RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION

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

February 5, 2021

Rio Grande Valley MPO
Technical Advisory Committee (TAC)

RE: Regularly scheduled meeting on February 11, 2021

Dear TAC members,

In preparation for the regularly scheduled Technical Committee meeting to be held on February 11, 2021 at 10:00 a.m., I am providing some insight into the agenda items to be presented.

In the packet is the Executive Summary of the Congestion Study from CoPlan, and this will finalize the study and allow staff to close out this contract. Staff on Item **C** will provide an update and resolution for approval of a Resolution seeking the change in functional classification of FM 1509 in Cameron County from Local to Major Collector. Back up material is provided in the packet for your review. TAC will also be asked to consider approval of a thoroughfare amendment, **Item D**, submitted Hidalgo County, support materials are available for your review in the packet. **Item E,** staff will be presenting items for consideration on new Performance Measures established by TxDOT, PM1 Safety, PM2 Bridge/Pavement conditions and PM3 Roadway Performance. Proposed targets are provided, and staff is seeking approval for adoption of the new targets. Finally, staff will provide an update and discussion on the requests for submittals of city limit and ETJ amendments to the RGVMPO to assure accurate data retainage.

We look forward to seeing you all at the TAC meeting and are here to address any questions you may have regarding this agenda or other items of concern.

Sincerely,

Andrew A. Canon
Executive Director
RGVMPO

RIO GRANDE VALLEY
METROPOLITAN PLANNING ORGANIZATION (RGVMPO)

TECHNICAL ADVISORY COMMITTEE MEETING

THURSDAY, FEBRUARY 11, 2021
AT 10:00 A.M.

Join Microsoft Teams Meeting

AGENDA

I. CALL TO ORDER

II. ROLL CALL

III. PUBLIC COMMENTS

IV. PRESENTATION, ACTION AND DISCUSSION ITEMS

A. Consideration and Action to Approve the Minutes of January 14, 2021
B. Consideration and Action to Finalize CMP Contract
C. Consideration and Action on the Federal Functional Classification Amendment - Resolution 2021-01
D. Consideration and Action on the 2020 Thoroughfare Plan Amendments - Resolution 2021-02
E. Consideration and Action on the Performance Measures and Target Setting – Resolutions 2021-03/04
F. Follow-Up Discussion Regarding City Limit and ETJ Boundary GIS Data

V. RGVMPO EXECUTIVE DIRECTORS' REPORTS AND UPDATES

A. Director Update
B. Financial Update

VI. STATUS REPORTS

A. TxDOT Project Status Reports
B. Cameron County RMA
C. Hidalgo County RMA
D. McAllen Metro
E. Brownsville Metro
F. Valley Metro

VII. NEW OR UNFINISHED BUSINESS

VIII. ADJOURNMENT

RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
VIA MICROSOFT TEAMS

January 14, 2021

I) CALL TO ORDER

Pete Sepulveda, (Cameron County RMA) Chairman called the TAC Microsoft Teams Meeting to order at 10:06 a.m. The RGVTAC Microsoft Teams Meeting was held remotely with the following TAC Members.

II) ROLL CALL

RGVTAC Representatives in attendance were as follows:

MEMBERS PRESENT	
ENTITY	**VOTING MEMBERS**
Cameron County RMA	Pete Sepulveda, Chairman
City of Mission	JP Terrazas, Vice Chairman
City of Brownsville	Joel Garza
City of Edinburg	Tom Reyna
City of Harlingen	Gabriel Hernandez (ALTERNATE)
City of McAllen	Yvette Barrera
City of Pharr	Com. Eleazar Guajardo / Omar Anzaldua
City of San Benito	Manuel De La Rosa / Bernard Rodriguez
Cameron County	Benjamin Worsham
Hidalgo County	Armando Garza, Jr.
TxDOT Pharr District	Melba Schaus
Valley Metro	Frank Jaramillo
Hidalgo County RMA	Eric Davila
Brownsville Metro	Norma Zamora / Antonio Zubieta
McAllen Metro	Jon Ray Bocanegra
Port of Brownsville	Ariel Chavez, III (ABSENT)
Port of Harlingen	ABSENT
Port Isabel-San Benito Navigation District	ABSENT
Cameron County Spaceport Dev. Corp.	Mark Yates
GUEST	
STAFF	
RGVMPO	Andrew A. Canon
RGVMPO	Luis Diaz
RGVMPO	Staff

III) PUBLIC COMMENTS

NONE

IV) PRESENTATION, ACTION AND DISCUSSION ITEMS

A. Consideration and Action to Approve the Minutes of November 19, 2020

Pete Sepulveda (Cameron County RMA) Chairman asked if there were any corrections to the minutes of November 19, 2020. ***No corrections were noted to the minutes of November 19, 2020, City of Brownsville made a motion to approve the minutes as presented by staff. The motion was seconded by the City of Edinburg; and upon a vote, the motion carried unanimously.***

B. Consideration and Concurrence on FY 2022 UTP Submittal

Andrew A. Canon noted that the following information was provided at the last months' TAC meeting and Tabled at the Policy Meeting. Staff provided the 2022 UTP (Cat. 2) as contained within T A C packet. Because the UTP must be fiscally constrained by year so there is a need to balance the program statewide. The statewide methodology is to shift projects throughout the UTP to keep fiscal constraint Moved from year to year within Construct Authority (2021-2024), Construct Authority (2021-2024) to Develop Authority (2025-2031) and Develop Authority (2025- 2031) to PLAN (2035). The following is information on how the

RGVMPO region was impacted in comparison to a statewide need to balance projects. Board members will see that the requested shifts in projects is equitable to the statewide initiative and does not seem to be more burdensome to the RGVMPO than other areas.

