending

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**Funding** 



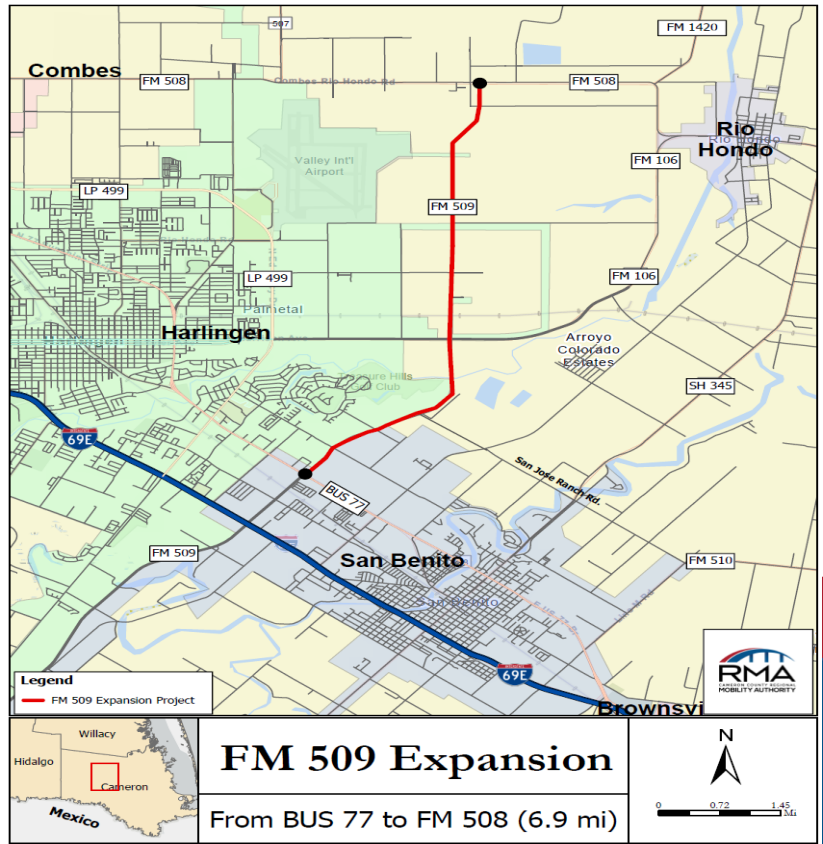
### Recent Activity:

Included in Border Master Plan- Medium Impact Project  
Transportation Commission Approved On-System Minute Order - May 2021  
CCRMA will utilize 100% Local Funds for Preliminary Engineering  
Funding: \$7.5 Million Available in CAT 2 Funds  
Total Project Cost: \$24,735,064

# FM 509- BUS 77- FM 508

## CSJ: 2369-01-033

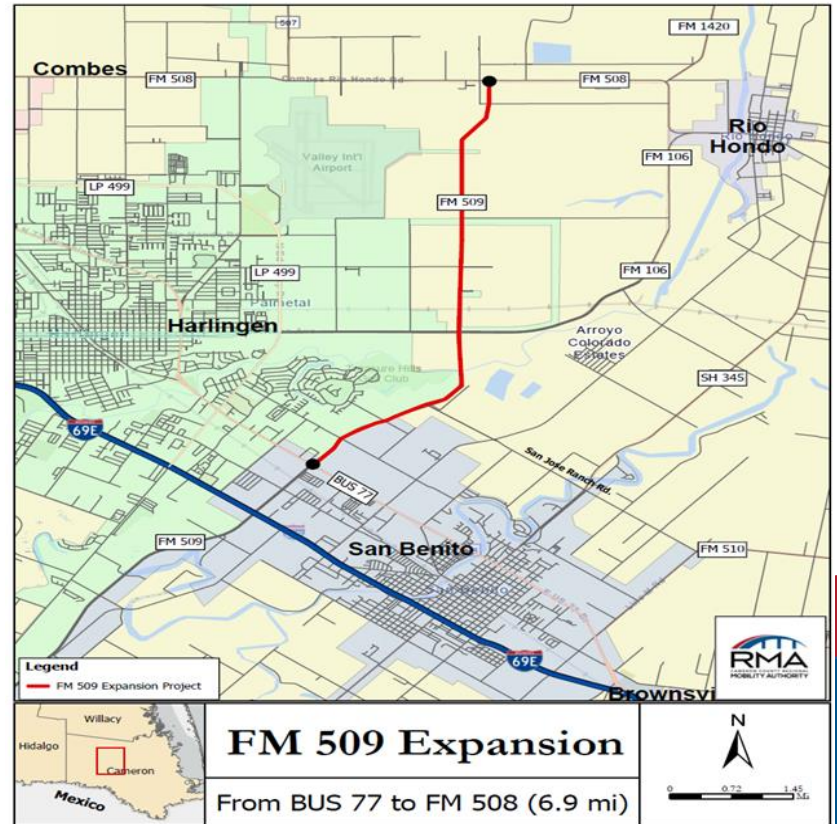
The FM 509 project will widen and reconstruct the existing 2 lane rural roadway to an urban four lane roadway with a center left turn lane and shoulders, within the existing ROW. The project length is 6.85 miles.



# FM 509- BUS 77- FM 508

## CSJ: 2369-01-033

|                                |                  |
|--------------------------------|------------------|
| <b>Environmental</b>           | Pending          |
| <b>Preliminary Engineering</b> | Pending          |
| <b>ROW &amp; Utilities</b>     | Pending          |
| <b>Design</b>                  | Pending          |
| <b>Funding</b>                 | Partially Funded |



**Recent Activity:**  
2024 UTP approved \$500,000 in CAT 2 funds  
Need Donation Agreement with TxDOT

# FM 1846- Williams Road-North

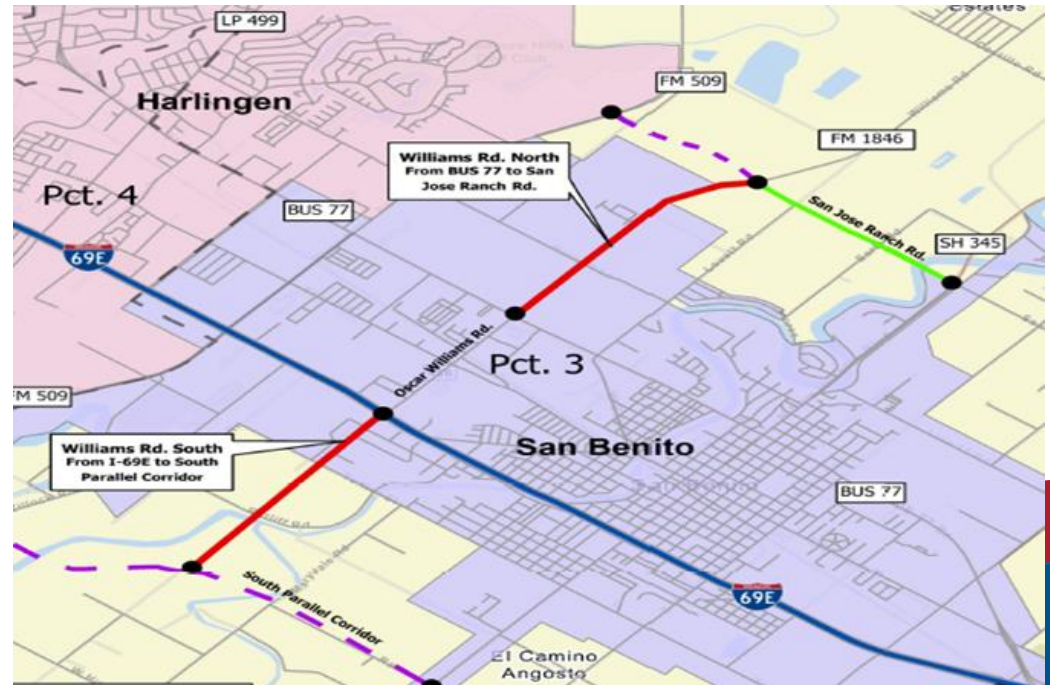
## CSJ: 1065-02-042

### Williams Road (North)

This project consists of an expansion from 2 lanes to 4 lanes with a continuous left turn lane. Project limits are from Business 77 to San Jose Ranch Road in San Benito.

### Williams Road (South)

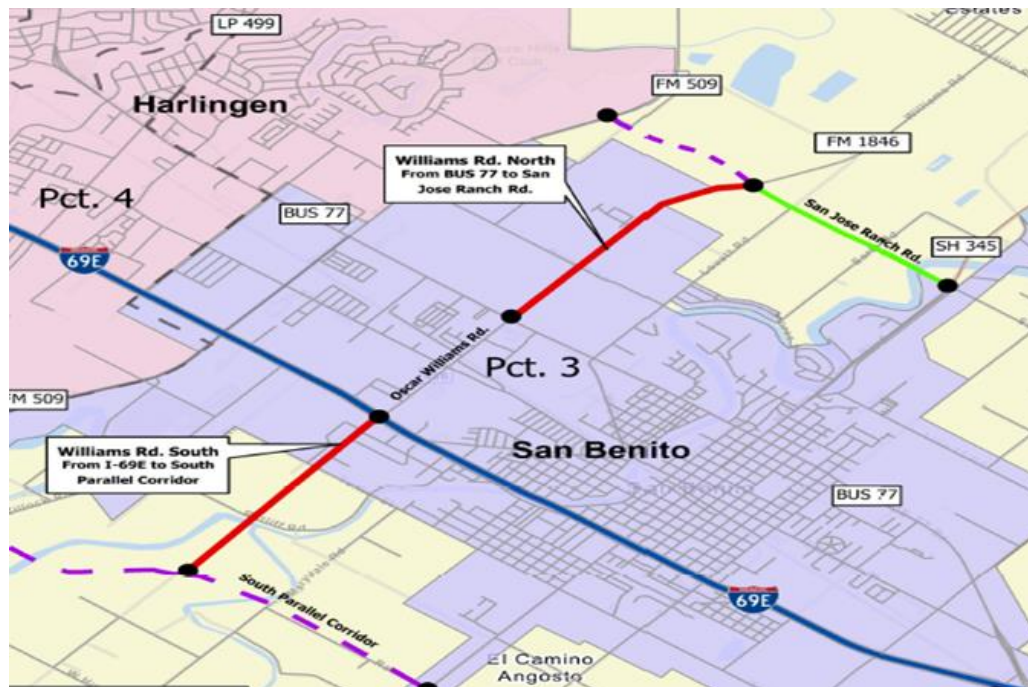
This project consists of a new location road on the south side of I69E to South Parallel corridor in San Benito. The project will require the acquisition of right of way.



