

**NOTICE OF A PUBLIC MEETING OF THE
RIO GRANDE VALLEY
METROPOLITAN PLANNING ORGANIZATION
(RGVMPO)
TRANSPORTATION POLICY BOARD
TELECONFERENCE OPEN MEETING**

Pursuant to Chapter 551, Title 5, Section 551.041, of the Texas Government Code, the Texas Open Act, notice is hereby given that the *RGVMPO POLICY BOARD* will conduct a Meeting on Wednesday, September 30, 2020 at 1:30 P.M. In Person at Ken Jones Boardroom – 301 West Railroad, Weslaco, Tx.

This Notice and Meeting Agenda, are posted online at:

https://www.rgvmpo.org/committees/transportation_policy_board/packets_agendas.htm

Policy Members and the public wishing to participate in the meeting hosted through Microsoft Teams may do so by **Logging on at: [Join Microsoft Teams Meeting](#)**

Members of the public who submitted a “Public Comment Form” will be permitted to offer public comments as provided by the agenda and as permitted by the presiding officer during the meeting.

A recording of the meeting will be made and will be available to the public in accordance with the Open Meetings Act.

Presiding: Chairman Mayor Ambrosio “Amos” Hernandez
Vice Chairman Judge Eddie Treviño, Jr.

- I. Call to Order**
- II. Roll Call**
- III. Public Comment**
- IV. Presentation, Discussion, and Action Items**
 - A. Consideration and Action on Resolution 2020-14 - National Highway System (NHS) Modification
 - B. Consideration and Action to Approve the Public Participation Plan Amendment (PPP)
 - C. Consideration and Action to Approve FY2021-2022 TASA Project Call
 - D. Consideration and Action to Approve FY2020-2021 UPWP Amendment
 - E. Consideration and Action to Approve the Changes for UTP Fiscal Constraint
 - F. Discussion on Category 7 Projects Funding Workshop
 - G. Consideration and Action for Resolution of Support for Proposed Mission/Madero – Reynosa International Border Crossing
- II. RGVMPO Executive Directors Reports and Updates**
 - A. Director Update
 - Announces of New RGVMPO Staff
 - Recommend combing the November/December Technical Committee Meeting **November 19, 2020**
 - Recommend combining the November / December Policy meetings for **December 10, 2020**
 - RGVMPO Executive Director Re-Appointment to Border Trade Advisory Committee (BTAC)
 - B. Financial Update
- III. Status Reports**
 - A. TxDOT Project Status Reports (**Action Taken As Required**)
 - B. Cameron County RMA
 - C. Hidalgo County RMA
 - D. Regional Transit (Metro)
- IV. New or Unfinished Business Adjournment**



**RGV
MPO**

NHS Review

August 2020



August 3, 2020

1	Characteristics of Principal and Minor Arterials	3-5
2	Corridors dropped from NHS	6-17
3	Intermodal Facilities Review	18-19
4	Facilities Added to the NHS	20
5	Corridors Not NHS Final Review	21
6		
7		

Urban	Rural
<ul style="list-style-type: none">• Serve major activity centers, highest traffic volume corridors and longest trip demands• Carry high proportion of total urban travel on minimum of mileage• Interconnect and provide continuity for major rural corridors to accommodate trips entering and leaving urban area and movements through the urban area• Serve demand for intra-area travel between the central business district and outlying residential areas	<ul style="list-style-type: none">• Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel• Connect all or nearly all Urbanized Areas and a large majority of Urban Clusters with 25,000 and over population• Provide an integrated network of continuous routes without stub connections (dead ends)

Figure 3-2: Example of Other Principal Arterial



Urban	Rural
<ul style="list-style-type: none"> • Interconnect and augment the higher-level Arterials • Serve trips of moderate length at a somewhat lower level of travel mobility than Principal Arterials • Distribute traffic to smaller geographic areas than those served by higher-level Arterials • Provide more land access than Principal Arterials without penetrating identifiable neighborhoods • Provide urban connections for Rural Collectors 	<ul style="list-style-type: none"> • Link cities and larger towns (and other major destinations such as resorts capable of attracting travel over long distances) and form an integrated network providing interstate and inter-county service • Be spaced at intervals, consistent with population density, so that all developed areas within the State are within a reasonable distance of an Arterial roadway • Provide service to corridors with trip lengths and travel density greater than those served by Rural Collectors and Local Roads and with relatively high travel speeds and minimum interference to through movement

Figure 3-3: Example of Urban Minor Arterial



Table 3-5: VMT and Mileage Guidelines by Functional Classifications - Arterials

	Arterials			
	Interstate	Other Freeways & Expressway	Other Principal Arterial	Minor Arterial
Typical Characteristics				
Lane Width	12 feet	11 - 12 feet	11 - 12 feet	10 feet - 12 feet
Inside Shoulder Width	4 feet - 12 feet	0 feet - 6 feet	0 feet	0 feet
Outside Shoulder Width	10 feet - 12 feet	8 feet - 12 feet	8 feet - 12 feet	4 feet - 8 feet
AADT¹ (Rural)	12,000 - 34,000	4,000 - 18,500 ²	2,000 - 8,500 ²	1,500 - 6,000
AADT¹ (Urban)	35,000 - 129,000	13,000 - 55,000 ²	7,000 - 27,000 ²	3,000 - 14,000
Divided/Undivided	Divided	Undivided/Divided	Undivided/Divided	Undivided
Access	Fully Controlled	Partially/Fully Controlled	Partially/Uncontrolled	Uncontrolled

Old Port Isabel Rd-Remove from NHS & agree w/downgrade

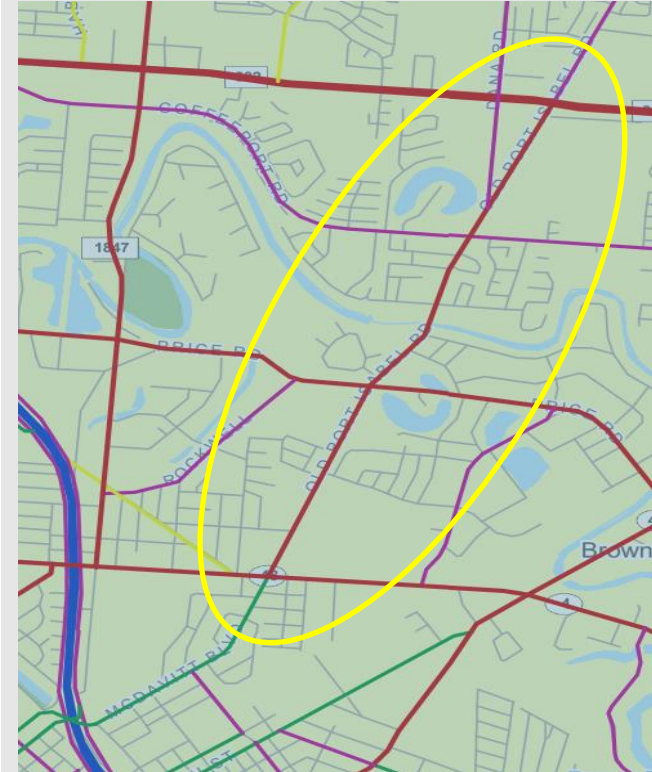
Table 1 Old Port Isabel Rd Route Description

Agency	Route Name	From	To	Length (miles)	AADT	Proposed NHS Action	Proposed FC Action
Rio Grande Valley MPO (original Brownsville MPO request)	Old Port Isabel Rd	SH 48	FM 802	2.1	16,922-17,877	Remove from NHS	Downgrade Principal Arterial - Other to Minor Arterial

Statement of Justification

The portion of Old Port Isabel Rd between SH 48 and FM 802 does not meet the criteria for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of Old Port Isabel Rd should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program, and no major improvements are currently planned.
- The corridor does not serve major activity centers and does not provide regional or long-distance mobility and multiple driveways provide access to surrounding land uses between SH 48 and FM 802.
- Removing this corridor along with others from the NHS will not impact the continuity of other NHS routes. There are other NHS routes nearby with higher capacities that provide similar mobility functions.



Remove from NHS

8/3/2020 – TxDOT Pharr District Comments

- There's no 2019 AADTs
- There are mainly neighborhoods along the route.
- Connecting to other Principal Arterials and south of the limits Old Port Isabel is already a Minor Arterial and north of the limits, the roadway is a Major Collector.
- Originally TxDOT had agreed with Brownsville MPO to remove this section from the NHS.
- This section has AADTs of a Principal Arterial – AADT has surpassed the Minor Arterial Mileage Guideline but does not follow FC hierarchy

REMOVE			
MPO	HWY NAME	FROM	TO
BMPO	Old Port Isabel Rd	FM 802	SH 48

Price Rd – Remove from NHS but keep FC

Table 2 Price Rd Route Description

Agency	Route Name	From	To	Length (miles)	AADT	Proposed NHS Action	Proposed FC Action
Rio Grande Valley MPO (original Brownsville MPO request)	Price Rd	BUS 77	SH 48	3.5	8,561-20,619	Remove from NHS	Downgrade Principal Arterial - Other to Minor Arterial

Statement of Justification

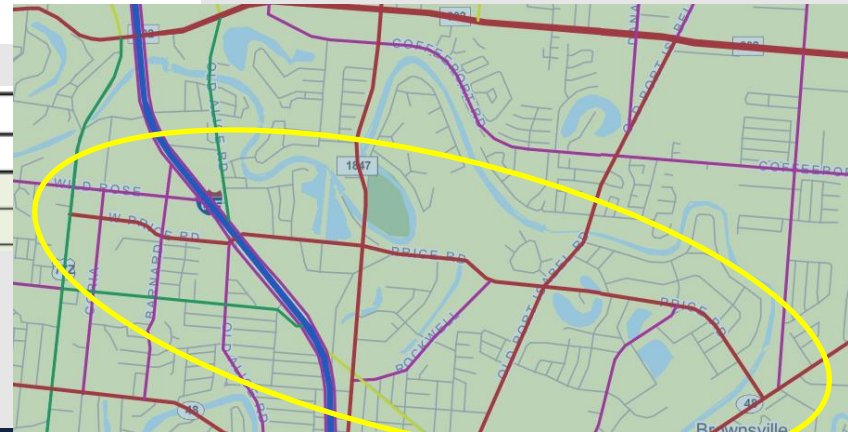
The portion of Price Rd between BUS 77 and SH 48 was automatically added to the system through the MAP-21 legislation because of its classification as a Principal Arterial – Other but does not meet the criteria for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of Price Rd should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program, and no major improvements are currently planned.
- The corridor does not serve major activity centers and does not provide regional or long-distance mobility and multiple driveways provide access to surrounding land uses between BUS 77 and SH 48.
- Removing this corridor along with others from the NHS will not impact the continuity of other NHS routes. There are other NHS routes nearby with higher capacities that provide similar mobility functions.

8/3/2020 – TxDOT Pharr District Comments

- There's no 2019 AADTs
- There are businesses, schools, plazas, churches, daycares & neighborhoods along the route.
- Connecting to Minor Arterial on the West side and connecting to a Principal Arterial on the East side.
- Originally TxDOT had agreed with Brownsville MPO to remove this section from the NHS.
- This section does function as a Principal Arterial – the highest AADT has surpassed the Minor Arterial Mileage Guideline.
- System Continuity

REMOVE			
MPO	HWY NAME	FROM	TO
BMPO	Old Port Isabel Rd	FM 802	SH 48
BMPO	Price Rd	Bus 77Z	SH 48



SH 345-Remove from NHS & agree w/downgrading

Table 6 SH 345 Route Description

Agency	Route Name	From	To	Length (miles)	AADT	Proposed NHS Action	Proposed FC Action
Rio Grande Valley MPO (original Harlingen-San Benito MPO request)	SH 345	I-69E SBFR	Business 77 US 77	1	7,691-8,438	Remove from NHS	Downgrade Principal Arterial - Other to Minor Arterial

Statement of Justification

The portion of SH 345 between I-69E SBFR and **US 77** was automatically added to the system through the MAP-21 legislation because of its classification as a Principal Arterial – Other but does not meet the criteria for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of SH 345 should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

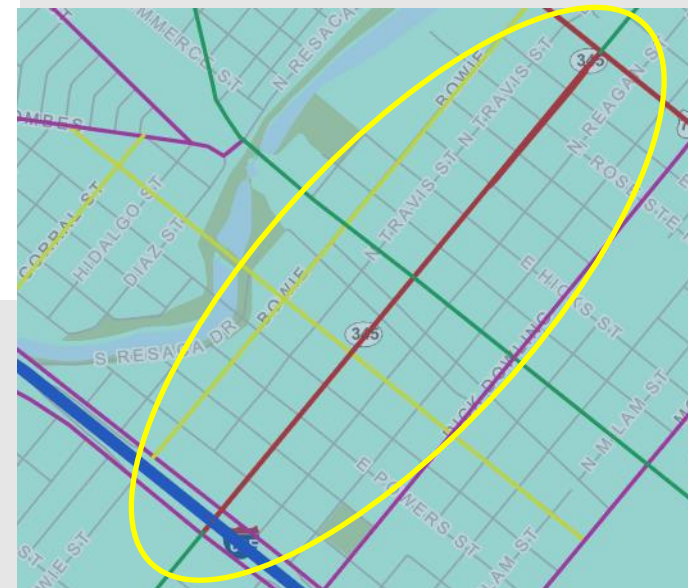
- The corridor is not part of an adopted State or metropolitan transportation plan or program, and no major improvements are currently planned.
- The corridor does not serve major activity centers and does not provide regional or long-distance mobility and multiple driveways provide access to surrounding land uses between I-69E SBFR and US 77.
- Removing this corridor along with others from the NHS will not impact the continuity of other NHS routes. There are other NHS routes nearby with higher capacities that provide similar mobility functions.

Business 77

8/3/2020 – TxDOT Pharr District Comments

- There's no 2019 AADTs
- This is San Benito's downtown. All businesses
- Connecting to an Interstate and a Principal Arterial.
- Originally TxDOT had agreed with Harlingen-San Benito MPO to remove this section from the NHS.
- This section has the AADT of a Minor Arterial.

Remove from NHS



REMOVE			
MPO	HWY NAME	FROM	TO
HSBMPO	SH 345	I-69E	BUS 77

Business 77 – Remove from NHS but keep FC

Table 8 BUS 77 Route Description

Agency	Route Name	From	To	Length (miles)	AADT	Proposed NHS Action	Proposed FC Action
Rio Grande Valley MPO (original Harlingen-San Benito MPO request)	BUS 77	SL 499	I-69	3.5	659-5,935	Remove from NHS	Downgrade Principal Arterial - Other to Minor Arterial

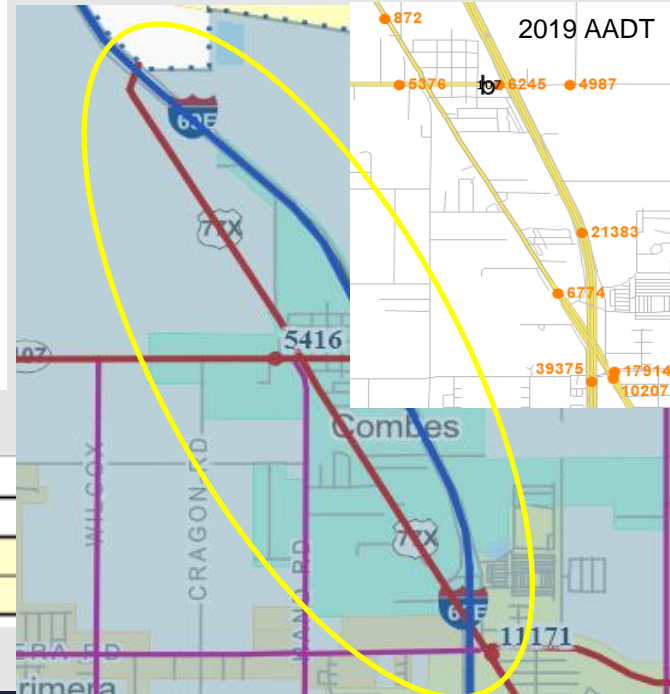
Statement of Justification

The portion of BUS 77 between SL 499 and I-69 does not meet the criteria for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of BUS 77 should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program, and no major improvements are currently planned.
- Though it serves the downtown area and the San Benito Municipal Airport, the corridor does not serve regional or long-distance mobility and multiple driveways provide access to surrounding land uses between SL 499 and I-69.
- Removing this corridor along with others from the NHS will not impact the continuity of other NHS routes. There are other NHS routes nearby with higher capacities that provide similar mobility functions.

8/3/2020 – TxDOT Pharr District Comments

- The 2019 AADTs seem a little higher but not by much
- This area has some single family structures along the route and a neighbor inside City of Combes.
- Connecting to an Interstate and a Principal Arterial
- Originally TxDOT had agreed with Harlingen-San Benito MPO to remove this section from the NHS.
- This section has the AADT of a Minor Arterial but does follow FC hierarchy



REMOVE

MPO	HWY NAME	FROM	TO
HSBMPO	Bus 77	North I-69E	I-69E/Loop 499
HSBMPO	SH 345	I-69E	BUS 77

Bicentennial Blvd – Keep in NHS

Table 9 BUS 83 Route Description

Agency	Route Name	From	To	Length (miles)	AADT	Proposed NHS Action	Proposed FC Action
Rio Grande Valley MPO (original Hidalgo County MPO request)	Bicentennial Blvd BUS 83	I-2	Nolana St	3.5	16,215-24,272	Remove from NHS	Downgrade Principal Arterial - Other to Minor Arterial

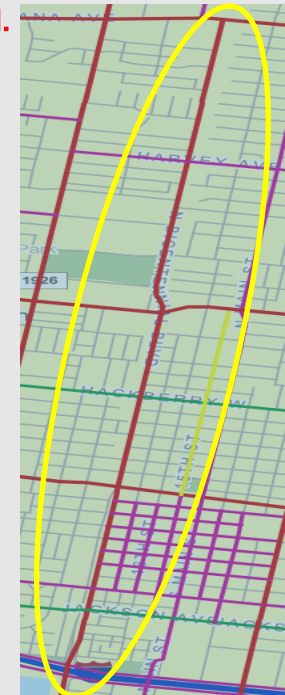
Statement of Justification

The portion of **BUS 83** between I-2 and Nolana St was automatically added to the system through the MAP-21 legislation because of its classification as a Principal Arterial – Other but does not meet the criteria for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of BUS 83 should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program, and no major improvements are currently planned.
- Though it serves major activity centers such as downtown McAllen, the corridor does not serve regional or long-distance mobility and multiple driveways provide access to surrounding land uses between I-2 and Nolana St.
- Corridor spacing from other principal arterials is not appropriate for serving mobility.
- Removing this corridor along with others from the NHS will not impact the continuity of other NHS routes. There are other NHS routes nearby, such as SS 115 and SH 336, with higher capacities that provide similar mobility functions.

8/3/2020 – TxDOT Pharr District Comments

- There's no 2019 AADTs
- This area has many neighborhoods, businesses, parks, and private and public high schools. Plus direct link to the International Airport.
- Connecting to an Interstate and a Principal Arterial
- Originally TxDOT had agreed with Hidalgo County MPO to keep this section and beyond and add to the north of it to the NHS.
- This section has the AADT and function of a Principal Arterial.



Bicentennial Blvd

KEEP			
MPO	HWY NAME	FROM	TO
HCMP	Bicentennial Blvd	Nolana	Wichita

ADD

MPO	HWY NAME	FROM	TO
HCMP	Bicentennial Blvd	Trenton	Nolana

Not in NHS Review

Col Rowe Blvd (2nd St) – Keep in NHS

Table 10 Col Rowe Blvd Route Description

Agency	Route Name	From	To	Length (miles)	AADT	Proposed NHS Action	Proposed FC Action
Rio Grande Valley MPO (original Hidalgo County MPO request)	Col Rowe Blvd	SH 336	W Trenton Rd	7	2,948-26,451	Remove from NHS	Downgrade Principal Arterial - Other to Minor Arterial

Statement of Justification

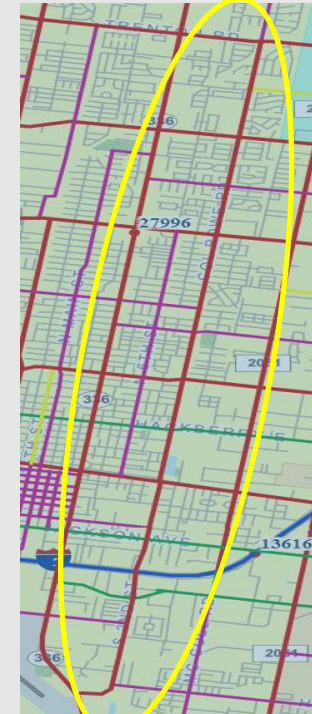
The portion of Col Rowe Blvd between I-69 SBFR and US 77 was automatically added to the system through the MAP-21 legislation because of its classification as a Principal Arterial – Other but does not meet the criteria for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of Col Rowe Blvd should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program, and no major improvements are currently planned.
- Though it serves major activity centers such as downtown McAllen, the corridor does not serve regional or long-distance mobility and multiple driveways provide access to surrounding land uses between SH 336 and W Trenton Rd.
- Corridor spacing from other principal arterials is not appropriate for serving mobility.
- Removing this corridor along with others from the NHS will not impact the continuity of other NHS routes. There are other NHS routes nearby, such as I-69C and FM 2061, with higher capacities that provide similar mobility functions.

SH 336 and W. Trenton Rd

8/3/2020 – TxDOT Pharr District Comments

- There's no 2019 AADTs
- This area has neighborhoods, schools, parks, businesses, plazas, churches, country club and hospitals.
- Connecting to Principal Arterials.
- TxDOT wanted to keep this route in the NHS because it's one of the convenient routes to major hospitals and connects to another Principal Arterial that goes POE.
- MPO wanted to remove from the NHS.
- This section has the AADT and function of a Principal Arterial.



KEEP			
MPO	HWY NAME	FROM	TO
HCMPO	Col Rowe Blvd (2nd St)	Trenton Rd	SH 336

HCMPO wants to remove

FM 1426 (Raul Longoria Rd)-Remove from NHS but keep FC

Table 12 FM 1426 Route Description

Agency	Route Name	From	To	Length (miles)	AADT	Proposed NHS Action	Proposed FC Action
Rio Grande Valley MPO (original Hidalgo County MPO request)	FM 1426	E Earling Rd	W Owassa Rd	1	9,234-22,866	Remove from NHS	Downgrade Principal Arterial - Other to Minor Arterial

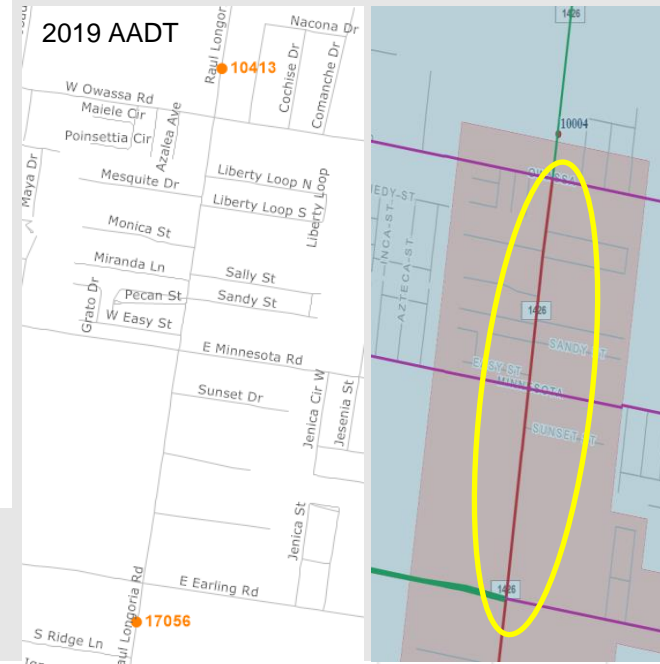
Statement of Justification

The portion of FM 1426 between E Earling Rd and W Owassa Rd was automatically added to the system through the MAP-21 legislation because of its classification as a Principal Arterial - Other but does not meet the criteria for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of FM 1426 should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program, and no major improvements are currently planned.
- The corridor does not serve major activity centers, does not provide regional or long-distance mobility and multiple driveways provide access to surrounding land uses between E Earling Rd and W Owassa Rd.
- Removing this corridor along with others from the NHS will not impact the continuity of other NHS routes. There are other NHS routes nearby with higher capacities that provide similar mobility functions.

8/3/2020 - TxDOT Pharr District Comments

- The 2019 AADTs are 10,412 to 17,056
- This area has mainly neighborhoods.
- Connecting to Major Collector and Minor Arterial.
- TxDOT wanted to keep this route in the NHS.
- MPO wanted to remove from the NHS.
- This section has the AADT of a Principal Arterial but does not FC hierarchy.



KEEP

MPO	HWY NAME	FROM	TO
HCMPO	FM 1426	Owassa	Bus 83

HCMPO wants to remove from Owassa to SH 495

FM 1924 (Mile 3 Rd)-Remove from NHS & agree w/downgrade

Table 13 FM 1924 Route Description

Agency	Route Name	From	To	Length (miles)	AADT	Proposed NHS Action	Proposed FC Action
Rio Grande Valley MPO (original Hidalgo County MPO request)	FM 1924	SH 364	FM 492	1.5	13,188-13,760	Remove from NHS	Downgrade Principal Arterial - Other to Minor Arterial

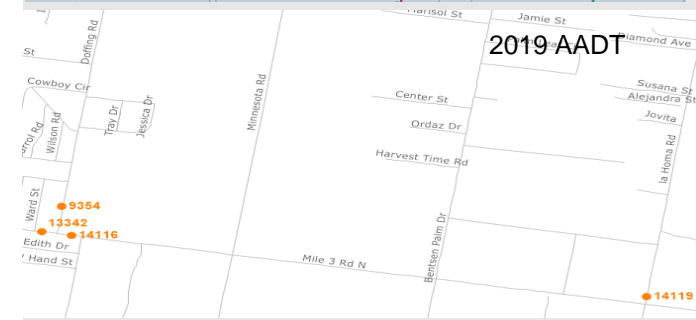
Statement of Justification

The portion of FM 1924 between SH 364 and FM 492 was automatically added to the system through the MAP-21 legislation because of its classification as a Principal Arterial - Other but does not meet the criteria for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of FM 1924 should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program, and no major improvements are currently planned.
- The corridor does not serve major activity centers, does not provide regional or long-distance mobility and multiple driveways provide access to surrounding land uses between SH 364 and FM 492.
- Removing this corridor fixes a current NHS stub.
- Removing this corridor along with others from the NHS will not impact the continuity of other NHS routes. There are other NHS routes nearby with higher capacities that provide similar mobility functions.

8/3/2020 - TxDOT Pharr District Comments

- The 2019 AADTs is 14,116
- There are a few businesses and homes.
- Connecting to Major Collector.
- TxDOT wanted to keep from SH 364 East.
- MPO wanted to remove up to SH 107.
- This section has the AADT of a Principal Arterial but connecting to a Principal Arterial to a Major Collector would not follow FC hierarchy.
- Maybe keep FC and evaluate that area in the next Comprehensive Update.



KEEP

MPO	HWY NAME	FROM	TO	
HCMP	FM 1924	SH 364	FM 1926	HCMP wants to remove from Doffing Rd to SH 107

FM 494 (Shary Rd)-Remove from NHS but keep FC

Table 16 FM 494 Route Description

Agency	Route Name	From	To	Length (miles)	AADT	Proposed NHS Action	Proposed FC Action
Rio Grande Valley MPO (original Hidalgo County MPO request)	FM 494	BU 83	SH 107	7.3	4,387-19,678	Remove from NHS	Downgrade Principal Arterial - Other to Minor Arterial

Statement of Justification

The portion of FM 494 between BU 83 and SH 107 was automatically added to the system through the MAP-21 legislation because of its classification as a Principal Arterial - Other but does not meet the criteria for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of FM 494 should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

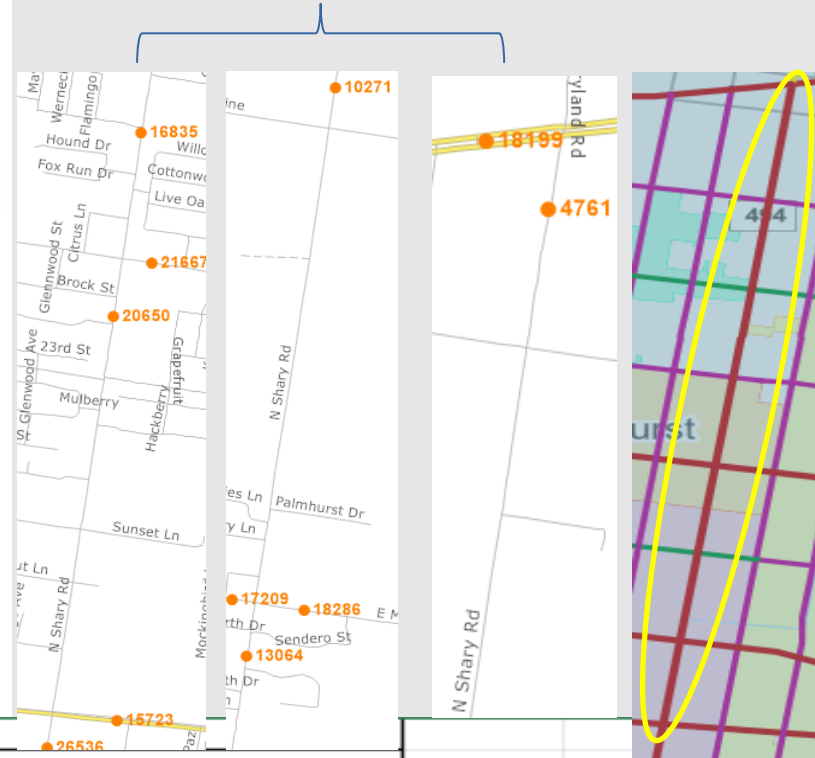
- The corridor is not part of an adopted State or metropolitan transportation plan or program, and no major improvements are currently planned.
- The corridor does not serve major activity centers, does not provide regional or long-distance mobility and multiple driveways provide access to surrounding land uses between BU 83 and SH 107.
- The corridor serves as an alternate route for north-south travel through the region.
- Removing this corridor along with others from the NHS will not impact the continuity of other NHS routes. There are other NHS routes nearby, such as FM 2220 and SH 107, with higher capacities that provide similar mobility functions.

Segments of FM 494 are in current MTP; SH 107 to FM 676 (Mile 5) and FM 676 (Mile 5) to FM 1924 (Mile 3). Should this first bullet be removed?

8/3/2020 - TxDOT Pharr District Comments

- The 2019 AADTs are 4,761 - 20,680
- There are a businesses, schools and neighborhoods.
- Connecting to Principal Arterials.
- TxDOT wanted to keep from SH 107 South to FM 1016 and MPO wanted to remove.
- This section has the AADT of a Principal Arterial south of Mile 5.