- 21 UTP Cat 2 **PHR** TOTAL = $430,788,656 ($43M/yr. avg)
- 2021 and 2022 were only about $22.5M, which would be only half (50%) of the avg
- 2023 total is about 1.5 times the avg, at $66.9M
- 2024-2031 tries to remain balanced throughout with 2030 dropping to only $18M which would be less than half of the avg
- 21 UTP Cat 2 **STATEWIDE** TOTAL = $9,762,261,100 ($976M/yr. avg)
- 2021 and 2022 were only about $515M, which would be only half (50%) of the avg
- 2023 total is about 1.5 times the avg, at $1.5B
- 2024-2031 tries to remain balanced throughout with 2030 dropping to only $424M which would be less than half of the avg

Category 7 projects were submitted as they appear in order in the 25-year MTP except for the East Loop project which staff identified as #1 to be in alignment with the letter submitted by the RGVMPO in June identifying its Top 10 regional projects and East Loop was the only on identified with Cat. 7 funding.

Chairman Sepulveda noted that a deadline is set for January 28, 2021 to have TxDOT review documents. With the understanding action is only for CAT 2, CAT 7 will also have inflation but discussed a later date.

TxDOT noted the following regarding 2022 UTP -CAT 2 Projects:

- Statewide MPOs' are having to balance their budget
- Projects need to be physically constrained by year.
- Projects were moved based on where the projects are currently at (Status);
- Inflation has been added to base estimates as follows (Yr 1 - 0%, Yr 2 - 4%, Yr 3 – 8%, and Yrs 4-10-12%)
- UTP Estimate includes Base Construction Estimate + Inflation + Contingencies (Safety and Change Order)
- UTP estimate shown does not represent authorized amounts. All projects have partial Cat 2 funding and a request for the funding gap will be made as part of the FY22 UTP.
- Once final numbers are revealed, TxDOT would like to re-visit these projects again in February 2021.

TxDOT, Statement construction estimate were going to be updated, to the best of their knowledge.

After much discussion on the FY2022 UTP Submittals, Cameron County RMA made a motion to recommend to the Policy Board to approve the FY2022 UTP discussed/presented. The motion was seconded by City of Harlingen; and upon a vote, the motion passed unanimously.

C. RGVMPO Bike/Ped Program Presentation

Mr. Canon introduce Eva L. Garcia as the new Bike/Ped Program Specialist for RGVMPO. Ms. Garcia provided a brief Bike/Ped Program Presentation on experience, as the newly Bike / Ped Program Specialist. Also shared with TAC members present were the key recommendations from the recently adopted RGVMPO Active Transportation Plan (ATP), activities of the Bicycle and Pedestrian Advisory Committee, and other efforts to build a safe and seamless regional active transportation network. Ms. Garcia concluded her presentation by letting TAC members know that she is excited to be part of the RGVMPO Team and to be able to share her knowledge to both the Cameron and Hidalgo Counties on connecting future trails within these communities.

No discussion took place on this item, City of McAllen made a motion to acknowledge the RGVMPO Bike / Ped Program Presentation as presented by Ms. Garcia. The motion was seconded by Port of Brownsville; and upon a vote, the motion passed unanimously.

D. Discussion of Category 7 Targets Scoring Initiatives

Luis noted that staff is working to score CAT 7/Off-System Projects to fulfill performance measure requirements. Staff has diligently worked to apply available in-house data to each project scoring criteria. On December 29, 2020, and email was sent out to local governments who encompass CAT 7 / Off-System Projects to request additional supportive input for this scoring process. Staff concluded by letting TAC members know that three (3) TAC Workshops were held, along with TPB approval at their May 27, 2020 Meeting; with the Online Project Scoring Tool being utilized. Staff will continue to make initiative efforts to project accurate scores for each project. Staff concluded by informing TAC members, that a deadline will be set for December 2021, with a "10 Year Horizon on "Off-System Projects.

After much discussion on this item, City of McAllen acknowledged discussion of Category 7 Targets Scoring Initiatives as presented by staff. The motion was seconded by Cameron County; and upon a vote, the motion passed unanimously.

E. Consideration and Action of Public Involvement for TIP and MTP to Achieve Fiscal Constraint Targets

Andrew noted that the TIP and MTP will be available for public review and comment on the RGVMPO Website's New Section from December 23, 2020 to January 22, 2021, and a link was provided by staff for ease of documents. Staff concluded by letting TAC members know that the RGVMPO News Section, members can find the following documents:

- Public Notice
- Highway TIP 2021-2024
- Summary of Changes
- MTP 2020 – 2045
- Transit 2021 – 2024
- 5307 Program of Projects

Staff concluded by letting TAC members know that staff is available for further assistance. ***Report only, no action taken at this time.***

F. Discussion Regarding City Limit and ETJ Boundary GIS DATA Update

Luis noted that it is the beginning of the new year; and staff will be collecting and updating GIS DATA. Staff will be updating the current City Limits and ETJ Boundary Data. Staff will be requesting from all Planning Partners the most up to date DATA, preferably in GIS Format, but if that is not available a PDF Format will work as well. These vital data sets will allow the MPO to Plan for the RGV's future Transportation needs. Staff have setup the online interactive mapping tool "RGVMPO UMAP". Staff concluded by letting TAC Members know that staff is available should members have any issues or need assistance with UMAP Tool. ***Report only, no action taken at this time.***