# FM 1846- Williams Road-North

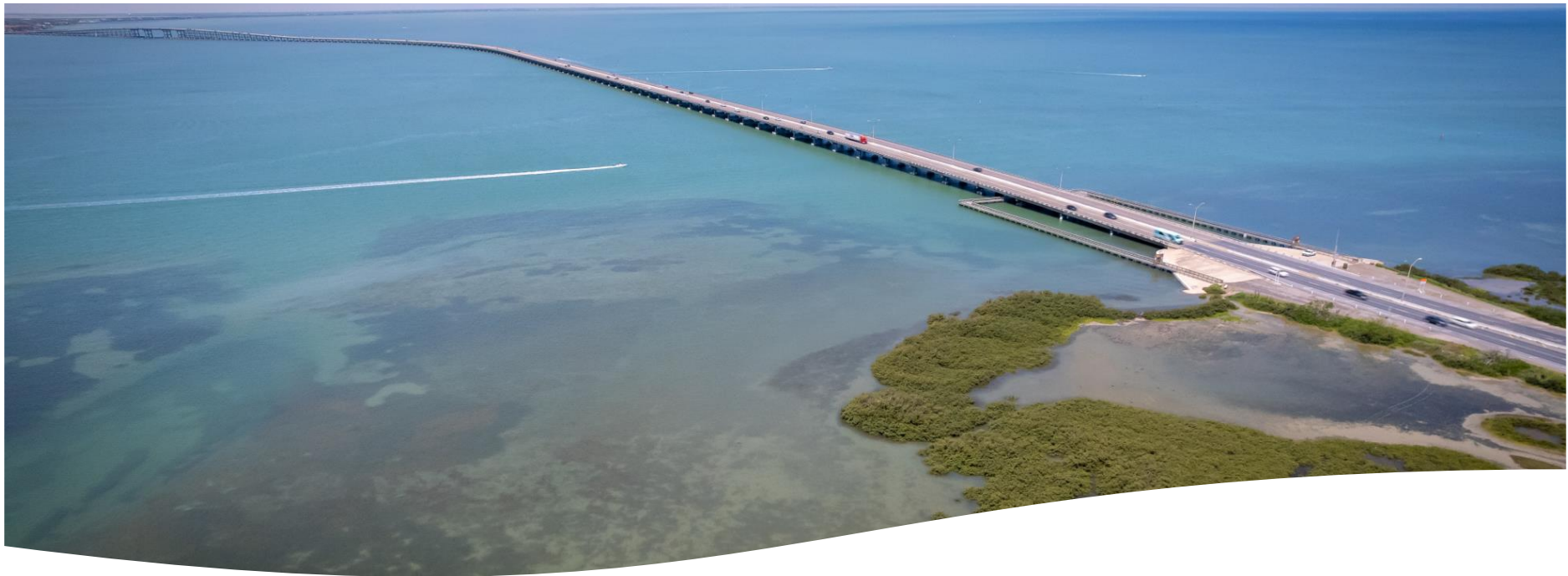
## CSJ: 1065-02-042

|                                |               |
|--------------------------------|---------------|
| <b>Environmental</b>           | 25%           |
| <b>Preliminary Engineering</b> | Schematic 65% |
| <b>ROW &amp; Utilities</b>     | Pending       |
| <b>Design</b>                  | Pending       |
| <b>Funding</b>                 | Pending       |



### Recent Activity:

ILA with City of San Benito and Cameron County approved  
 Funding Included in the 2024 UTP  
 Schematic-65% complete  
 AFA approved on 01.10.24  
 Pending Kick off Meeting / Env. Scoping taking place soon  
 Submittals for PE contents have been developed ready



## SH 104

SH 104 (Second Access Project to South Padre Island) will involve a second crossing on a new location to South Padre Island to provide a much-needed alternate route from the island to the mainland. The second causeway also would facilitate evacuation of South Padre in the event of a hurricane or other natural disaster. The project will include a bridge approximately 8 miles long as well as improvements to roadways on the mainland and on the Island. The total length of the SH 104 Project is approximately 17.6 miles.

**The Texas Transportation Commission placed the project on-system on December 12, 2023 through Minute Order 116614.**



# SH 104

**Environmental** Underway

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**Preliminary Engineering** Underway

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**ROW & Utilities** Pending

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**Design** Pending

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**Funding** Pending

**Project Needs:**

- Complete Environmental Document
- Design
- Funding

**Recent Activity:**

Included in Border Master Plan- Medium Impact Project  
 Recently redesignated to a Non-Tolled project development strategy  
 Using Local Funds to Complete Environmental Phase  
 Data collection and ROE underway

Coordination with Resource Agencies including: FHWA, TxDOT, USFWS, TPWD, USACE, USDA, NOAA, EPA, FEMA, GLO, TCEQ, TX Railroad Commission, Texas DEM, THC, Sea Turtle Inc.

USFWS ROW Application Submitted /

Follow-up discussion held Feb 22, 2023

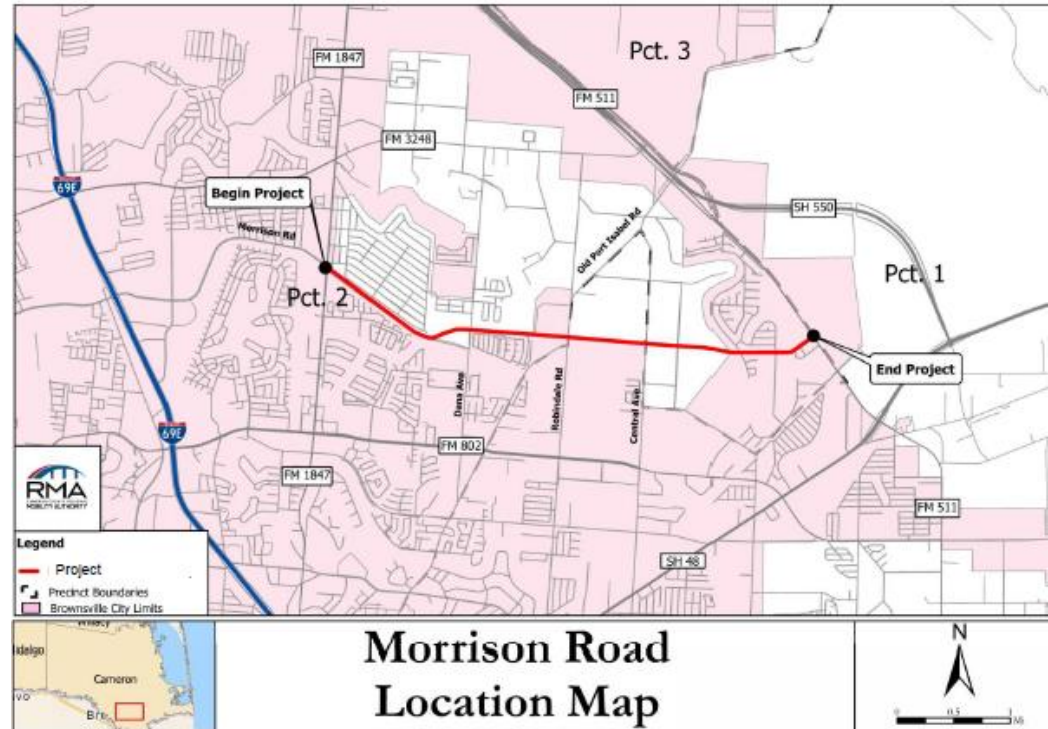
2nd Agency Coordination meeting held Mar 29, 2023

Met Late 2023 and February 2024 to align remaining efforts with TxDOT ENV



# Morrison Road CSJ: 0921-06-291

This is a new location road from FM 1847 to FM 511. When complete, Morrison Road will go from FM 3248 to FM 511. This project will provide connectivity to a large retail area in Brownsville and reduce congestion on several major roads.



# Morrison Road


## CSJ: 0921-06-291

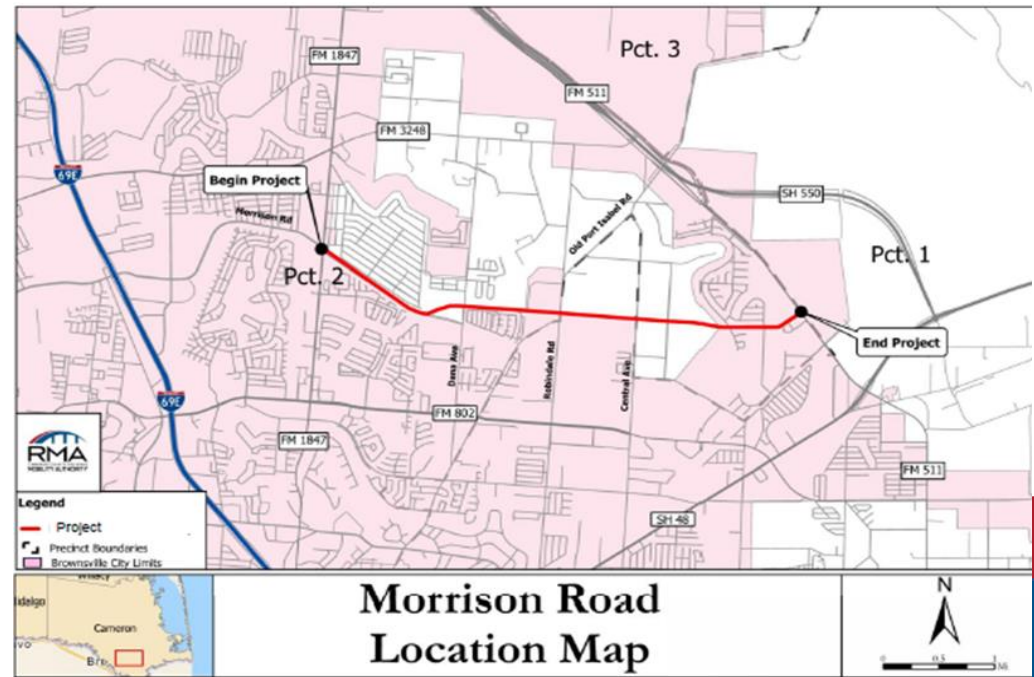
**Environmental** Underway

**Preliminary Engineering** Underway

**ROW & Utilities** Pending

**Design** Pending

**Funding** 



### Recent Activity:

Included in Border Master Plan- High Impact Project  
 Environmental and Schematic are under development  
 Preliminary Coordination with City and  
 Drainage District Underway  
 CCRMA received comments on Functional Classification and  
 addressed those comments in July 2023  
 Functional Classification still pending  
 Funding: \$16 Million Available in CAT 7 Funds

# Harlingen Rail Improvements Project FR-CSR-21-002

The Harlingen Commerce Street rail relocation project will relocate and realign 1.7 miles of track and construct one new crossing at Commerce Street to eliminate seven existing grade crossings in the City of Harlingen, Texas. The new track connection will enable the Union Pacific Railroad (UPRR) Harlingen Subdivision track to connect to the UPRR Brownsville Subdivision, as well as straighten out two curves.



# Harlingen Rail Improvements Project FR-CSR-21-002

**Environmental** Starting 3/1/24

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**Preliminary Engineering** Starting 3/1/24

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**ROW & Utilities** 

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**Design** Pending

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**Funding** 



## Recent Activity:

Partnership between: CCRMA & Cameron County  
 Project Scope: Eliminate certain railroad-street crossings  
 Limits: N. Commerce street S. of US 77 Sunshine  
 to Adams Avenue

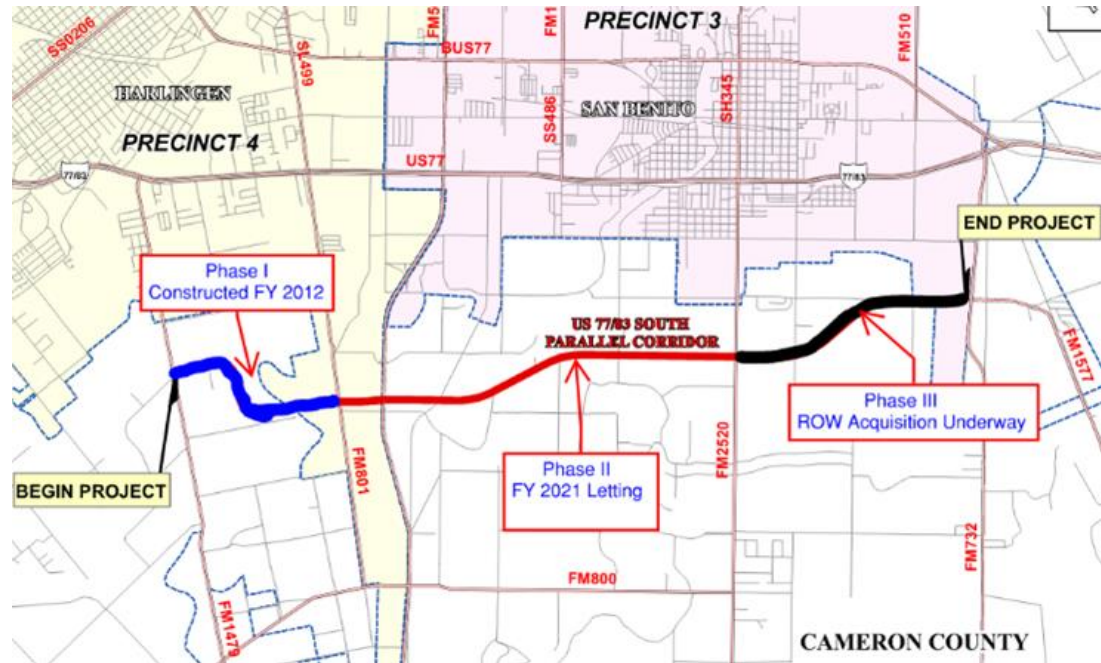
Using Federal & Local funds to complete Environmental Phase  
 Using Federal & Local funds to complete Design  
 Funding: \$5.6 Million Available for Construction  
 FRA Agreement for Phase I – executed, starts 3/1/2024  
 Agreement with UPRR executed December 2022  
 Preliminary Engineering site visit March 2024



# S. Parallel Corridor Phase III

## CSJ: 0921-06-257

Project limits are from FM 2520 (Sam Houston Blvd) to FM 1577. Partially on new location with intermittent existing 40-80 ft ROW. Construction of a 2-lane rural roadway. Phase III will complete the South Parallel Corridor project. TxDOT recently increased Rider 11B funds by \$2 Million.