2019 AADT



KEEP

MPO	HWY NAME	FROM	TO	Notes
HCMPPO	FM 494	SH 107	FM 1016	HCMPPO wants to remove

FM 88 (Texas Blvd)-Remove from NHS & agree w/downgrade

Table 17 FM 88 Route Description

Agency	Route Name	From	To	Length (miles)	AADT	Proposed NHS Action	Proposed FC Action
Rio Grande Valley MPO (original Hidalgo County MPO request)	FM 88	BU 83	I-2 WBFR	0.9	10,007-22,095	Remove from NHS	Downgrade Principal Arterial - Other to Minor Arterial

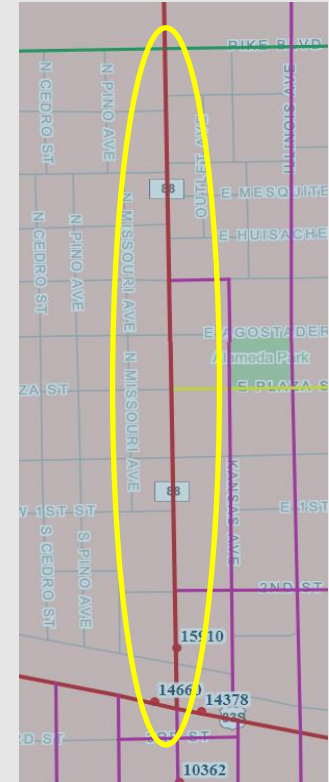
8/3/2020 - TxDOT Pharr District Comments

- The 2019 AADT is 15,910
- That is downtown of Weslaco. Mainly businesses along that route.
- Connecting to an Interstate and Principal Arterials.
- TxDOT and MPO both agreed to remove.
- South of Bus 83 roadway becomes a Major Collector. We could transition to a Minor Collector in that section.

Statement of Justification

The portion of FM 88 between BU 83 and I-2 WBFR was automatically added to the system through the MAP-21 legislation because of its classification as a Principal Arterial - Other but does not meet the criteria for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of FM 88 should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program, and no major improvements are currently planned.
- The corridor does not serve major activity centers, does not provide regional or long-distance mobility and multiple driveways provide access to surrounding land uses between BU 83 and I-2 WBFR.
- Removing this corridor along with others from the NHS will not impact the continuity of other NHS routes. There are other NHS routes nearby with higher capacities that provide similar mobility functions.



REMOVE			
MPO	HWY NAME	FROM	TO
HCMPO	FM 88	IH-2	BUS 83

Main St (Spur 433)-Remove from NHS & agree w/downgrade

Table 18 Main St Route Description

Agency	Route Name	From	To	Length (miles)	AADT	Proposed NHS Action	Proposed FC Action
Rio Grande Valley MPO (original Hidalgo County MPO request)	Main St	BU 83	I-2	0.8	9,548-11,548	Remove from NHS	Downgrade Principal Arterial - Other to Minor Arterial

Statement of Justification

The portion of Main St between BU 83 and I-2 does not meet the criteria for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of Main St should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program, and no major improvements are currently planned.
- The corridor does not serve major activity centers, does not provide regional or long-distance mobility and multiple driveways provide access to surrounding land uses between BU 83 and I-2.
- Removing this corridor along with others from the NHS will not impact the continuity of other NHS routes. There are other NHS routes nearby with higher capacities that provide similar mobility functions.

8/3/2020 - TxDOT Pharr District Comments

- The 2019 AADT are 10,259 to 13,518
- That is in Donna. Mainly neighborhoods with some businesses.
- Connecting to an Interstate and Principal Arterials.
- TxDOT and MPO both agreed to remove.
- South of Bus 83 roadway becomes a Major Collector. We could transition to a Minor Collector in that section. North of Interstate it's not classified.



REMOVE		
HCMP0	Spur 433	BUS 83

Veteran's Blvd (I Rd)-Remove from NHS & agree w/downgrade

Table 20 Veterans Blvd Route Description

Agency	Route Name	From	To	Length (miles)	AADT	Proposed NHS Action	Proposed FC Action
Rio Grande Valley MPO (original Hidalgo County MPO request)	Veterans Blvd	BU 83	SH 495	1.2	20,553-21,104	Remove from NHS	Downgrade Principal Arterial - Other to Minor Arterial

Statement of Justification

The portion of Veterans Blvd between BU 83 and SH 495 does not meet the criteria for Principal Arterial classification or inclusion in the NHS. Below are the reasons why this portion of Veterans Blvd should be downgraded from Principal Arterial-Other to Minor Arterial and removed from the NHS:

- The corridor is not part of an adopted State or metropolitan transportation plan or program, and no major improvements are currently planned.
- The corridor does not serve major activity centers, does not provide regional or long-distance mobility and multiple driveways provide access to surrounding land uses between BU 83 and SH 495.
- Removing this corridor along with others from the NHS will not impact the continuity of other NHS routes. There are other NHS routes nearby, such as I-69C and FM 1426, with higher capacities that provide similar mobility functions.

8/3/2020 - TxDOT Pharr District Comments

- There are no 2019 AADTs on that route.
- There are some businesses and neighborhoods.
- Connecting to Principal Arterials.
- TxDOT and MPO both agreed to remove but it's crossed out and do not remember why.
- The Minor Arterial status can be extended from SH 495 to Bus 83.



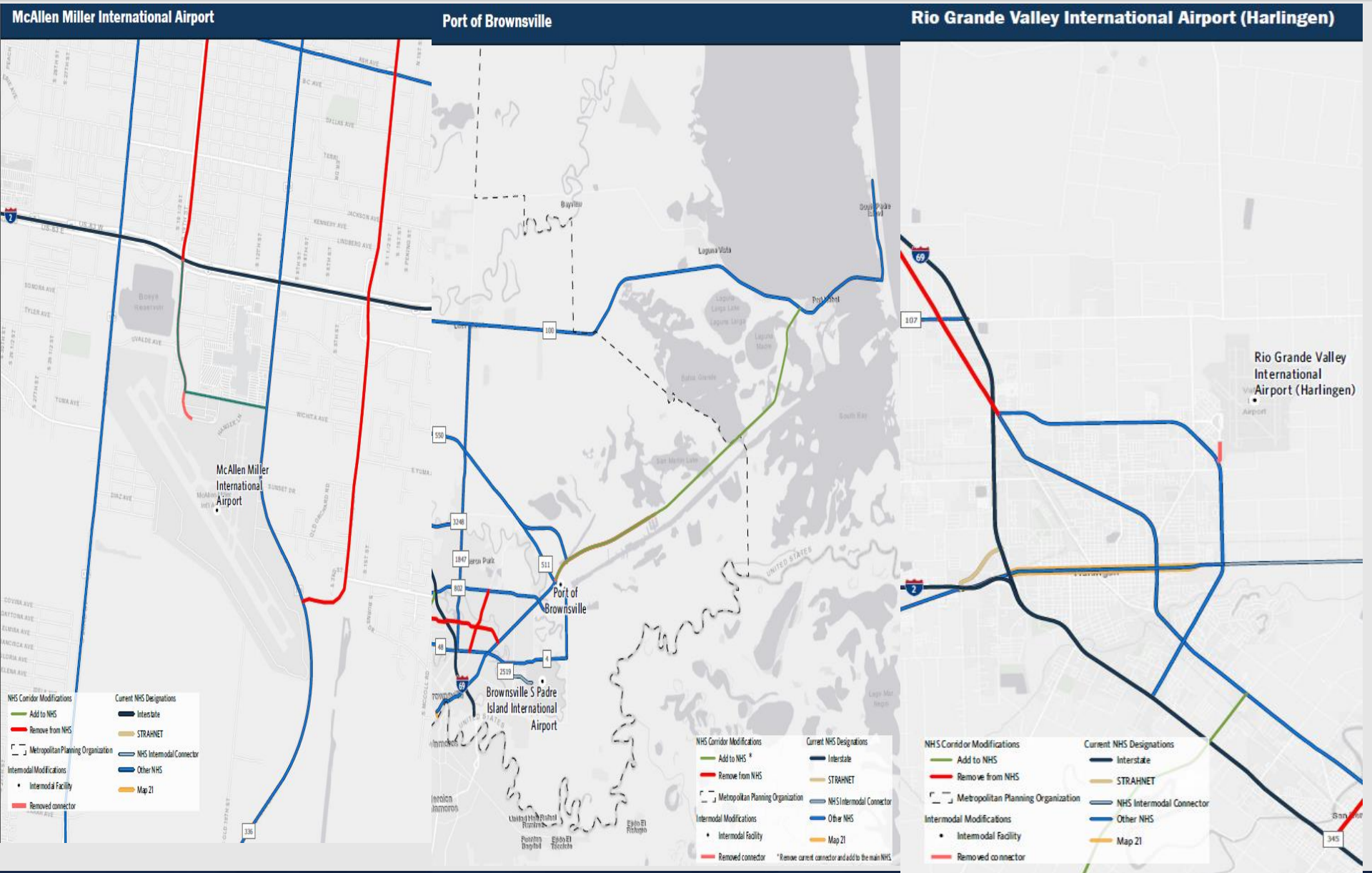
REMOVE			
MPO	HWY NAME	FROM	TO
HCMPO	Veterans	FM-495	Ridge Rd

Table 21. Intermodal Facility Modification Requests

Facility	Type	Modification Request	Current Connector Description	Proposed Connector Description	Thresholds for Inclusion on the NHS ¹	Reason for Modification
McAllen Miller International Airport	Airport	Modify connector	Bicentennial Blvd between Jackson Ave @US 83 and the Airport	Bicentennial Blvd from Wichita Ave to US 83; Wichita Ave from Bicentennial Blvd to SH 336.	250,000 annual passengers, 100 trucks/day/direction, 100,000 tons/year arriving or departing by truck	Revised connector reflects major airport access routes to main NHS.
Port of Brownsville	Port Terminal	Remove	SH 48 between the Entrance to the Fishing Harbor and FM 511	Served by existing NHS route (SH 48)	250,000 annual passengers, 1,000 daily passengers for at least 90 days during the year	Route is being added to the main NHS
Rio Grande Valley International Airport	Airport	Remove	Rebel Dr between the Airport and State Loop 499	Served by existing NHS route (SL 499)	250,000 annual passengers, 100 trucks/day/direction, 100,000 tons/year arriving or departing by truck	Facility is served by an existing NHS route.

8/3/2020 – TxDOT Pharr District Comments

- Facility servicing McAllen Miller Int'l Airport was modified to add Bicentennial Blvd and Wichita Ave to the NHS.
- Facility servicing Port of Brownsville was modified by adding SH 48 to the NHS.
- Facility servicing RGV International Airport in Harlingen was modified by removing private drive (Rebel Dr) and facility is serviced by existing Loop 499 in NHS.



ADDING TO THE NHS:

1. SH 48 from FM 511 to SH 100 (15.1 miles)
2. US 281 from San Pedro Rd to FM 1577 (4.9 miles)
3. FM 509 from North of Harvest St to Business 77 (9.6 miles)
4. US 281 (Military) from FM 1577 to CR 9000 (15.5 miles)
5. FM 1015 from Business 83 to IH-2 (0.6 miles)
6. FM 396 from South of CR 2702 (at the river) to North of FM 494 (2.2 miles)
7. FM 493 from Donna Rio Bravo International Bridge to SH 107 (16.5 miles)
8. US 281 (Military) from CR 9000 to CR 1710 (5.6 miles)

Total miles added = 70 miles

Questions:

1. What happened to corridors discussed in initial workshop but not listed in final list?
2. Are corridors in last email the only corridors being changed?

Listed below are some corridors discussed in initial workshop in April 2019 but are not in the list to present

Brownsville MPO

1. FM 3248 from Military Hwy to SH 550 – WAS AGREED TO KEEP
2. US 281 from MPO Boundary to SH 511 – WAS AGREED TO KEEP

Harlingen-San Benito MPO

1. SH107 from MPO Boundary to I-69E – WAS AGREED TO KEEP
2. Business 83 from Hidalgo/Cameron County Line to I-69E – WAS AGREED TO KEEP

Hidalgo County MPO

1. FM 1016 from S 10th St to IH-2 –
2. FM 1925 from FM 2061 to FM 907 – WAS AGREED TO KEEP
3. SH 107 from IH-2 to MPO Boundary – WAS AGREED TO KEEP
4. Trenton Rd from FM 2220 to I-69C – WAS AGREED TO KEEP
5. FM 2061 from IH-2 to FM 1926 – WAS AGREED TO KEEP
6. FM 2220 from Military to SH 107 – WAS AGREED TO KEEP
7. BUS 83 from IH-2 to Cameron/Hidalgo County Line – WAS AGREED TO KEEP
8. FM 3362 (Jackson Rd) from Military to W Monte Cristo Rd –
9. Bicentennial from Trenton to Nolana

RESOLUTION 2020-14

SUBJECT: APPROVAL OF NATIONAL HIGHWAY SYSTEM (NHS) MODIFICATIONS

Whereas; the National Highway System (NHS) is a network of major roadways critical to the regional, statewide, and national movement of people and goods designated by the Federal Highway Administration (FHWA) in coordination with local officials,

Whereas; the Intermodal Connector system identifies the most direct access route between the NHS and major intermodal facilities, as defined by FHWA in Appendix D to Subpart A of 23 CFR 470, and the main NHS,

Whereas; the Texas Department of Transportation's (TxDOT's) Transportation Planning and Programming Division (TxDOT-TPP), in coordination with the Federal Highway Administration - Texas Division (FHWA Texas) has completed a comprehensive review of the NHS in Texas, including the Intermodal Connectors and main NHS, to produce recommended modifications to the system,

Whereas; TxDOT-TPP has developed these modifications in coordination with FHWA-Texas and the staff of the three former MPOs that now comprise the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) staff,

Whereas; the addition or removal of NHS designation from a roadway does not affect ownership or maintenance of the roadway,

Whereas; downgrading the Federal Functional Classification of a roadway from Principal Arterial – Other to Minor Arterial or other functional classification automatically removes it from the NHS unless it provides access to a qualifying intermodal facility,

Now therefore be it resolved, that RGVMPO supports the following modifications to the Functional Classification System and NHS:

- Old Port Isabel Rd from SH 48 to FM 802 -Remove from NHS & agree w/downgrade to minor arterial
- Price Rd from BUS 77 to SH 48 – Remove from NHS **but keep FC of principal arterial**
- SH 345 from I-69 SBFR to US 77 -Remove from NHS & agree w/downgrading to minor arterial
- Business 77 from SL 499 to IH 69 – Remove from NHS **but keep FC of principal arterial**
- FM 1426 (Raul Longoria Rd) from E Earling Rd to W Owassa Rd -Remove from NHS **but keep FC of principal arterial**
- FM 1924 (Mile 3 Rd) from SH 364 to FM 492 -Remove from NHS & agree w/downgrade to minor arterial
- FM 494 (Shary Rd) from BU 83 to SH 107 -Remove from NHS **but keep FC of principal arterial**
- FM 88 (Texas Blvd) from BU 83 to I-2 WBFR -Remove from NHS & agree w/downgrade to minor arterial
- Main St (Spur 433) from BU 83 to I-2 -Remove from NHS & agree w/downgrade to minor arterial
- Veteran's Blvd (I Rd) from BU 83 to SH 495 -Remove from NHS & agree w/downgrade to minor arterial

ADDING TO THE NHS:

1. SH 48 from FM 511 to SH 100 (15.1 miles)
2. US 281 from San Pedro Rd to FM 1577 (4.9 miles)
3. FM 509 from North of Harvest St to Business 77 (9.6 miles) – Upgrade to Principal Arterial – Other from Minor Arterial
4. US 281 (Military) from FM 1577 to CR 9000 (15.5 miles)
5. FM 1015 from Business 83 to IH-2 (0.6 miles)
6. FM 396 from South of CR 2702 (at the river) to North of FM 494 (2.2 miles)
7. FM 493 from Donna Rio Bravo International Bridge to SH 107 (16.5 miles)
8. US 281 (Military) from CR 9000 to CR 1710 (5.6 miles)

Total miles added = 70 miles

The functional classification upgrade from Minor Arterial to Principal Arterial – Other and addition to the NHS of the following corridors:

- FM 509 from North of Harvest St to Business 77

The removal of the following intermodal facility connectors from the NHS

- Port of Brownsville connector SH 48 between the entrance to the Fishing Harbor and FM 511. The roadway is being added to the main NHS.
- Rio Grande Valley International Airport Connector Rebel Dr between the Airport and State Loop 499

The modification of the following intermodal facility connectors from the NHS

- McAllen Miller International Airport connector from Bicentennial Blvd between Jackson Ave @US 83 and the Airport to Bicentennial Blvd from Wichita Ave to US 83 and Wichita Ave from Bicentennial Blvd to SH 336

We certify that the above Resolution was Adopted on this _____ day of _____, 2020, at a Transportation Planning Policy Board Meeting of the RGVMPPO.

The Honorable Ambrosio “Amos” Hernandez
Mayor of the City of Pharr,
Chairman of the RGVMPPO Policy Committee

Pedro R. Alvarez, P.E.
Pharr District
District Engineer

Andrew A. Canon
Executive Director
Rio Grande Valley MPO

5. 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
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.
9. water impacts of surface transportation
10. Enhance travel and tourism

Due to the 2020 COVID-19 Pandemic, RGVMPPO has operated under emergency orders from both state and local governments. Public meetings, committee meetings, and policy board meetings have been held virtually by use of Microsoft Teams and WebEx. Announcements and materials, including direct links for joining online meetings, are posted in advance to the organization's website, social media outlets, as well as included on all agendas. RGVMPPO committee and policy board members are notified via Email of upcoming meetings, including all meeting materials and virtual meeting links. All Transportation Policy Board meetings are video recorded and archived to the RGVMPPO website. Videos are listed by date and can be navigated according to each meeting's agenda. Technical Advisory Committee meetings can also be reviewed by audio recordings uploaded in the same manner. All planning documents and supporting information, including GIS maps, are updated regularly, and posted accordingly. The public has been granted the option to comment online through message boards and designated locations on our website, as well as sharing opinions during RGVMPPO committee and board meetings.

Under FAST-Act, and 23 CFR 450.316 the RGVMPPO is encouraged to consult with agencies responsible for other planning activities that are affected by transportation (including State and local planned growth, economic development, environmental protection, airport operations, or freight movements) via Section 1201 (g)(3) or coordinate its

planning process (to the maximum extent practicable) with such planning activities. In addition, metropolitan transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area.





RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION

**510 South Pleasantview Drive, Weslaco, TX. 78596
(956) 969-5778**

September 11, 2020

Technical Advisory Committee Members,

The RGV MPO has opened the 2021-2022 Transportation Alternatives Set-Aside Program (TASA) Call for Projects. The announcement flyer and timeline have been shared by email and social media outlets, posted to our website, and included in this packet. The TASA application, project scoring criteria, and power point presentation from the TASA workshop are also available on our website. According to the project call timeline, the process begins on September 1st and all applications are due by 5:00 PM on October 23, 2020.

Thank you for your time and consideration of this action item. Please feel free to contact me with questions and/or concerns.

Respectfully,

Rudy Zamora Jr.
Transportation Planner
RGVMPO

Email: rzamora@rgvmopo.org
Phone: 956-969-5778 Ext. 317

PLANNING PARTNERS:

**MAYOR AMBROSIO HERNANDEZ
CHAIRMAN
CITY OF PHARR**

**JUDGE EDDIE TREVIÑO, JR.
VICE CHAIRMAN
CAMERON COUNTY**

CAMERON COUNTY RMA

CITY OF BROWNSVILLE

CITY OF EDINBURG

CITY OF HARLINGEN

CITY OF McALLEN

CITY OF MISSION

CITY OF SAN BENITO

HIDALGO COUNTY

HIDALGO COUNTY RMA

TxDOT (PHARR DISTRICT)

VALLEY METRO

STAFF:

**ANDREW A. CANON
EXECUTIVE DIRECTOR**

**LUIS M. DIAZ
ASSISTANT DIRECTOR**

**EX-OFFICIO:
RIO GRANDE VALLEY
PARTNERSHIP**

**Administrative Agent: Lower Rio Grande Valley Development Council
301 WEST RAILROAD - WESLACO, TX, 78596**

TEXAS TRANSPORTATION COMMISSION

ALL Counties

MINUTE ORDER

Page 1 of 1

ALL Districts

The Texas Transportation Commission (commission) finds it necessary to propose amendments to §§11.403-11.406, and §11.411 relating to Transportation Alternatives Set-Aside Program to be codified under Title 43, Texas Administrative Code, Part 1.

The preamble and the proposed amendments, attached to this minute order as Exhibits A and B, are incorporated by reference as though set forth verbatim in this minute order, except that they are subject to technical corrections and revisions, approved by the general counsel, necessary for compliance with state or federal law or for acceptance by the Secretary of State for filing and publication in the *Texas Register*.

IT IS THEREFORE ORDERED by the commission that the amendments to §§11.403-11.406, and §11.411 are proposed for adoption and are authorized for publication in the *Texas Register* for the purpose of receiving public comments.

The executive director is directed to take the necessary steps to implement the actions as ordered in this minute order, pursuant to the requirements of the Administrative Procedure Act, Government Code, Chapter 2001.

Submitted and reviewed by:

Recommended by:

Director, Public Transportation Division

Executive Director

Minute Number Date Passed

1 Proposed Preamble

2 The Texas Department of Transportation (department) proposes
3 amendments to §§11.403-11.406, and §11.411, concerning
4 Transportation Alternatives Set-Aside Program.

5
6 EXPLANATION OF PROPOSED AMENDMENTS

7 The department is amending its current Transportation Alternative
8 Set-Aside Program (TASA) rules to encourage and improve project
9 proposals from communities with a population of 50,000 or less,
10 reduce the department's risk of federal funds lapsing in the
11 nonurban funding category, streamline project delivery, and
12 improve the likelihood of successful completion of awarded
13 projects. Changes to the rules regarding eligible activities,
14 allowable costs, local fund matching requirements, and project
15 selection by metropolitan planning organizations (MPO) and the
16 department are proposed.

17
18 Under federal guidelines, the department is responsible for
19 project oversight for preliminary engineering and construction
20 whether TASA funds are administered by the department or an MPO.
21 These direct state costs are federally reimbursable and are
22 included as a part of the overall project award for the
23 department's program and some MPO programs. However, some MPOs
24 require the project sponsor to cover direct state costs at 100
25 percent.

26

1 Amendments to §11.403, Project Selection by MPOs, add a new
2 subsection (e) to require an MPO to include the department's
3 direct state costs for oversight of preliminary engineering and
4 construction in TA Set-Aside project awards. This change reduces
5 the financial exposure for communities applying for TASA funds
6 administered by MPOs and establishes consistency among the MPOs
7 across state. This change also provides consistency among
8 projects administered by an MPO and projects administered by the
9 department. Existing subsections (e)-(j) are re-designated
10 accordingly.

11
12 The amendment to re-designated subsection (j) restricts project
13 sponsors from submitting a project to both a department TASA
14 program call and an MPO program call concurrently.

15
16 The department's Public Transportation Division's (PTN) Bicycle
17 and Pedestrian Section administers TASA funds for projects
18 located outside Census Urbanized Areas of 200,000 or greater,
19 which are identified as Transportation Management Areas (TMAs).
20 MPOs administer TASA funds within their entire planning area.
21 This results in areas of overlap, where communities that fall
22 inside an MPO but outside the TMA boundary are eligible to apply
23 for TASA funds from both the department and the relevant MPO.
24 Currently, a project sponsor in an overlapping area that submits
25 a project to an MPO's call for projects and is not awarded funds,
26 is prohibited from submitting that same project to any department
27 TASA program call. This prohibition reduces the pool of

1 potential applications to the department's TASA call for
2 projects, especially applications from smaller communities within
3 MPO boundaries that may have a hard time competing with larger
4 communities within their MPO. Additionally, smaller MPOs receive
5 limited TASA funding, which may result in their funding only a
6 few projects in each program call.

7
8 The amendment to re-designated subsection (j) also removes the
9 restriction that prohibits a project sponsor from submitting a
10 project to a future department TASA program call or future MPO
11 program call.

12
13 Under federal guidelines, TASA funds are available for
14 obligation for a period ending three years after the last day of
15 the federal fiscal year for which the funds are authorized. TASA
16 funds are allocated based on population, with approximately half
17 of the department's TASA funds being eligible to communities
18 with a population of 5,000 or less (nonurban) and the other half
19 being eligible to communities with a population of 5,001 -
20 200,000 (small urban). In large urbanized areas with
21 populations over 200,000, FHWA requires that the state
22 suballocate TASA funding directly to MPOs, based on their
23 relative share of population, to administer according to the
24 MPO's needs. The department is responsible for preliminary
25 engineering and construction oversight on both state-selected
26 and MPO-selected projects. Communities with populations of
27 50,000 or less are ideal candidates for the program because they

1 have a significant need to construct basic infrastructure for
2 safer walking and bicycling but have limited financial
3 resources. However, these communities face challenges in
4 developing TASA projects because they are more likely to request
5 the use of in-kind contributions to reduce their cash local
6 match, more likely to lack financial resources and technical
7 expertise to oversee project development and construction, and
8 more likely to withdraw projects from the program, resulting in
9 funds being returned to the program and the project sponsor
10 reimbursing the department for federal expenditures without the
11 project being constructed. These factors result in smaller
12 communities being less likely to apply for TASA funds and
13 therefore limiting competition for and use of funds, especially
14 in the nonurban category. The following rule additions and
15 revisions address these factors.

16

17 Amendments to §11.404, Eligible Activities, add new subsection
18 (b) and re-designate the existing subsections accordingly. New
19 subsection (b) allows planning and design activities for the
20 construction of bicycle and pedestrian facilities to be eligible
21 for reimbursement but only for projects located in communities
22 with a population of 50,000 or less.

23

24 Amendments to §11.405, Allowable Costs, make various changes to
25 the section, add new subsections (b) and (e), and re-designate
26 the existing subsections accordingly. Subsection (a) is amended
27 to clarify which costs are allowable. New subsection (b)

1 transfers and revises existing §11.406(b) to provide that costs
2 incurred before the execution of the local agreement or before
3 federal and state authorization to proceed are not eligible for
4 reimbursement. Re-designated subsection (c) is changed to
5 provide that the costs of preliminary engineering, including
6 environmental studies and documentation, design, and plans,
7 specifications, and estimates (PS&E), are allowable only for
8 projects located in communities with a population of 50,000 or
9 less. This change reduces the financial burden of plan
10 development for smaller communities. New subsection (e) and the
11 change to re-designated subsection (d) clarify that pre-
12 construction costs are the responsibility of the project sponsor
13 unless the section provides otherwise.

14
15 Currently, the department's TASA program only funds
16 construction. Allowing project sponsors to use expenses that
17 were incurred in the plans, specifications, and estimate
18 development phase of a project as in-kind contributions was
19 intended to alleviate the burden of the local match for
20 construction. However, experience has shown that in-kind
21 contributions complicate project development and billing, delay
22 project delivery and obligation of funds, and require
23 substantial district and division staff time for oversight.

24
25 Amendments to §11.406, Local Funding Match, eliminate in-kind
26 contributions as an option for local match. The amendments add
27 a new subsection (b), which expands options for local match in

1 communities with a population of 50,000 or less to include
2 consideration of transportation development credits, state
3 funds, or both on an economic needs basis, subject to the
4 availability of funds. In subsection (c), the phrase "or
5 regulation" is deleted as an editing change because the
6 reference to federal law includes federal regulations. In
7 subsection (f), language is revised regarding the department's
8 direct state cost for consistency in the subchapter.

9
10 Preliminary cost estimates used to determine funding awards can
11 vary considerably from final engineer's estimates. Current
12 rules require project sponsors to be responsible for all of the
13 costs of overruns, which has led to withdrawal of projects or
14 reductions in project scope. Meanwhile, excess funds from
15 projects that are completed at a cost under the amount awarded
16 are returned to the department's TASA program balance, leading
17 to increased risk of funds lapsing due to federal guidelines'
18 limitation on the time during which TASA funds are available for
19 obligation.

20
21 Amendments to §11.411, Selection of Projects by the Commission,
22 authorize available program funds to be used for certain project
23 overruns. Subsection (d) is modified to replicate the existing
24 language in the Safe Routes to School (SRTS) Program rules (43
25 TAC §25.505(d)) to allow the responsible division administering
26 the program to consider applying program funds that remain after
27 the awards or that are returned to the program due to cost

1 underruns to projects with overruns, which will help minimize
2 risk of lapsing TASA funds. Additional criteria language is
3 added describing how the responsible division will apply these
4 additional funds to projects with overruns on a needs basis.

5
6 The last sentence of subsection (d) is re-designated as
7 subsection (e) and subsection (e) is re-designated accordingly.

8

9 FISCAL NOTE

10 Brian Ragland, Chief Financial Officer, has determined, in
11 accordance with Government Code, §2001.024(a)(4), that as a
12 result of enforcing or administering the rules for each of the
13 first five years in which the proposed rules are in effect,
14 there will be no fiscal implications for state or local
15 governments as a result of enforcing or administering the rules.

16

17 LOCAL EMPLOYMENT IMPACT STATEMENT

18 Eric Gleason, Director, Public Transportation Division, has
19 determined that there will be no significant impact on local
20 economies or overall employment as a result of enforcing or
21 administering the proposed rules and therefore, a local
22 employment impact statement is not required under Government
23 Code, §2001.022.

24

25 PUBLIC BENEFIT

26 Eric Gleason has determined, as required by Government Code,
27 §2001.024(a)(5), that for each year of the first five years in

1 which the proposed rules are in effect, the public benefit
2 anticipated as a result of enforcing or administering the rules
3 will be more efficient and streamlined implementation of bicycle
4 and pedestrian infrastructure in Texas communities with less
5 than 50,000 in population.

6

7 COSTS ON REGULATED PERSONS

8 Eric Gleason, has also determined, as required by Government Code,
9 §2001.024(a)(5), that for each year of that period there are no
10 anticipated economic costs for persons, including a state agency,
11 special district, or local government, required to comply with the
12 proposed rules and therefore, Government Code, §2001.0045, does
13 not apply to this rulemaking.

14

15 ECONOMIC IMPACT STATEMENT AND REGULATORY FLEXIBILITY ANALYSIS

16 There will be no adverse economic effect on small businesses,
17 micro-businesses, or rural communities, as defined by Government
18 Code, §2006.001, and therefore, an economic impact statement and
19 regulatory flexibility analysis are not required under Government
20 Code, §2006.002.

21

22 GOVERNMENT GROWTH IMPACT STATEMENT

23 Eric Gleason has considered the requirements of Government Code,
24 §2001.0221 and anticipates that the proposed rules will have no
25 effect on government growth. He expects that during the first
26 five years that the rule would be in effect:

27 (1) it would not create or eliminate a government program;

1 (2) its implementation would not require the creation of
2 new employee positions or the elimination of existing employee
3 positions;

4 (3) its implementation would not require an increase or
5 decrease in future legislative appropriations to the agency;

6 (4) it would not require an increase or decrease in fees
7 paid to the agency;

8 (5) it would not create a new regulation;

9 (6) it would not expand, limit, or repeal an existing
10 regulation;

11 (7) it would not increase or decrease the number of
12 individuals subject to its applicability; and

13 (8) it would not positively or adversely affect this
14 state's economy.