V) RGVMPO STAFF REPORTS AND UPDATES

A. Director Update

- **CMP – To be wrap up soon, pending Timing with the City of Mission, with CoPlan to provide an updated report to the TAC Committee members at the next upcoming Meeting.**
- **Cameron/Hidalgo County Offices – Staff looking into possible housing staff in Cameron County to assist those cities on that side of the county; as well having a new location in Hidalgo. More information to be provided in the next coming months.**
- **Logo – Staff is currently looking into proposing a Logo for RGVMPO, similar to the rest of the logos within the LRGVDC.**

B. Financial Update

Mr. Canon provide the financial update and noted that the current budget continues on a positive trend. No discussion took place regarding financial update***. Report filed with the January 14, 2021 RGVTAC Packet.***

VI) STATUS REPORTS

A. TxDOT Project Status Report

Melba Schaus (TxDOT) provided an updated Via Microsoft Teams TxDOT Project Status Report within the RGVMPO area. The following reports included TxDOT Monthly Letting Update (Nov. 2020 and Dec. 2020 Projects have Let); February thru August 2021, Project to be Let); and The Pharr District Master Letting Plan. ***TxDOT Project Status Report is filed with the January 14, 2021 RGVTAC Packet. Report only, no action taken at this time.***

B. Cameron County RMA

Pete Sepulveda **(**Cameron County RMA) provided an updated presentation Via Microsoft Teams on projects that are currently within the Cameron County RMA. All projects are moving forward as scheduled***. Cameron County RMA report is filed with the January 14, 2021-RGVTAC Packet. Report only, no action taken at this time.***

C. Hidalgo County RMA

Eric Davila, PE, (Hidalgo County RMA) provided an updated presentation Via Microsoft Teams on projects that are currently within the Hidalgo County RMA; he discussed the major milestones of each project. ***The Hidalgo County RMA monthly report is filed with the January 14, 2021-RGVTAC Packet. Report only, no action taken at this time.***

D. McAllen Metro

Jon Ray Bocanegra provided a brief update Via Microsoft Teams and noted a small passenger increase since the previous month. ***The McAllen Metro report is filed with the January 14, 2021-RGVTAC Packet. Report only, no action taken at this time.***

E. Brownsville / Island Metros

Antonio Zubieta provided an updated report Via Microsoft Teams which included the Brownsville Metro and Island Metro. These reports include on-going connecting community projects and combined ridership. **The reports are filed with January 14, 2021 RGVTAC Packet**. ***Report only, no action taken at this time.***

F. Valley Metro

Frank Jaramillo provided an updated presentation Via Microsoft Teams for both the Rural and Urban area for the Year-To-Date report. COVID-19 continues to impact services, however, there is a steadily increase. **The reports are filed with the January 14, 2021 - RGVTAC Packet.** ***Report only, no action taken at this time.***

VII) NEW OR UNFINISHED BUSINESS

TxDOT – will continue to work with entities and encourage cities to reach out to their TxDOT Project Managers on "Ready Shovel Projects". TxDOT meeting with Project Managers are still being held virtual.

VIII) ADJOURNMENT

There being no further business to come before the RGVTAC Members, Chairman Sepulveda, (Cameron County RMA) called for a motion to adjourn. The City of Harlingen made a motion to adjourn the meeting at 11:24 AM. The motion was seconded by City of McAllen; and upon a vote, the motion carried unanimously.

Rio Grande Valley
Metropolitan Planning Organization

CONGESTION AND DELAY STUDY
Winter 2019 / 2020

Prepared for:

Rio Grande Valley
Metropolitan Planning Organization
510 South Pleasantview Drive
Weslaco, TX. 78596

Prepared by:

CoPLAN

5508 Sandalwood Drive
McKinney, Texas 75072

January 26, 2021

EXECUTIVE SUMMARY

The Rio Grande Valley Metropolitan Planning Organization (RGVMPO) has an established congestion management process (CMP) to monitor the transportation network in Hidalgo and Cameron Counties. The goal of the monitoring system is to ensure optimal performance of the transportation system by identifying congested areas and related transportation deficiencies.

Traffic studies are conducted each year, rotating among the seasons. In the 2019 / 2020 update, the Winter season was studied in Hidalgo and Cameron Counties. Prior to the merger, past CMP studies in Hidalgo County include Spring 2001, Fall 2002, Summer 2003, Spring 2004, Winter 2005, Fall 2006, Spring 2007, Winter 2008/2009, Summer 2009, Fall 2010, Spring 2013, and Winter 2015. Past CMP studies were performed in the Brownsville region in 2011 and 2019. The 2019 / 2020 study is the was the first update performed following the merger of the Hidalgo County, Harlingen, and Brownsville MPOs.

Over the years, the majority of the recommended mitigation for the “congested” segments was to optimize and coordinate the arterial signal system to provide more consistent travel speeds along major corridors and avoid frequent stopping at most signals. The most common situation that results in a “congested” determination is travel unconstrained for most a link between signals at or above posted speed, but the driver is forced to stop at the downstream intersection / signal long enough to bring the average speed for the segment down to a lower average speed. This condition is being referred to as “delay” instead of “congestion”… a small but very important distinction. In order to mitigate “delay”, it will more commonly be a local intersection or corridor signal system operational issue, thus much lower capital cost vs. “congestion” that may be more of a capacity issue with a larger required investment.