# S. Parallel Corridor Phase III

## CSJ: 0921-06-257

Environmental



Preliminary Engineering



ROW & Utilities

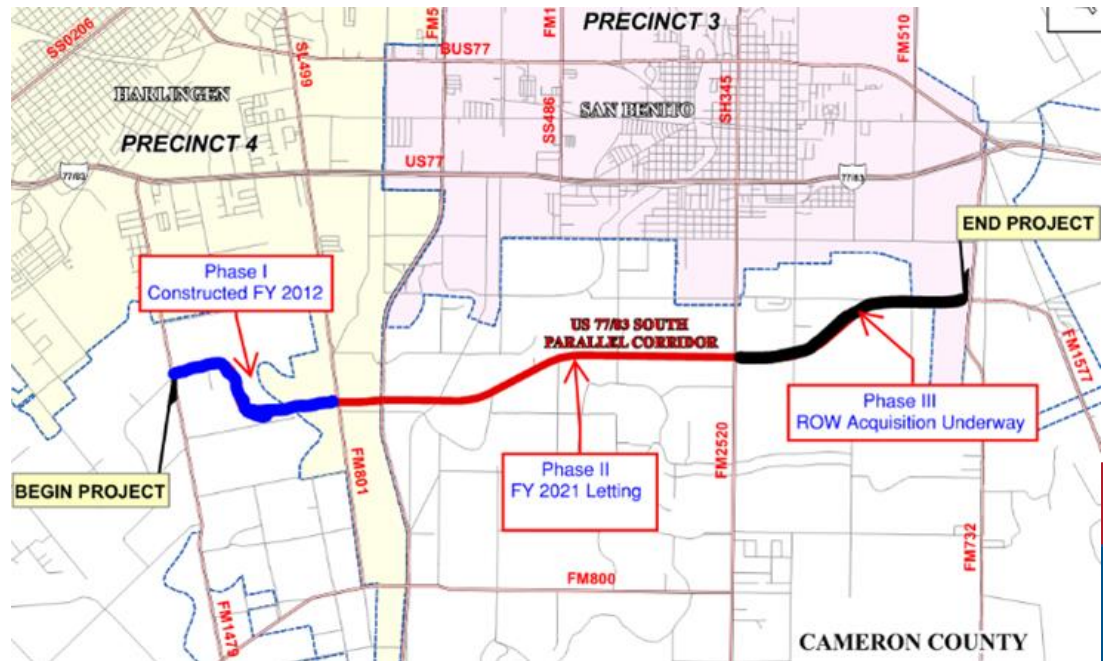
90%+

Design

Consultant Selected

Funding

Pending



### Recent Activity:

- Included in Border Master Plan- Medium Impact Project
- ROW Acquisition Underway using Local Funds
- Utility Coordination Underway using Local Funds
- Construction Commitment from TxDOT
- Funding: \$6.765 Million Available in CAT 7 Funds – \$5M in Rider 11B
- Construction Cost Estimate: \$9.72 Million



# U.S. 281 Connector

The project will provide a divided urban corridor that would improve mobility and safety between U.S. 281 (Military Highway), I69E, and SH 100. This route will become critical as trade increases in the region between the port and international bridges. The U.S. 281 Connector Project is approximately 7.5 miles long.



# U.S. 281 Connector

**Environmental** Consultant Selected

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**Preliminary Engineering** Consultant Selected

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**ROW & Utilities** Pending

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**Design** Pending

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**Funding** Pending



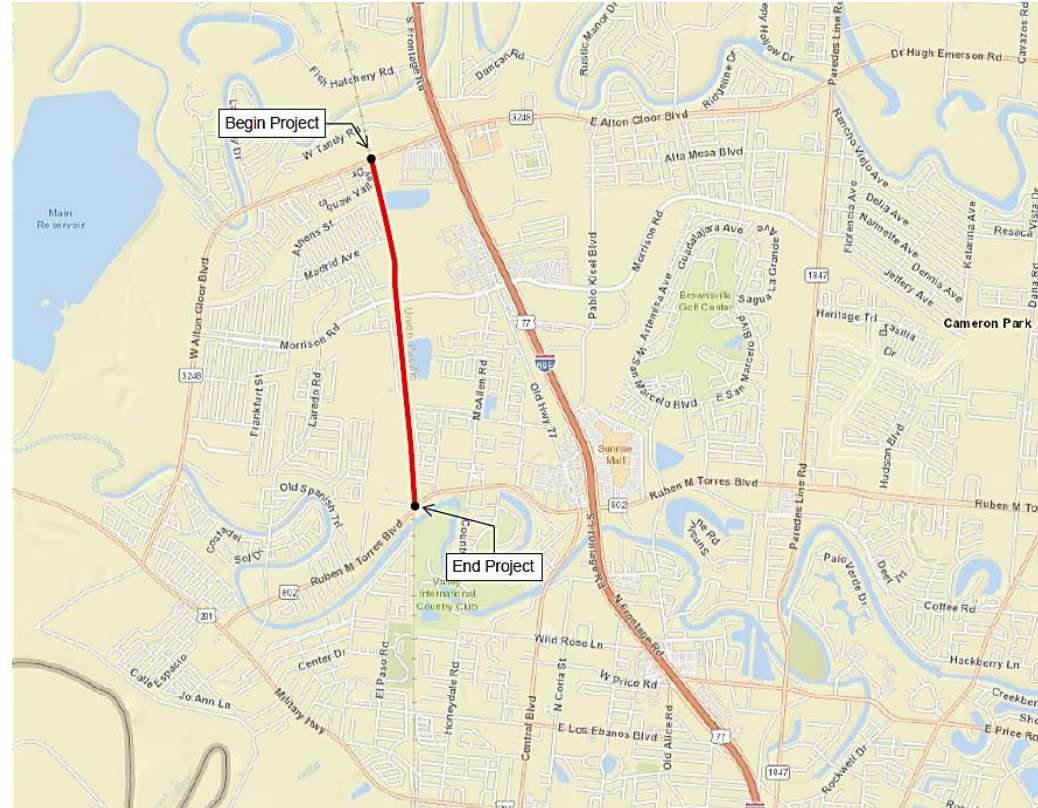
## Recent Activity:

Included in Border Master Plan- Medium Impact Project  
CCRMA Conceptual Project to provide a connection between  
US281 (Military Highway) and I69E.  
Ultimately connecting the International Bridges  
Directly with the Port of Brownsville Via SH 550



# West Blvd Roadway CSJ: 0921-06-340

As a component of the 6.5-mile West Rail Trail project, the Roadway component is being developed to provide a connection between two on-system TxDOT arterial roadways and improve the safety and quality of life for local residents by reducing congestion and eliminating travel time delays for first responder personnel and residents during an emergency to highly developed areas along the project. The proposed urban roadway section would accommodate the Hike and Bike trail and provide for improved mobility between FM 802 (Ruben Torres Blvd) and FM 3248 (Alton Gloor Blvd) two major arterials in the region.



# West Blvd Roadway CSJ: 0921-06-340

**Environmental**

50%

**Preliminary  
Engineering**



**ROW & Utilities**

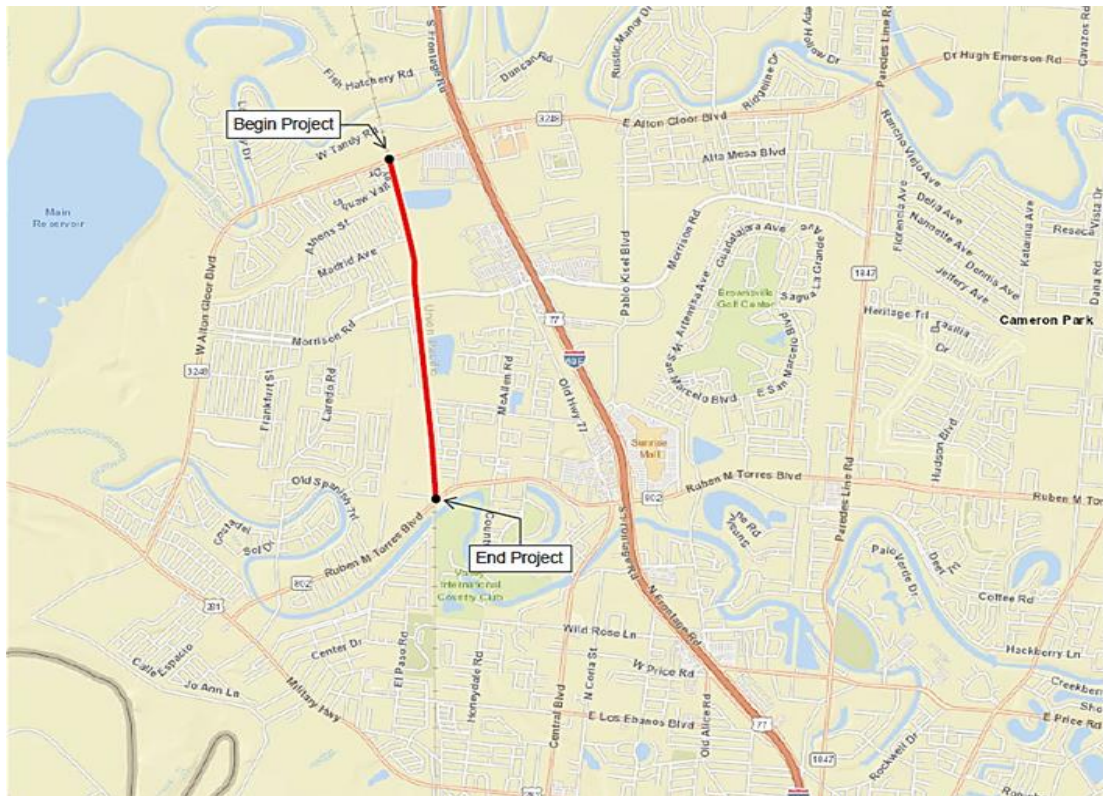


**Design**

95%

**Funding**

Partially Funded

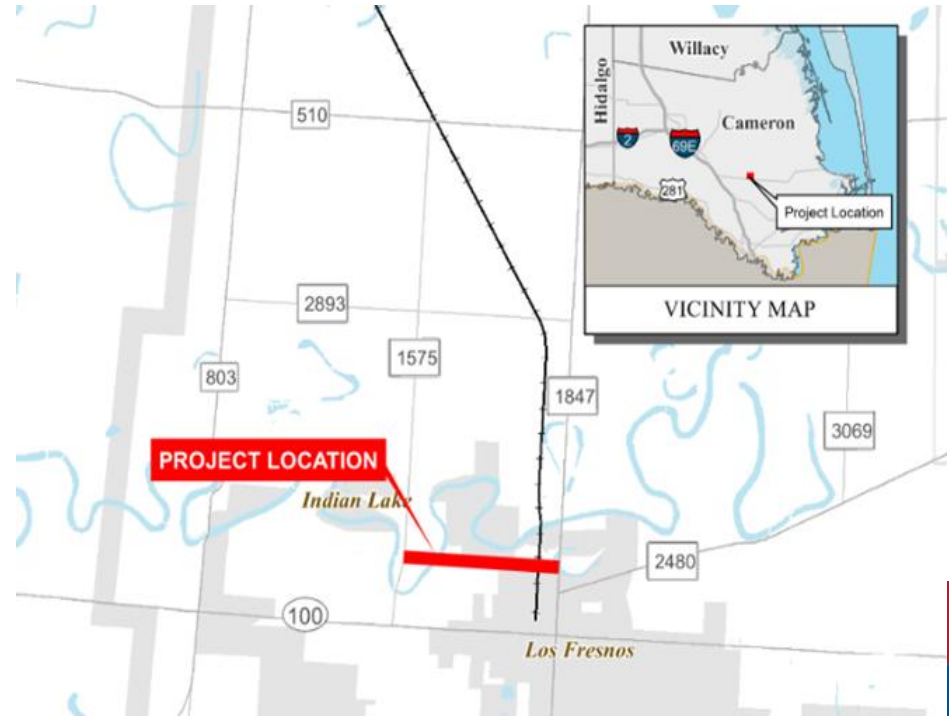


**Recent Activity:**  
PS&E is being completed with 100% Local Funds  
Functional Classification received June 2023  
Environmental Documents Under Development In-House (CCRMA)  
ROW is in place  
PS&E-95% complete  
EDC Application in process