15

16 TAKINGS IMPACT ASSESSMENT

17 Eric Gleason has determined that a written takings impact
18 assessment is not required under Government Code, §2007.043.

19

20 SUBMITTAL OF COMMENTS

21 Written comments on the proposed amendments to §§11.403-11.406,
22 and §11.411 may be submitted to Rule Comments, General Counsel
23 Division, Texas Department of Transportation, 125 East 11th
24 Street, Austin, Texas 78701-2483 or to RuleComments@txdot.gov
25 with the subject line "*Transportation Alternatives Set-Aside
26 Program Rule Revisions.*" The deadline for receipt of comments
27 is 5:00 p.m. on November 9, 2020. In accordance with

1 Transportation Code, §201.811(a)(5), a person who submits
2 comments must disclose, in writing with the comments, whether
3 the person does business with the department, may benefit
4 monetarily from the proposed amendments, or is an employee of
5 the department.

6

7 STATUTORY AUTHORITY

8 The amendments are proposed under Transportation Code, §201.101,
9 which provides the Texas Transportation Commission (commission)
10 with the authority to establish rules for the conduct of the
11 work of the department.

12

13 CROSS REFERENCE TO STATUTES IMPLEMENTED BY THIS RULEMAKING

14 Title 23, United States Code, §133(h).

1 SUBCHAPTER G. TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM

2 §11.403. Project Selection by MPOs.

3 (a) This section applies only to an MPO serving an
4 urbanized area with a population over 200,000 and the award of
5 TA Set-Aside funds suballocated for such an urbanized area.

6 (b) The MPO, in consultation with the department, shall
7 develop a competitive process to allow project sponsors to
8 submit project applications for funding that achieve the
9 objectives of the TA Set-Aside Program.

10 (c) The MPO shall coordinate determinations regarding
11 project eligibility, subject to audit by the FHWA.

12 (d) The MPO, in consultation with the department, shall
13 conduct project selection in accordance with all applicable
14 federal and state laws and regulations.

15 (e) The MPO, in consultation with the department, shall
16 include the department's direct state costs for oversight of
17 preliminary engineering and construction in TA Set-Aside project
18 awards.

19 (f) [~~(e)~~] Following the conclusion of the competitive
20 process, the MPO shall provide to the department a list of all
21 projects submitted during the program call on which the selected
22 projects are identified, and immediately shall begin the process
23 required to include the selected projects in its TIP.

24 (g) [~~(f)~~] The project sponsor shall conduct project
25 implementation in accordance with all applicable federal and
26 state laws and regulations.

NOTE: Additions underlined

Deletions in []

GCD: 6/24/2020 1:13 PM

Exhibit B

1 (h) [~~(g)~~] If a project is located on state right-of-way, the
2 project sponsor is responsible for securing a land-use permit
3 from the department prior to construction.

4 (i) [~~(h)~~] A project sponsor requesting an adjustment to the
5 minimum local funding match requirements based on the county's
6 status as an economically disadvantaged county is required to
7 obtain written authorization from the department, in the form
8 prescribed by the department, and must include the form with the
9 application submitted to the MPO. If an adjustment is granted,
10 the adjustment percentage in effect for the county at the time
11 the application is submitted to the MPO will be used. The
12 county must remain eligible for the adjustment until the date
13 the project sponsor enters into the local agreement.

14 (j) [~~(i)~~] Projects, or substantially similar projects,
15 submitted during a program call administered by the MPO are not
16 eligible for consideration under a concurrent program call
17 administered by the department.

18 (k) [~~(j)~~] Not later than November 15 of each year, the MPO
19 shall submit to the department a report that describes:

20 (1) the number of project applications received by the
21 MPO for the preceding federal fiscal year (the period of October
22 1 through September 30), including the aggregate cost of the
23 projects for which applications are received and the types of
24 projects to be carried out, expressed as percentages of the
25 MPO's total apportionment for TA Set-Asides; and

1 (2) the number of projects selected for funding by the
2 MPO for the preceding federal fiscal year, including the
3 aggregate cost and location of projects selected.

4
5 §11.404. Eligible Activities.

6 (a) During a program call administered by the department,
7 TA Set-Aside funds may be awarded for any of the following
8 activities:

9 (1) construction of on-road and off-road trail
10 facilities for pedestrians, bicyclists, and other non-motorized
11 forms of transportation, including sidewalks, bicycle
12 infrastructure, pedestrian and bicycle signals, traffic calming
13 techniques, lighting and other safety-related infrastructure,
14 and transportation projects to achieve compliance with the
15 Americans with Disabilities Act of 1990;

16 (2) construction of infrastructure-related projects
17 and systems that will provide safe routes for non-drivers,
18 including children, older adults, and individuals with
19 disabilities to access daily needs;

20 (3) conversion and use of abandoned railroad corridors
21 for trails for pedestrians, bicyclists, or other non-motorized
22 transportation users; and

23 (4) construction of infrastructure-related projects to
24 improve the ability of students to walk and bicycle to school,
25 including sidewalk improvements, traffic calming and speed
26 reduction improvements, pedestrian and bicycle crossing

1 improvements, on-street bicycle facilities, off-street bicycle
2 and pedestrian facilities, secure bicycle parking facilities,
3 and traffic diversion improvements in the vicinity of schools.

4 (b) Planning and design activities for the construction of
5 bicycle and pedestrian facilities are eligible only for projects
6 located in communities with a population of 50,000 or less.

7 (c) [-(b)-] A project that will require the acquisition of
8 real property through the exercise of eminent domain or
9 condemnation is not eligible for participation in the TA Set-
10 Aside Program.

11 (d) [-(e)-] Whether proposed as an independent project or as
12 an element of a larger transportation project, the project must
13 be limited to a logical unit of work and be constructible as an
14 independent project.

15

16 §11.405. Allowable Costs.

17 (a) Costs are allowable only if they are necessary
18 expenditures for a construction-related project and
19 ~~[expenditures that]~~ are eligible for reimbursement under
20 applicable statutes and regulations.

21 (b) Costs incurred before the execution of the local
22 agreement or before federal and state approval and authorization
23 to proceed are not eligible for reimbursement.

24 (c) [-(b)-] The costs of preliminary engineering, including
25 environmental studies and documentation ~~[planning]~~, design, and
26 plans, specifications, and estimates, are ~~[not]~~ allowable costs

1 only for projects located in communities with a population of
2 50,000 or less.

3 (d) [~~(e)~~] Eligible pre-construction costs incurred by the
4 department are reimbursable. [~~All other pre-construction costs~~
5 ~~are the responsibility of the project sponsor.~~]

6 (e) All pre-construction costs are the responsibility of
7 the project sponsor except as provided by this section.

8 (f) [~~(d)~~] Expenditures for routine operation and maintenance
9 are not allowable costs unless specifically allowed under the
10 individual federal category for which the project qualifies.

11

12 §11.406. Local Funding Match.

13 (a) Except as provided by this section, the [The] local
14 funding match must be [~~is a~~] cash [~~match or a combination of~~
15 ~~cash and in-kind contribution~~] provided by or through the
16 project sponsor. [~~An in-kind contribution may include only~~
17 ~~actual and documented costs incurred by the project sponsor for~~
18 ~~the development of project plans, specifications, and estimates~~
19 ~~that would otherwise be eligible for reimbursement under~~
20 ~~applicable statutes and regulations.~~]

21 (b) For a community with a population of 50,000 or less,
22 transportation development credits, state funds, or both may be
23 available to apply to all or part of the local funding match if
24 the community:

1 (1) is in an economically disadvantaged county, as
2 defined in the Transportation Code, §222.053(a) or described by
3 Transportation Code, §222.053(a-1); or

4 (2) satisfies economic need criteria specified in the
5 program call materials.

6 ~~[(b) Costs incurred prior to execution of the local~~
7 ~~agreement or prior to federal and state approval and~~
8 ~~authorization to proceed are not eligible for consideration as~~
9 ~~in-kind contributions.]~~

10 (c) Funds from other federal programs may be used as a
11 local funding match only when specifically authorized by federal
12 law ~~[or regulation]~~.

13 (d) Donated services may not be accepted as a local funding
14 match~~[r]~~ but may be used to reduce the overall cost of the
15 project.

16 (e) If a project selected by the commission is implemented
17 by the department, the project sponsor must provide the local
18 funding match prior to the commencement of project activities
19 for each phase of work.

20 (f) Projects selected by the commission will include the
21 department's direct state costs for oversight of preliminary
22 engineering and construction in TA Set-Aside project awards~~[an~~
23 ~~administrative cost for the department's oversight]~~. ~~[The local~~
24 ~~funding match associated with this administrative cost must be~~
25 ~~provided in cash.]~~

26

1 §11.411. Selection of Projects by the Commission.

2 (a) The commission, by written order, will select projects
3 for funding under the TA Set-Aside Program based on:

4 (1) recommendations from the director of the division
5 responsible for administering the TA Set-Aside Program;

6 (2) the potential benefit to the state of the project;
7 and

8 (3) whether the project enhances the surface
9 transportation system.

10 (b) The commission is not bound by project selection
11 recommendations provided by the department.

12 (c) The department will notify the project sponsor of the
13 selection.

14 (d) The commission will award an amount [~~specify a fixed~~
15 ~~amount~~] of TA Set-Aside funds for each project. If program
16 funds remain or are returned to the program due to cost
17 underruns, the responsible division administering the program
18 may apply those funds to project overruns based on:

19 (1) justification of overruns;

20 (2) timing of request;

21 (3) availability of funds;

22 (4) a reasonable expectation of the ability of the
23 project sponsor to complete the project; and

24 (5) if overrun requests exceed available funds, the
25 criteria applicable to the use of state funds under §11.406(b)
26 of this subchapter.

1 ~~[Project costs in excess of this amount are the responsibility~~
2 ~~of the project sponsor.]~~

3 (e) The project sponsor may seek additional funds through
4 the TA Set-Aside Program in subsequent program calls.

5 (f) ~~(e)~~ A project that is not selected must be resubmitted
6 to receive consideration during subsequent program calls.

FY 2021-2022 TASA CALL FOR PROJECTS

IMPORTANT DATES:

Call Opens:

Tuesday, September 1st,
2020

Call Closes:

Friday, October 23rd, 2020
@ 5:00 PM

FUNDING AVAILABLE:

**\$3,084,185 for
Construction
&
\$342,687 for Planning**

**Please mail or hand-
deliver applications to:**

RGVMPO

510 S. Pleasantview Drive
Weslaco, TX 78596

**Please Contact Us Regarding
Questions or Concerns**

Phone: 956-969-5778

E-mail: rzamora@rgvmppo.org



The RGVMPO is opening the FY 2021-2022 Transportation Alternatives Set-Aside Call for Projects. The RGVMPO must have the submitted application “in hand” at the RGVMPO offices by October 23rd at 5:00 PM.

An evaluation by selected BPAC and TAC members will review and score submitted projects. TAC and TPB will approve selected projects on designated meeting dates and MPO staff will prepare for public involvement.

Selected projects will go through a 30-day public involvement period in preparation for the February 2021 STIP Revisions.

For access to TASA application, timeline, scoring criteria, and workshop presentation, please visit our webpage: <https://www.rgvmppo.org/news/displaynews.htm?NewsID=215&TargetID=1>

**RGV
MPO**

RGVMPO

FY 2021-2022 Transportation Alternatives Set-Aside Program (TASA) Timeline

September 2020 - October 2020 - Call for Projects will open on September 1st and applications will be accepted until the deadline of October 23rd at 5:00 PM.

The week of October 26th - An evaluation by BPAC members will **review, and score submitted projects**. (Possibly on Monday October 27th or Tuesday October 28th since TPB is scheduled for Wednesday October 29th) *An email will be sent out to members prior to scheduling a set date.

November 2020 - TAC and TPB will **approve** selected projects on designated meeting dates and MPO staff will prepare for public involvement.

December 2020 – January 2021 - Selected projects will go through a **30-day public involvement** period in preparation for the February 2021 STIP Revisions.

- TAC and TPB will formally approve the February 2021 Revisions, including the 2021-2022 selected TAP projects. (Scheduled January TAC & TPB Meetings)

February 2021 – Selected TAP projects will be part of the amendments submitted to TXDOT for the February 2021 STIP Revisions

VII. BUDGET SUMMARY FY 2020

TABLE 1 – RGVMPPO

UPWP Task	FTA Task	Description	TPF ¹ Funds	FTA Section 5307	Local Funds	Total Funds
1.0	44.21.00 44.22.00 44.23.01 44.23.02	Administration- Management	\$ 647,941.00	\$20,000.00	\$5,000.00	\$ 672,941.00
2.0		Data Development & Maintenance	\$ 158,327.00	\$12,000.00	\$3,000.00	\$ 173,327.00
3.0	44.23.02 44.24.00 44.25.00	Short Range Planning	\$ 150,725.00	\$16,000.00	\$4,000.00	\$ 170,725.00
4.0		Metropolitan Transportation Plan	\$ 307,028.00			\$ 307,028.00
5.0		Special Studies	\$ 607,202.00			\$ 607,202.00
		Total	\$ 1,871,223.00	\$48,000.00	\$12,000.00	\$ 1,931,223.00

¹TRANSPORTATION PLANNING FUNDS

FHWA (PL-112 & FTA 5303) ²	\$ 1,222,412.00
<u>2019 Expected Carryover</u>	<u>\$ 648,811.00</u>
TOTAL TPF	\$ 1,871,223.00
TOTAL 5307	\$ 60,000.00

By minute order, the Texas Transportation Commission authorizes the use of transportation development credits as TxDOT's non-Federal share for FHWA (PL-112) and FTA 5303 funds. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

BUDGET SUMMARY FY 2021

TABLE 2 – RGVMPPO

UPWP Task	FTA Task	Description	TPF ¹ Funds	FTA Section 5307	Local Funds	Total Funds
1.0	44.21.00 44.22.00 44.23.01 44.23.02	Administration- Management	\$880,153.71	\$20,000.00	\$5,000.00	\$905,153.71
2.0		Data Development & Maintenance	\$229,167.98	\$12,000.00	\$3,000.00	\$244,167.98
3.0	44.23.02 44.24.00 44.25.00	Short Range Planning	\$221,565.00	\$16,000.00	\$4,000.00	\$241,565.00
4.0		Metropolitan Transportation Plan	\$534,161.46	\$0	\$0	\$534,161.46
5.0		Special Studies	\$445,071.87	\$0	\$0	\$445,071.87
		Total	\$2,310,120.02	\$48,000.00	\$12,000.00	\$2,370,120.02

¹TRANSPORTATION PLANNING FUNDS

FHWA (PL-112 & FTA 5303)²	\$ 1,560,120.02
FY 2020 Expected Carry-Over	\$ 750,000.00
TOTAL TPF	\$ 2,310,120.02
TOTAL 5307	\$ 60,000.00

²Estimate based on prior year's authorizations

By minute order, the Texas Transportation Commission authorizes the use of transportation development credits as TxDOT's non-Federal share for FHWA (PL-112) and FTA 5303 funds. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

TASK NAME	UPWP TASK	UPWP Budget	FY 2020 Budget	Adjusted Ammount	FY 2020 ADJUSTED BUDGET
MPO Administration	1.1	\$1,069,367.13	\$445,036.00		\$445,036.00
Public Participation Plan	1.2	\$276,628.66	\$121,785.00		\$121,785.00
Training for TAC & TPC	1.3	\$5,468.25	\$2,250.00		\$2,250.00
Computer Purchases	1.4	\$47,100.00	\$23,550.00		\$23,550.00
Staff Development	1.5	\$129,530.67	\$55,320.00		\$55,320.00
Demographic Data	2.1	\$127,163.33	\$51,775.00		\$51,775.00
Title VI Civil Rights Evaluation	2.2	\$102,930.67	\$42,020.00		\$42,020.00
Model Work	2.3	\$78,700.49	\$32,266.00		\$32,266.00
Land Use Map	2.4	\$78,700.49	\$32,266.00		\$32,266.00
Service Coordination	3.1	\$152,946.00	\$62,305.00		\$62,305.00
Planning Assistance	3.2	\$219,344.00	\$88,420.00		\$88,420.00
Project Selection Criteria	4.1	\$24,235.15	\$9,756.00		\$9,756.00
Bike And Pedestrian	4.2	\$396,996.00	\$309,330.00	\$250,000.00	\$59,330.00
Truck Route & Freight Planning	4.3	\$72,700.49	\$29,266.00		\$29,266.00
County Thoroughfare Plan	4.4	\$30,485.15	\$12,881.00		\$12,881.00
Metropolitan Transportation Plan	4.5	\$316,772.67	\$295,795.00	\$100,000.00	\$195,795.00
Regional Transit Plan	5.1	\$504,465.33	\$472,510.00	\$250,000.00	\$222,510.00
Incident Management & Safety Stud	5.2	\$48,465.33	\$19,510.00		\$19,510.00
Congestion Data Collection	5.3	\$379,101.69	\$361,901.00	\$75,000.00	\$286,901.00
Corridor Study	5.4	\$74,285.15	\$59,781.00		\$59,781.00
Traffic Counts	5.5	\$45,956.37	\$18,500.00		\$18,500.00
Totals		\$4,181,343.02	\$2,546,223.00	\$675,000.00	\$1,871,223.00

TASK NAME	UPWP TASK	UPWP Budget	FY 2021 Budget	Adjusted Ammount	FY 2021 ADJUSTED BUDGET
MPO Administration	1.1	\$1,069,367.13	\$624,331.13		\$624,331.13
Public Participation Plan	1.2	\$276,628.66	\$154,843.66		\$154,843.66
Training for TAC & TPC	1.3	\$5,468.25	\$3,218.25		\$3,218.25
Computer Purchases	1.4	\$47,100.00	\$23,550.00		\$23,550.00
Staff Development	1.5	\$129,530.67	\$74,210.67		\$74,210.67
Demographic Data	2.1	\$127,163.33	\$75,388.33		\$75,388.33
Title VI Civil Rights Evaluation	2.2	\$102,930.67	\$60,910.67		\$60,910.67
Model Work	2.3	\$78,700.49	\$46,434.49		\$46,434.49
Land Use Map	2.4	\$78,700.49	\$46,434.49		\$46,434.49
Service Coordination	3.1	\$152,946.00	\$90,641.00		\$90,641.00
Planning Assistance	3.2	\$219,344.00	\$130,924.00		\$130,924.00
Project Selection Criteria	4.1	\$24,235.15	\$14,479.15		\$14,479.15
Bike And Pedestrian	4.2	\$396,996.00	\$87,666.00	\$250,000.00	\$337,666.00
Truck Route & Freight Planning	4.3	\$72,700.49	\$43,434.49		\$43,434.49
County Thoroughfare Plan	4.4	\$30,485.15	\$17,604.15		\$17,604.15
Metropolitan Transportation Plan	4.5	\$316,772.67	\$20,977.67	\$100,000.00	\$120,977.67
Regional Transit Plan	5.1	\$504,465.33	\$31,955.33	\$250,000.00	\$281,955.33
Incident Management & Safety Stud	5.2	\$48,465.33	\$28,955.33		\$28,955.33
Congestion Data Collection	5.3	\$379,101.69	\$17,200.69	\$75,000.00	\$92,200.69
Corridor Study	5.4	\$74,285.15	\$14,504.15		\$14,504.15
Traffic Counts	5.5	\$45,956.37	\$27,456.37		\$27,456.37
Totals		\$4,181,343.02	\$1,635,120.02	\$675,000.00	\$2,310,120.02

CSJ	HWY	Limits From	Limits To	Construction Estimate	Current UTP Authority	Current Estimated Let FY	Proposed UTP Authority	Proposed Estimated Let FY
0342-03-040	SH 107	Louisiana St	Hooks E. Hodges Rd	\$ 4,500,000	Construct	2023	Develop	2025
0039-12-057	BU 77X	Arroyo Colorado Bridge	FM 510	\$ 37,543,328	Construct	2024	Develop	2025
0528-01-112	SH 107	FM 676	FM 681/FM 2993	\$ 15,300,000	Construct	2023	Develop	2025
0528-01-113	SH 107	FM 1924 North	FM 676	\$ 10,812,000	Construct	2023	Develop	2025
2966-01-014	SH 364	FM 2221	FM 676	\$ 5,500,000	Construct	2024	Develop	2025
0864-01-068	FM 494	SH 107	FM 676	\$ 13,942,343	Construct	2024	Develop	2025
1064-01-027	FM 676	SH 107	Taylor Rd	\$ 20,650,814	Construct	2024	Develop	2025
1803-01-094	FM 1925	Wallace Rd	10th St	\$ 23,500,000	Construct	2024	Develop	2025
0220-04-049	US 281	0.5 miles W of FM 1577	FM 1421	\$ 12,000,000	Construct	2024	Develop	2025
2094-01-062	FM 2220	SH 107	FM 676	\$ 17,470,000	Construct	2024	Develop	2025
0255-06-069	US 281	Hidalgo/Brooks County Line	0.315 miles N of SH 186	\$ 194,000,000	Construct	2024	Develop	2025
0255-07-140	US 281	0.273 miles S of SH 186	0.023 miles N of FM 490	\$ 118,700,000	Construct	2023	Develop	2025
0327-04-037	US 77	9.6 miles N of Norias Rd	Norias Rd	\$ 84,600,000	Construct	2024	Develop	2025
0864-01-069	FM 494	FM 676 (MILE 5)	FM 1924 (MILE 3)	\$ 12,560,000	Develop	2022	Plan	2035
0039-17-204	IH 2	IH-2 WEST BOUND FRONTAGE I @ TAYLOR RD.		\$ 400,000				
3468-01-021	FM 3362	BUS 83S	SH 495	\$ 9,170,000				
1427-01-037	FM 1423	MINNESOTA RD.	IH-2	\$ 20,188,000	Develop	2024	Plan	2035
1586-01-075	FM 907	SH 107	NOLANA LOOP	\$ 29,000,000	Develop	2024	Plan	2035
1802-02-014	FM 3461	FM 2061	IH-69C	\$ 13,000,000	Develop	2024	Plan	2035
0669-01-062	FM 681	FM 1925	FM 2221	\$ 10,500,000	Develop	2025	Plan	2035
1427-01-032	FM 1423	SH 107	MINNESOTA RD.	\$ 24,000,000	Develop	2025	Plan	2035
0327-02-055	US 77	KENEDY/KLEBERG C.L.	0.71 MI. N. OF LA PARRA AV	\$ 23,293,000	Develop	2025	Plan	2035
3632-01-001	SL 195	NEW LOCATION, FM 3167	FM 755	\$ 47,126,048				
3632-01-002	SL 195	NEW LOCATION, FM 649	FM 3167	\$ 59,254,913	Develop	2025	Plan	2035
3632-01-003	SL 195	NEW LOCATION, US 83 (@ LOW FM 649		\$ 108,785,110	Develop	2025	Plan	2035
0921-24-012	CS	SH 359_REALIGNMENT, FROM	SH 285	\$ 2,400,000	Develop	2026	Plan	2035
1939-02-036	FM 2061	BUS 83 S	HALL ACRES RD.	\$ 18,970,000	Develop	2026	Plan	2035
1427-01-033	FM 1423	IH-2	BUS 83	\$ 6,000,000	Develop	2027	Plan	2035
3626-02-001	SH 32	FM 3068	FM 3550	\$ 13,302,000	Develop	2040	Plan	2035
11ES								
4U								

Draft 2021 UTP: 4-Year Constuct Authority Target

	D	E	F	G	H
Draft 2021 Category 2 Projected Balances					
MPO	Draft 2021 UTP 4-Year Allocation (FY21-FY24)	Projected Base Adjustment (FY18-FY20)*	Draft 4-Year Target	FY21-FY24 Programming (Authorization)	Projected Available Construct Balance**
(ABL) AbileneMPO	\$ 20,663,831	\$ 11,390,000	\$ 32,053,831	\$ 26,150,000	\$ 5,903,831
(AMA) Amarillo MPO	\$ 35,053,912	\$ 9,922,984	\$ 44,976,896	\$ 93,120,000	\$ (48,143,104)
(ATL) Texarkana MPO	\$ 11,332,011	\$ 5,100,000	\$ 16,432,011	\$ 22,287,200	\$ (5,855,189)
(AUS) CAMPO TMA	\$ 332,842,329	\$ 239,350,578	\$ 572,192,907	\$ 709,047,686	\$ (136,854,779)
(BMT & HOU) HGAC TMA	\$ 913,117,568	\$ (6,403,919)	\$ 906,713,649	\$ 2,194,402,050	\$ (1,287,688,401)
(BMT) JOHRTS MPO	\$ 80,919,548	\$ 16,842,431	\$ 97,761,979	\$ 228,340,000	\$ (130,578,021)
(BRY) Bryan-College Station MPO	\$ 37,288,288	\$ 48,017,006	\$ 85,305,294	\$ 46,000,000	\$ 39,305,294
(CRP) Corpus Christi TMA	\$ 47,261,797	\$ 50,270,000	\$ 97,531,797	\$ 94,000,000	\$ 3,531,797
(DAL, FTW & PAR) NCTCOG TMA	\$ 1,055,933,590	\$ 386,788,914	\$ 1,442,722,504	\$ 2,448,941,831	\$ (1,006,219,327)
(ELP) El Paso TMA	\$ 108,618,478	\$ 76,590,517	\$ 185,208,995	\$ 251,082,472	\$ (65,873,477)
(LBB) Lubbock TMA	\$ 31,390,437	\$ 25,570,000	\$ 56,960,437	\$ 112,178,136	\$ (55,217,699)
(LRD) Laredo TMA	\$ 33,163,326	\$ 31,370,001	\$ 64,533,327	\$ 120,497,414	\$ (55,964,087)
(ODA) Permian Basin MPO	\$ 63,877,395	\$ 41,832,135	\$ 105,709,530	\$ 90,910,000	\$ 14,799,530
(PAR) Sherman-Denison MPO	\$ 28,699,932	\$ 13,543,583	\$ 42,243,515	\$ 23,279,840	\$ 18,963,675
(PHR) Rio Grande Valley TMA	\$ 156,135,957	\$ 91,807,113	\$ 247,943,070	\$ 368,531,458	\$ (120,588,388)
(SAT) AAMPO	\$ 331,232,177	\$ 279,352,791	\$ 610,584,968	\$ 1,179,025,000	\$ (568,440,032)
(SJT) San Angelo MPO	\$ 11,986,831	\$ (178,934)	\$ 11,807,897	\$ 21,660,000	\$ (9,852,103)
(TYL) Longview MPO	\$ 22,702,056	\$ (4,113,210)	\$ 18,588,846	\$ 52,460,000	\$ (33,871,154)
(TYL) Tyler MPO	\$ 45,837,098	\$ 35,100,000	\$ 80,937,098	\$ 122,240,000	\$ (41,302,902)
(WAC) Killeen-Temple TMA	\$ 68,585,914	\$ (6,710,000)	\$ 61,875,914	\$ 134,200,000	\$ (72,324,086)
(WAC) Waco MPO	\$ 64,836,895	\$ (14,677,594)	\$ 50,159,301	\$ 120,000,000	\$ (69,840,699)
(WFS) Wichita Falls MPO	\$ 15,608,361	\$ 1,885,315	\$ 17,493,676	\$ 10,100,640	\$ 7,393,036
(YKM) Victoria MPO	\$ 21,166,950	\$ 10,440,000	\$ 31,606,950	\$ 26,700,000	\$ 4,906,950
Grand Total	\$ 3,538,254,681	\$ 1,343,089,711	\$ 4,881,344,392	\$ 8,495,153,727	\$ (3,613,809,335)

* Projected Base Adjustment is the difference of the annual allocation (FY18 to FY20) compared to the actual lettings and adjustments (FY18 to July 2020) and projected lettings (August 2020).

** Projected Available Balance as of 8/9/2020

Formula Calculations: D + E = F, F - G = H

Draft 2021 UTP: 4-Year Construct Authority Target

	D	E	F	G	H
Draft 2021 Category 4U Projected Balances					
District	Draft 2021 UTP 4-Year Allocation (FY21-FY24)	Projected Base Adjustment (FY18-FY20)*	Draft 4-Year Target	FY21-FY24 Programming (Authorization)	Projected Available Construct Balance**
Abilene	\$ 9,250,751	\$ 3,798,368	\$ 13,049,119	\$ 22,250,000	\$ (9,200,881)
Amarillo	\$ 15,692,879	\$ 250,000	\$ 15,942,879	\$ 37,470,000	\$ (21,527,121)
Atlanta	\$ 5,073,097	\$ 5,460,000	\$ 10,533,097	\$ 19,380,000	\$ (8,846,903)
Austin	\$ 149,006,317	\$ 49,991,133	\$ 198,997,450	\$ 104,400,000	\$ 94,597,450
Beaumont	\$ 36,225,933	\$ 37,250,000	\$ 73,475,933	\$ 133,100,000	\$ (59,624,067)
Brownwood	\$ -	\$ -	\$ -	\$ -	\$ -
Bryan	\$ 16,693,161	\$ 17,570,000	\$ 34,263,161	\$ 45,740,000	\$ (11,476,839)
Childress	\$ -	\$ -	\$ -	\$ -	\$ -
Corpus Christi	\$ 21,158,085	\$ (10,340,596)	\$ 10,817,489	\$ 23,200,000	\$ (12,382,511)
Dallas	\$ 321,448,680	\$ 92,625,811	\$ 414,074,491	\$ 522,651,185	\$ (108,576,694)
El Paso	\$ 48,626,145	\$ (72,101,499)	\$ (23,475,354)	\$ 27,979,725	\$ (51,455,079)
Fort Worth	\$ 151,269,967	\$ 73,106,707	\$ 224,376,674	\$ 452,820,000	\$ (228,443,326)
Houston	\$ 408,783,001	\$ 169,222,855	\$ 578,005,856	\$ 1,288,873,000	\$ (710,867,144)
Laredo	\$ 14,846,504	\$ (15,757,973)	\$ (911,469)	\$ -	\$ (911,469)
Lubbock	\$ 14,052,820	\$ 14,980,000	\$ 29,032,820	\$ 46,680,000	\$ (17,647,180)
Lufkin	\$ -	\$ -	\$ -	\$ 10,300,000	\$ (10,300,000)
Odessa	\$ 28,596,529	\$ (10,320,000)	\$ 18,276,529	\$ 53,550,000	\$ (35,273,471)
Paris	\$ 12,848,339	\$ (23,375,227)	\$ (10,526,888)	\$ 2,660,000	\$ (13,186,888)
Pharr	\$ 69,898,694	\$ (80,626,614)	\$ (10,727,920)	\$ 90,900,000	\$ (101,627,920)
San Angelo	\$ 5,366,245	\$ (10,499,769)	\$ (5,133,524)	\$ 3,600,231	\$ (8,733,755)
San Antonio	\$ 148,285,487	\$ (54,160,000)	\$ 94,125,487	\$ 355,600,000	\$ (261,474,513)
Tyler	\$ 30,683,498	\$ 31,430,000	\$ 62,113,498	\$ 117,630,000	\$ (55,516,502)
Waco	\$ 59,730,508	\$ (38,770,000)	\$ 20,960,508	\$ 16,200,000	\$ 4,760,508
Wichita Falls	\$ 6,987,526	\$ 5,754,442	\$ 12,741,968	\$ 18,763,523	\$ (6,021,555)
Yoakum	\$ 9,475,986	\$ 9,460,000	\$ 18,935,986	\$ 25,000,000	\$ (6,064,014)
Grand Total	\$ 1,584,000,153	\$ 194,947,638	\$ 1,778,947,791	\$ 3,418,747,664	\$ (1,639,799,873)

* Projected Base Adjustment is the difference of the annual allocation (FY18 to FY20) compared to the actual lettings and adjustments (FY18 to July 2020) and projected lettings (August 2020).