Immediately after notice to proceedfor the 2019 / 2020 update, CoPLAN met with the CMP sub-committee to identify up to 1,000 centerline miles to be part of the study, as shown in **Figure 1**. In addition to the study routes, CoPLAN made recommendations to the sub-committee for 80 intersections to be evaluated in the operational study. The majority of the study network includes arterials and thus many traffic signals. It has been observed over the years, that the vast majority of the signalized corridors do not include coordinated signal timing. Therefore, there is a large amount of delay that is not due to capacity issues, but more operational in nature and considered more delay than congestion. The fieldwork portion of the study started in January 2020 and focused on performing the travel time studies on the study corridors and assessment of the traffic signal hardware operations for the 80 intersections.

Prior to completing the travel time run data collection, COVID-19 was beginning to peak in March 2020 and forced the closure of schools and many businesses. We then made the decision to put a hold on the balance of data collection due to the dramatic decrease in travel, volumes, closures, and lack of school traffic. Even after summer in 2020, traffic was still noticeably lower and local schools were mostly operating remotely. Therefore, the decision was made to base the results of this years CMP on the data collected through March before the impacts of COVID-19 begin to play a role on traffic patterns.

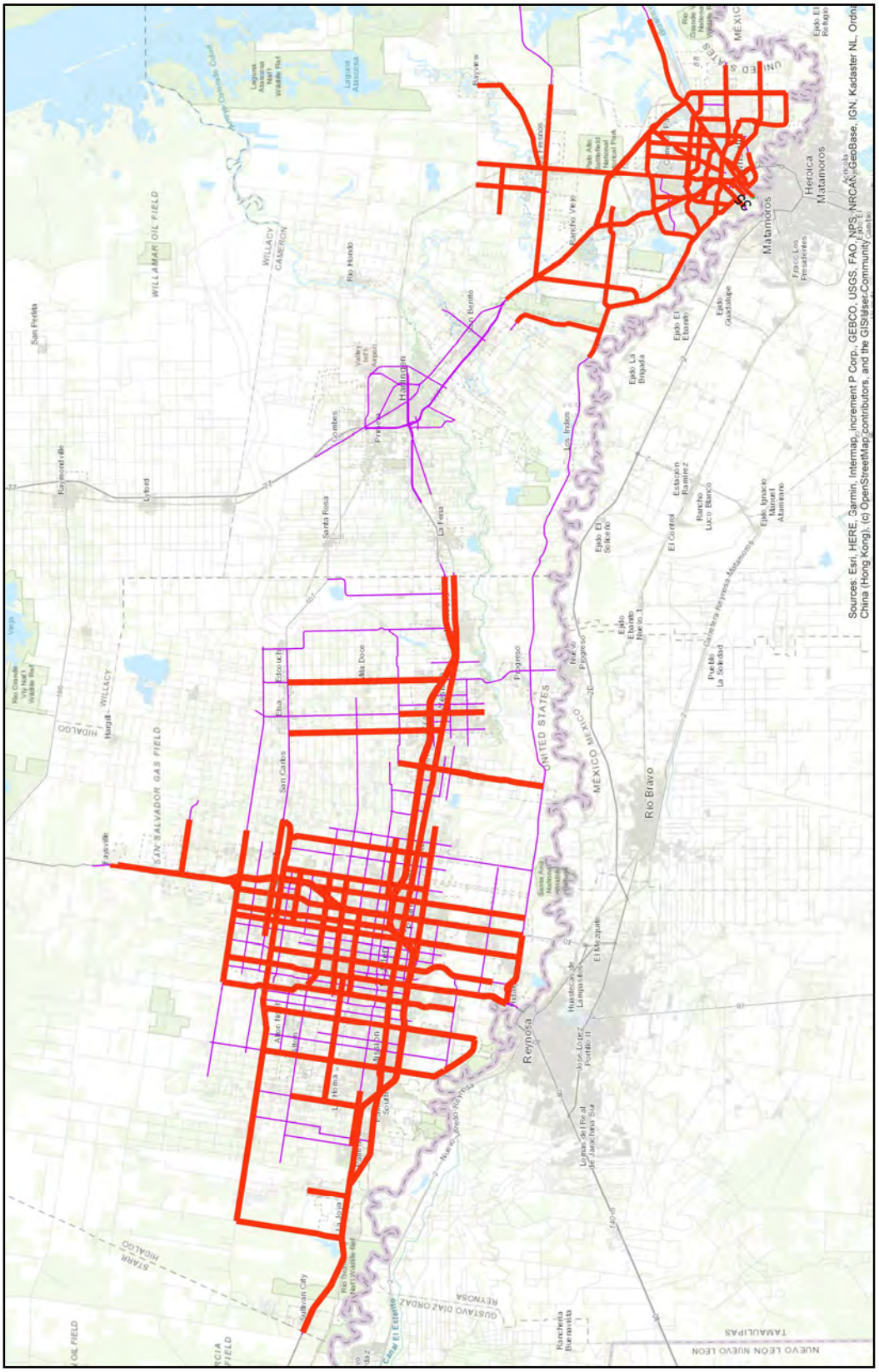


Figure 1 - Winter 2019 / 2020 CMP Routes

One-tenth of a mile (0.1 mile) Segments

In order to create common length segments, the intersection segments that include a signal, stop sign, or major cross street on each end were further broken down into relatively common lengths. These lengths vary slightly depending on the intersection segment length, but the lengths closely match approximately 0.1 mile (approximately 500 feet). This allows close comparison of each segment and further allows assessment of the root and location of congestion / delay. The vast majority of the congested 0.1-mile segments fall at the intersection with a signal or stop sign. The overall length of congestion also is greatly reduced given the fact that the majority of congestion is limited to the controlled intersection segment and not those mid-block. **Table 1** below shows the number of congested, stable, and free-flow miles on intersection segments while **Table 2** highlights those in each category for 0.1-mile segments. As shown, the mile of congestion for intersection segments is far less based on 0.1 mile segments. This can be interpreted to mean congestion does not occur on entire segments and mostly occurs on a shorter portion within the segments. This helps further identify the limits of congestion in the region.