# Whipple Road

## CSJ: 0921-06-292

This project involves the expansion of the existing road in Los Fresnos. This road will be improved from FM 1847 to FM 1575. The right-of-way is in place to do the necessary improvements



# Whipple Road

## CSJ: 0921-06-292

**Environmental** 80%

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**Preliminary Engineering** Schematics 95%

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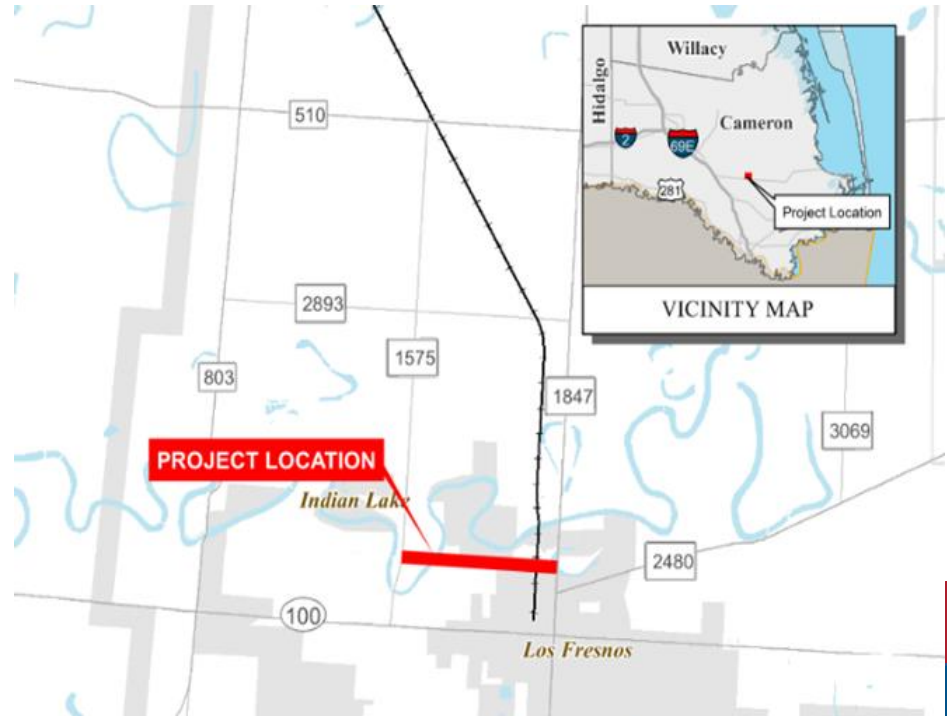
**ROW & Utilities** ✓

---

**Design** Pending

---

**Funding** ✓



### Recent Activity:

Construction 100% Funded in 2021 UTP  
Schematics at 95%  
Environmental at 80%  
Funding: \$4.5 Million Available in CAT 7 Funds  
Public Involvement completed January 06, 2023  
Construction Cost Estimate: \$10,287,659  
Amended AFA in progress

# Outer Parkway

## CSJ: 0921-06-283

The Outer Parkway Project is approximately 21.5 miles long and includes the construction of a new four lane tolled divided highway from I69E (U.S. 77) near the North Cameron County Line to FM 1847. The project will link the General Brant Road Project with I69E (U.S. 77).



# Outer Parkway CSJ: 0921-06-283

**Environmental** Consultant Selected

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**Preliminary Engineering** Consultant Selected

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**ROW & Utilities** Pending

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**Design** Pending

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**Funding** Pending



## Recent Activity:

Cameron County / CCRMA entered into an ILA for PE/Env Clearance on 02/2023. CCRMA conducted field investigation 03/2023 to rescope the project and submit updated data to TxDOT to assess whether it remains an Environmental Assessment. Technical Preferred Alternative anticipated early 2024.

# FM 1847

## CSJ: 0921-06-325

On West Side of FM 1847, from Resaca Retreat Dr. to First Street the project will include the construction of sidewalks and upgrade ramps to ADA standards on west side of FM 1847 where there are no existing sidewalks connecting large residential areas to the Los Fresnos High School and Park.



# FM 1847

## CSJ: 0921-06-325

Environmental



Preliminary  
Engineering



ROW & Utilities



Design



Funding



### Recent Activity:

Revised limits: Resaca Retreat Dr. to First St.

Environmentally Cleared (CE) 8/16/2022

PS&E-100% Feb 2023; 100% Bid Package Apr 2023; Letting Aug 2023.

Funding: \$390,000 Available for Construction

Bids opened 8/30/2023

City of Los Fresnos awarded bid on October 10, 2023

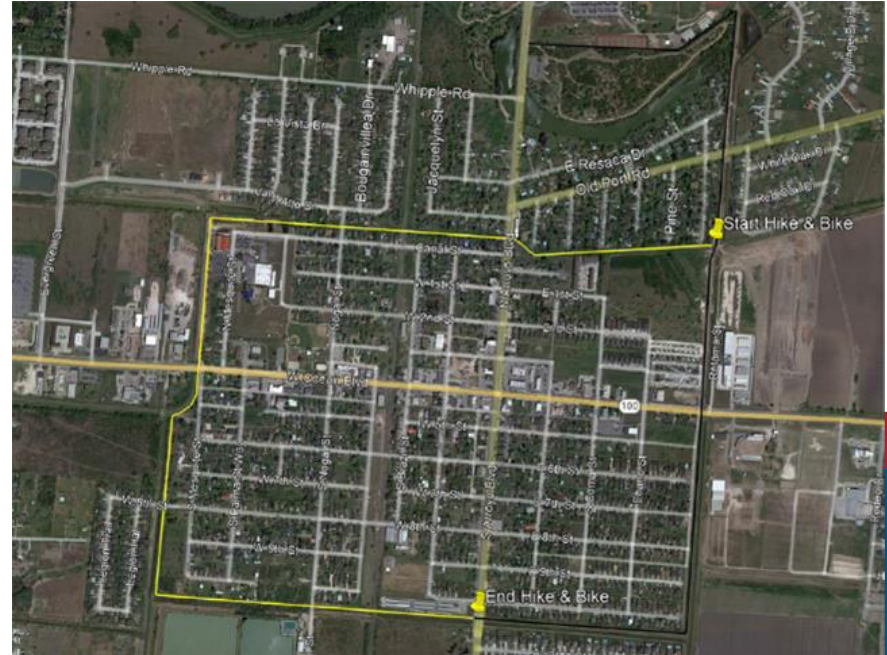
Pending Precon - Construction Imminent



# Los Fresnos Hike & Bike Trail

## CSJ: 0921-06-334

Continuation of the construction of a 2.1-mile asphalt shared use path around the City of Los Fresnos from the Northeast corner to the South-Central city limits at South Arroyo Blvd. The project compliments / extends the existing hike and bike system from the Los Fresnos Nature Park that primarily utilizes canal easements to define the trail alignment.



# Los Fresnos Hike & Bike Trail

## CSJ: 0921-06-334

**Environmental**      Consultant Selected

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**Preliminary Engineering**      Consultant Selected

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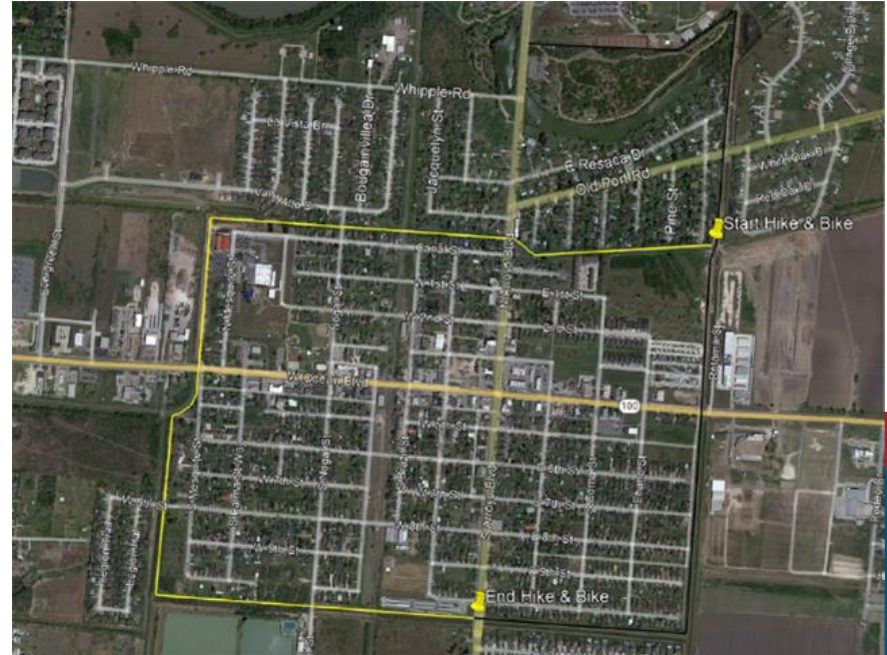
**ROW & Utilities**      Pending

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**Design**      Pending

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**Funding**

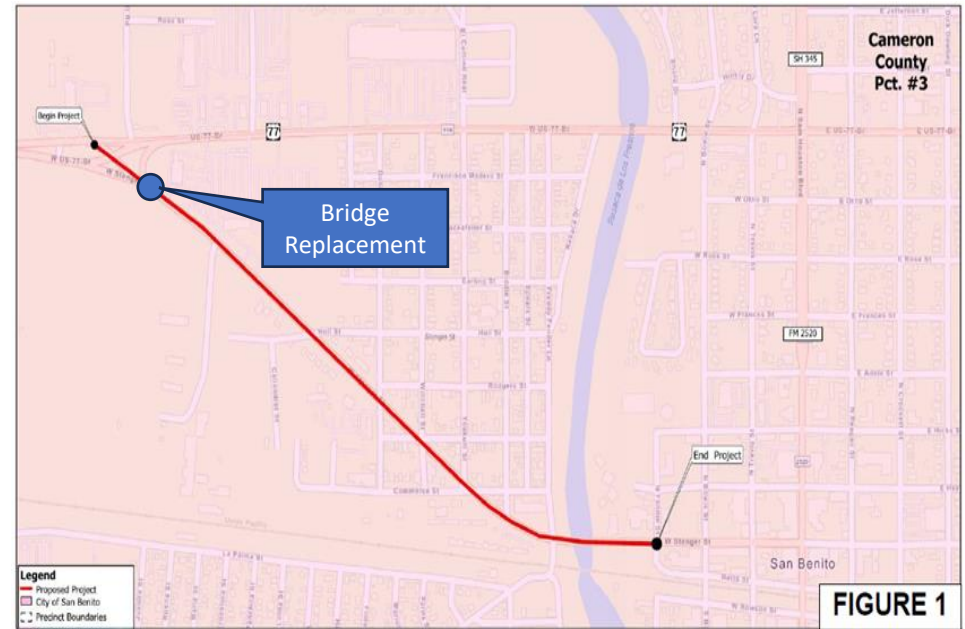


### Recent Activity:


Limits: 2.1 Mile Loop around City of Los Fresnos (Retama Street to Arroyo Blvd)  
ILA between CCRMA And COLF has been executed.  
AFA in Development w/ TxDOT.  
Environmental & PE to initiate Fall 2023.  
Funding: \$3,027,100 Cat 10 CRP Available.

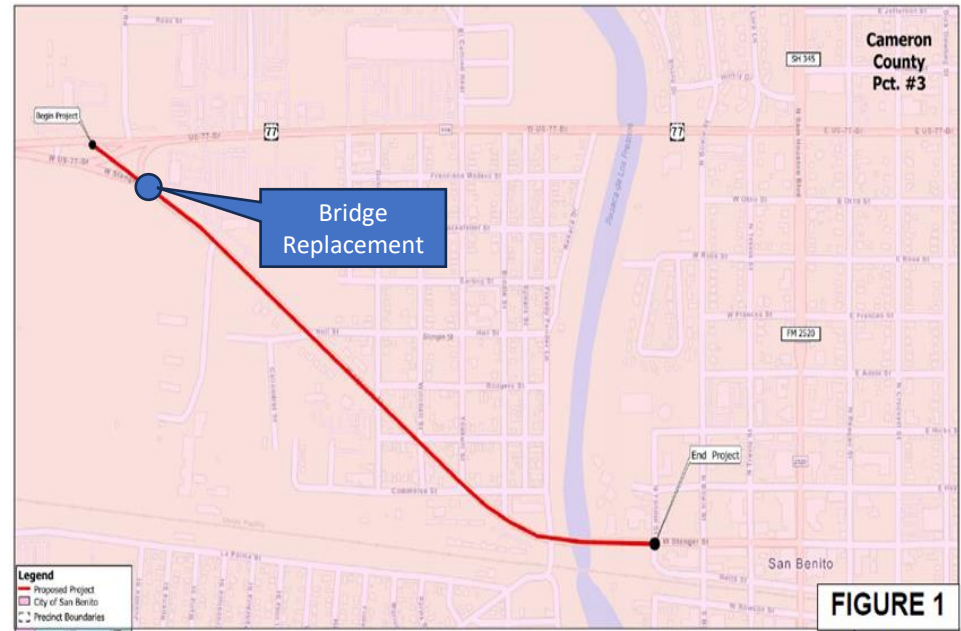
# Stenger Road Sidewalk Improvements

The project consists of the construction of a 10' concrete shared used path from West BUS 77 to Fannin St. approximately 1.1 miles.