** Projected Available Balance as of 8/9/2020

Formula Calculations: D + E = F, F - G = H

Draft 2021 UTP: 4-Year Construct Authority Target

	D	E	F	G	H
Draft 2021 Category 11ES Projected Balances					
District	Draft 2021 UTP 4-Year Allocation (FY21-FY24)	Projected Base Adjustment (FY18-FY20)*	Draft 4-Year Target	FY21-FY24 Programming (Authorization)	Projected Available Construct Balance**
Abilene	\$ 49,273,962	\$ (49,364,546)	\$ (90,584)	\$ 59,159,467	\$ (59,250,051)
Amarillo	\$ 23,396,484	\$ (67,697,393)	\$ (44,300,909)	\$ 5,000,000	\$ (49,300,909)
Atlanta	\$ 12,228,885	\$ (25,760,754)	\$ (13,531,869)	\$ 2,100,000	\$ (15,631,869)
Austin	\$ 8,427,313	\$ 3,346,486	\$ 11,773,799	\$ 13,335,000	\$ (1,561,201)
Beaumont	\$ 13,480,243	\$ (11,102,754)	\$ 2,377,489	\$ -	\$ 2,377,489
Brownwood	\$ 12,960,475	\$ 7,026,098	\$ 19,986,573	\$ 7,500,000	\$ 12,486,573
Bryan	\$ 22,024,965	\$ 5,620,000	\$ 27,644,965	\$ 34,950,000	\$ (7,305,035)
Childress	\$ 8,729,556	\$ (3,187,166)	\$ 5,542,390	\$ 13,500,000	\$ (7,957,610)
Corpus Christi	\$ 47,460,456	\$ (65,323,830)	\$ (17,863,374)	\$ 46,500,000	\$ (64,363,374)
Dallas	\$ 27,036,975	\$ 22,900,000	\$ 49,936,975	\$ 73,279,694	\$ (23,342,719)
El Paso	\$ 24,111,264	\$ (23,372,036)	\$ 739,228	\$ 38,154,554	\$ (37,415,326)
Fort Worth	\$ 23,170,268	\$ 20,880,000	\$ 44,050,268	\$ 44,904,787	\$ (854,519)
Houston	\$ 23,412,945	\$ 21,630,000	\$ 45,042,945	\$ 33,927,000	\$ 11,115,945
Laredo	\$ 52,375,635	\$ (127,813,960)	\$ (75,438,325)	\$ -	\$ (75,438,325)
Lubbock	\$ 37,205,568	\$ (63,635,764)	\$ (26,430,196)	\$ -	\$ (26,430,196)
Lufkin	\$ 9,798,402	\$ (4,298,093)	\$ 5,500,309	\$ 20,065,000	\$ (14,564,691)
Odessa	\$ 226,564,613	\$ (232,735,291)	\$ (6,170,678)	\$ 305,149,615	\$ (311,320,293)
Paris	\$ 17,914,424	\$ 15,770,000	\$ 33,684,424	\$ -	\$ 33,684,424
Pharr	\$ 12,088,263	\$ (26,666,210)	\$ (14,577,947)	\$ -	\$ (14,577,947)
San Angelo	\$ 45,786,545	\$ (48,341,432)	\$ (2,554,887)	\$ 84,240,825	\$ (86,795,712)
San Antonio	\$ 34,384,144	\$ (101,387,078)	\$ (67,002,934)	\$ 3,863,990	\$ (70,866,924)
Tyler	\$ 17,848,910	\$ 15,790,000	\$ 33,638,910	\$ 37,150,000	\$ (3,511,090)
Waco	\$ 11,713,182	\$ (22,471,265)	\$ (10,758,083)	\$ -	\$ (10,758,083)
Wichita Falls	\$ 16,911,477	\$ 9,163,982	\$ 26,075,459	\$ 17,351,025	\$ 8,724,434
Yoakum	\$ 39,778,819	\$ 14,796,461	\$ 54,575,280	\$ 112,636,010	\$ (58,060,730)
Grand Total	\$ 818,083,772	\$ (736,234,545)	\$ 81,849,227	\$ 952,766,967	\$ (870,917,740)

* Projected Base Adjustment is the difference of the annual allocation (FY18 to FY20) compared to the actual lettings and adjustments (FY18 to July 2020) and projected lettings (August 2020).

** Projected Available Balance as of 8/9/2020

Formula Calculations: D + E = F, F - G = H

Advancing Projects through the UTP

Transportation projects are identified years in advance of their actual funding and construction, and the UTP is focused on identifying and managing the volume of projects that are to be advanced from their planning phases through detailed project development to construction. For a project to become reality, it must pass through many developmental steps, including establishing a need or problem, exploring alternatives, studying potential impacts and costs, gathering input from the public and local officials, acquiring right of way, designing structures and roadways, and awarding construction contracts. At any point along this path, TxDOT and its planning partners (MPOs and regional transportation authorities) may alter their decisions to implement projects as a result of changing conditions or expectations, or the project may evolve based on changing community needs, environmental findings, or cost considerations.

Before a mobility or connectivity project reaches construction, it proceeds through TxDOT’s three major stages of project advancement: Plan Authority, Develop Authority, and Construct Authority. In each stage, a project is authorized for specific progressive steps in the development and funding process.

PLAN AUTHORITY (OUTSIDE THE UTP)

Plan Authority is the holding area for proposed future projects. At this stage, a project is likely only a rough concept, and no funds may be expended on the project other than for feasibility studies and certain limited development activities. Many projects in Plan Authority will eventually enter the UTP development pipeline and be authorized for expenditures. Other proposed projects may be reconsidered or eliminated based on changing priorities.

DEVELOP AUTHORITY (UTP YEARS 5-10)

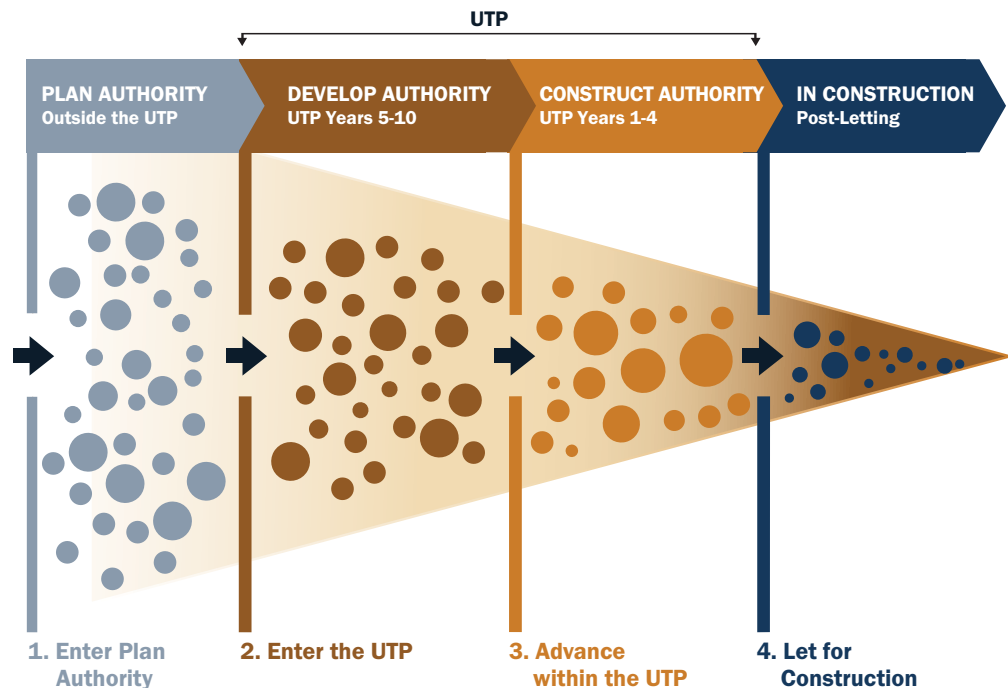
Projects in Develop Authority are authorized to begin preliminary design, environmental review, cost estimates, and other early development activities. To advance into Develop Authority, a project must rank highly among other potential projects at the regional level, and the project’s estimated construction cost must fit within the 10-year planning constraints. With the authorization of the UTP, TxDOT districts determine when projects are ready to move into Develop Authority.

CONSTRUCT AUTHORITY (UTP YEARS 1-4)

Projects in Construct Authority can proceed to the final stages of development in preparation for construction. This includes completed plans, specifications, and estimates (PS&E); right of way acquisition; utility relocation; railroad adjustments; and other local agreements. To advance to Construct Authority, a project must be on track to let for construction in UTP years 1-4 based on its development progress. The project must also be fully funded for the amount of the estimated construction cost. TxDOT districts determine when projects are ready to move into Construct Authority.

Projects that will be ready for construction within the first two years of the UTP are listed in TxDOT’s two-year Letting Schedule. Let Authority is considered a subset of Construct Authority.

FIGURE 7
A Project's Path through the UTP



RESOLUTION 2020-15

RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION SUPPORT FOR PROPOSED MISSION/MADERO-REYNOSA INTERNATIONAL BRIDGE

Resolution of Support from Rio Grande Valley Metropolitan Planning Organization, support for the Proposed Mission/Madero-Reynosa International Bridge

WHEREAS, the City of Mission has long recognized the importance of constructing an international railroad bridge crossing to Mexico within Hidalgo County, in order to supplement the lack of such crossings between the City of Brownsville and City of Laredo.

WHEREAS, the bridge is a proposed crossing of the Rio Grande River connecting the City of Mission with Reynosa, Mexico and when completed will be a 1.5-mile crossing and the longest bridge in the Rio Grande Valley.

WHEREAS, the City of Mission has developed a plan of action to continue the development of this essential bridge crossing in order to improve mobility within the Rio Grande Valley and supporting the movement of goods through the region to improve efficiency of goods and services;

NOW, THEREFORE, BE IT RESOLVED, that *the Rio Grande Valley MPO (RGVMPO)*, recognizes the need and supports the regional importance for the Proposed Mission/Madero-Reynosa International Bridge project.

Dated this 30th day of **September, 2020**

The Honorable Ambrosio “Amos” Hernandez
Mayor of the City of Pharr,
Chairman of the RGVMPO Policy Committee

Pedro R. Alvarez, P.E.
Pharr District
District Engineer

Andrew A. Canon
Executive Director
Rio Grande Valley MPO



Ruth R. Hughs
SECRETARY OF STATE
State of Texas

September 9, 2020

98:023068 A98009FM

Mr. Andrew Canon
Executive Director
Rio Grande Valley MPO
510 S. Pleasantview Drive
Weslaco, TX 78596

Dear Mr. Canon:

In my capacity as Texas' Border Commerce Coordinator and chair of the Border Trade Advisory Committee (BTAC), I write to you today to congratulate you on your recent re-appointment to the Border Trade Advisory Committee. Thank you for your continued commitment to serve Texas in this important role representing stakeholders along the 1,254 miles of the Texas-Mexico border.

Your participation and experience will be vital to meet all the needs and challenges of developing a successful border transportation master plan. Our work in the committee will be of great benefit to border communities and will help Texas maintain a healthy and effective trade and cross-border commerce relationship with Mexico.

I look forward to continuing to serve with you as we work to meet the goals set for the Border Trade Advisory Committee.

Respectfully,

A handwritten signature in blue ink, appearing to read "R. Hughs".

Ruth R. Hughs
Texas Secretary of State

RIO GRANDE VALLEY MPO FY 2020-2021 UPWP

TASK NAME	UPWP TASK	UPWP Budget	FY 2020 Budget	FY 2020 ADJUSTED BUDGET	October	November	December	January	February	March	April	May	June	July	August	September	FY 2020 TOTAL	FY 2020 BALANCE
					2019	2019	2019	2020	2020	2020	2020	2020	2020	2020	2020	2020	2020	2020
MPO Administration	1.1	\$1,069,367.13	\$445,036.00	\$445,036.00	\$30,067.26	\$31,275.87	\$35,531.58	\$20,796.97	\$36,156.59	\$31,601.77	\$39,516.84	\$42,539.57	\$51,913.28	\$36,465.71			\$355,865.44	\$89,170.56
Public Participation Plan	1.2	\$276,628.66	\$121,785.00	\$121,785.00	\$8,727.57	\$4,584.03	\$2,853.38	\$2,739.26	\$1,647.87	\$1,419.60	\$3,548.95	\$1,419.58	\$2,129.30	\$1,863.49			\$30,933.03	\$90,851.97
Training for TAC & TPC	1.3	\$5,468.25	\$2,250.00	\$2,250.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$25.83	\$0.00	\$0.00	\$0.00	\$0.00			\$25.83	\$2,224.17
Computer Purchases	1.4	\$47,100.00	\$23,550.00	\$23,550.00	\$155.00	\$2,982.79	\$3,722.50	\$0.00	\$3,037.50	\$9,100.00	\$0.00	\$0.00	\$558.90	\$310.00			\$19,866.69	\$3,683.31
Staff Development	1.5	\$129,530.67	\$55,320.00	\$55,320.00	\$635.87	\$3,308.54	\$5,415.28	\$5,328.88	\$6,382.72	\$6,473.91	\$0.00	\$0.00	\$2,144.39	\$221.91			\$29,911.50	\$25,408.50
Demographic Data	2.1	\$127,163.33	\$51,775.00	\$51,775.00	\$1,477.82	\$0.00	\$4,710.58	\$2,037.54	\$4,115.22	\$5,876.20	\$6,992.15	\$6,569.75	\$7,140.49	\$3,964.34			\$42,884.09	\$8,890.91
Title VI Civil Rights Evaluation	2.2	\$102,930.67	\$42,020.00	\$42,020.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,226.32			\$3,226.32	\$38,793.68
Model Work	2.3	\$78,700.49	\$32,266.00	\$32,266.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			\$12,266.09	\$19,999.91
Land Use Map	2.4	\$78,700.49	\$32,266.00	\$32,266.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			\$0.00	\$32,266.00
Service Coordination	3.1	\$152,946.00	\$62,305.00	\$62,305.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$6,130.00			\$6,130.00	\$56,175.00
Planning Assistance	3.2	\$219,344.00	\$88,420.00	\$88,420.00	\$2,380.65	\$6,188.84	\$17,447.18	\$10,709.66	\$11,652.69	\$12,499.31	\$5,203.05	\$5,348.16	\$7,514.80	\$6,764.89			\$85,709.23	\$2,710.77
Project Selection Criteria	4.1	\$24,235.15	\$9,756.00	\$9,756.00	\$293.66	\$0.00	\$0.00	\$0.00	\$0.01	\$0.00	\$1,531.19	\$177.54	\$0.00	\$0.00			\$2,002.40	\$7,753.60
Bike And Pedestrian	4.2	\$396,996.00	\$309,330.00	\$59,330.00	\$880.95	\$1,101.19	\$862.58	\$0.00	\$819.21	\$1,926.93	\$1,680.69	\$2,827.39	\$523.29	\$21,806.80			\$32,429.03	\$26,900.97
Truck Route & Freight Planning	4.3	\$72,700.49	\$29,266.00	\$29,266.00	\$0.00	\$0.00	\$293.63	\$0.00	\$426.29	\$0.00	\$296.54	\$0.00	\$0.00	\$259.46			\$1,275.92	\$27,990.08
County Thoroughfare Plan	4.4	\$30,485.15	\$12,881.00	\$12,881.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,452.01	\$1,096.94	\$0.00	\$0.00	\$0.00			\$3,548.95	\$9,332.05
Metropolitan Transportation Plan	4.5	\$316,772.67	\$295,795.00	\$195,795.00	\$5,857.10	\$6,786.13	\$11,320.21	\$13,100.59	\$26,530.26	\$9,806.98	\$35,243.25	\$8,408.00	\$120,563.64	\$92,423.18			\$145,192.98	\$50,602.02
Regional Transit Plan	5.1	\$504,465.33	\$472,510.00	\$222,510.00	\$880.95	\$587.30	\$0.00	\$287.91	\$157.01	\$0.00	\$0.00	\$0.00	\$0.00	\$168,093.94			\$170,007.11	\$52,502.89
Incident Management & Safety Study	5.2	\$48,465.33	\$19,510.00	\$19,510.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			\$0.00	\$19,510.00
Congestion Data Collection	5.3	\$379,101.69	\$361,901.00	\$286,901.00	\$0.00	\$0.00	\$1,463.09	\$12,004.39	\$39,175.11	\$0.00	\$65,511.63	\$0.00	\$34,804.27	\$1,935.84			\$154,894.33	\$132,006.67
Corridor Study	5.4	\$74,285.15	\$59,781.00	\$59,781.00	\$0.00	\$2,124.37	\$0.00	\$0.00	\$0.11	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			\$2,124.48	\$57,656.52
Traffic Counts	5.5	\$45,956.37	\$18,500.00	\$18,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			\$0.00	\$18,500.00
Totals		\$4,181,343.02	\$2,546,223.00	\$1,871,223.00	\$51,356.83	\$58,939.06	\$83,620.01	\$67,005.20	\$130,100.59	\$81,182.54	\$160,621.23	\$67,289.99	\$227,292.36	\$170,885.61			\$1,098,293.42	\$772,929.58

TASK NAME	UPWP TASK	UPWP Budget	FY 2021 Budget	FY 2021 ADJUSTED BUDGET	October	November	December	January	February	March	April	May	June	July	August	September	FY 2021 TOTAL	FY 2021 BALANCE
					2020	2020	2020	2021	2021	2021	2021	2021	2021	2021	2021	2021	2021	2021
MPO Administration	1.1	\$1,069,367.13	\$624,331.13	\$624,331.13														\$624,331.13
Public Participation Plan	1.2	\$276,628.66	\$154,843.66	\$154,843.66														\$154,843.66
Training for TAC & TPC	1.3	\$5,468.25	\$3,218.25	\$3,218.25														\$3,218.25
Computer Purchases	1.4	\$47,100.00	\$23,550.00	\$23,550.00														\$23,550.00
Staff Development	1.5	\$129,530.67	\$74,210.67	\$74,210.67														\$74,210.67
Demographic Data	2.1	\$127,163.33	\$75,388.33	\$75,388.33														\$75,388.33
Title VI Civil Rights Evaluation	2.2	\$102,930.67	\$60,910.67	\$60,910.67														\$60,910.67
Model Work	2.3	\$78,700.49	\$46,434.49	\$46,434.49														\$46,434.49
Land Use Map	2.4	\$78,700.49	\$46,434.49	\$46,434.49														\$46,434.49
Service Coordination	3.1	\$152,946.00	\$90,641.00	\$90,641.00														\$90,641.00
Planning Assistance	3.2	\$219,344.00	\$130,924.00	\$130,924.00														\$130,924.00
Project Selection Criteria	4.1	\$24,235.15	\$14,479.15	\$14,479.15														\$14,479.15
Bike And Pedestrian	4.2	\$396,996.00	\$87,666.00	\$337,666.00														\$337,666.00
Truck Route & Freight Planning	4.3	\$72,700.49	\$43,434.49	\$43,434.49														\$43,434.49
County Thoroughfare Plan	4.4	\$30,485.15	\$17,604.15	\$17,604.15														\$17,604.15
Metropolitan Transportation Plan	4.5	\$316,772.67	\$20,977.67	\$120,977.67														\$120,977.67
Regional Transit Plan	5.1	\$504,465.33	\$31,955.33	\$281,955.33														\$281,955.33
Incident Management & Safety Study	5.2	\$48,465.33	\$28,955.33	\$28,955.33														\$28,955.33
Congestion Data Collection	5.3	\$379,101.69	\$17,200.69	\$92,200.69														\$92,200.69
Corridor Study	5.4	\$74,285.15	\$14,504.15	\$14,504.15														\$14,504.15
Traffic Counts	5.5	\$45,956.37	\$27,456.37	\$27,456.37														\$27,456.37
Totals		\$4,181,343.02	\$1,635,120.02	\$2,310,120.02														\$2,310,120.02

FY 2020 Task	FY 2020 upwp	Adjusted Total Spent	% of adjust. Budget spent	Amount we should've spent	Difference	FY 2021 Task	FY 2021 upwp	Adjusted Total Spent	% of adjust. Budget spent	Amount we should've spent	Difference
1	\$647,941.00	\$436,602.49	67.38%	\$539,951	\$103,348	1	\$880,153.71	\$0.00	0.00%	\$0	\$0
2	\$158,327.00	\$58,376.50	36.87%	\$131,939	\$73,563	2	\$229,167.98	\$0.00	0.00%	\$0	\$0
3	\$150,725.00	\$91,839.23	60.93%	\$125,604	\$33,765	3	\$221,565.00	\$0.00	0.00%	\$0	\$0
4	\$307,028.00	\$184,449.28	60.08%	\$255,857	\$71,407	4	\$534,161.46	\$0.00	0.00%	\$0	\$0
5	\$607,202.00	\$327,025.92	53.86%	\$506,002	\$178,976	5	\$445,071.87	\$0.00	0.00%	\$0	\$0
Totals	\$1,871,223.00	\$1,098,293.42	58.69%	\$1,559,352.50	\$461,059.08	Totals	\$2,310,120.02	\$0.00	0.00%	\$0.00	\$0.00

FY 2020 Task	FY 2020 UPWP	Adjusted Total Spent	% of adjust. Budget spent	Amount we should've spent	Difference
1	\$1,528,094.71	\$436,602.49	28.57%	\$636,706	\$200,104
2	\$387,494.98	\$58,376.50	15.07%	\$161,456	\$103,080
3	\$372,290.00	\$91,839.23	24.67%	\$155,121	\$63,282
4	\$841,189.46	\$184,449.28	21.93%	\$350,496	\$166,046
5	\$1,052,273.87	\$327,025.92	31.08%	\$438,447	\$111,422
Totals	\$4,181,343.02	\$1,098,293.42	26.27%	\$1,742,226.26	\$643,932.84

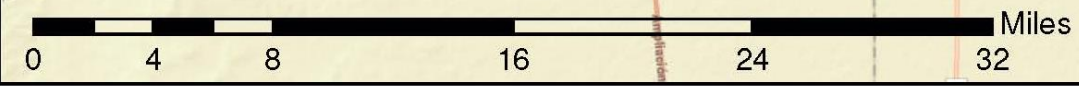
PROJECT STATUS REPORT CAMERON & HIDALGO COUNTY

CONSTRUCTION PROJECTS		
NUM	CSJ	HWY
1	0039-08-100	IH-69E
3	0220-05-075	SH48
4	0220-03-031	US 281 (MILITARY)
5	0039-20-008	SPUR 54
6	1801-02-017	FM 1847
7	0331-04-069	SH 100
8	0684-03-022	FM 1732
9	1140-02-038	FM 802
10	0039-07-256	IH-69E
11	0039-17-180	IH-2 & BICENTENNIAL
12	2094-01-038	FM 2220
13	1586-01-076	FM 907
14	0255-09-094	US 281 (MILITARY)
15	0039-02-040	US 83 RELIEF ROUTE
16	0863-01-047	FM 493
17	0039-02-070	US 83
18	0433-01-030	SH 186
19	0342-01-074	SH 107
23	0039-02-063	US 83 RELIEF ROUTE
25	0342-02-054	SH 107
26	0039-17-198	FM 2061
29	1804-01-078	SS 115

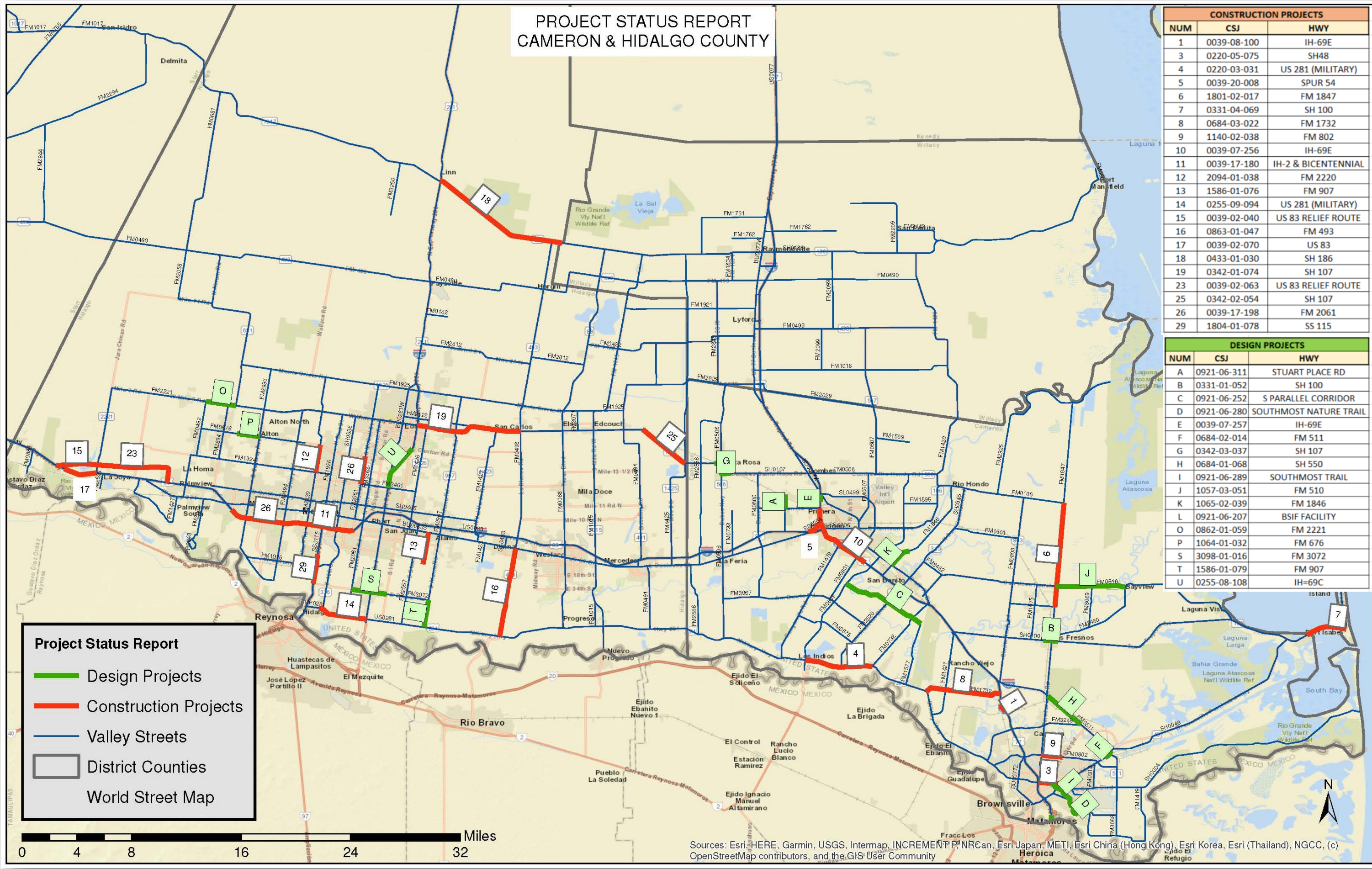
DESIGN PROJECTS		
NUM	CSJ	HWY
A	0921-06-311	STUART PLACE RD
B	0331-01-052	SH 100
C	0921-06-252	S PARALLEL CORRIDOR
D	0921-06-280	SOUTHMOST NATURE TRAIL
E	0039-07-257	IH-69E
F	0684-02-014	FM 511
G	0342-03-037	SH 107
H	0684-01-068	SH 550
I	0921-06-289	SOUTHMOST TRAIL
J	1057-03-051	FM 510
K	1065-02-039	FM 1846
L	0921-06-207	BSIF FACILITY
O	0862-01-059	FM 2221
P	1064-01-032	FM 676
S	3098-01-016	FM 3072
T	1586-01-079	FM 907
U	0255-08-108	IH=69C

Project Status Report

- Design Projects
- Construction Projects
- Valley Streets
- District Counties
- World Street Map



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





MEMO

September 23, 2020

To: Rio Grande Valley M.P.O.