Table 1 - PM Period CI on Intersection Segments Congestion < 0.60

Season	Measure	Roadway Condition			Total
		Free Flow	Stable	Congested < 0.60	
Winter 2019 / 2020	Number of Miles	83	642	269	994
	Percentage of Miles	8%	65%	27%	100%

Table 2 - PM Period CI on 0.1-mile Segments Congestion < 0.60

Season	Measure	Roadway Condition			Total
		Free Flow	Stable	Congested < 0.60	
Winter 2019 / 2020	Number of Miles	204	648	142	994
	Percentage of Miles	21%	65%	14%	100%

In the Winter 2019 / 2020 study, a total of 3134 (out of a total of 10,270 segments) - 0.1-mile segments were congested.

When comparing the 0.1 results to those of the intersection segments, it becomes clear that the vast majority of the measured delay occurs within 500' of a traffic signal and a large percentage of the signals could benefit from an operational assessment and update. The results indicate that 142 miles of 0.1 segments contribute to bring 269 miles of intersection segments into the "congested" category of CI. This means that there is sufficient delay in those short segments to bring the average speed for the longer segment low enough to fall below the 0.60 CI threshold.

2019 Recommendations

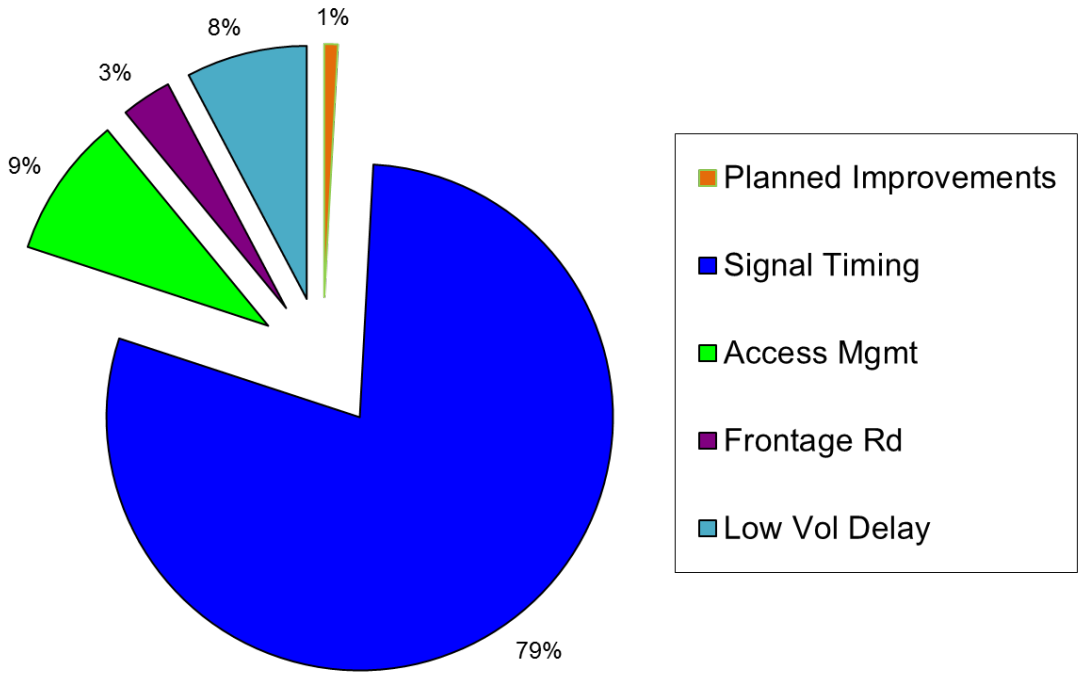
Historically, recommendations for the congested roadways included traffic signal timing optimization, access management, roadway widening, and adding traffic signals (when warranted) in place of existing stop signs.

Figure 2 illustrates the distribution of recommendations for the previous update in the Winter of 2015. The categories are similar to the findings of past studies. The majority of the segments found to be congested would improve by optimizing and coordinating the signals

along the corridors. In general, the majority of the study network would recognize improved operations before warranting larger capital expenditures. Of the roadway segments that were congested, 79% would improve with optimized and coordinated signal timing. In previous studies, signal timing was found to be an area that deserved attention within the region to allow maximum efficiency of the existing system before costly widening to add capacity… i.e. the true definition and purpose of a CMP. The intent is to manage the existing transportation network to its' optimum performance before consideration to add capacity. The results will be very evident as has been demonstrated previously with local municipal projects. A regional perspective will produce consistent travel time runs even when crossing from one city / agency to another. A comprehensive review of the benefits of the coordinated signal timing implemented over the last 4 years will be completed as part of the next update and recovery from the impacts of COVID-19.