# Stenger Road Sidewalk Improvements

|                                |   |
|--------------------------------|---|
| <b>Environmental</b>           | Underway  |
| <b>Preliminary Engineering</b> | Underway  |
| <b>ROW &amp; Utilities</b>     | Underway  |
| <b>Design</b>                  | Underway  |
| <b>Funding</b>                 |  |

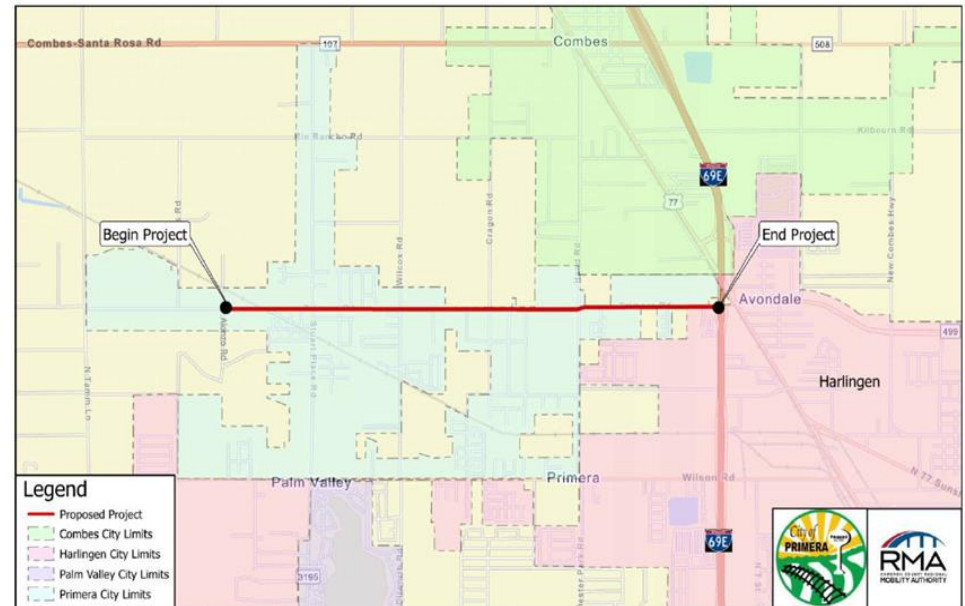


## Recent Activity:

ILA w/ City of San Benito  
 Limits from West BUS 77 to Fannin St  
 Funding: \$1,750,156 Cat 10 CRP Available  
 Bridge Rehab Funded and to be by TxDOT- project to be a State Letting  
 Pending AFA - Needs to be RTL by May 2024

# Primera Road Sidewalk Improvements

The project is located in Primera, Texas and consists of installing a concrete sidewalk that will be 8ft wide and is approximately 2.75 miles. The project will begin at Alonzo Road and end at the east city limit line near the intersection of Primera Road and US 77 Frontage Rd.



# Primera Road Sidewalk Improvements

**Environmental** Consultant Selected

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**Preliminary Engineering** Consultant Selected

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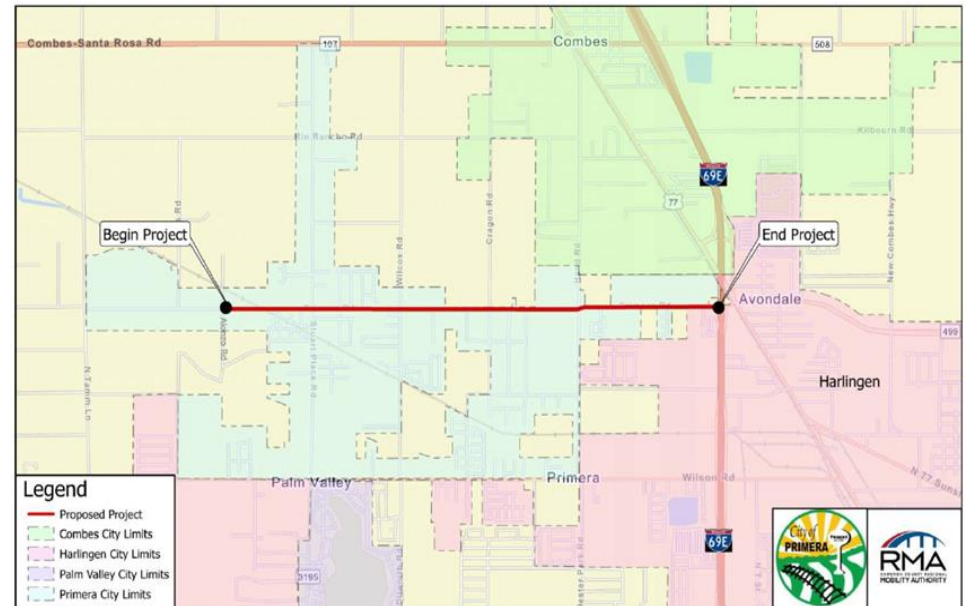
**ROW & Utilities** Pending

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**Design** Pending

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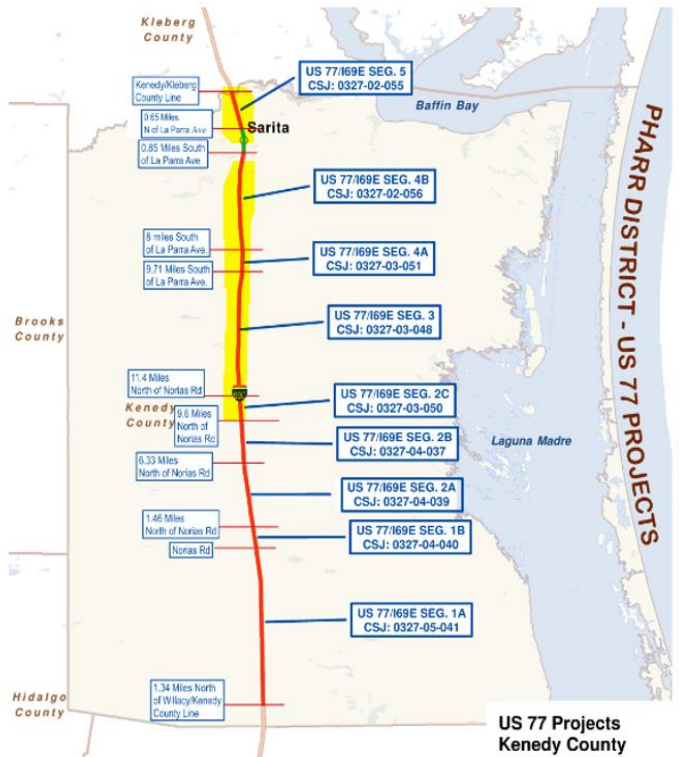
**Funding** Pending



## Recent Activity:

ILA w/ City of Primera  
 Limits from Alonzo Rd. to West US 77/ I69E Frontage Rd.  
 Future Transportation Alternatives Set Aside (TASA) Application

# U.S. 77 – I69E Plan TxDOT - 2024 UTP



| CSJ                    | Limits  | FY   | Funding Status           | Funding Amount |
|------------------------|---|------|--------------------------|----------------|
| 0327-05-041<br>Seg. 1A | Norias Rd to 1.34 MI N of Willacy/Kenedy CL         | 2024 | Fully funded             | \$214,518,354  |
| 0327-04-040<br>Seg. 1B | 1.46 MI N of Norias Rd to Norias Rd                 | 2024 | Fully funded             | \$31,033,192   |
| 0327-04-039<br>Seg. 2A | 6.33 MI N of Noria Rd to 1.46 MI N of Norias Rd     | 2024 | Fully funded             | \$100,100,488  |
| 0327-04-037<br>Seg. 2B | 9.6 MI N of Norias Rd to 6.33 MI N of Norias Rd     | 2024 | Fully funded             | \$61,575,948   |
| 0327-03-050<br>Seg. 2C | 11.40 MI N of Norias Rd to 9.6 MI N of Norias Rd    | 2024 | Fully funded             | \$35,619,465   |
| 0327-03-048<br>Seg. 3  | 9.71 MI N of Norias Rd to 11.40 MI N of Norias Rd   | 2028 | None<br>(Requested SWDA) | \$91,500,000   |
| 0327-03-051<br>Seg. 4A | 8 MI S of La Parra Ave to 9.71 MI S of La Parra Ave | 2031 | None<br>(Requested SWDA) | \$20,720,000   |
| 0327-02-056<br>Seg. 4B | 0.85 MI S of La Parra Ave to 8 MI S of La Parra Ave | 2031 | None<br>(Requested SWDA) | \$82,880,000   |
| 0327-02-055<br>Seg. 5  | Kenedy/Kleberg CL to 0.65 MI N of La Parra Ave      | 2033 | None<br>(Requested SWDA) | \$33,480,000   |

**Total Funding Needed \$250M**

There are 12 international bridges, 3 deep water ports, 6 airports and 1 space port without interstate connectivity.

# CCRMA Toll System Projects

## CCRMA Back Office Update

- FUEGO Tag live October 21, 2021
- Customer Tag Functionality
- Electronic Communications
- Customization of Accounts to accommodate Bridges & Parks, as well as future partners
- Redesigned reporting for Interoperability
- New HCTRA BOS with Fuego Tag CUSIOP Interoperability Estimated Go Live – 2nd Qtr 2024.

## CC Intl Bridge Toll Collection System

- Estimated Go Live – 2<sup>nd</sup> Qtr 2024
- New lane functionality with ETC Tags and RFID Cards
- Improved Lane processing logic
- Improved transaction accountability and Cash Management process
- Account migration from current system to CCRMA Back Office
- Improvements to increase electronic payment versus cash payment
- Improved system accountability with Digital Video Auditing System

## CC Parks User Fee Collection System

- Estimated Go Live – 2<sup>nd</sup> Qtr 2024
- Complete new system design leveraging ETC in the lanes
- Daily passes can now be offered to ETC customers
- CCRMA tag functionality to replace current monthly, annual, and RV passes
- Improved revenue enforcement using automatic license plate readers (ALPR)
- Improved system accountability with Digital Video Auditing System



# CCRMA TOLL INTEROPERABILITY NEWS



FOR IMMEDIATE RELEASE  
July 18, 2023

Contact:  
Roxana Sibrian  
Media Relations Manager  
[roxana.sibrian@hctra.org](mailto:roxana.sibrian@hctra.org)  
713-587-7951

## **HCTRA and CCRMA partner to expand accessibility and provide more choices for drivers in the region and beyond!**

Harris County Commissioners Court has approved an Interlocal agreement with the Cameron County Regional Mobility Authority (CCRMA) to expand accessibility for drivers.

Approval of this agreement allows HCTRA and CCRMA to begin working on an implementation plan that will include CCRMA's FUEGO tag as an acceptable tag on HCTRA toll road lanes.

Once implemented, CCRMA regional and international drivers will be able to travel seamlessly between Cameron County and Harris County. The partnership eliminates the need for regional and international drivers to manage multiple toll accounts. Drivers will only need one transponder in their vehicle and will be able to determine which transponder benefits them the most.

Today, NTTA, TxTag, K-Tag and PIKEPASS are accepted on Harris County Toll Road Authority (HCTRA) operated toll road lanes, and HCTRA EZ TAG is accepted on CCRMA operated toll road lanes.

With approval of this agreement, both agencies will begin developing a timeline for implementation of this partnership.