From: Andres Espinoza, P.E. / Rene Garza, P.E.
San Benito Area Engineer / Pharr Area Engineer

Subject: Project Status (Cameron County & Hidalgo County)

CAMERON COUNTY CONSTRUCTION

1. I-69E (0039-08-100) – NB/SB Frontage Overpasses & NB Pedestrian Overpass
Est. Cost: \$10,500,000 Contractor: Foremost Paving, Inc.
97.50 % Complete Estimated Completion Date: September 2020
2. Traffic Signal Installation (0220-05-070, etc.) – Various Locations throughout the city of Brownsville
Installation and optimization of traffic signals
Est. Cost: \$1,800,000 Contractor: The Levy Company, Inc.
90.21 % Complete Estimated Completion Date: October 2020
3. SH 48 (0220-05-075) - IH-69E to SH 4 (Four Corners)
Construction of raised median
Est. Cost: \$3,400,000 Contractor: Texas Cordia Construction, LLC
31.42 % Complete Estimated Completion Date: April 2021
4. US 281 (0220-03-031) - FM 509 to FM 732
Reconstruction and widening of existing roadway
Est. Cost: \$9,818,478 Contractor: Foremost Paving, Inc.
77.38 % Complete Estimated Completion Date: November 2020
5. SS 54 (0039-20-008) – Chester Park Rd. to N. T Street
Construction and widening of a non-freeway facility
Est. Cost: \$7,086,824 Contractor: Texas Cordia Construction, LLC
85.84 % Complete Estimated Completion Date: November 2020
6. FM 1847 (1801-02-017) – FM 106 to FM 2893
Rehabilitation of existing roadway along FM 1847
Est. Cost: \$19,989,898 Contractor: Foremost Paving Inc.
31.03 % Complete Estimated Completion Date: March 2022

OUR GOALS

MAINTAIN A SAFE SYSTEM ▪ ADDRESS CONGESTION ▪ CONNECT TEXAS COMMUNITIES ▪ BEST IN CLASS STATE AGENCY

An Equal Opportunity Employer

- 7 PR 100 (0331-04-069) – Queen Isabella Causeway
Bridge Widening or Rehabilitation
Est. Cost: \$9,934,198 Contractor: Southern Road & Bridge, LLC
0.00 % Complete Estimated Completion Date: TBA

- 8 FM 1732 (0684-03-022) – U.S. 281 to IH-69E
Rehabilitation of a Non-Freeway Facility.
Est. Cost: \$6,603,453.60 Contractor: Foremost Paving, Inc.
0.00 % Complete Estimated Completion Date: TBA

- 9 FM 802 (1140-02-038) – FM 1847 to Old Port Isabel Rd.
Construction of Raised Concrete Medians, Roadway Widening & Overlay
Est. Cost: \$6,262,978.18 Contractor: Texas Cordia Construction, LLC
0.00% Complete Estimated Completion Date: TBA

- 10 IH-69E (0039-07-256, etc.) – Whalen Rd. to FM 2994
Construct Concrete Sidewalks, Ramps, Curbs, Signage & Striping
Estimated Cost: \$1,135,328 Contractor: Earthwork Enterprise
0.00% Complete Estimated Completion Date: TBA

HIDALGO COUNTY CONSTRUCTION

- 11. IH 2 & Bicentennial Blvd (0039-17-180) – FM 2220 to McColl Rd
Interchange Improvements
Est. Cost: \$46,372,657 Contractor: Anderson Columbia Co., Inc
93.00 % Complete Estimated Completion Date: February 2021

- 12. FM 2220 (2094-01-038) - Mile 5 (Auburn Ave) to FM 1924 (Mile 3)
Reconstruct to 6 lane divided urban roadway
Est. Cost: \$12,883,878 Contractor: IOC Company LLC
95.00 % Complete Estimated Completion Date: May 2021

- 13. FM 907 (1586-01-076) – Bus 83 to Rancho Blanco Road
Rehabilitation of existing roadway
Est. Cost: \$6,912,455 Contractor: Texas Cordia Const, Inc
78.00 % Complete Estimated Completion Date: April 2021

- 14. UP 281(0255-09-094) – SP 600 to SH 336
Rehabilitate roadway to concrete pavement
Est. Cost: \$24,246,430 Contractor: IOC Company LLC
96.00 % Complete Estimated Completion Date: October 2020

- 15. US 83 Relief Route (0039-02-040) – FM 2221 to 0.85 Miles East of FM 886
New Location Expressway Facility
Est. Cost: \$97,457,423.00 Contractor: Anderson Columbia Co., Inc.
45.00 % Complete Estimated Completion Date: April 2022

16. FM 493 (0863-01-047) - BUS 83 to US 281 (Military Rd.)
Reconstruction and widening of a non-freeway facility
Est. Cost: \$12,108,924 Contractor: Foremost Paving, Inc.
69.00% Complete Estimated Completion Date: August 2021
17. US 83 (0039-02-070) - 2.164 Miles W of FM 2221 to FM 2221
Rehabilitation of Existing Travel Lanes
Est. Cost: \$7,824,996 Contractor: Foremost Paving, Inc
27.00% Complete Estimated Completion Date: February 2021
18. SH 186 (0433-01-030) - US 281 to Hidalgo/Willacy County Line
Rehabilitate roadway and add passing lanes
Est. Cost: \$12,318,939 Contractor: ASAGO, LLC.
65.00 % Complete Estimated Completion Date: March 2021
19. SH 107 (0342-01-074) - IH 69C to FM 493
Widen to 6 lane divided urban roadway
Est. Cost: \$21,387,479 Contractor: Foremost Paving, Inc
0.00 % Complete Estimated Completion Date: September 2022
20. Border Safety Inspection Facility (BSIF) (0921-02-173) - US Customs to US 281
Construction of Border Safety Inspection Facility (BSIF)
Est. Cost: \$20,172,428 Contractor: Anderson Columbia Co., Inc.
61.00 % Complete Estimated Completion Date: December 2021
21. Traffic Signal Installation (0039-02-068, etc) – 15 locations district wide
Installation of traffic signals
Est. Cost: \$6,096,123 Contractor: Austin Traffic Signal
85.00 % Complete Estimated Completion Date: January 2021
22. Traffic Signal Installation (0698-03-095, etc) – 24 locations district wide
Installation of traffic signals
Est. Cost: \$1,620,585 Contractor: Austin Traffic Signal
55.00 % Complete Estimated Completion Date: May 2021
23. US 83 Relief Route Phase II (0039-02-063, etc) – FM 2221 to 0.28 Mi W of Showers Road
Construct new location expressway facility
Est. Cost: \$95,994,023 Contractor: Pulice Construction, Inc.
27.00% Complete Estimated Completion Date: August 2023
24. Preventative Maintenance Project – Overlays – CSJ: 0865-01-112, etc.
Six locations throughout Hidalgo County
Estimated Cost: \$9,895,598 Contractor: Foremost Paving
31.00% Complete Estimated Completion Date: February 2021
25. SH 107 (0342-02-054) – West Levee to FM 1425
Widen to 6 lane divided urban roadway
Est. Cost: \$10,978,593 Contractor: Foremost Paving, Inc
25.00 % Complete Estimated Completion Date: December 2021

26. Preventative Maintenance Project - Overlays – CSJ:0039-17-198,etc
2 locations(IH 2 from FM 2220 to Los Ebanos overpass; FM 2061 from Trenton to FM 3461)
Estimated Cost: 6,469,160 Contractor: Anderson Columbia Co., Inc
20.00% Complete Estimated Completion Date: February 2021
27. SH 107 (0342-01-099,etc) – On SH 107 @ Donna Drain
Bridge Maintenance involving pile encasement, riprap, and undermining repairs
Est. Cost: \$325,600 Contractor: Valley Infrastructure Inc.
0.00 % Complete (Pending Pre-Con) Estimated Completion Date: January 2021
28. Traffic Signal Installation (0039-04-129, etc.) – 13 locations district wide
Installation of traffic signals
Est. Cost: \$2,216,223 Contractor: Austin Traffic Signal
0.00% Complete (Pending Pre-Con) Estimated Completion Date: October 2021
29. SS 115 (1804-01-078) – Lucille Rd. to FM 3072
Landscape Improvements
Est. Cost: \$338,037 Contractor: Lucania Construction LLC
0.00 % Complete (Pending Pre-Con) Estimated Completion Date: May 2021
30. Preventive Maintenance Project – Seal Coats – CSJ: 1227-04-022,etc.
Eighteen locations throughout Hidalgo, Cameron and Willacy Counties
Estimated Cost: \$5,380,487 Contractor: Brennan Paving Co, LTD
0.00 % Complete (Pending Pre-Con) Estimated Completion Date: August 2021
31. Preventive Maintenance Project – Seal Coasts – CSJ: 1227-01-027,etc.
Twelve locations throughout Cameron, Jim Hogg and Zapata Counties
Estimated Cost: \$5,725,979 Contractor: Brennan Paving Co, LTD
0.00% Complete (Pending Pre-Con) Estimated Completion Date: August 2021

CAMERON COUNTY DESIGN

- A. Stuart Place Road – sidewalks - CSJ: 0921-06-311
Construction of new 5 to 6 ft. sidewalks
Limits: .18 miles North of Primera Rd. to FM 2994/Wilson Rd.
Estimated Cost: \$525,392
Tentative Letting Date: October 2021
- B. SH 100 – 0331-01-052
Rehabilitation of existing roadway from Mesquite St. to Retama St.
Estimated Cost: \$2,771,154
Tentative Letting Date: November 2020
- C. South Parallel Corridor – CSJ: 0921-06-252
New Roadway Construction
Limits: FM 509 to FM 1577
Estimated Cost: \$ 7,622,215
Tentative Letting Date: April 2021

- D. Southmost Nature Trail – CSJ: 0921-06-280
Construction of a 10' wide concrete trail in Brownsville (From Manzano St. to La Posada St.)
Estimated Cost: \$356,251
Tentative Letting Date: September 2021
- E. IH-69E –0039-07-257
North Bound & South Bound Ramp Reversal
Limits: Industrial Blvd. to Loop 499 (Primera Rd.)
Estimated Cost: \$2,758,554
Tentative Letting Date: August 2022
- F. FM 511 Bridge Replacement – CSJ: 0684-02-014
Construction of New Bridge and Approaches
Limits: .4 miles south of SH 4 to over the drain ditch
Estimated Cost: \$750,000
Tentative Letting Date: June 2021
- G. SH 107 – CSJ:0342-03-037
Reconstruction of SH 107 to 4 lanes
Limits: from Louisiana St. to Hooks E. Hodges St.
Estimated Cost: \$10,185,301
Tentative Letting Date: August 2022
- H. SH 550 4 Lane Toll Facility – CSJ: 0684-01-068
Construction of a 4 lane Toll Facility
Limits: .23 miles south of FM 1847 TO 1.13 miles South of Union Pacific Rail Road overpass at FM 3248
Estimated Cost: \$16,773,147
Tentative Letting Date: September 2021
- I. Southmost Trail – CSJ: 0921-06-289
Construction of a 10' concrete rail
Limits: FM 1847 to La Posada Avenue
Estimated Cost: \$6,968,000
Tentative Letting Date: October 2023
- J. FM 510 – CSJ: 1057-03-051
Rehabilitation of Existing Roadway
Limits: FM 1847 to FM 2480
Estimated Cost: \$5,310,624
Tentative Letting Date: September 2022
- K. FM 1846 – CSJ: 1065-02-039
Rehabilitation of Existing Roadway
Limits: San Jose Ranch to BUS 77
Estimated Cost: \$1,864,509
Tentative Letting Date: November 2021

- L. BSIF Facility – CSJ: 0921-06-207
Vicinity of GSA Facility in Brownsville/Los Tomates International Bridge
Estimated Cost: \$6,696,804
Tentative Letting Date: September 2022

HIDALGO COUNTY DESIGN

- M. Preventative Maintenance Project – Overlays – CSJ: 0698-03-099,etc.
Five locations throughout Hidalgo County
Estimated Cost: \$4,250,653
Tentative Letting Date: November 2020
- N. Preventative Maintenance Project – Overlays – CSJ: 1427-01-040,etc.
Seven locations throughout Hidalgo, Cameron and Willacy Counties
Estimated Cost: \$7,595,243
Tentative Letting Date: February 2021
- O. FM 2221 – CSJ:0862-01-059
Rehabilitation of Existing Roadway
Limits: FM 492 to FM 681
Estimated Cost: \$1,485,481
Tentative Letting Date: March 2021
- P. FM 676 – CSJ:1064-01-032
Widen to four lane divided
Limits: SH 364 to SH 107
Estimated Cost: \$15,000,000
Tentative Letting Date: September 2021
- Q. Preventative Maintenance Project – Seal Coats – CSJ: 1801-01-051,etc
Fourteen locations throughout Hidalgo, Cameron, Brooks, and Starr Counties
Estimated Cost: \$3,711,763
Tentative Letting Date: September 2021
- R. Preventative Maintenance Project – Overlays – CSJ: 0528-01-121,etc.
Four locations throughout Hidalgo and Cameron Counties
Estimated Cost: \$5,460,652
Tentative Letting Date: September 2021
- S. FM 3072 – CSJ:3098-01-016
Rehabilitation of existing roadway
Limits: FM 2061 to Veterans Road
Estimated Cost: \$3,600,000
Tentative Letting Date: October 2021

- T. FM 907 – CSJ:1586-01-079
Rehabilitation of existing road
Limits: FM 3072 to US 281
Estimated Cost: \$3,775,825
Tentative Letting Date: December 2021

- U Preventative Maintenance Project – Overlays – CSJ: 0255-08-108,etc.
2 locations(IH69C from Nolana to Canton;IH69E from FM 1018 to SP112 in Willacy Co)
Estimated Cost: \$8,657,096
Tentative Letting Date: April 2022

- V. Bridge Replacement Project – CSJ: 0921-02-445,etc
2 locations –Nittler Road(W) - 1.25 Mile W of FM 88
Nittler Road(E) – 0.2 Mile W of FM 88
Estimated Cost: \$1,200,000
Tentative Letting Date: August 2022

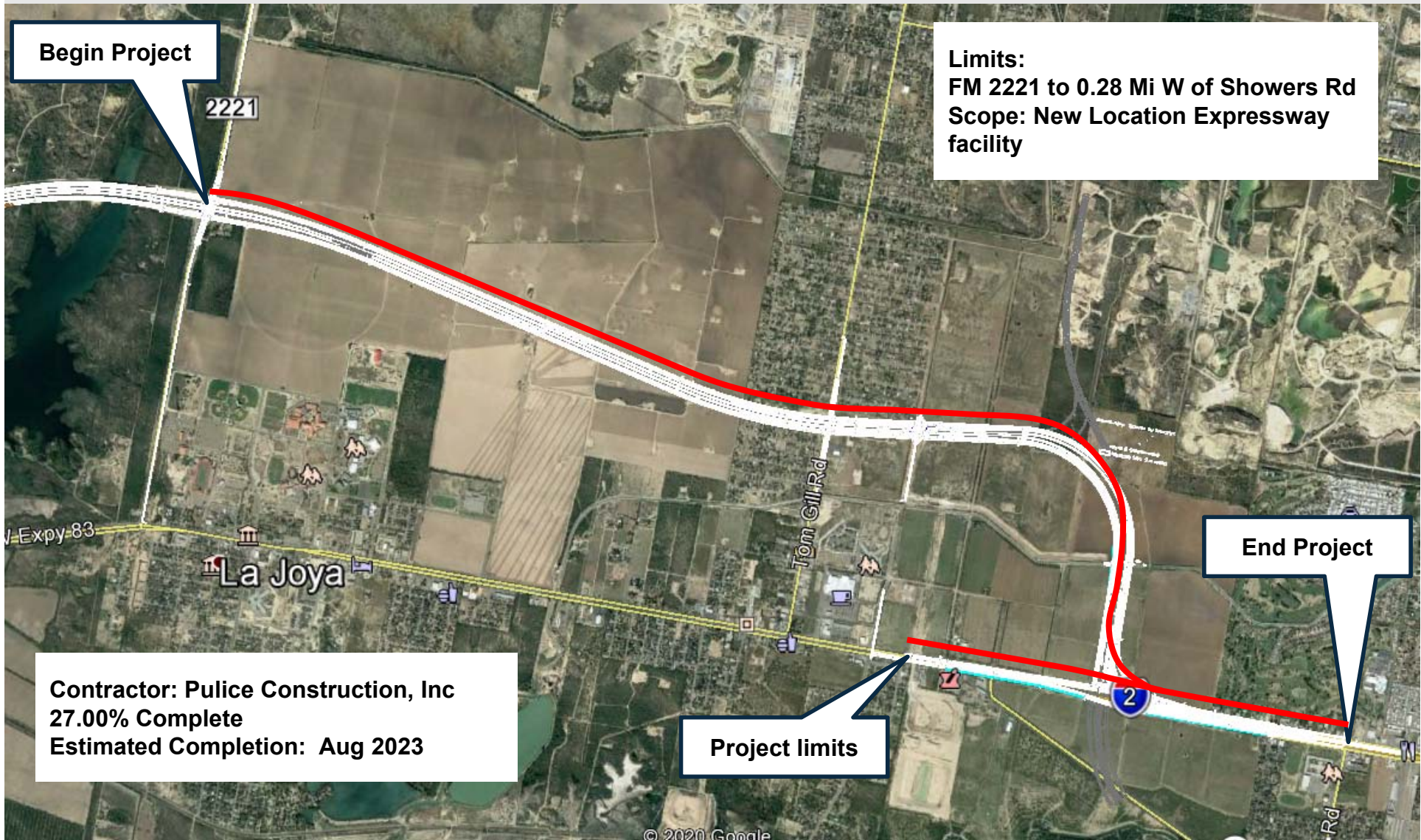


RGV MPO CONSTRUCTION UPDATE

SEPTEMBER 2020



US 83 Relief Route Phase II



US 83 Relief Route Phase II



US 83 Relief Route Phase II



US 83 Relief Route Phase II



US 83 Relief Route Phase II



US 83 Relief Route Phase II



US 83 Relief Route Phase II



US 83



Limits:
2.164 Miles West of FM 2221 to
FM 2221
Scope: Rehabilitation of Existing
Travel lanes



US 83



US 83



US 83



SPUR 54



Limits:
Chester Park Rd. to N. T Street

Scope: Construction and Upgrade of a
Non-Freeway Road

SPUR 54: 0039-20-008

End Project

Begin Project

Contractor: Texas Cordia Construction,
LLC.
81% Complete
Estimated Completion: November 2020

SPUR 54



SPUR 54



I-69E Pedestrian Bridge

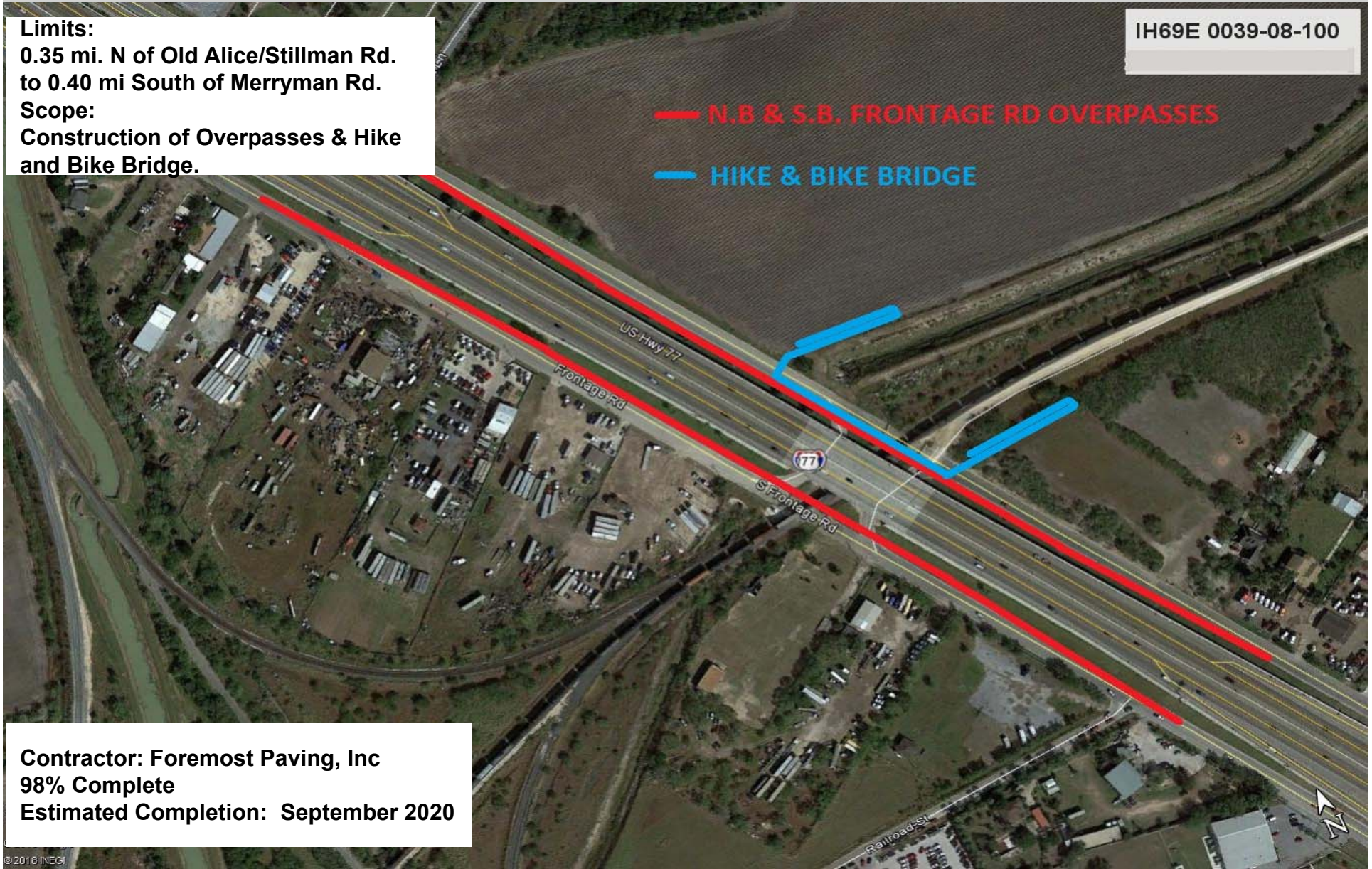


IH69E 0039-08-100

Limits:
0.35 mi. N of Old Alice/Stillman Rd.
to 0.40 mi South of Merryman Rd.
Scope:
Construction of Overpasses & Hike
and Bike Bridge.

— N.B & S.B. FRONTAGE RD OVERPASSES

— HIKE & BIKE BRIDGE



Contractor: Foremost Paving, Inc
98% Complete
Estimated Completion: September 2020

© 2018 INEGI

I-69E Pedestrian Bridge



BEFORE CONSTRUCTION



BEFORE Construction

AFTER Construction



I-69E Pedestrian Bridge



**BEFORE
Construction**

**AFTER
Construction**



I-69E Pedestrian Bridge



**BEFORE
Construction**

**AFTER
Construction**





Rene Garza, P.E.
Area Engineer
Pharr Area Office
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956-702-6250



Andres A. Espinoza, P.E.
Area Engineer
San Benito Area Office
Andres.Espinoza@txdot.gov
956-399-5102

CCRMA
Project Status Presentation
RGVMPO Policy Board Meeting

September 30, 2020

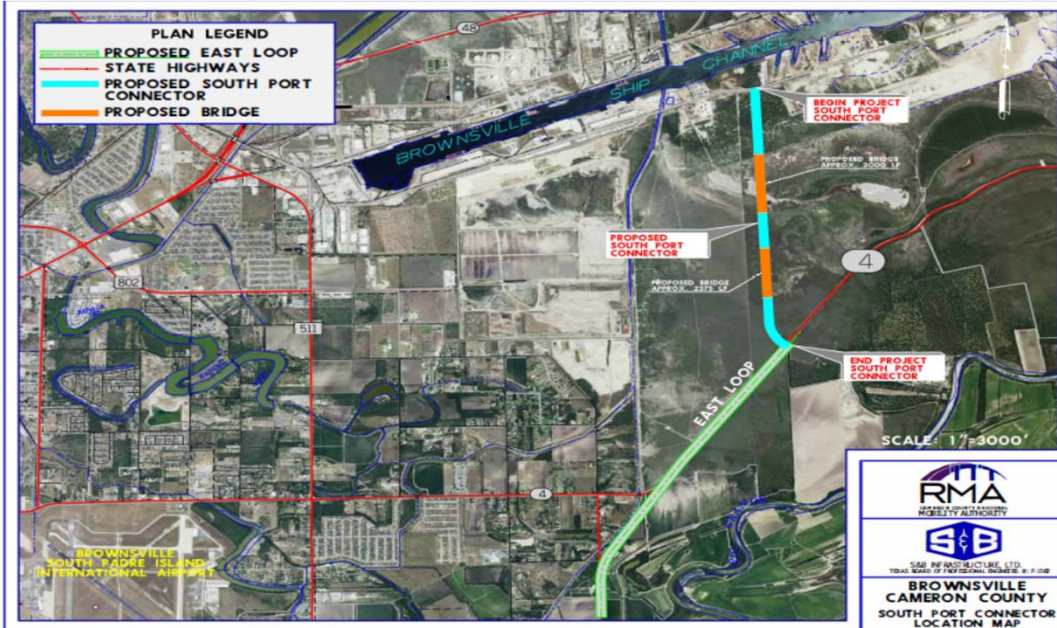


IMPROVING MORE THAN JUST ROADS



South Port Connector

CSJ: 0921-06-288



Recent Activity:

- Construction Began 08.10.20

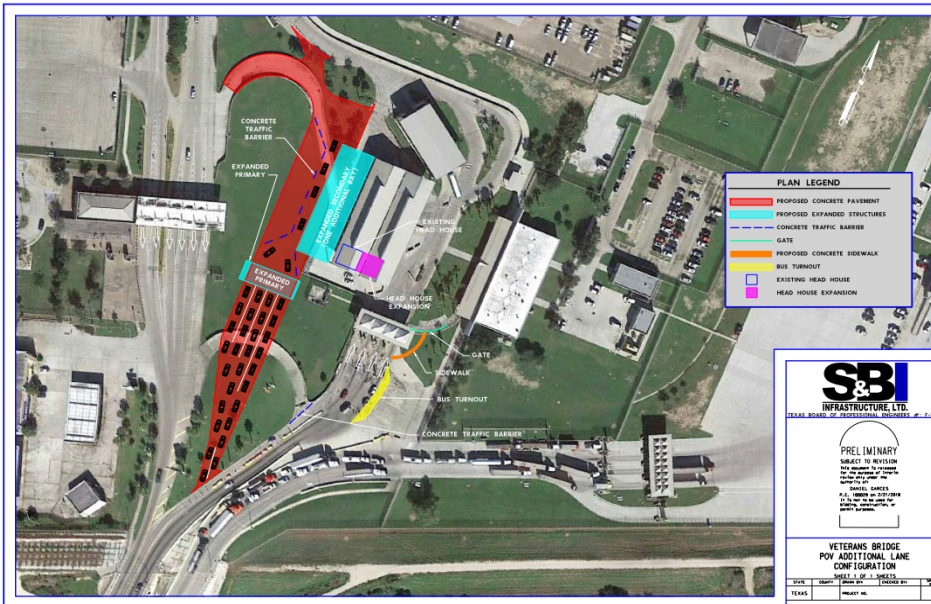
- 1 Environmental ✓
- 2 Preliminary Engineering ✓
- 3 ROW & Utilities: ✓
- 4 Design ✓
- 5 Funding ✓

Under Construction



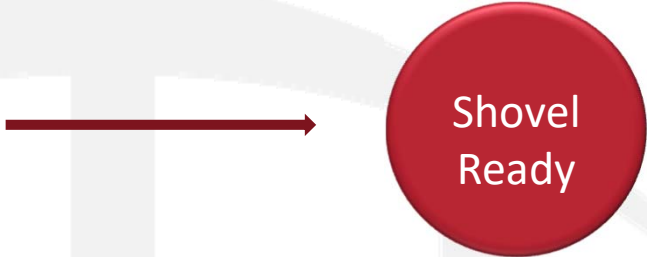
Veterans POV Expansion

CSJ: 0921-06-313



- Recent Activity:**
- CBP/GSA Approval Received – Pending Final DAA
 - Pending – TxDOT Final Approval for Project Letting / Approval of 100% PS&E

- 1 Environmental ✓
- 2 Preliminary Engineering ✓
- 3 ROW & Utilities: ✓
- 4 Design ✓
- 5 Funding ✓





SH 550 GAP 2 Project

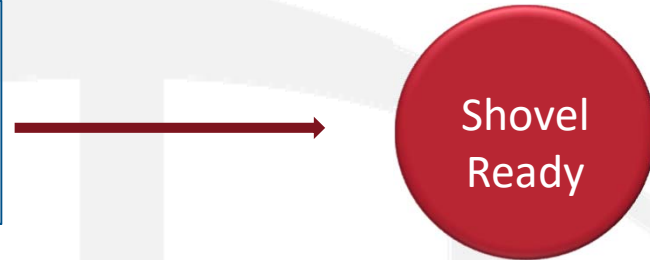
CSJ: 0684-01-068



- 1 Environmental ✓
- 2 Preliminary Engineering ✓
- 3 ROW & Utilities: ✓
- 4 Design - Update in Progress
- 5 Funding ✓

Recent Activity:

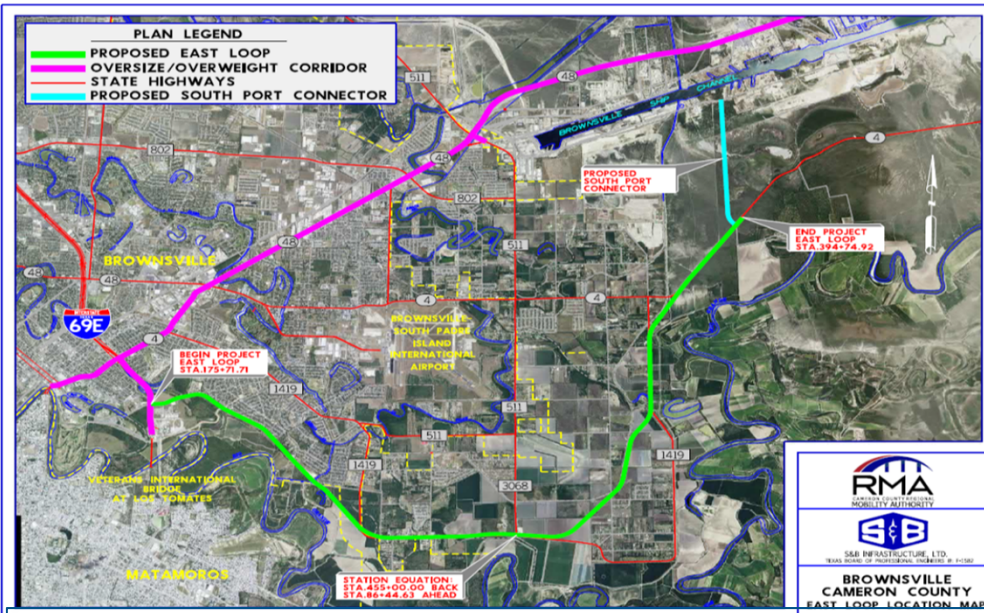
- ROW in Place / Utilities Adjusted
- Environmental Re Evaluation Underway
- PS&E Update In Progress
- Anticipated Ready to Let in FY 2021
- TxDOT Commission Approved 2.5 Miles of Interstate Designation - March 2020





East Loop

CSJ: 0921-06-315



Recent Activity:

- USFWS Land Swap Agreement in Final Stage of Approval
- Environmental Documents are 80% complete
- USFWS and IBWC Addressing 90% schematic comments
- Funded for Construction in approved 2021 UTP

1	Environmental	- 80% complete
2	Preliminary Engineering	✓
3	ROW & Utilities:	- In Process
4	Design	- Under Design
5	Funding	- Partially Funded



Old Alice Rd CSJ: 0921-06-290



1	Environmental	- 85% Complete
2	Preliminary Engineering	✓
3	ROW & Utilities:	✓
4	Design	- Pending
5	Funding	✓

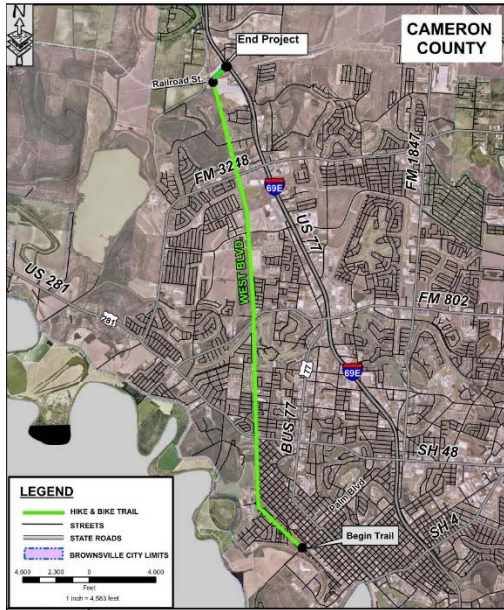
Recent Activity:

- Preliminary Engineering Underway with 100% Local Funds
- Submitted 90% Schematics to TxDOT on May 22, 2020, DCC on March 13, 2020
- ROW is in Place
- Virtual Public Meeting Held August 11, 2020
- Currently fully funded in FY 2028, Pending Construction AFA from TxDOT
- Anticipated Ready to Let in FY 2021



West Rail Trail

CSJ: 0921-06-293



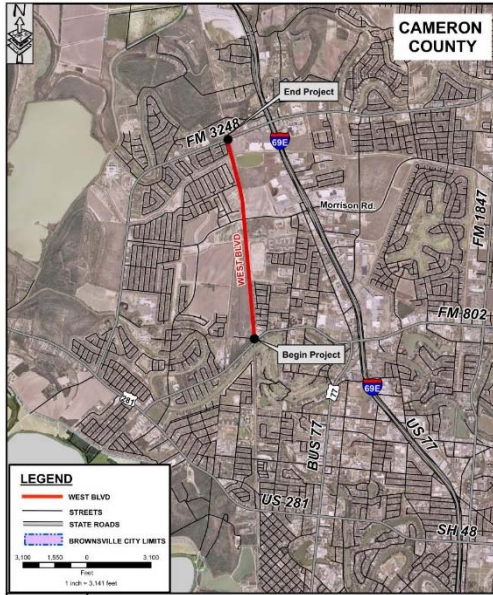
Recent Activity:

- Preliminary Engineering is being completed with 100% Local Funds
- Trail Construction Funding - \$2.16M in FY 2025 of the MTP
- Schematic at 90% and Environmental Documents at 60%.
- Existing ROW
- PS&E Underway

1	Environmental	- Underway
2	Preliminary Engineering	- Underway
3	ROW & Utilities:	- Existing ROW
4	Design	- In Process
5	Funding	✓



West Blvd – Roadway CSJ:



- 1 **Environmental** - Underway
- 2 **Preliminary Engineering** - Underway
- 3 **ROW & Utilities:** - Existing ROW
- 4 **Design** - Pending
- 5 **Funding** ✓

Recent Activity:

- Preliminary Engineering is being completed with 100% Local Funds
- Functional Classification under review by FHWA
- Roadway Construction Funding - FY 2022 of the TIP / MTP
- Environmental Documents Under Development In-House (CCRMA)
- Existing ROW



Whipple Road CSJ: 0921-06-292



1	Environmental	- Underway
2	Preliminary Engineering	- Underway
3	ROW & Utilities:	✓
4	Design	- Pending
5	Funding	✓

Recent Activity:

- Construction Funds in UTP
- Consultant selected and environmental and schematic are under development
- DCC held on September 14, 2020



Dana Rd. CSJ: TBD



- 1 **Environmental** - Pending
- 2 **Preliminary Engineering** - Pending
- 3 **ROW & Utilities:** - Pending
- 4 **Design** - Pending
- 5 **Funding** ✓

Recent Activity:

- 2.4 Mile Project is fully funded for construction in FY 2030 at RGVMPO (\$10.56M)
- Project is a prime candidate for acceleration of construction into the early UTP years.
- Coordination underway for inclusion in the TxDOT 2021-2030 UTP
- Cameron County and Brownsville have Executed Interlocal agreements with CCRMA for funding of PE Phase
- PE Phase is Under Procurement



FM 509 CSJ: 0921-06-254



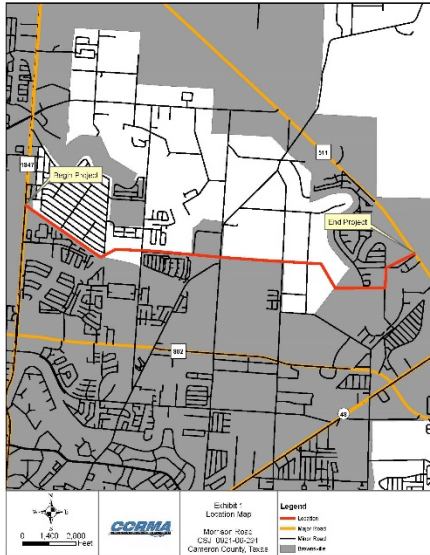
Recent Activity:

- TxDOT is developing On-System Minute Order
- TxDOT has funded the project fully in the DRAFT 2021 UTP
- Consultant negotiations for Preliminary Engineering Underway

1	Environmental	- Underway
2	Preliminary Engineering	- Underway
3	ROW & Utilities:	- Pending
4	Design	- Pending
5	Funding	✓



Morrison Road CSJ: 0921-06-291



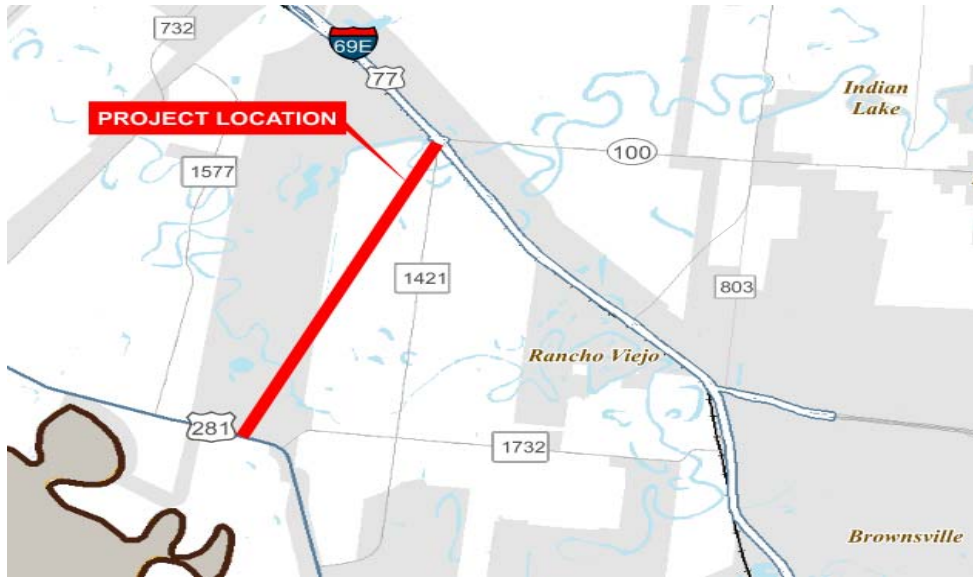
- 1 **Environmental** - Underway
- 2 **Preliminary Engineering** - Underway
- 3 **ROW & Utilities:** - Pending
- 4 **Design** - Pending
- 5 **Funding** ✓

Recent Activity:

- AFA Amendment #1 Fully Executed November 2019
- Construction Funding in Planning Documents - MTP
- Consultant selected and environmental and schematic are under development
- Preliminary Coordination with City and Drainage / District Underway



US 281 Connector



- 1 **Environmental** - CCRMA Lead
- 2 **Preliminary Engineering** - CCRMA Lead
- 3 **ROW & Utilities:** - CCRMA Lead
- 4 **Design** - CCRMA Lead
- 5 **Funding** - CCRMA Lead

Recent Activity:

- CCRMA is engaged with TxDOT and its consultants to develop potential alignment alternatives through the NEPA process
- This project would serve as a connection from US 281 (Military Highway) to I69E, SH 100, and SH 550/I 169.
- Study will include direct connectors



Currently being updated to reflect additional \$540 Million included in 2021 TxDOT UTP

U.S. 77 – I69E Plan

Fully Funded by TxDOT - 2021 UTP



PROJECT #	TxDOT CSJ	DESCRIPTION	CONSTRUCTION COST (INTERIM)
1	0074-06-241	IH 37 from REDBIRD LN. (OVERPASS) to Nueces River. Widen Freeway By Constructing Additional 2 Travel Lanes Nb & 1 Additional Travel Lane sb	\$ 60,000,000
2	0102-02-101	South of County Road 28 (Control Break) to North of FM 2826	\$ 13,000,000
3	0102-03-083	County Road 16 to South of County Road 28 Driscoll Relief Route	\$ 86,158,273
4	0102-03-082	FM 3354 to County Road 16	\$ 23,240,669
5	0102-04-099	County Road 2130 to FM 1356 in Kingsville	\$ 45,000,000
6	0102-04-097	County Road 2130 to 1.5 miles north of SH 285	\$ 95,000,000
7	0327-09-002	1.5 miles north of SH 285 to Kenedy/Kleberg County Line Riviera Relief Route	\$ 120,000,000
8	0327-02-056	8 miles South of La Parra Ave. to Kenedy/Kleberg County Line Riviera Relief Route	\$ 20,500,000
9	0327-03-048	9.6 miles North of Norias Rd. to 8 Miles South of La Parra Ave.	\$ 22,225,000
10	0327-04-037	9.6 MILES NORTH OF NORIAS RD TO NORIAS RD.	\$ 47,792,728
11	0327-05-041	NORIAS RD TO 1.34 MI N OF WILLACY/KENEDY C.L.	\$ 76,159,272
12	0327-05-042	Willacy/Kenedy County Line to 1.34 miles North of Willacy/Kenedy County Line	\$ 7,192,983
13	0327-10-062	0.93 miles South of Willacy/Kenedy County line to Willacy/Kenedy County Line	\$ 8,216,284
14	0327-10-057	BUS 77 to 0.93 miles South of Willacy/Kenedy County Line	\$ 22,671,108
15	0327-10-063	SPUR 413 to Cameron/Willacy County Line	\$ 4,380,000
16	0039-07-049	Industrial Blvd to LP499 - NB & SB RAMPS REVERSAL	\$ 2,758,554.00
Subtotals			\$ 654,294,871



HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

BOARD OF DIRECTORS MEETING FOR SEPTEMBER 2020

HCRMA Board of Directors

S. David Deanda, Jr., Chairman

Forrest Runnels, Vice-Chairman

Ricardo Perez, Secretary/Treasurer

Francisco “Frank” Pardo, Director

Paul S. Moxley, Director

Alonzo Cantu, Director

Ezequiel Reyna, Jr., Director

HCRMA Administrative Staff

Pilar Rodriguez, PE, Executive Director

Eric Davila, PE, PMP, CCM, Chief Dev. Eng.

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.

***Report on HCRMA Program Management Activity
Chief Development Engineer – Eric Davila, PE, PMP, CCM***

▶ OVERVIEW

- ❑ 365 TOLL Project Overview
- ❑ IBTC Project Overview
- ❑ Overweight Permit Summary
- ❑ Construction Economics Update

MISSION STATEMENT:

“To provide our customers with a rapid and reliable alternative for the safe and efficient movement of people, goods and services”



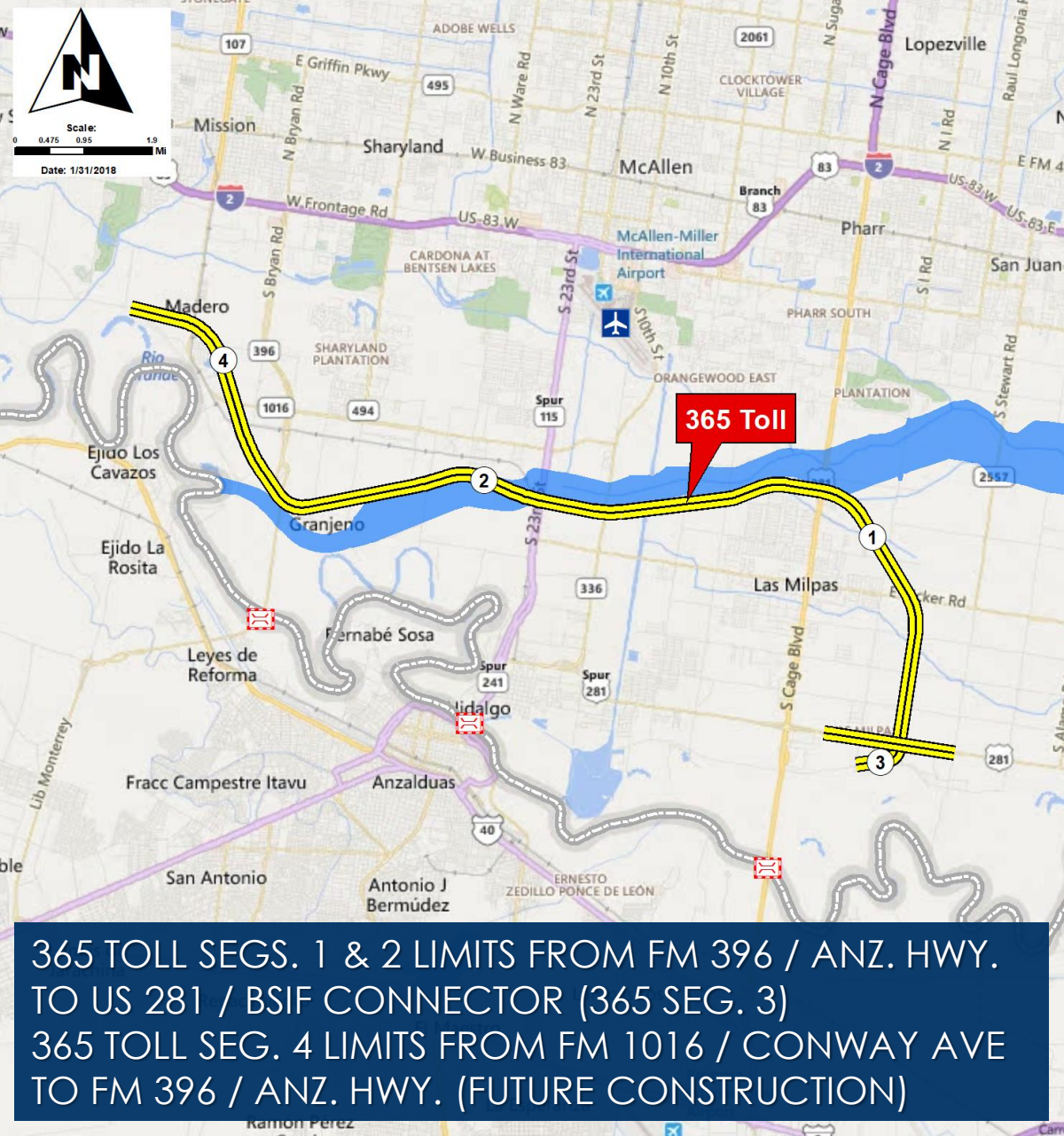
SYSTEM WIDE

► Post 2021 UTP APPROVAL

- ❑ Approval of 2021 UTP (Aug 2020)
 - 365 Toll: gap-funded construction – project needs 2nd FAA to move forward with letting after the TIP is approved by FHWA (earliest is end of Dec 2020).
 - IBTC: the \$15.5M listed under Cat 12 / TBD needs revised PDA and direction from TxDOT as to whether approved funding can be used for advanced planning (e.g. design, ROW, and/or utility) work.
- ❑ What's in the RGVMPO (Local Plan)
 - 365 Toll Project (TIP / MTP) thru construction
 - IBTC Project (TIP / MTP) thru design (pending funding commitments for construction)

PDA – Project Development Agreement
FAA – Financial Assistance Agreement
TIP – Transportation Improvement Program (Short range)
MTP – Metropolitan Transportation Plan (Long Range)





365 TOLL SEGS. 1 & 2 LIMITS FROM FM 396 / ANZ. HWY. TO US 281 / BSIF CONNECTOR (365 SEG. 3)
 365 TOLL SEG. 4 LIMITS FROM FM 1016 / CONWAY AVE TO FM 396 / ANZ. HWY. (FUTURE CONSTRUCTION)



MAJOR MILESTONES:

NEPA CLEARANCE
 07/03/2015

98% ROW AS OF
 09/30/2018

PH 1: 365 SEG. 3 –
 LET: 08/2015
 STARTED: 02/2016

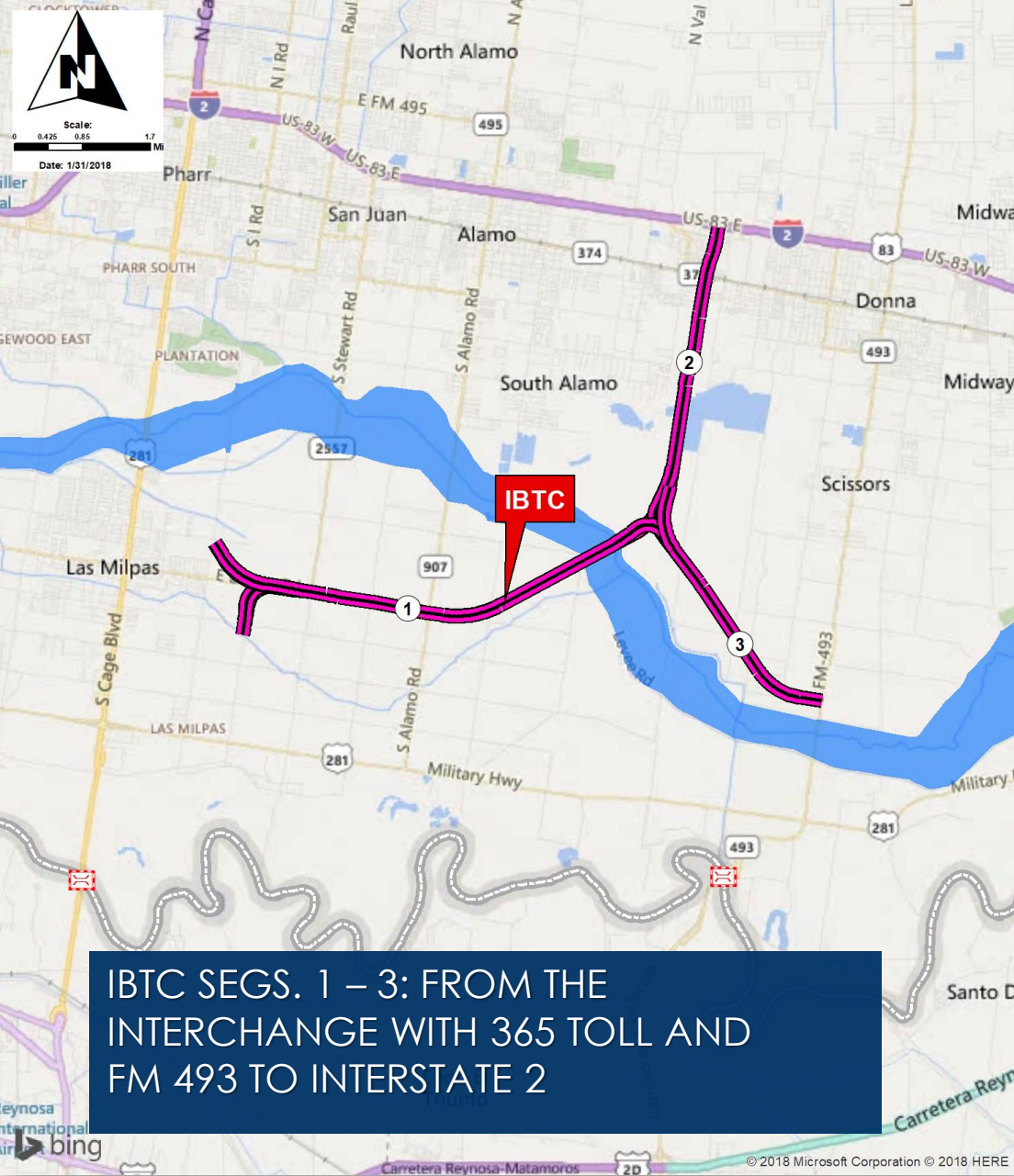
PH 2: 365 TOLL
SEGS. 1 & 2 –
 RE-LET: TBD
 START: TBD



365 TOLL

► SCHEDULE:

- ❑ ~~04/2020-05/2020~~, Submit RGVMPOTIP Revisions based on draft 2021 UTP Funding Tables that are up for potential adoption by the Texas Transportation Commission (TTC) in 08/2020,
- ❑ ~~08/2020~~, Obtain addl. funding commitments via adoption of 2021 UTP,
- ❑ ~~08/2020~~, HCRMA to provide NTP on Investment Grade T&R Study with a 5-month completion period ending 04/2021,
- ❑ **09/2020 - 10/2020**, TTC to read then adopt a new Minute Order (M.O.) for a new FAA to incorporate the gap funding into the project,
- ❑ **11/2020**, Revise RGVMPOTIP listing for 365 Toll showing the approved funding source(s) for approval by FHWA 01/2021,
- ❑ **12/2020**, HCRMA to submit Utility Mitigation Plan for approval by TxDOT ahead of Federal Project Authorization and Agreement (FPAA) Modification request,
- ❑ **01/2021-02/2021**, TxDOT to process the FPAA Modification for the gap funding on 365 Tollway,
- ❑ **03/2021**, TxDOT to provide “release to advertise” notice to HCRMA,
- ❑ **03/2021 - 04/2021**, HCRMA to advertise the 365 Toll (60 days) & hold prebid last week in that period,
- ❑ **05/2021**, Open Bids by 1st week & by 2nd week conditionally award contract,
- ❑ **07/2021**, Receive TxDOT / FHWA concurrence with award of contract,
- ❑ **07/2021-08/2021**, HCRMA meets with rating agencies, prices bonds, and conducts toll revenue bond sale,
- ❑ **08/2021**, Purchase remaining 5% or ROW and finalize remaining utility relocation agreements,
- ❑ **09/2021**, Commence 42-month construction, and
- ❑ **03/2025**, Open to traffic.



IBTC SEGS. 1 – 3: FROM THE INTERCHANGE WITH 365 TOLL AND FM 493 TO INTERSTATE 2



MAJOR MILESTONES:

OBTAINED EA ENV CLASSIF.: 11/2017

EST. NEPA CLEARANCE: LATE 2020

EST. LETTING: 06/2021

EST. OPEN: 03/2025

▶ IBTC SCHEDULE

International Bridge Trade Corridor (IBTC) (CSJ: 0921-02-142)

(From the Interchange with 365 Toll and FM 493 to Interstate 2)

Project Milestones	2020												2021												2022											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Environmental (Ongoing)	█	█	█	█	█	█	█	█	█	█	█	█																								
Surveys (65%)										█	█	█	█	█	█	█	█	█	█	█	█	█	█	█												
ROW Title Research / Appraisals										█	█	█	█	█	█	█	█	█	█	█	█	█	█													
ROW Acquisition (5% Adv. Acq.)													█	█	█	█	█	█	█	█	█	█	█													
Plans, Specs., & Estimates (50%)													█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	
Utility Coord / Relocation													█	█	█	█	█	█	█	█	█	█	█													
Constr. Contract Letting Phase																								█	█	█	█	█	█	█	█	█	█	█	█	
Constr. Award / Commence																																				

CONSTRUCTION FROM 10/2021 TO 03/2025



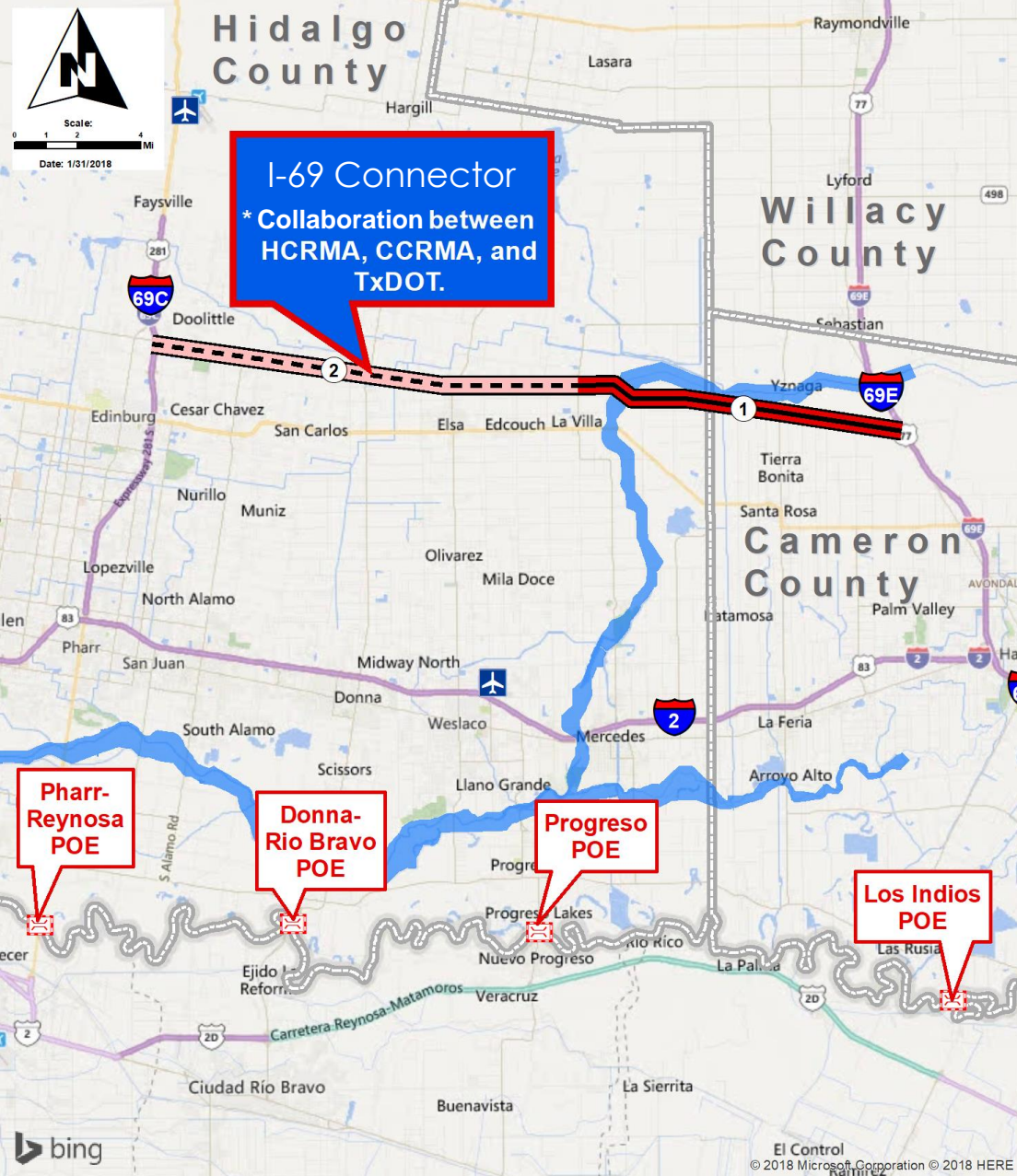
▶ ADVANCE PLANNING

- ❑ Env.: Classification Letter and Scoping Toolkit Submitted Aug 2017
- ❑ Held IBTC Environmental Kick off with TxDOT PHR / ENV April 6, 2018.
- ❑ VRF UTP Matching Funds request processed at the HCMPO—pending adoption by TxDOT at State Level.
- ❑ All env. fieldwork complete: Waters of the US and Archeological trenching—Internal ROE efforts were instrumental to accelerating this work.
- ❑ Meeting held with EPA/TCEQ/TxDOT to discuss Donna Reservoir site for the Hazmat portion of the NEPA Document Oct 2018.
- ❑ Public Meeting took place at Donna High School March 29, 2019.
- ❑ All major milestone reports submitted and undergoing reviews: Project Description, Hazmat, Historic Resources, Public Meeting Summary Report, Waters of the US, and Archaeological Resources.
- ❑ Pending review / approval from TxDOT on: Noise Report, Archaeological Mitigation Plan, and CIC Report – so that final document can be submitted.

▶ OTHER:

- ❑ Surveys (65% complete) – anticipate new survey pool procurement once TxDOT approves new federalized procurement procedures by end of Fall 2019.
- ❑ ROW Acquisition (5% complete)
- ❑ Utility Relo. (SUE 100%, coordination initiated, Overall 20%)
- ❑ Design (PS&E, 50% complete): On Hold





I-69 Connector

(COLLABORATION W/ TXDOT, CCRMA, AND HCRMA)

DESCRIPTION:

- ▶ PROJECT LENGTH ~27 MILES
- ▶ FROM I-69C IN HIDALGO COUNTY TO I-69-E IN CAMERON COUNTY
- ▶ KEY PARALLEL CORRIDOR TO I-2 WITH IMPORTANCE TO MOBILITY PROJECTS BY TXDOT, CCRMA AND HCRMA
- ▶ TXDOT COMMITTED SUPPLEMENTAL DEVELOPMENT AUTHORITY FUNDS FOR THE ENTIRE 27 MILE CORRIDOR AS AN EXPRESSWAY FACILITY.
- ▶ TXDOT HAS COMMITTED TO FUNDING THE DEVELOPMENT OF THE SCHEMATIC DESIGN AND ENVIRONMENTAL DOCUMENTS.
- ▶ FEASIBILITY STUDIES KICKED OFF WITH A STAKEHOLDER MEETING OCT 2019.
- ▶ PUBLIC MEETING ON FEASIBILITY STUDIES HELD DECEMBER 2019.