The operational study results from the 2019 / 2020 Congestion and Delay Study clearly demonstrated the opportunities for improvement with minimum cost and interruption of traffic. Signal timing optimization and coordination facilitate smoother operations, less stops, less delay, lower vehicle emissions, and less headaches for drivers. The cost / benefit of signal timing projects far exceeds projects 100 times as expensive and can be accomplished in far less time and much less impact to drivers and property owners to endure roadway construction.

Figure 2 – Breakdown of Winter 2015 Improvement Recommendations



Key Findings

Of the 994 directional miles of roadways studied in Winter 2019 / 2020, during the PM Peak Period, 83 miles were free-flow, 642 miles were stable, and 269 miles were congested. Therefore, for the Winter 2019 / 2020 season, 73% of the roadways operated within an acceptable range during the PM Peak Period, with the congestion threshold of 0.60.

Within the segments with the lowest CI, many are thought to be secondary approaches as compared to what many feel are the busiest or most congested intersections. In order to address this issue, a new performance measure was first introduced with the Spring 2013 update. It is referred to as volume weighted delay. This performance measure will be used to highlight those areas where the combination of delay and higher volumes lead to congestion and delay. The resulting value highlights the total exposure or relative number of vehicles that encounter the measured delay from the travel time runs. The volumes used are gathered from the validated travel demand model maintained by TxDOT. The average daily volumes are conflated to the intersection segments in GIS where a weighted average volume is determined based on the lengths of each model link.

As expected, the results found with this new performance measure vary substantially from those using only Congestion Index. Congestion Index was used exclusively until 2013 for the CMP to rank deficient segments on the network. By applying volume to the delay results, we can now represent the relative number of seconds of total delay given the number of vehicles experiencing the measured delay. For those approaches with high delays but relatively low volumes, they will fall down the list vs. those with less delay but very-high volumes. Thus, the list will represent those approaches where the most vehicles could benefit from some form of improvement.

Many of the current and past study recommendations included the need to address delay through signal timing optimization. Signal timing improvements are a relatively inexpensive way to make significant improvements on a transportation network. Improved signal timing can decrease delay by appropriately allocating green time among competing phases. This allows more traffic to pass through the signal with less delay. By adjusting cycle lengths and offsets, drivers can travel longer distances along a corridor before having to stop for a red light. This decreases travel time and improves air quality.

In addition to the timing of the signals, the key element for efficient operation of a traffic signal is the vehicle detection. As determined during the previous CMP Tier II study in 2016, a large majority of the regions traffic signals do not have a fully functioning vehicle detection system for all movements. This leads to substantial unnecessary delays due to the lack of working detection when a minor side-street may have no activity. This leads to red lights on the major approach and delay while all vehicles stop, but the side-street has a green-light with no vehicles passing through intersection.

Signal timing optimization, traffic signal progression, and vehicle detection maintenance are relatively low-cost improvements that make the best use of existing capacity and optimize allocation of funding. The cost for a signal timing improvement project varies depending on the number of traffic signals, the controller capabilities, the location of the traffic signals and adjacent signals, the number of timing plans required, and implementation and fine-tuning needs.

Together with the TAC, a list of intersections was compiled to analyze further in the form of operational studies. The 80 intersections chosen are part of regional significant corridors that complement previous work performed with the 2016 CMP Tier II. It should be noted that no

signals were included in the City of McAllen this time around since the City had begun its own in-house citywide signal coordination effort. The operational study results highlighted the benefits of traffic signal timing improvements. The results demonstrated the benefits of signal timing optimization while maintaining the existing geometry of each intersection by slightly increasing delay on adjacent secondary intersections; thus, the overall corridor benefits.

In review of the results of the 2016 Winter CMP Tier II, 80 priority 1 locations were identified to be included in the 2019 / 2020 study. The initial task of this years' update included the performance of a "Self-Assessment" with each respective City responsible for signal maintenance. CoPLAN, along with a City representative, visited each intersection and performed a 97-point assessment of the signal equipment contents, working condition, capabilities, and limitations. The number 1 issue identified through the assessment was the determination that the majority of the intersections had limited functioning vehicle detection. The percentages failing within each city ranged from 29% – 73%. These findings are the primary factor contributing to the unnecessary intersection delay caused by poor performing traffic signals. When detection fails, as a safety measure, the respective approach will put in a continuous "call" even though at times there are no vehicles present on the approach. This leads to times when the minor side streets are given an extended green signal while the major arterial and high-volume approaches are forced to stop and be delayed while no vehicles pass through the intersection.

In order to optimize the operations of the corridors and get the most value out of the coordinated signal timing, the intersection detection needs to be repaired / maintained by the cities responsible for the signals.

CoPLAN worked directly with designated representatives for each City (Brownsville, Edinburg, Pharr, and Mission) responsible for maintenance of the study signals. CoPLAN, along with the City representative, visited each study intersection as shown in **Figure 3 – 5** and **Table 3,** and performed an assessment of the signal equipment. The results of the detection assessment have been digitally coded and highlighted in **Table 4**. As included in **Table 4**, those intersections with at least one failing detector exceeded at least 29%, and as high as 73% for those intersections maintained by the Cities. This along with the less than optimal signal timing are the two large contributing factors for the observed delay on the arterial network. Ideally, we would hope to see number closer to 10% of the intersection needing maintenance. This needs to be given more attention and funding by the cities to make sure things continue to function well following the completion of this project.