# CCRMA Partnership Projects with Cameron County

## Cameron County Parks

### Administration Building Project

- New construction with site work of the two-story 8,695 SF County Parks Administration Building, located within Isla Blanca Park.
- **COMPLETED**

## Cameron County Parks

- Wi-Fi Connectivity
- Estimated project cost: \$.5 Million

### Cameron County Parks Warehouse

- New construction with site work of the Cameron County Parks Warehouse
- Estimated project cost: \$4 Million

## Isla Blanca Toll Booths

- Construction of toll booth for Cameron County Beach Access #1
- Estimated project cost: \$0.4 Million
- **COMPLETED**

## Isla Blanca Park Parking

### Lot 10 Expansion

- Construction of the Isla Blanca Park Parking Lot 10 Expansion
- 220 Parking Spaces
- Construction Cost: \$574,800
- **COMPLETED**

## Beach Access 3

- Construction of toll booths for Cameron County Beach Access#3
- Estimated project cost: \$0.3 Million

## Mountain Bike Trail

- Enhancements to existing mountain bike trail at the Pedro "Pete" Benavides County Park, Cameron County Texas
- **COMPLETED**

## Pedro "Pete" Benavides Basketball Court Pavilion

- Construction of a basketball pavilion
- Construction Cost: \$645,000
- Notice to Proceed issued 02.07.22
- **COMPLETED**

# CCRMA PROJECT EXECUTIVE SUMMARY

**\$30 Million in Projects Currently Under Construction**  
**\$1.6 Billion CCRMA Overall Project Portfolio**

## Shovel Ready Projects

- SH 550 Gap II
  - **\$35 M**
- Old Alice Road
  - **\$ 35 M**

**\$70 Million in Locally Developed Shovel Ready Projects.**

## Projects in Design

- East Loop
  - **\$216 M**
- FM 509 Extension
  - **\$9 M**
- Whipple Rd.
  - **\$6M**
- Morrison Road Project
  - **\$20M**
- South Parallel Corridor Ph. III
  - **\$10 M**
- West Rail Blvd.
  - **\$7.5 M**
- Misc. Projects

**\$270 Million in Locally Developed Shovel Ready Projects.**

## Projects In Development

- US 77 / I69E
  - **\$250M**
- SPI 2<sup>nd</sup> access
  - **\$800M**
- Outer Parkway
  - **\$200M**
- Flor de Mayo International Bridge
  - **\$25M**
- I69 Connector
  - **\$250M**
- US 281 Connector
  - **\$140M**

**\$1.7 Billion Planning Phase.**

**14 CCRMA Projects Currently included in the TxDOT Border Master Plan**

**F. Hidalgo County RMA**

**Action**

**Possible Action**

**Information**

**Presenter:** Ramon Navarro, Hidalgo County RMA Chief Construction Engineer

**HCRMA Board of Directors**

**S. David Deanda, Jr., Chairman**

**Eziquiel Reyna, Jr., Vice-Chairman**

**Juan Carlos Del Angel, Secretary/Treasurer**

**Gabriel Kamel, Director**

**Sergio Saenz, Director**

**Francisco “Frank” Pardo, Director**

**Michael J. Williamson, Director**

**HCRMA Administrative Staff**

**Pilar Rodriguez, PE, Executive Director**

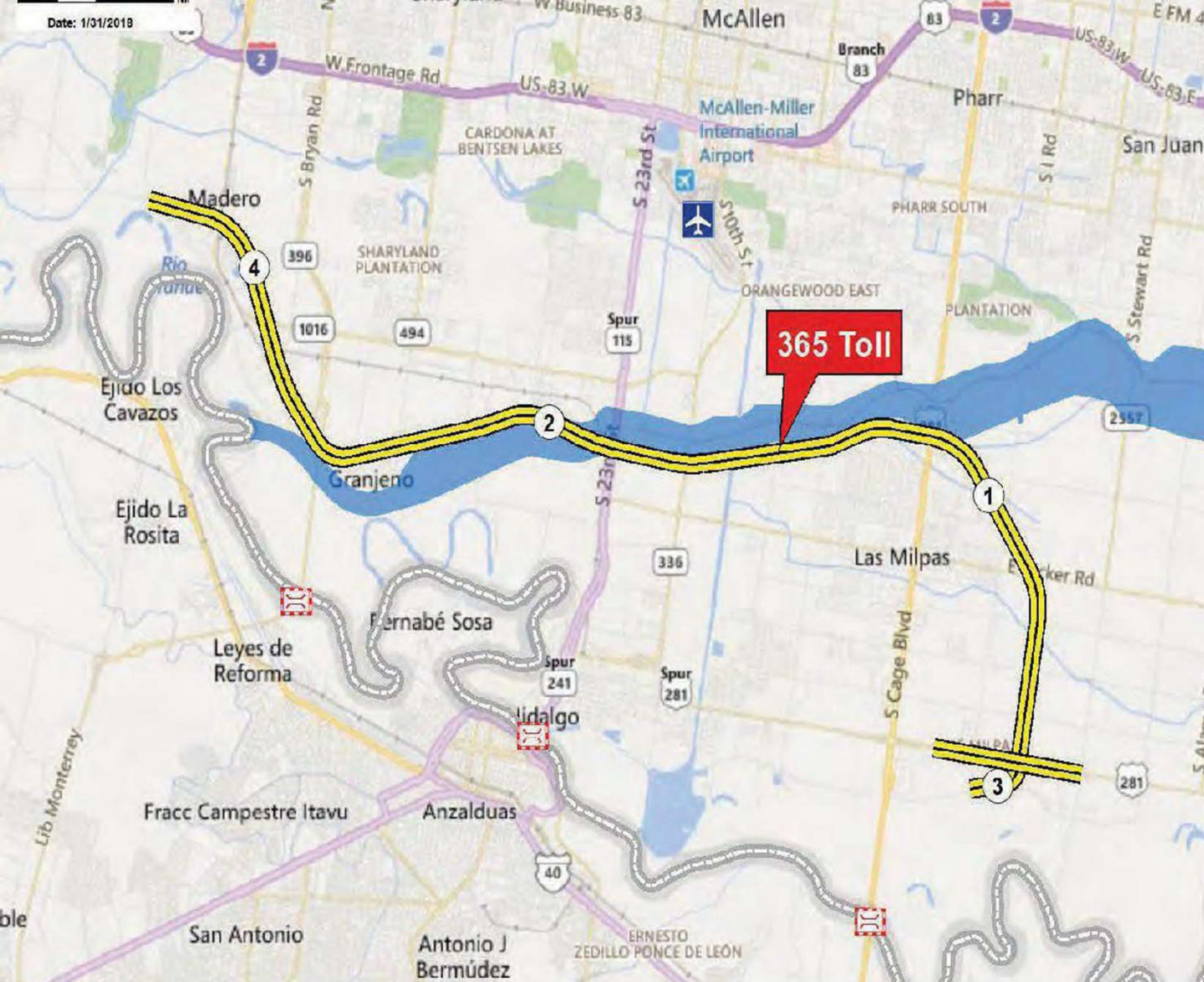
**Ramon Navarro IV, PE, CFM, Chief Constr. Eng.**

**Celia Gaona, CIA, Chief Auditor/Compliance Ofcr.**

**Jose Castillo, Chief Financial Ofcr.**

**General Engineering Consultant**

**HDR Engineering, Inc.**



**MAJOR MILESTONES:**  
 NEPA CLEARANCE  
 07/03/2015

100% ROW ACQUIRED

**PH 1: 365 SEG. 3**  
 LET: 08/2015  
COMPLETED

**PH 2: 365 TOLL**  
**SEGS. 1 & 2**  
**LET: 11/2021**  
**OPEN: 01/2026**

[SEGS. 1 & 2] LIMITS FROM 0.8 MI. W. FM 396 / ANZ. HWY.  
 TO US 281 / BSIF CONNECTOR [365 SEG. 3 COMPLETED]  
 [SEG. 4 FUTURE] LIMITS FROM FM 16 / CONWAY  
 TO 0.8 MI. W. FM 396 / ANZALDUAS HIGHWAY





## **365 TOLLWAY COLLECTION SYSTEM INSTALLATION, INTEGRATION and MAINTENANCE PROJECT**

- SEPTEMBER 8, 2022** -Request for Proposals was released
- OCTOBER 3, 2022** -Mandatory Pre-bid meeting was conducted with In-Person or Virtual Attendance option
- DECEMBER 9, 2022** -Five Proposals were received for the 365 Toll Collection System, Integration, and Maintenance Project
- DECEMBER 16, 2022** -Compliance reviews were conducted of all electronic bids;
- FEBRUARY 6, 2023** -Evaluation committee [HCRMA staff and HDR [GEC]] thoroughly reviewed proposals, conducted oral presentations and in accordance with RFP's two-step scoring process
- FEBRUARY 14, 2023** -Proposal bid prices opened, evaluated, scored by evaluation committee
- FEBRUARY 28, 2023** -First Executive
- MARCH 13, 2023** -Second Executive Briefing
- MARCH 14, 2023** -Negotiation of contract terms, condition, & BAFO
- MARCH 28, 2023** -Award of contract to SICE, Inc. for \$13,980,669 with a score of 905
- OCTOBER 28, 2023** -Single Gantry amendment

# EXECUTIVE SUMMARY

- The Notice to Proceed (NTP) was issued to Pulice Construction Inc. (PCI) on February 15, 2022, with time charges commencing on March 17, 2022.
- The work under this contract shall be substantially completed within **1,264 CALENDAR** days [September 22, 2025] After Substantial Completion, Pulice will be allowed up to an additional 60 calendar days for Final Acceptance. Therefore, all improvements must be final accepted by [November 21, 2025].
- Working days will be charged Sunday through Saturday, including all holidays [with exception of:

New Year's Day (January 1<sup>st</sup>)

Independence Day (July 4<sup>th</sup>)

Labor Day (1<sup>st</sup> Monday in the month of September)

Thanksgiving Day and day after (4<sup>th</sup> Thursday and Friday in the month of November);

Christmas Eve and Day (December 24<sup>th</sup> and 25<sup>th</sup>)

regardless of weather conditions, material availability, or other conditions not under the control of the Contractor, except as expressly provided for in the Contract. If Contractor fails to complete the work on or before the contract time, Pulice Construction Inc. agrees to pay the Authority \$ 16,500 per day as liquidated damages to cover losses, expenses and damages of the Authority for every Calendar Day which the Contractor fails to achieve Substantial Completion of the Project.

- The total construction cost submitted \$ 295,932,420.25.



# HCRMA 365 TOLL PROJECT CSJ#0921-02-368: CHANGE ORDER SUMMARY

Four (5) approved Changes Order(s): **[\$9,711, 974.93]** +0 days

|      |   |           |                       |         |
|------|---|-----------|-----------------------|---------|
| CO#1 | 11/11/2021 entering VECP process          | +000 days | \$000,000,000.00      | .0%     |
| CO#2 | 12/21/2021 VECP Plan Revisions            | +000 days | \$(14,208,622.30)     | (4.80%) |
| CO#3 | 04/26/2022 VECP Contractor Risk           | +000 days | \$000,000,000.00      | (0%)    |
| CO#4 | 01/24/2023 Drill Shafts                   | +000 days | \$171,516.59          | 0.06%   |
| CO#5 | 06/24/2023 VECP True Realized Savings     | +000 days | <u>\$4,325,130.78</u> | 1.44%   |
| CO#6 | 11/29/2023 PLAN REVISIONS \ FIELD CHANGES | +000 days | TBD [PENDING]         |         |

## CHANGE ORDERS:

### Change Order No.1 Summary: November 10, 2021, Resolution 2021-54

- The Primary purpose of Change Order No. 1 is for the HCRMA and contractor to enter a defined VECP proves to reduce the overall cost of the project based on a 30% design furnished by the contractor.
- Cost to the Project include: 30% of 5% of the project savings to the project or direct costs to the contractor, whichever is less. These costs are intended to pay the contractor for design work achieve a 30% design.
- The HCRMA assumes ownership of all design work developed by the contractor, and cost savings are shared by the HCRMA and contractor by 40% and 60% respectively.