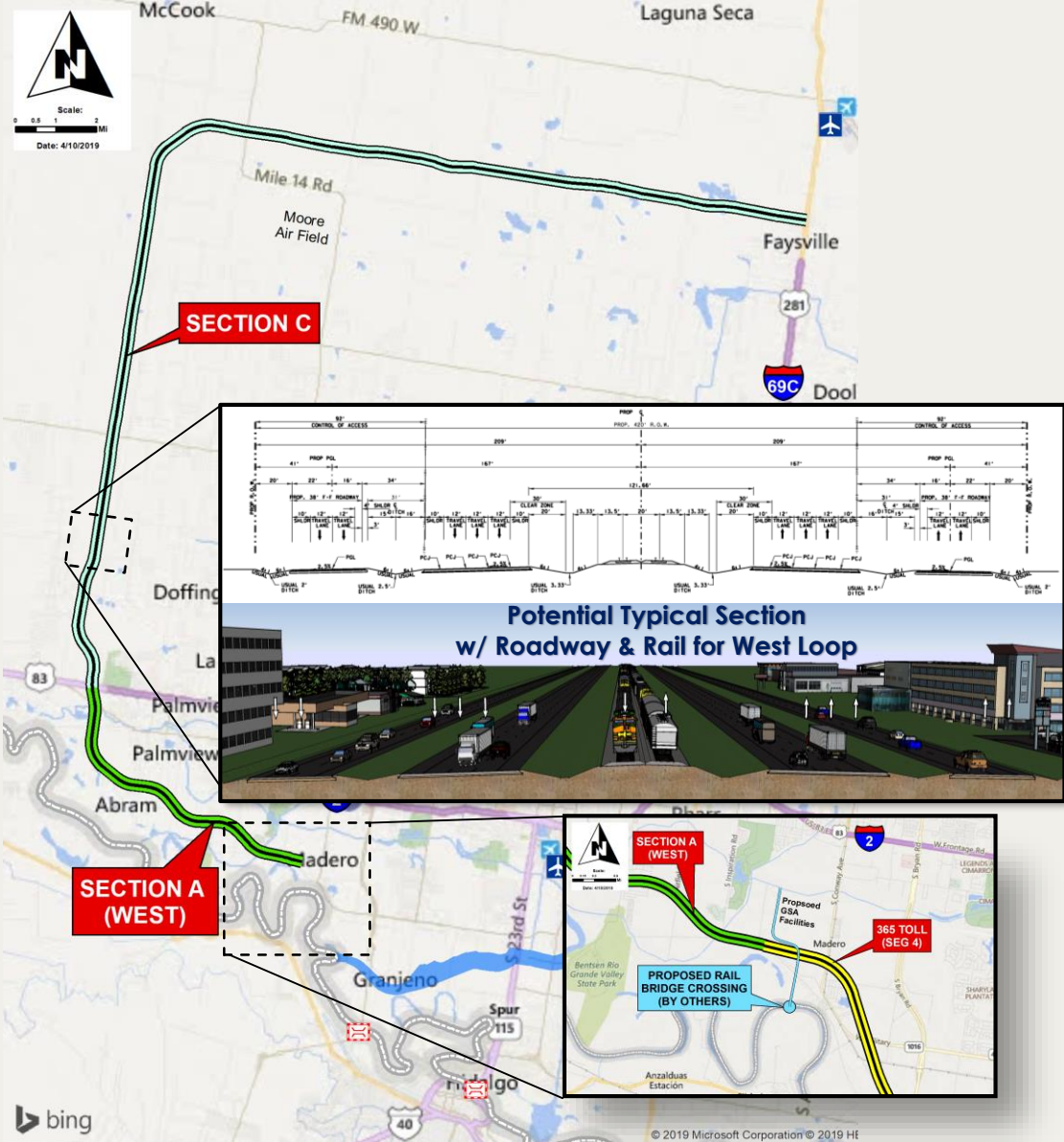
WEST LOOP

SECTION A(WEST) / SECTION C

*COMPLIMENTS PROPOSED MISSION/MADERO-REYNOSA INTERNATIONAL BORDER CROSSING (BY OTHERS)

DESCRIPTION:

- ▶ COMBINED PROJECT LENGTH: 38 MILES FROM FM 1016 / CONWAY AVE (MISSION/MADERO) TO I-69C (NORTH EDINBURG)
- ▶ LIKELY TO BE CLASSIFIED AS AN ENVIRONMENTAL IMPACT STATEMENT (EIS) NEPA DOCUMENT (36 TO 48 MONTHS)—TO BE ENGAGED AFTER IBTC ENV.
- ▶ POTENTIAL FOR CLASS I RAIL WITHIN THE ROW PENDING DEVELOPMENTS FOR RAIL CROSSING IN MISSION AREA.
- ▶ INTERLOCAL AGREEMENT IN PLACE WITH CITY OF MISSION FOR HCRMA'S ASSISTANCE WITH ENVIRONMENTAL CLEARANCE EFFORTS.
- ▶ MARCH 2020 - HELD AN ILA KICK OFF MEETING WITH THE CITY OF MISSION TO BEGIN ALIGNING ENV. CLEARANCE EFFORTS WITH THE CITY'S INTENDED OVERALL PROJECT PLAN.
- ▶ MAY 2020 – HCRMA PROVIDED CITY OF MISSION W DRAFT SCOPES FOR ENV / TRAFFIC ENG. FOR THEIR PROPOSED ENV. CLEARANCE EFFORTS AT THE PROPOSED RAIL BRIDGE CROSSING.
- ▶ SEPTEMBER 2020 – TXDOT APPROVED CITY OF MISSION PROCUREMENT RULES TO ALIGN WITH THE "FEDERAL PROCESS"



▶ **OVERWEIGHT REPORT FOR 2014 – PRESENT**
PERIOD: JAN 1, 2014 – AUG 31, 2020

OW

Total Permits Issued:	174,123
Total Amount Collected:	\$ 26,266,980
■ Convenience Fees:	\$ 606,180
■ Total Permit Fees:	\$ 25,660,800
– Pro Miles:	\$ 522,369
– TxDOT:	\$ 21,811,680
– HCRMA:	\$ 3,326,751



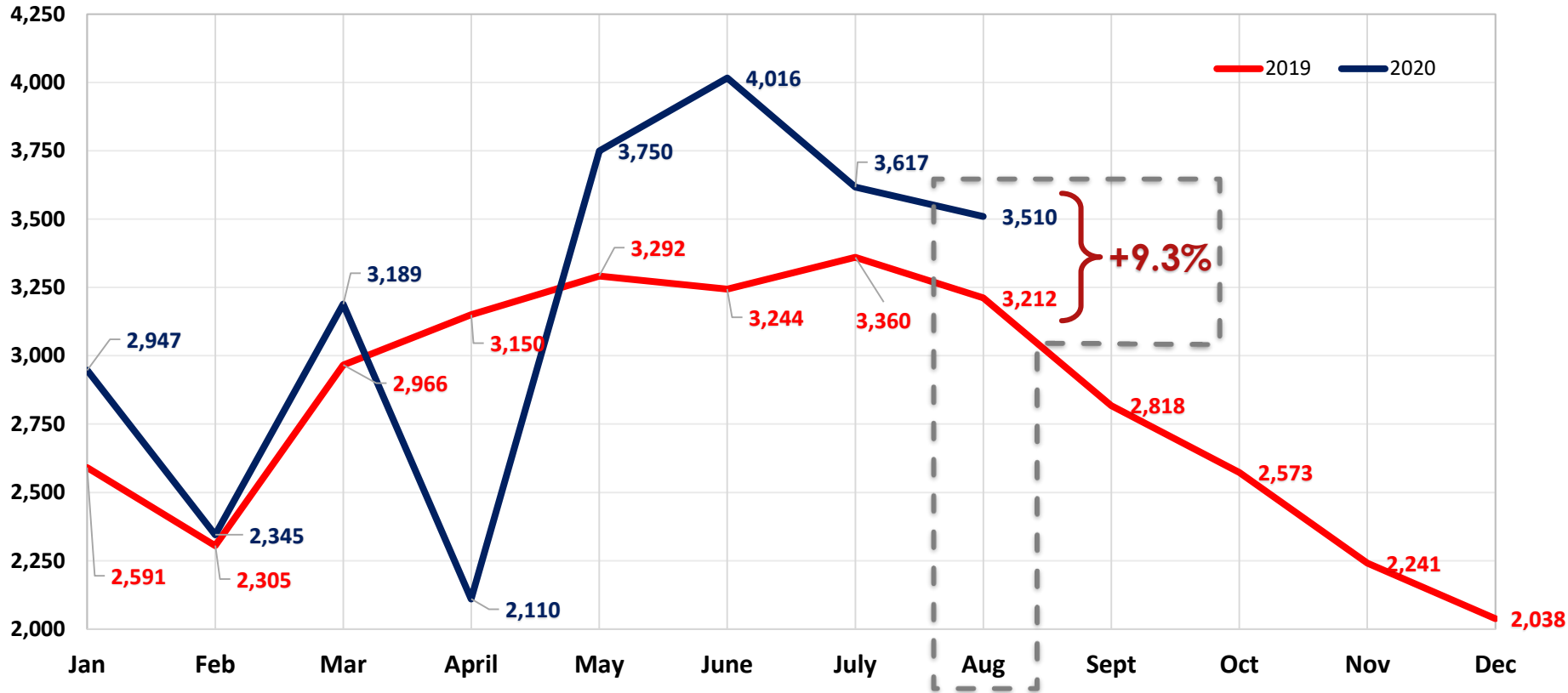
▶ **OVERWEIGHT REPORT FOR YEAR 2020**
PERIOD: JAN 1, 2020 – AUG 31, 2020

OW

Total Permits Issued:	174,123
Total Amount Collected:	\$ 26,266,980
■ Convenience Fees:	\$ 606,180
■ Total Permit Fees:	\$ 25,660,800
– Pro Miles:	\$ 522,369
– TxDOT:	\$ 21,811,680
– HCRMA:	\$ 3,326,751



Overweight/Oversized Permit Count 2019 - 2020 Monthly Comparison

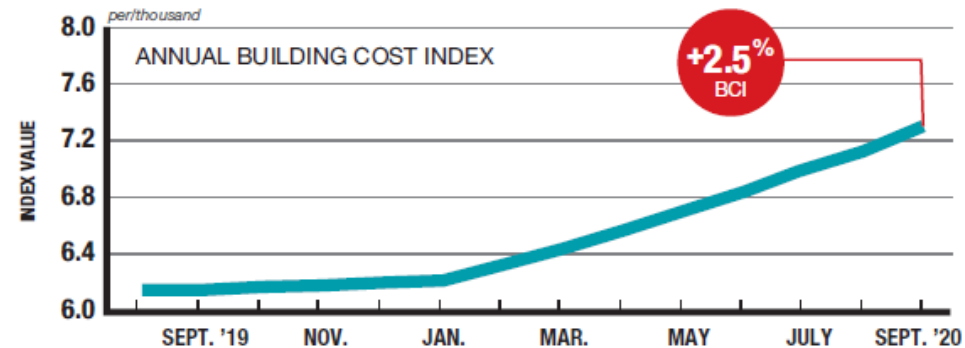
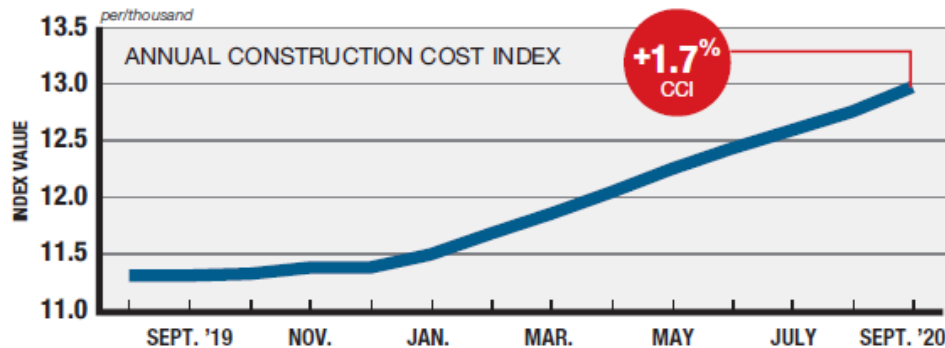
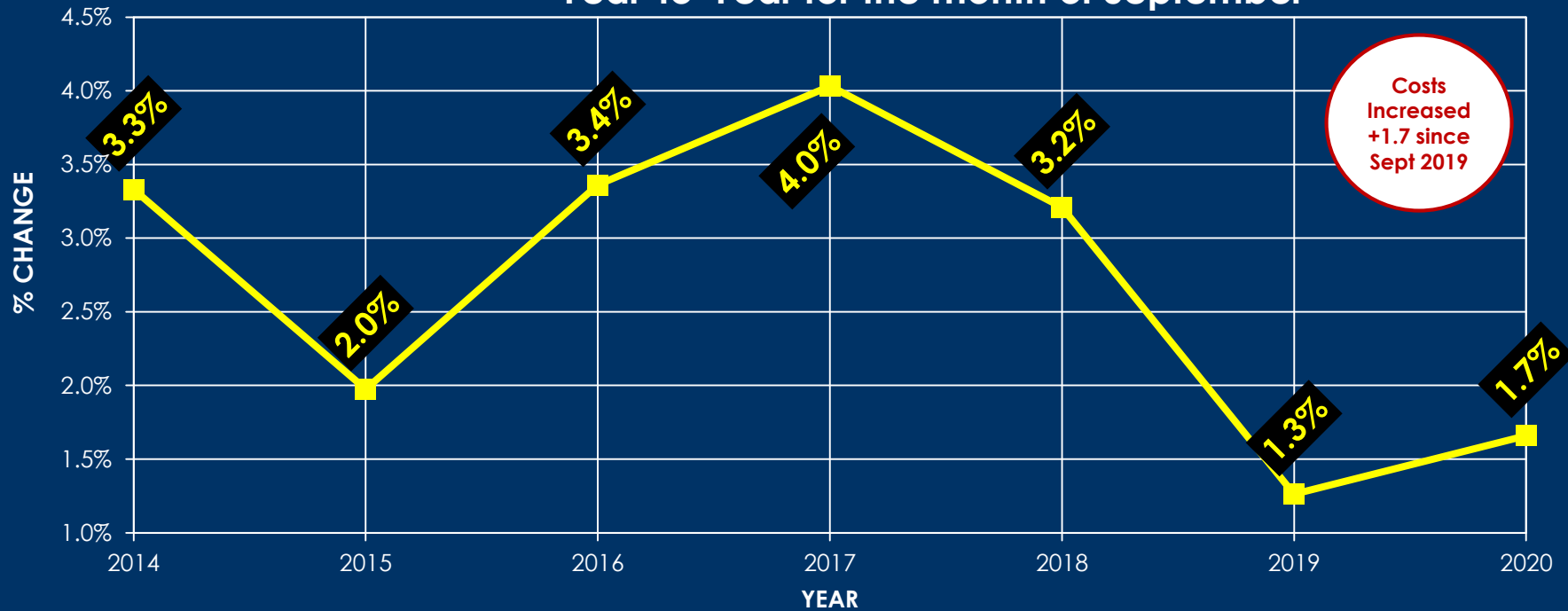


Notes:

1. Unprecedented stay at home orders in response to COVID-19 containment in April 2020 on both sides of the US/ Mexico Border attributed toward a 33% drop in overweight permit purchases within Hidalgo County – April 2019 (3,150 permits) vs. April 2020 (2,110 permits).
2. By the end of May 2020, the total permit count of 3,750 was a 14% increase compared to May 2019 permit count of 3292 – showing a resurgence in the utilization of overweight permits to allow for greater efficiencies in the transport of perishable agricultural goods.

▶ CONSTR. ECONOMICS SEPTEMBER 2020

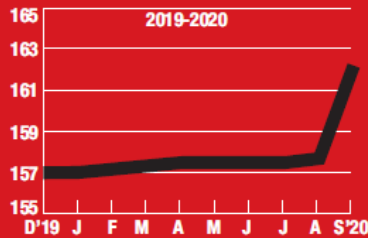
Construction Cost Index (CCI) Change (%)
Year-to-Year for the month of September



CONCRETE BLOCK

+3.0%

MONTHLY PRICES INCREASED 3%, WHILE YEARLY PRICES ROSE 3.3%.

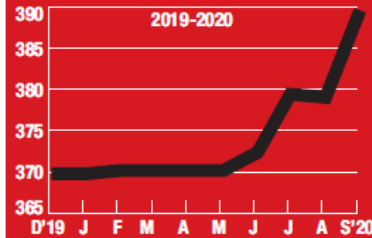


1992=100

READY-MIX CONCRETE

+2.8%

READY-MIX CONCRETE PRICES INCREASED 2.8% SINCE LAST MONTH.

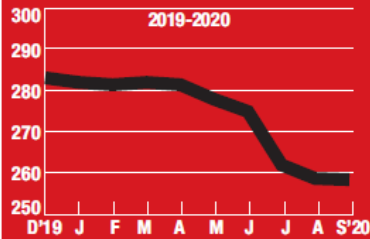


1992=100

ASPHALT PAVING

-0.1%

ASPHALT PRICES FELL 0.1% THIS MONTH, WHILE YEARLY PRICES ARE DOWN 7.7%.

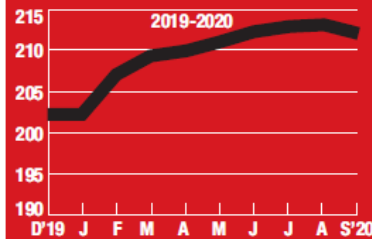


1992=100

PORTLAND CEMENT

-0.5%

MONTHLY PRICES FOR PORTLAND CEMENT FELL 0.5% IN SEPT.



1992=100

20-CITY AVERAGE

ITEM	UNIT	\$PRICE	%MONTH	%YEAR
ASPHALT PAVING				
PG 58	TON	391.69	-0.1	-7.7
Cutback, MC800	TON	369.44	-1.4	-5.9
Emulsion, RAPID SET	TON	355.21	-0.3	-1.4
Emulsion, SLOW SET	TON	366.12	-0.4	-1.2
PORTLAND CEMENT				
Type one	TON	147.82	-0.5	+5.2
MASONRY CEMENT				
70-lb bag	TON	10.75	-0.1	+1.3
CRUSHED STONE				
Base course	TON	12.60	+0.1	+3.1
Concrete course	TON	11.79	0.0	+8.6
Asphalt course	TON	13.90	+0.9	+3.0
SAND				
Concrete	TON	10.45	0.0	+12.6
Masonry	TON	12.45	+0.2	+3.3
READY-MIX CONCRETE				
3,000 psi	CY	125.01	+2.8	+5.6
4,000 psi	CY	142.81	+1.5	+6.6
5,000 psi	CY	193.40	+1.5	+5.5
CONCRETE BLOCK				
Normal weight: 8" x 8" x 16"	C	151.40	+3.0	+3.3
Lightweight: 8" x 8" x 16"	C	172.76	+0.5	+1.5
12" x 8" x 16"	C	183.07	+0.2	+0.4

Brownsville Metro & Island Metro Transit Reports



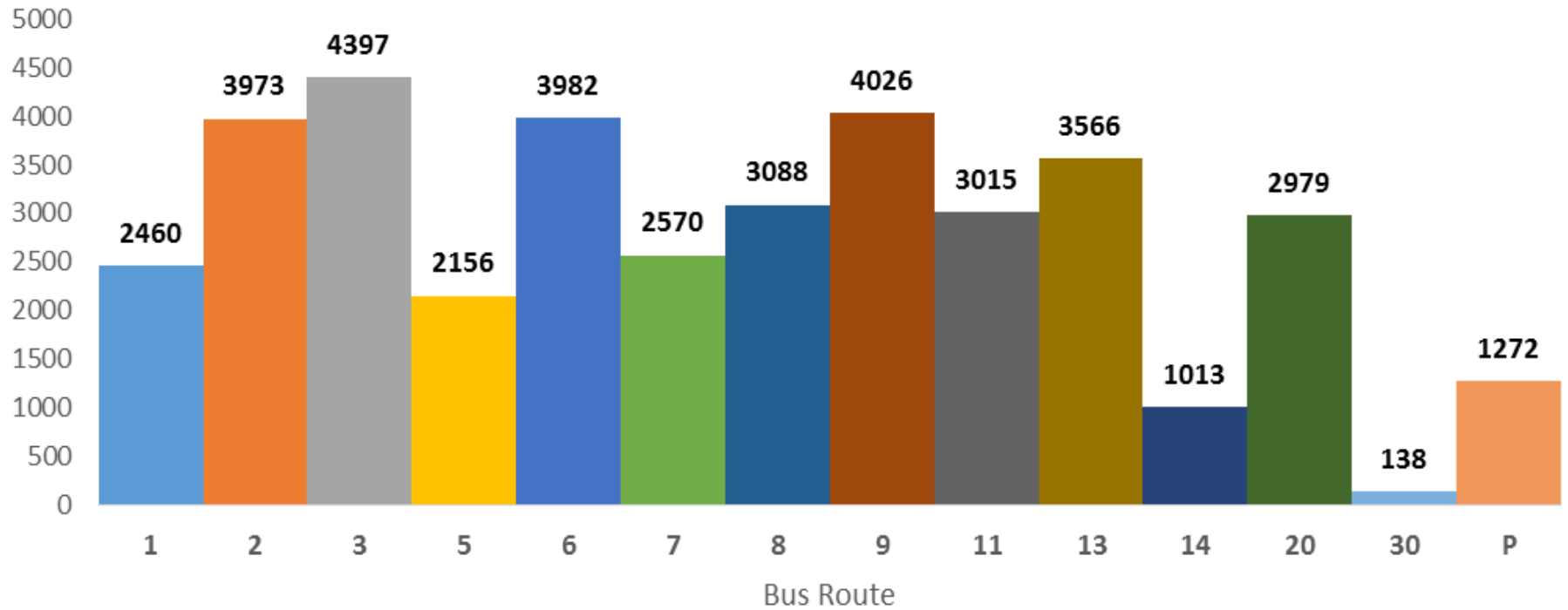
By: Norma Zamora

Multimodal Transportation Department
Transit Director
City of Brownsville



Brownsville Metro

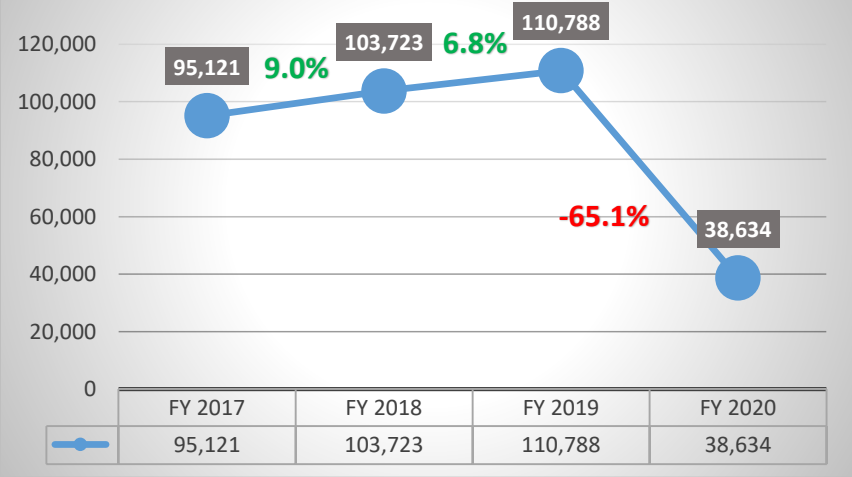
Ridership by Routes - July 2020
Total Ridership: 38,634



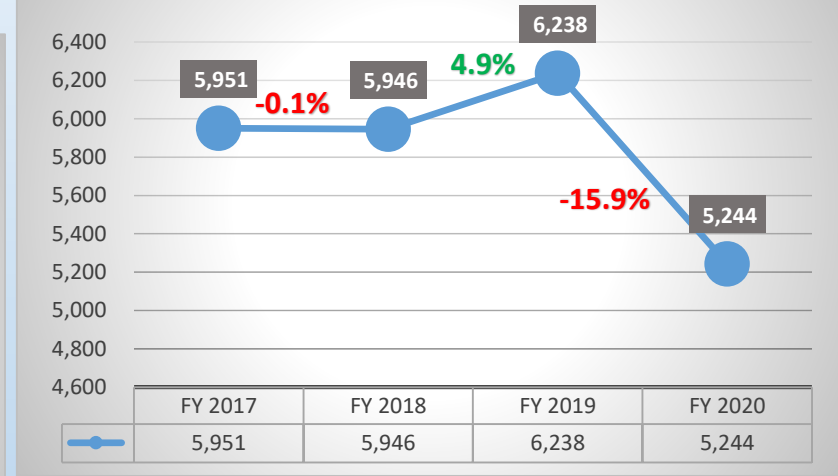


Brownsville Metro

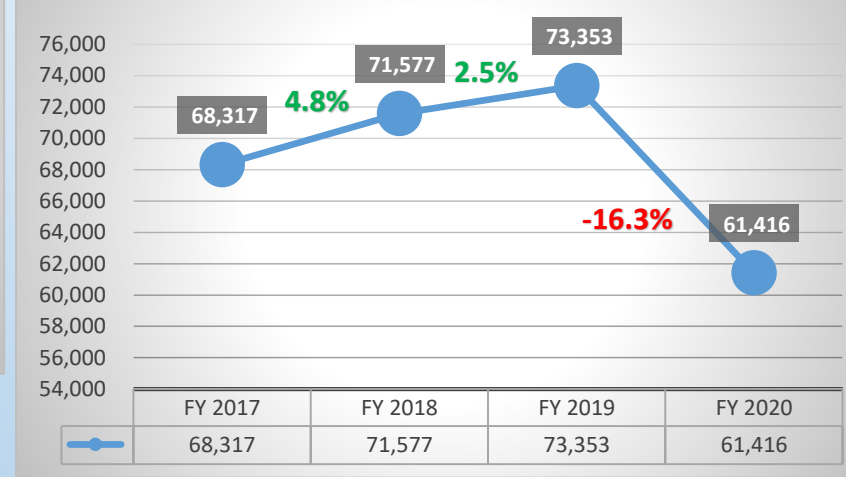
July Ridership



July Revenue Hours



July Revenue Miles





On-going Connecting Communities Project

Total Estimated Project Cost- **\$14,830,141**

- **Project 1-** (A) Improve the Site Safety and Function (ISS&F)
(B) New Passenger Facility to Site (NPFS)
- **Project 2-** Improve Bus Stop Safety and Comfort
- **Project 3-** Purchase of Replacement Revenue Vehicles **(COMPLETED)**





Project 1 – (A) Improve the Site Safety and Function (ISS&F)

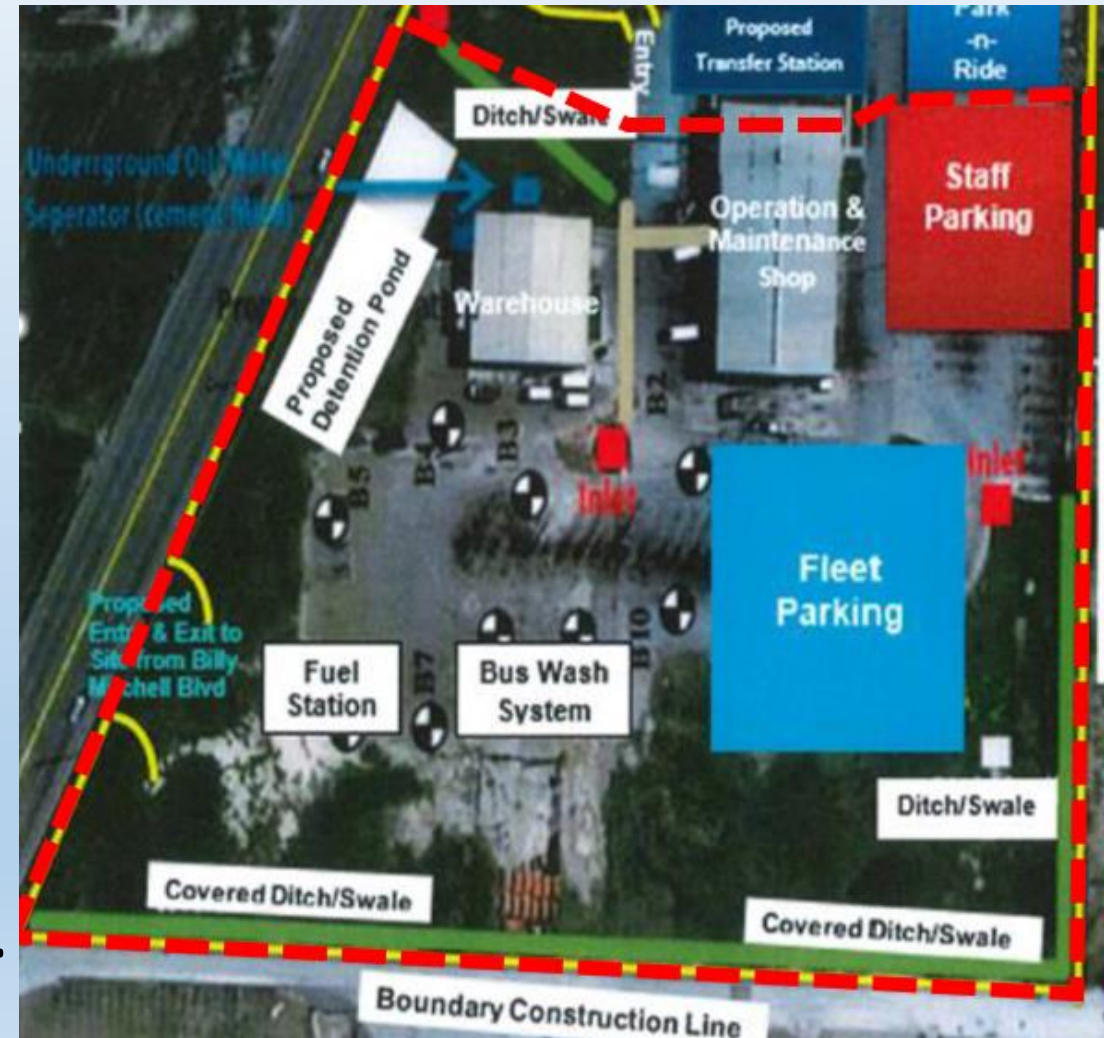
Description- Improves safety and the daily operational functions on Brownsville Metro's Maintenance and Operations Facility

(NO UPDATES)

1. Pre. Engineering - **40%**
2. Environmental - **100%**
3. ROW & Utilities - **100%**
4. Design - **50%**
5. Funding - TIGER: **\$3,140,141**
6. Total Estimated Project Cost- **\$6,079,007**

Project Needs: **A&E, Design & Final Construction Docs.**

Letting Date: **November 2020**





Project 2 – Improve Bus Stop Safety and Comfort

Description- Improvements to approximately 54 existing bus stops that consist of adding ADA accessible sidewalks, benches, shelters, bus pads and bike amenities.

1. Pre. Engineering - **100%**
2. Environmental - **100%**
3. ROW & Utilities – **N/A**
4. Design - **100%**
5. Construction – **20% ***
6. Funding - TIGER: **\$539,859/****
7. Total Estimated Project Cost - **\$2,000,000**

Project Update: Brownsville Metro is working with City of Brownsville staff on the procurement for the purchase and construction work required for 8 bus shelters that are being funded with CBDG matching dollars.