In addition to highlighting the need to repair detection at a large percentage of intersections, the assessment also documented the need to replace a large number of aging signal controllers and cabinets. The age of many of the signal hardware are causing equipment failures and are beginning to act as roadblocks to addressing national requirements for standardization.

What that means is that all TS 1 style cabinets need to be replaced at all the intersections to meet national requirements. This relates to not only dependability needs within the City for maintenance but for the required implementation of "flashing yellow" left turns and "countdown" pedestrian heads. Many of the regions' cabinets do not have the capacity to incorporate these left turn treatments. To be in compliance, this is an initiative each City needs to dedicate funds to address over the next few years.

Based on the results of the assessment and consultation with each city, a few of the study intersections were removed while others were added. The number of study intersections were maintained while keeping a focus on those intersections and corridors identified as regionally

significant. Factors to be considered include: maintenance needs, presence of and working condition of traffic detection (loops, video, etc.), controller model and software version, communications, pedestrian amenities, and ability to accommodate GPS clock, if applicable.

Signal Timing Model Development

The existing timing plans were used to summarize the existing parameters used by each City and how they may vary between adjacent cities. The existing timing plans were used to create the initial Synchro baseline traffic signal model. Following the development of the baseline model, CoPLAN had one-on-one meetings to discuss local details and progress. CoPLAN facilitated discussions with representatives of each city to address timing parameter differences and work through options for those corridors that serve multiple cities. It was expressed by each City that they were flexible and willing to adjust local timing parameters based on what is best for the region.

Based on the agreed to parameters, CoPLAN developed the optimized traffic signal model for both and the AM and PM periods. The AM and PM models reflected the recommended timing and include the results of discussions with each City regarding preferences for signal phasing. The existing signal phasing was maintained even though many intersections would benefit from the use of lead/lag left turns. This would be beneficial especially when trying to provide 2-way progression vs. giving priority in the higher peak direction. Lead/Lag left-turns were set aside for now but should be reconsidered once the region completes the implementation of “flashing yellow” left turns. Nationally it is felt that lead/lag left turns should not be used with protected/permission left turns without also having implemented “flashing yellow” arrows.

In contrast to the optimized timing implemented by the Cities as a result of the 2016 Tier II CMP, currently, there are no funds allocated to address traffic signal hardware deficiencies. Therefore, the incorporation of optimized signal timings for the 80 intersections, was done by the respective cities without addressing vehicle detection failures or with any planned funds allocated for equipment procurement. Many of the study intersections include those intersections that received new equipment identified through the 2016 Tier II CMP.

The improved timing plans and maintenance of loop detectors will show a substantial improvement in operations. The tabulation of such benefits will be documented with the next CMP following the complete installation of the new equipment and comprehensive “after” studies when traffic volumes stabilize after COVID-19.