### Change Order No. 2 Summary: December 20, 2021, Resolution 2021-78

- Change order No. 2 amended the contract price from \$295,932,420.25 to \$281,723,797.95.
- By execution of Change Order No. 1, the contractor completed a 30% design to an effort to estimate cost savings for the project. Payment for the contractor's initial design work is \$613,285.06 in accordance with calculations presented in Change Order No. 1. This is the only cost due to the contractor based on the execution of Change Order No. 2 and is non-participating.
- Notice to proceed was issued 2/15/2022, the HCRMA reimburse the contractor for the remaining design costs to not exceed 5% of the total cost savings. Payments made will be based upon design milestones at 60%, 90% and 100% completion and acceptance.

|   |                  |                                 |
|---|------------------|---------------------------------|
| VECP calculations for Contract Price of | \$281,723,797.95 |                                 |
| VECP Gross Savings                      | \$38,010,382.63  |                                 |
| Less est. Total Design Cost             | \$1,943,648.45   | (Schematics + Final Design)     |
| Less Est. Owner's Fees                  | \$545,178.43     | (GEC, Environmental, T&R Costs) |
| VECP Net Savings                        | \$35,521,555.75  |                                 |
| 60% Contractor Saving:                  | \$21,312,933.45  | Paid as Progress Payments       |
| 40% Owner Savings:                      | \$14,208,622.30  | Reduced from original Project   |

### Change Order No. 3 Summary: April 26, 2022, Resolution 2022-36

- As provided for Contract Amendment #1 and Change Order No. 2, the Contractor's share of the net savings includes the "Contractor Risk" that the actual costs of implementing the approved VECP concepts in Change Order No. 2 may not result in the saving approved by the parties. To the extent total actual costs exceed the total amount approved, all overages due to errors, oversights, omissions, additions, or corrections to final units, final quantities, or final unit prices or costs increases shall be deducted from Contractor 60% portion of the net savings.
- To the extent actual costs exceed the amounts presented in Exhibit A, Contractor agrees that such overages due to errors, oversight, omission additions, or corrections to final units, quantities or unit pricing shall be deducted from contractor's 60% portion of the net savings (the "Contractor Risk").
- Contractor VECP Savings Payments.

Contractor's share of the savings shall be calculated and paid out as progress payments under the terms of the contract, as follows:

| Construction Progress | Proposed Savings Payment |
|-----------------------|--------------------------|
| 20% Completion        | \$4,262,586.69           |
| 40% Completion        | \$4,262,586.69           |
| 60% Completion        | \$4,262,586.69           |
| 80% Completion        | \$4,262,586.69           |
| Final Acceptance      | <u>\$4,262,586.69</u>    |
|                       | <b>\$21,312,933.45</b>   |

The parties agrees that if the Savings are not apparent or justified during a designated progress period, all, or part of any such Savings Payment, on the recommendation of the General Engineering Consultant, may be (i) deferred to the next progress period or (iii) reduced to reflect the Contractor's Risk for unrealized Savings/overages.

### Change Order No. 4 Summary: January 24, 2023, Resolution 2023-05

Change Order No. 4 removes 1,524LF of Item 416-6005 Drill Shaft (42") introduces 48" drill shafts to incorporate detailed, finalized quantities and unit costs; and establishes State/Federal participation on odified unit costs, assuring compliance with the standard specifications included within the contract. Change Order No. 4 introducing 1,585LF of Item 416-6006 Drill Shaft (48 IN) at a unit cost of \$308.39/LF for a net cost of \$171,516.59 to be fully paid by HCRMA [Owner].

**Change Order No. 5 Summary: June 24, 2023, Resolution 2023-30**

In Lieu of \$38,010,382.63 savings, they only can truly account for \$30,565,888. They are claiming that of the \$7,444,494.63 shortfall, only \$3,186,525.45 is from their 60%; additional \$4,257,969.18 are contributable to busts in original plans, design errors and quantity mistakes and are to be attributed to HCRMA contingency[\$ 5,000,000>>\$570,514.23].

- As provided for Contract Amendment #1 and Change Order No. 2, the Contractor’s share of the net savings includes the “Contractor Risk” that the actual costs of implementing the approved VECP concepts in Change Order No. 2 may not result in the saving approved by the parties. To the extent total actual costs exceed the total amount approved, all overages due to errors, oversights, omissions, additions, or corrections to final units, final quantities, or final unit prices or costs increases shall be deducted from Contractor 60% portion of the net savings. **The unrealized savings presented are \$2,367,208.20**
  - To the extent actual costs exceed the amounts presented in Exhibit A, Contractor agrees that such overages due to errors, oversight, omission additions, or corrections to final units, quantities or unit pricing shall be deducted from contractor’s 60% portion of the net savings (the “Contractor Risk”), **revised shall be \$18,945,725.25**
  - Contractor VECP Savings Payments **are amended, as such:**

Contractor’s share of the savings shall be calculated and paid out as progress payments under the terms of the contract, as follows:

| Construction Progress | Proposed Savings Payment                          | Paid Date |
|-----------------------|---|-----------|
| **20% Completion      | \$4,262,586.69                                    | 12/22/22  |
| 40% Completion        | <del>\$4,262,586.69</del> <b>\$3,670,784.64</b>   |           |
| 60% Completion        | <del>\$4,262,586.69</del> <b>\$3,670,784.64</b>   |           |
| 80% Completion        | <del>\$4,262,586.69</del> <b>\$3,670,784.64</b>   |           |
| Final Acceptance      | <del>\$4,262,586.69</del> <b>\$3,670,784.64</b>   |           |
|                       | <del>\$21,312,933.45</del> <b>\$18,945,725.25</b> |           |

\*\*[\$18,945,725.25 - \$4,262,586.69 = \$14,683,138.56 / 4 = \$3,670,784.64]

# PROJECT PRODUCTION

## □ CAPTURING VECP PACKETS

- 2/8/23 VECP Team met, exchanged concepts, formats
- 3/8/23 VECP meeting formal report submitted
- 4/20/23 VECP concepts completed and negotiations underway
- 7/07/23 New revised baseline schedule
- 7/10/23 CO#5 terms and conditions

## □ FORMAL SUBMITTALS, REVIEW OF DOCUMENTS

- RFIs 137
  - SUBMITTALS 144
- 01/18/2024

## □ TESTING [Soils/Concrete]

- Levees / embankment / select fill
- Drill Shafts / Bents / Slab
- Roadway: limed subgrade / Cement Treated base

## □ ENVIRONMENTAL JUSTICES [SW3Ps]

## □ EMBANKMENT Shary / SH336 / SP115 / Highline/ McColl /Anaya

## □ UNDERGROUND WORK Storm Sewer / Irrigation structures / Tolling Conduit

## □ LEVEE WORK

## □ Bridge Substructure FM494 / Floodway / SP115 / SH336 / McColl / Ditch Bridge / Highline

- BEAMS SET: McColl / Canal Bridge / Floodway/ FM494

## □ RETAINING WALLS Highline / Anaya / SP115

# 365 TOLL PROJECT CSJ:0921-02-368 Under Construction

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

## Contractors

| Organization  | Contractor ID |
|---|---------------|
| A.H. BECK FOUNDATION CO, INC.                           | 741202926     |
| CERTIFIED PLACERS, LLC.                                 | 21719         |
| D&G ENERGY CORPORATION                                  | 20077921      |
| Electro-Hi, LLC   | 19355         |
| HIGHWAY BARRICADES & SERVICES, LLC                      | 15122         |
| Indus Road & Bridge, Inc.                               | 26681         |
| IOC COMPANY, LLC  | 36-4576062    |
| IZAGUIRE CONSTRUCTION                                   | 24903         |
| L&R PRECAST CONCRETE WORKS, INC.                        | 943417491     |
| PULICE CONSTRUCTION, INC. <span>Prime</span>            | 071463        |
| RIO GRANDE REBAR RODBUSTERS, LLC                        | 47-2109618    |
| SCOTT DERR PAINTING COMPANY, LLC                        | 90-0430133    |
| SICE, INC.  | 20-8429863    |
| Southwest Road & Safety Contractors, Ltd.               | 76-0651711    |
| TEXAS HIGHWAY SYSTEMS, INC.                             | 5963          |
| TEXAS ICON CONSTRUCTION, LLC.                           | 25775         |
| Texas Sterling Construction dba RDI Foundation Drilling | 06958         |
| US-MENARD, INC.   | 56-18323473   |

# Payment History

| Payment Number | Pay Period               | Payment Amount | Payment To Date  | Payment Status |
|----------------|--------------------------|----------------|------------------|----------------|
| 22             | 12/16/2023 to 01/15/2024 | \$3,798,704.58 | \$106,906,037.80 | Pending        |
| 21             | 11/16/2023 to 12/15/2023 | \$7,678,808.97 | \$103,107,333.22 | Paid           |
| 20             | 10/16/2023 to 11/15/2023 | \$6,172,155.46 | \$95,428,524.25  | Paid           |
| 19             | 09/16/2023 to 10/15/2023 | \$5,115,697.33 | \$89,256,368.79  | Paid           |
| 18             | 08/16/2023 to 09/15/2023 | \$7,157,089.08 | \$84,140,671.46  | Paid           |
| 17             | 07/16/2023 to 08/15/2023 | \$5,532,158.94 | \$76,983,582.38  | Paid           |
| 16             | 06/16/2023 to 07/15/2023 | \$2,803,225.26 | \$71,451,423.44  | Paid           |
| 15             | 05/16/2023 to 06/15/2023 | \$2,402,150.75 | \$68,648,198.18  | Paid           |
| 14             | 04/16/2023 to 05/15/2023 | \$1,672,812.23 | \$66,246,047.43  | Paid           |
| 13             | 03/16/2023 to 04/15/2023 | \$2,302,505.87 | \$64,573,235.20  | Paid           |
| 12             | 02/16/2023 to 03/15/2023 | \$1,571,621.63 | \$62,270,729.33  | Paid           |
| 11             | 01/16/2023 to 02/15/2023 | \$1,519,297.77 | \$60,699,107.70  | Paid           |

Payment History:

365 TOLL PROJECT CSJ:0921-02-368

01/17/2024

Page 1 of 2

| Payment Number | Pay Period               | Payment Amount          | Payment To Date | Payment Status |
|----------------|--------------------------|-------------------------|-----------------|----------------|
| 10             | 12/16/2022 to 01/15/2023 | \$943,705.68            | \$59,179,809.93 | Paid           |
| 9              | 11/15/2022 to 12/15/2022 | \$8,892,613.75          | \$58,236,104.25 | Paid           |
| 8              | 10/15/2022 to 11/14/2022 | \$4,085,602.35          | \$49,343,490.50 | Paid           |
| 7              | 09/16/2022 to 10/14/2022 | \$1,427,873.36          | \$45,257,888.15 | Paid           |
| 6              | 08/19/2022 to 09/15/2022 | \$657,136.92            | \$43,830,014.79 | Paid           |
| 5              | 07/20/2022 to 08/18/2022 | \$378,458.17            | \$43,172,877.87 | Paid           |
| 4              | 06/21/2022 to 07/19/2022 | \$2,793,575.17          | \$42,794,419.70 | Paid           |
| 3              | 06/01/2022 to 06/20/2022 | \$2,336,832.39          | \$40,000,844.53 | Paid           |
| 2              | 05/01/2022 to 05/31/2022 | \$14,029,200.82         | \$37,664,012.14 | Paid           |
| 1              | 02/15/2022 to 04/30/2022 | \$23,634,811.32         | \$23,634,811.32 | Paid           |
| <b>Total:</b>  |                          | 206<br>\$106,906,037.80 |                 |                |

# Payment Summary

|                       | Previous                        | Current        | To Date          |
|-----------------------|---------------------------------|----------------|------------------|
| <b>Credits</b>        |                                 |                |                  |
| Authorized Work       | \$83,667,096.25                 | \$3,934,632.47 | \$87,601,728.72  |
| Stockpile Advancement | \$25,575,014.36                 | \$1,053,582.11 | \$26,628,596.47  |
| <b>Reductions</b>     |                                 |                |                  |
| Stockpile Recovery    | \$6,134,777.39                  | \$1,189,510.00 | \$7,324,287.39   |
| Retainage             | \$0.00                          | \$0.00         | \$0.00           |
| Liquidated Damages    | \$0.00                          | \$0.00         | \$0.00           |
| <b>Payment</b>        |                                 |                |                  |
| Adjustment            | \$0.00                          | \$0.00         | \$0.00           |
| Retainage Released    | \$0.00                          | \$0.00         | \$0.00           |
| <b>Totals</b>         | \$103,107,333.22 <sup>207</sup> | \$3,798,704.58 | \$106,906,037.80 |

# 365 TOLL PROJECT CSJ:0921-02-368 Under Construction

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

## Overview

Edit

### General Information

#### Project

Work Type  
Heavy Highway

#### Location



Texas Parks & Wildlife, CONANP, Esri, Tom... Powered by Esri

Coordinates  
26.14052384945899, -98.24062242016183

Location  
FM-396 (ANZALDUAS HIGHWAY) TO US-281 MILITARY HIGHWAY

#### Management

Prime Contractor  
PULICE CONSTRUCTION, INC.