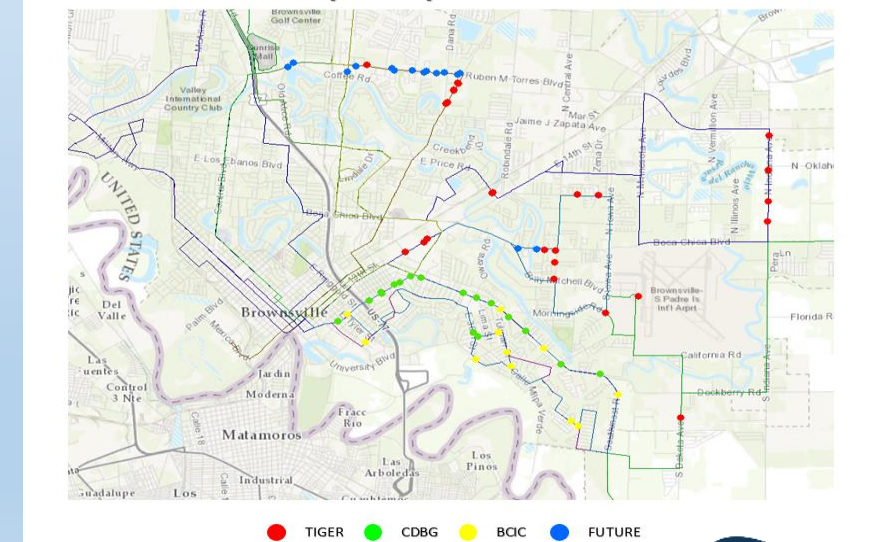
***Pending Completion of 43 Bus stops**

*** 11 Bus Stops completed in 2017**

**** (BCIC, CBDG, COB, other partners)**



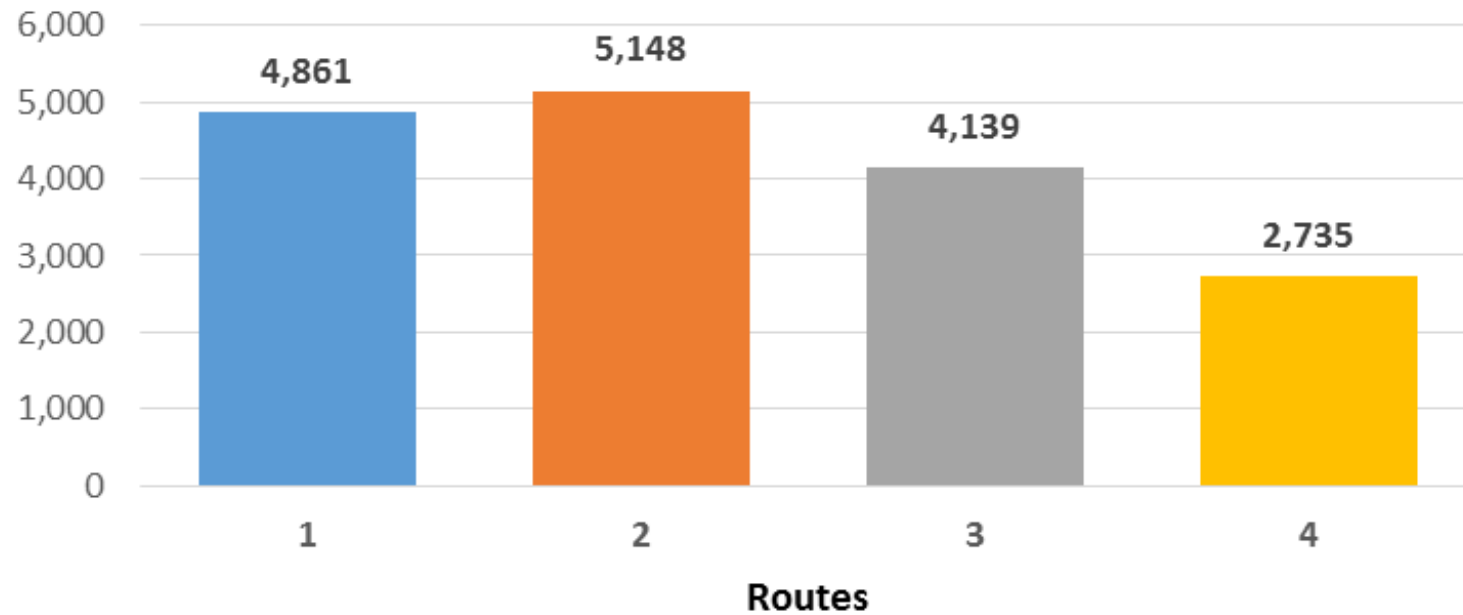
TIGER Bus Stop Improvement locations





Island Metro

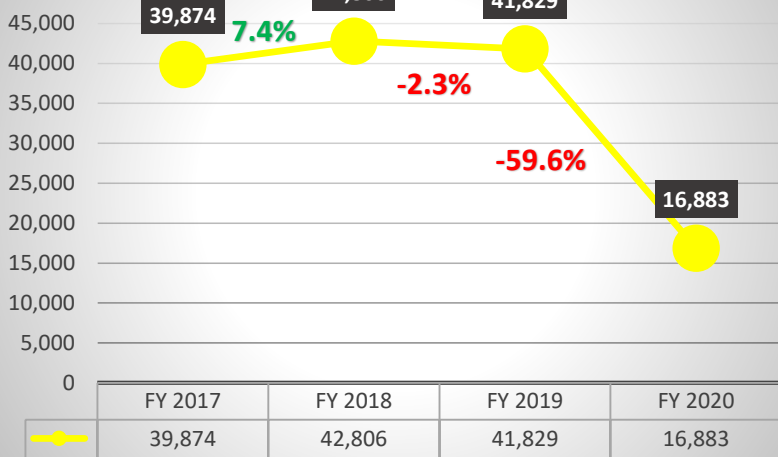
Ridership by Routes - July 2020
Total Ridership: 16,883



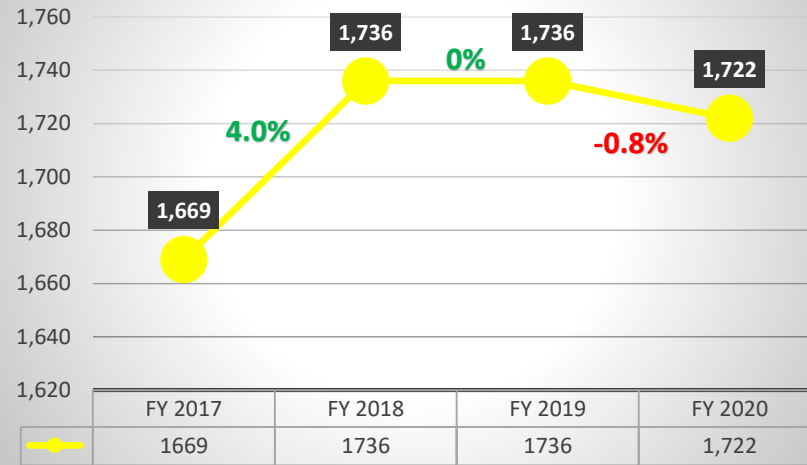


Island Metro

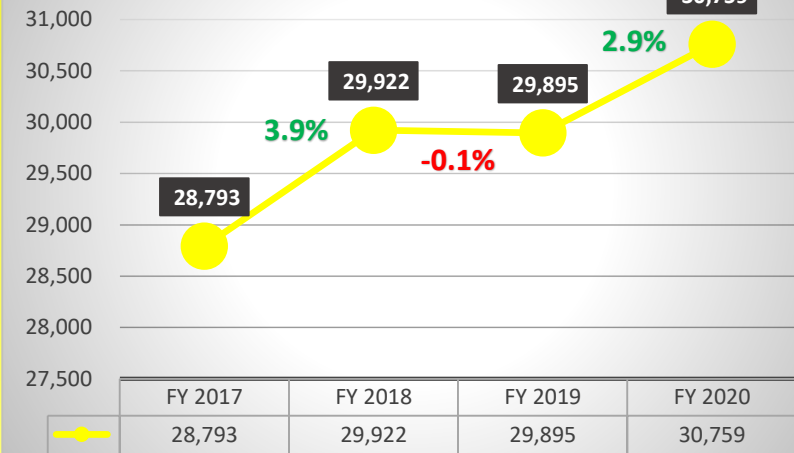
July Ridership



July Revenue Hours



July Revenue Miles

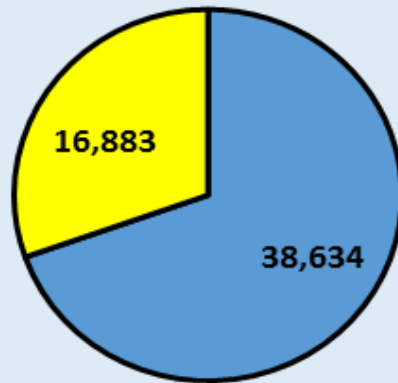




Combined Ridership

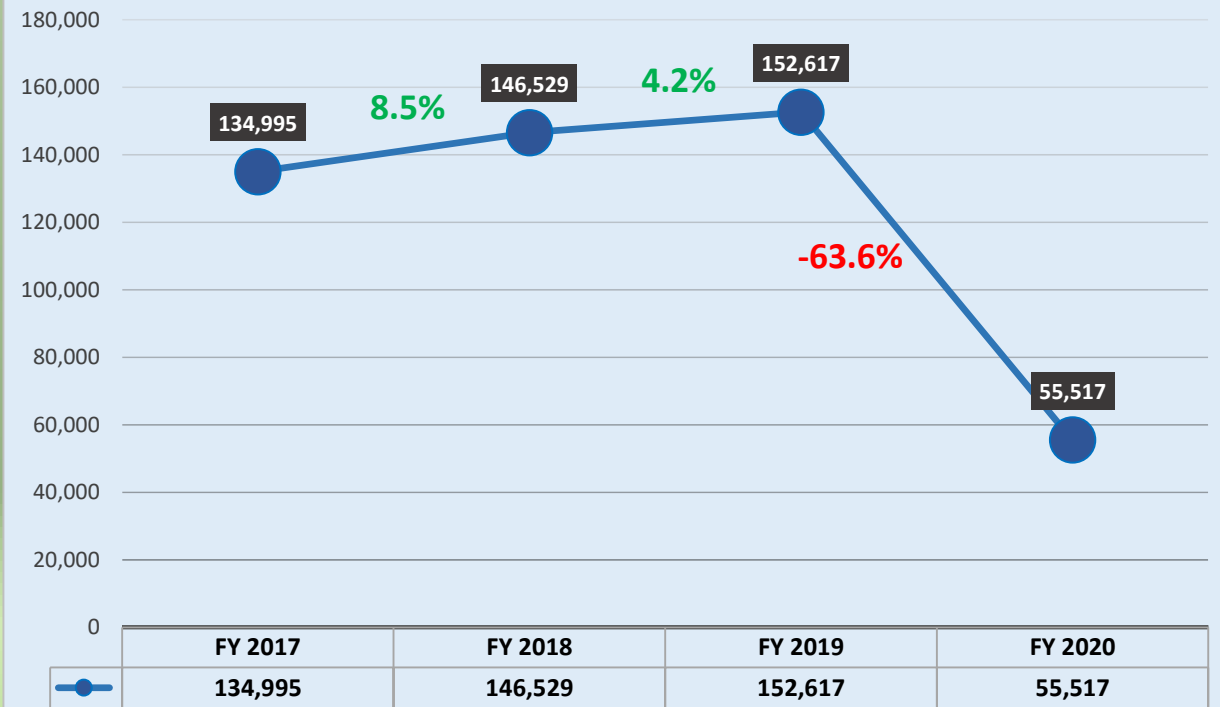


July 2020 Total Ridership 55,517

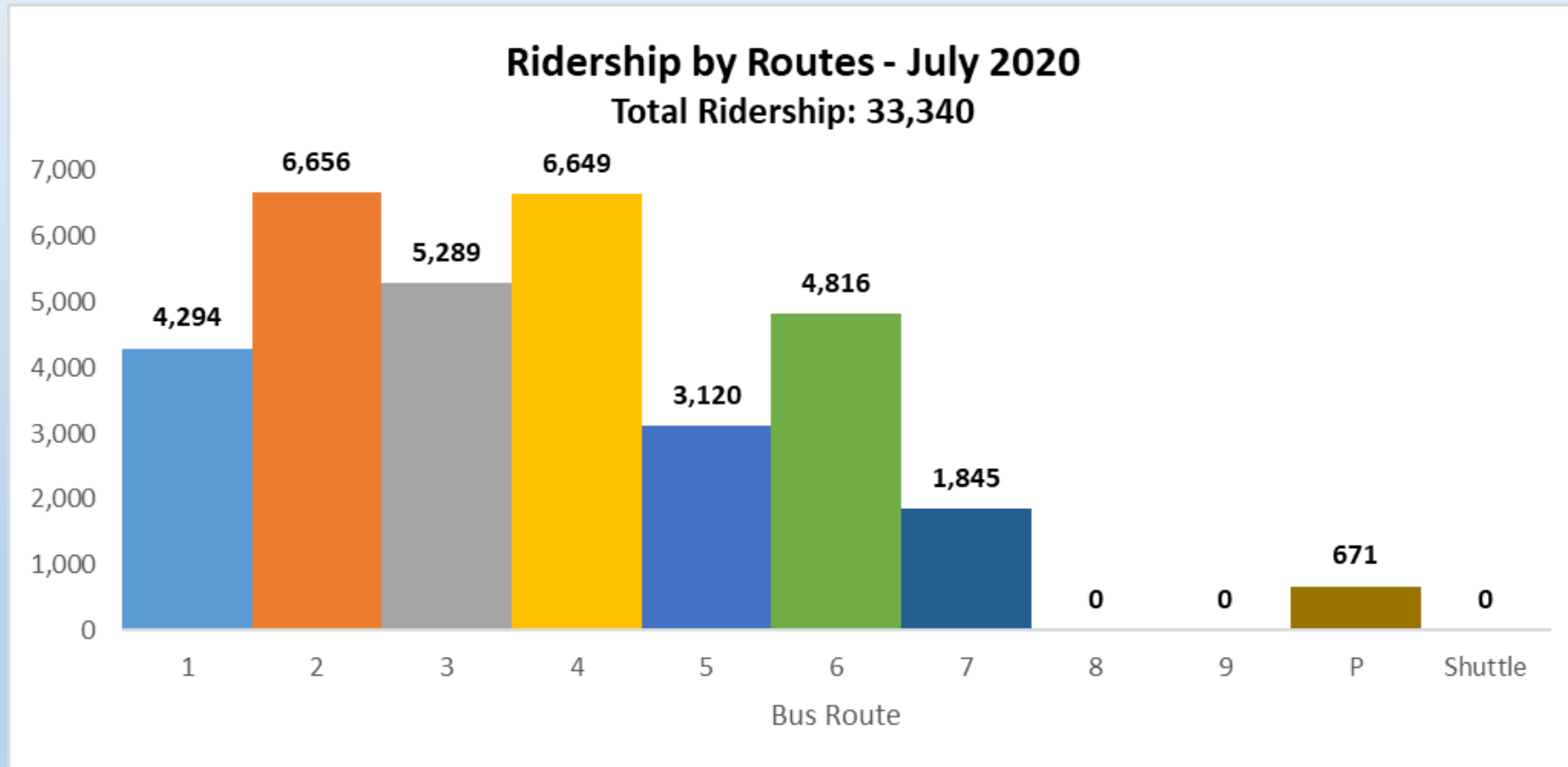


■ Brownsville Metro ■ Island Metro

July's Ridership

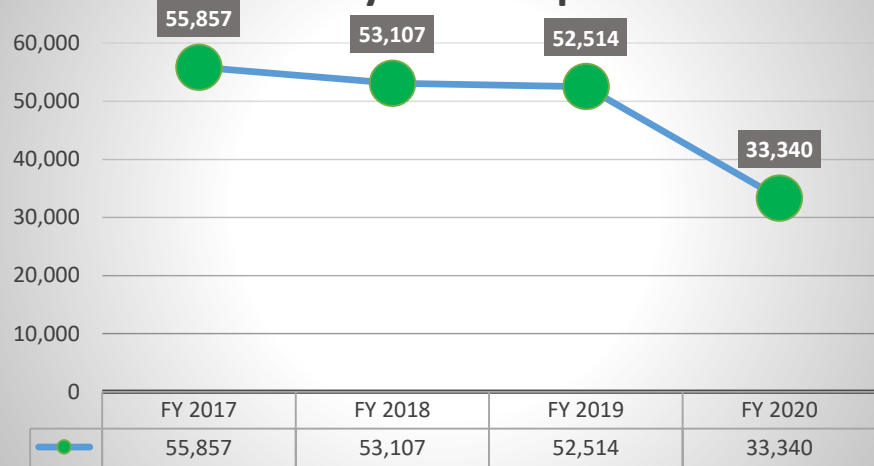


Metro McAllen

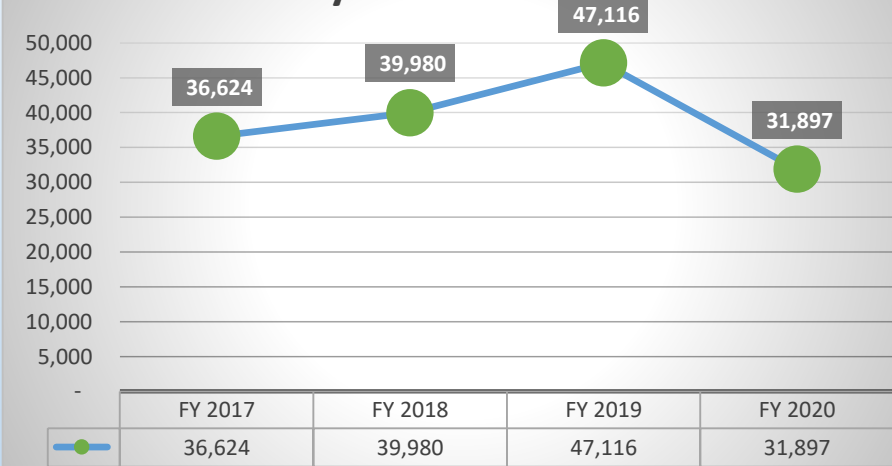


Metro McAllen

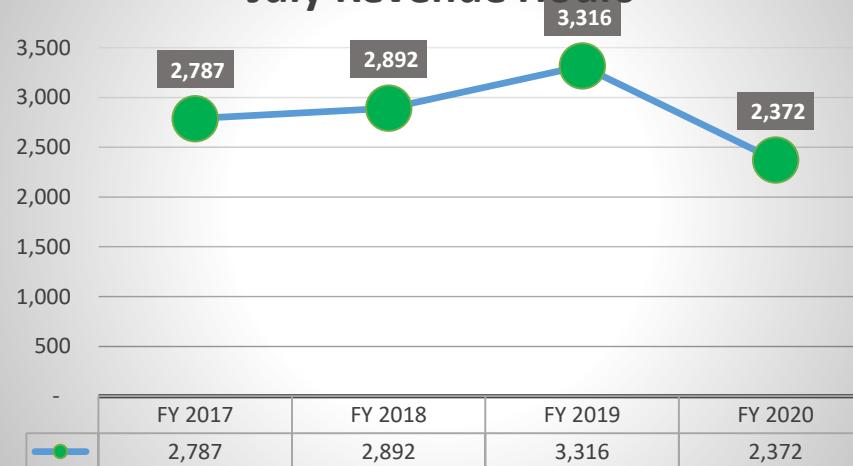
July Ridership



July Revenue Miles

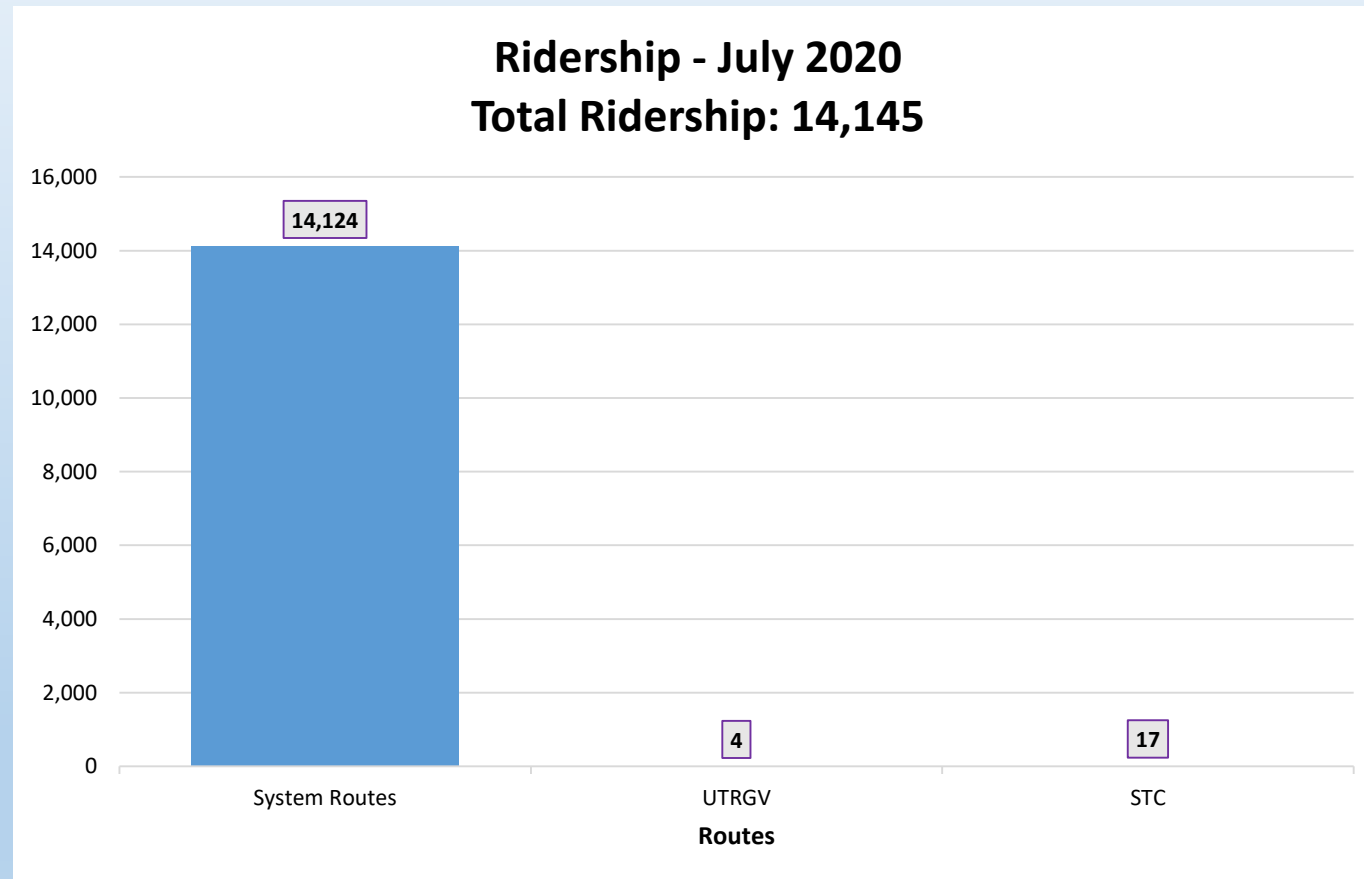


July Revenue Hours





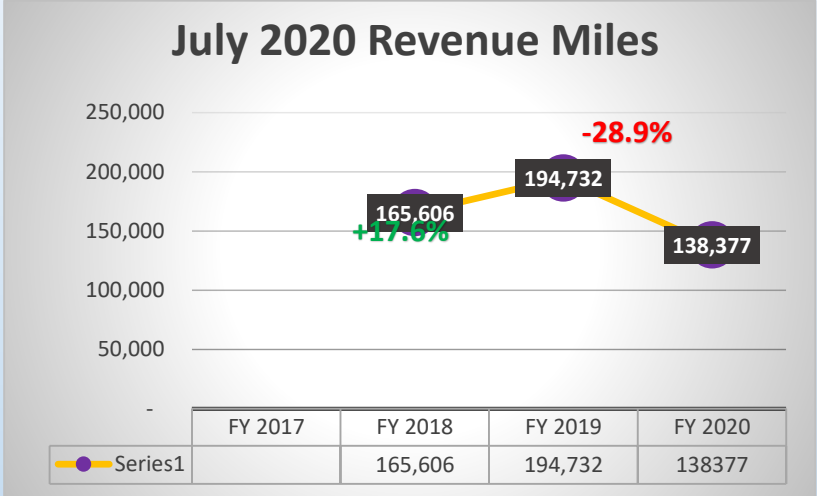
Valley Metro



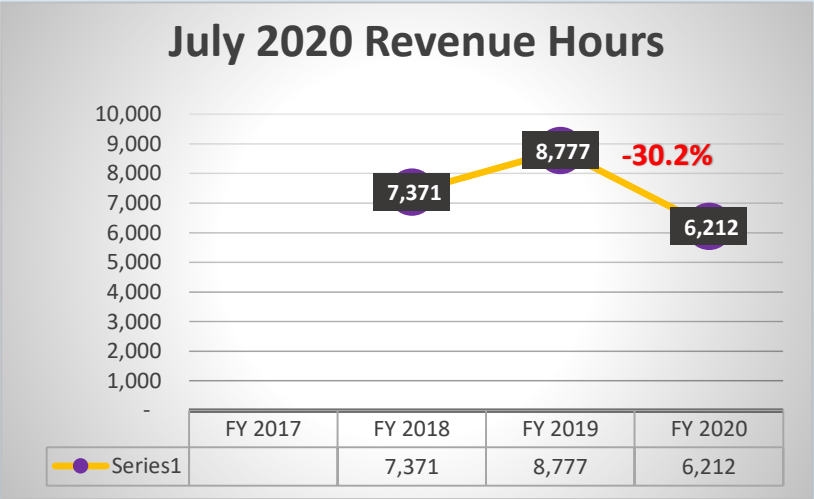


Valley Metro

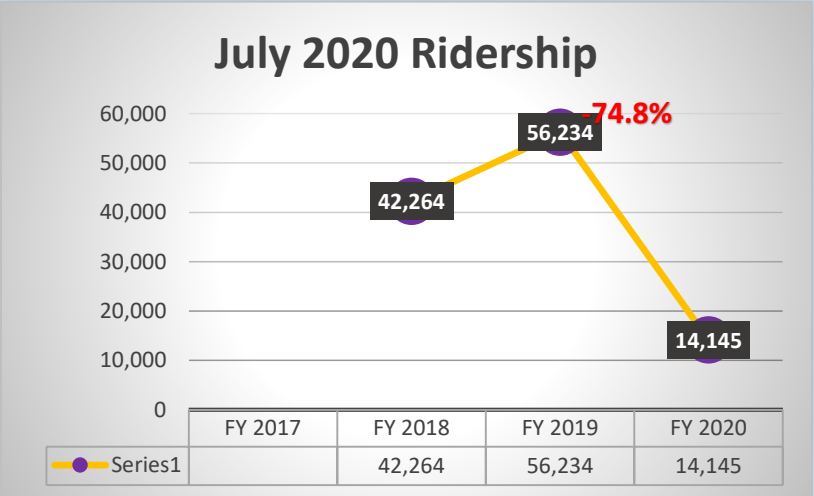
July 2020 Revenue Miles



July 2020 Revenue Hours



July 2020 Ridership





EDINBURG TRANSIT TERMINAL





EDINBURG TRANSIT TERMINAL

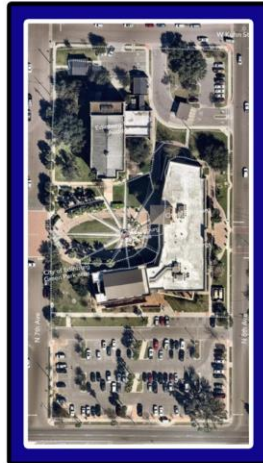




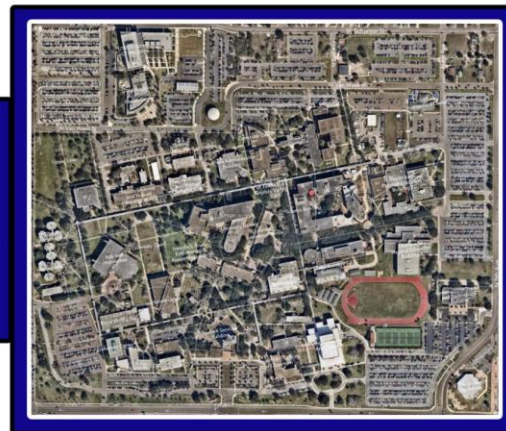
HIDALGO COUNTY
COURT HOUSE



EDINBURG
CITY HALL



UTRGV



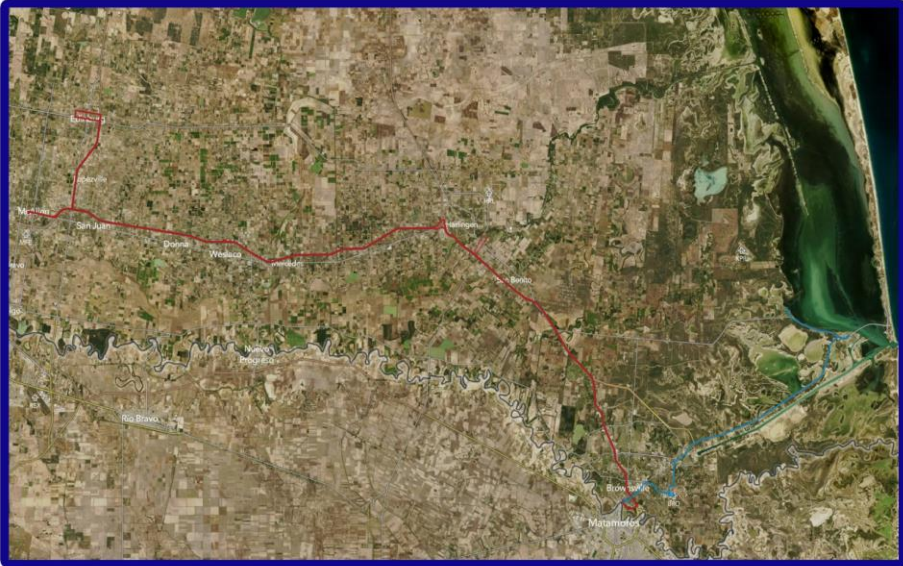
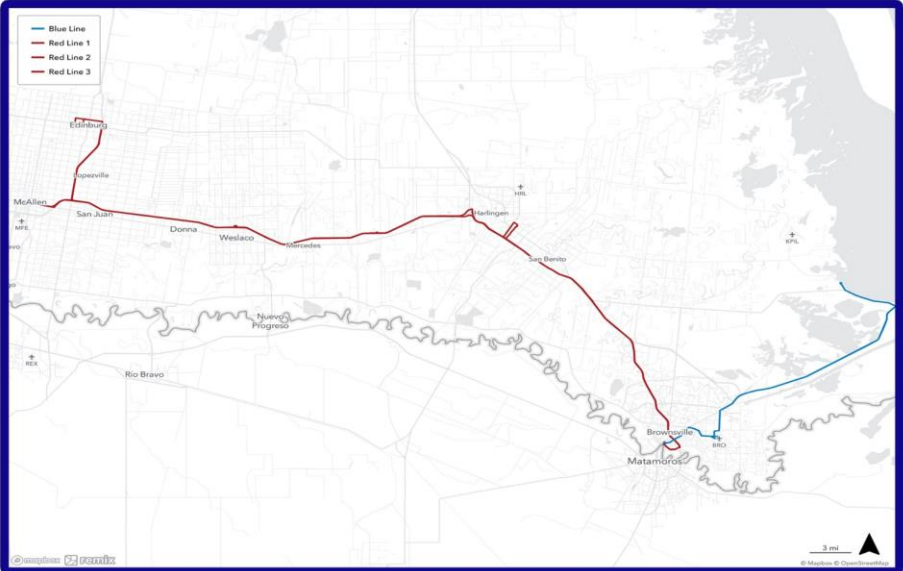


EDINBURG TRANSIT TERMINAL





RGV METRO EXPRESS





RGV METRO EXPRESS PARTNERS



The University of Texas
Rio Grande Valley





RURAL FLEET PROCUREMENT

RURAL FLEET EXPANSION
MOVING FORWARD TO
INCLUDE THE PURCHASE
OF **TWELVE** UNITS.





RURAL FLEET PROCUREMENT

EXPANSION OF RURAL FLEET
INCLUDES:

- PURCHASE OF SEVEN (7)
"TYPE II" BUSES

TYPE II UNIT





RURAL FLEET PROCUREMENT

EXPANSION OF RURAL FLEET INCLUDES:

- PURCHASE OF FIVE (5)
"TYPE XI" BUSES

TYPE XI UNIT



Thank You