Project Manager  
Ramon Navarro, IV., P.E.

Managing Office  
HCRMA Construction Department

Created By  
Sergio Mandujano

Awarded Amount \$  
\$295,932,420.25

Authorized Amount ✓  
\$265,126,088.59

Approved Changes ↗  
-\$30,806,331.66

**Description**

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

**Amount Paid**

Amount paid so far **\$103,107,333.22**

- 35%** of your Awarded \$295,932,420.25
- 39%** of your Authorized \$265,126,088.59
- 100%** of your Approved Payments \$103,107,333.22

**Important Dates**

| Date Created | Notice to Proceed | Construction Start | Work Completion |
|--------------|-------------------|--------------------|-----------------|
| Apr 22, 2022 | Feb 15, 2022      | Mar 17, 2022       | Sep 22, 2025    |

**Progress**

Time Complete: 672 Days Time Remaining: 592 Days

Amount Posted: \$87,601,728.69 Awarded Amount: \$295,932,420.25

Amount Posted: \$87,601,728.69 Authorized Amount: \$265,126,088.59



# INCLEMENT WEATHER DECEMBER 2023



STA 825+00, Levee work along floodway





## Setting Floodway Beams

# TOLL COLLECTION SYSTEM INFRASTRUCTURE ( Conduit / Pull Boxes)





## Retaining wall erection at Highline, Anaya and SP115

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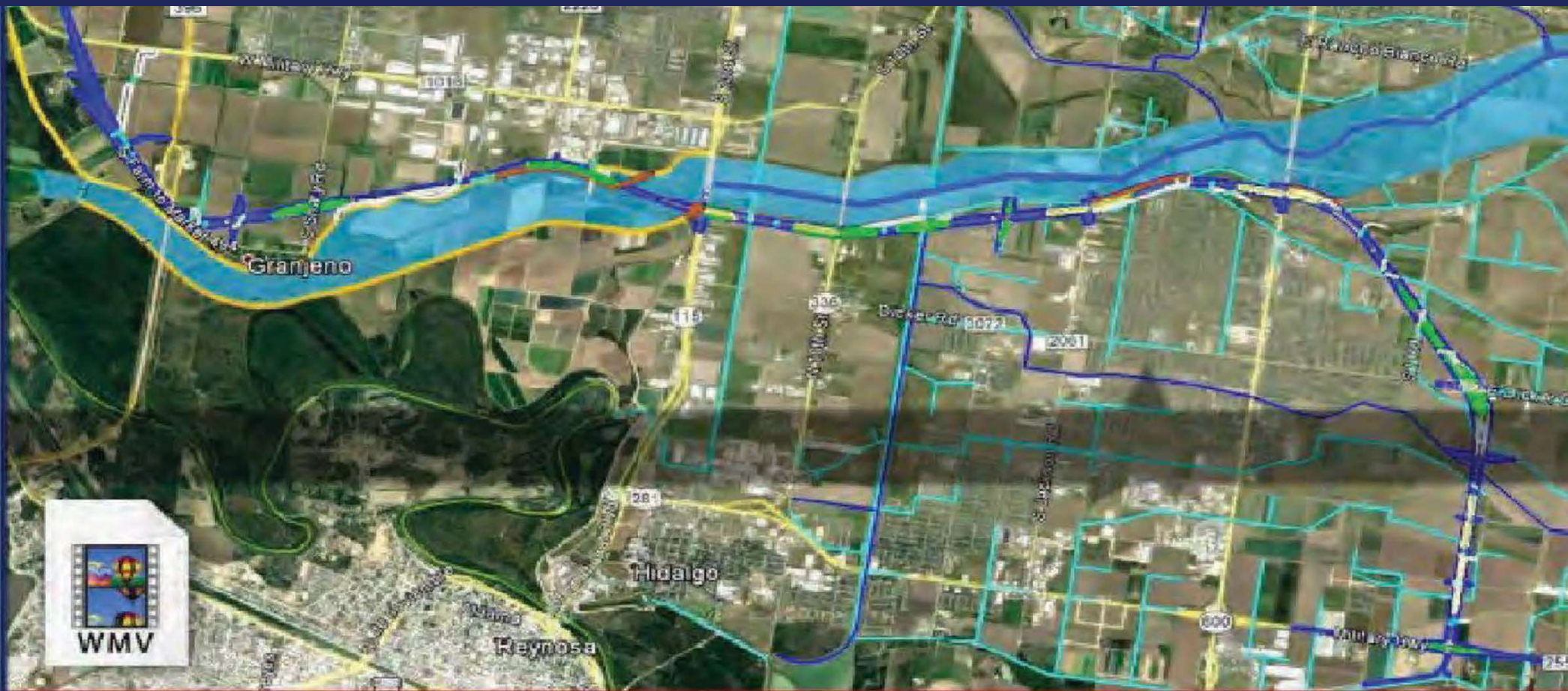


STA. 655+00 >> 745+00  
PAVEMENT SUBSTRUCTURE  
(1" bond Breaker; 6" Cement Treated Base;  
12" Lime Subgrade)



STA. 960+70  
HCID#2  
COORDINATION  
RCP PIPE  
ENCASEMENT /  
SPACERS







**G. Transit Report**

**Action**

**Possible Action**

**Information**

**Presenter:** Jon Jay Bocanegra, McAllen Metro



metro



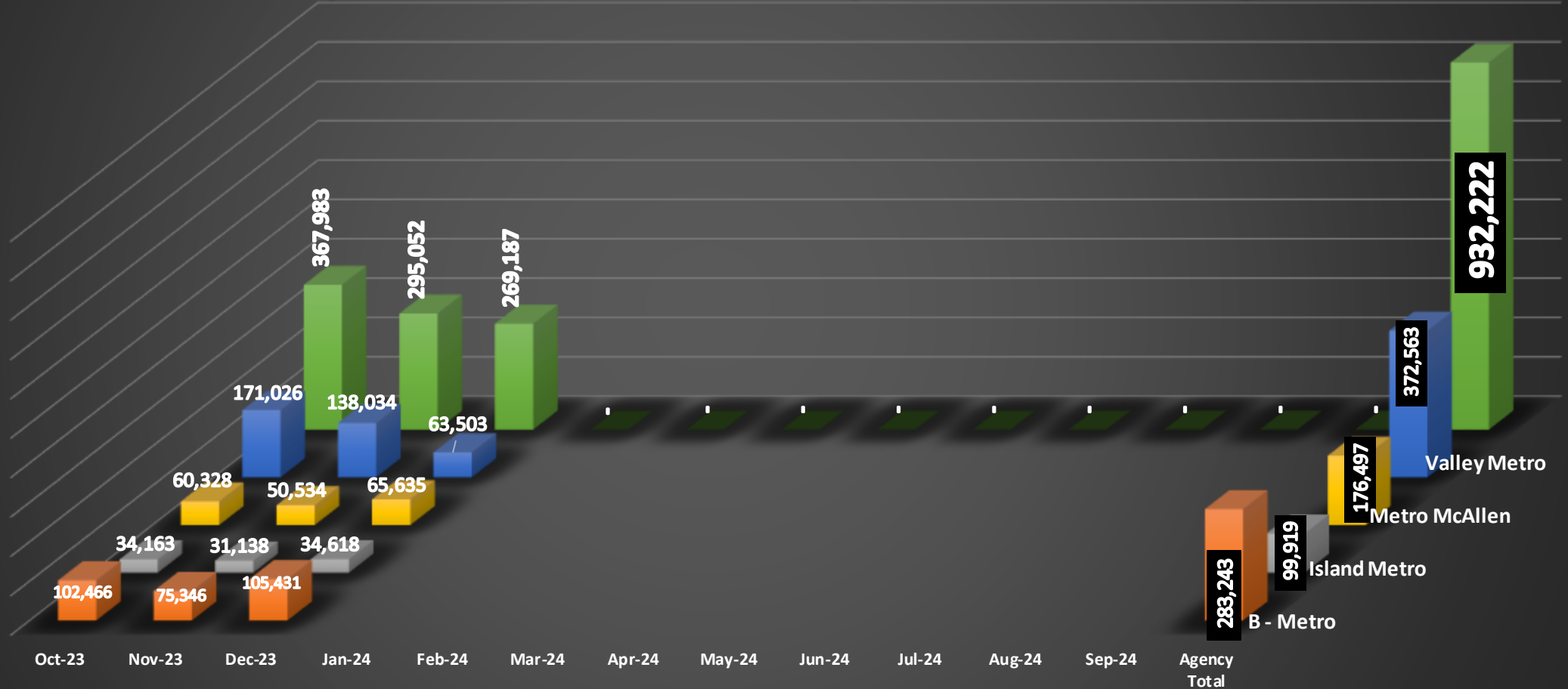
# REGIONAL TRANSIT

# QUARTERLY REPORT

# February 2024

# Transit Report - RGV MPO Policy Board Meeting



# BROWNSVILLE METRO

## Brownsville Metro

**9 drivers have completed CDL Academy with TSTC**

**We started regular service hours since January 30, 2023.**

**30 Bus Shelter project will go out for rebidding due to contractor not able to obtain required documents. We have 2 new students in the driving academy, 1 has already passed pending the 2nd one.**

**We have filled all driver FULL TIME positions and we are hiring 3 part time positions as of 2/1/2024**

**2 new paratransit vans are already in service. Mid-January 2024**

**Mobile ticketing will be going on a test pilot soon, we have conducted internal testing all appears to be working. As of 2/1/2024**

# ISLAND METRO – South Padre Island

## Island Metro

Island Metro is 100% done with the new bus shelter project. All stops are open to the public.

Multimodal Facility received it's Leed Certification Plaque

# METRO MCALLEN

## Metro McAllen

North transfer station estimated to have grand opening early spring.

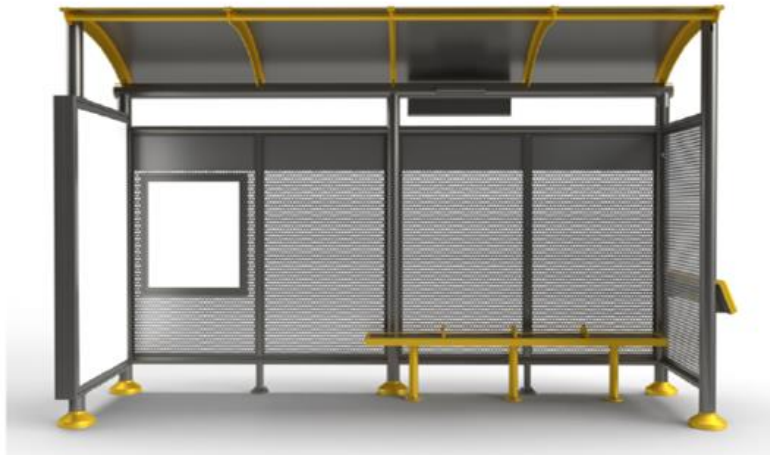
Route expansion should be launching shortly after grand opening of the North station.

Currently working with GoPASS to launch mobile ticketing in the spring.

# TRANSIT AGENCY PROJECT PHOTOS – VALLEY METRO

## 16' Eclipse Arch Shelter Concept for LRGVDC:

- Structure Powder Coat Painted Finish Grey Aluminum RAL 9007
- Perforated Aluminum Wall Glazing Powder Coat Painted Finish White Aluminum RAL 9006
- Accents in Powder Coat Painted Finish Sulfer Yellow RAL 1016 (Pantone 115U Match)
- Vinyl Decal For Upper Aluminum Margins:



## Valley Metro

### Bus Shelter Project

City of Elsa is finalizing locations.

City of Edcouch will be adding 2 bus shelters.

Bus Shelter assessment continues with City of San Benito and City of Harlingen.

### CDL Academy

The CDL Academy is ongoing. LRGVDC has partnered with TXDOT, UTRGV, STC, TSTC and Workforce Commission for this project.

### RTAP

LRGVDC Received a grant for the Continuation of the Regional Public Transportation Coordination Plan to meet the needs and gaps found in the assessment.

Application for Hardware and Software has been submitted to the RGVMPO 5310 Call for Projects.



# Questions or Comments?



# Thank You!



**VI. Other Business (Old or New): This item provides an opportunity for members to bring items of interest before the group.**

- A. The next RGVMPPO Policy Board Meeting is scheduled for 1:30pm on March 27, 2024.



Transportation Policy Board Meeting  
Wednesday February 28, 2024