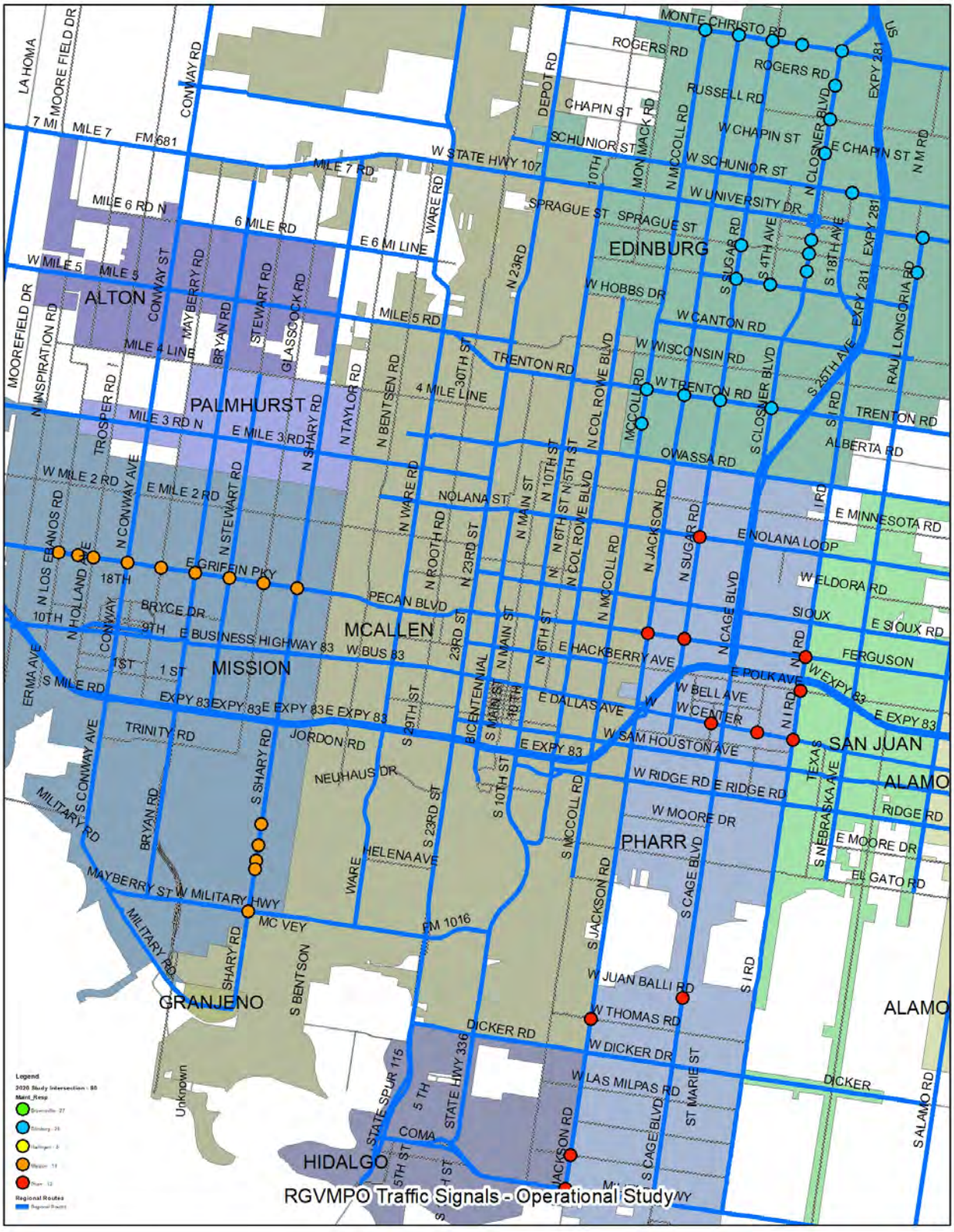


Figure 3 – Base Study Intersections (Hidalgo County Area)

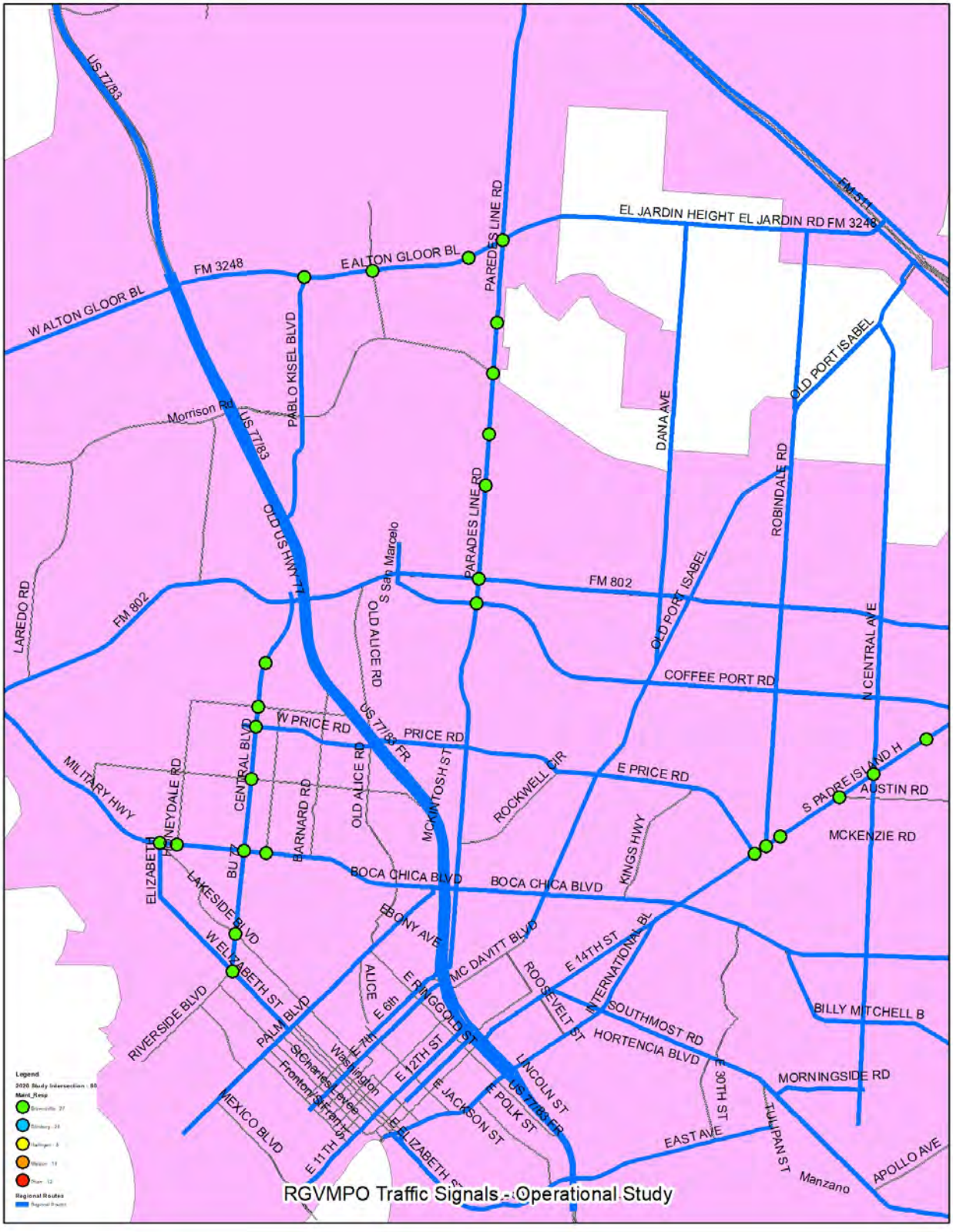


Figure 4 – Base Study Intersections (Brownsville Area)

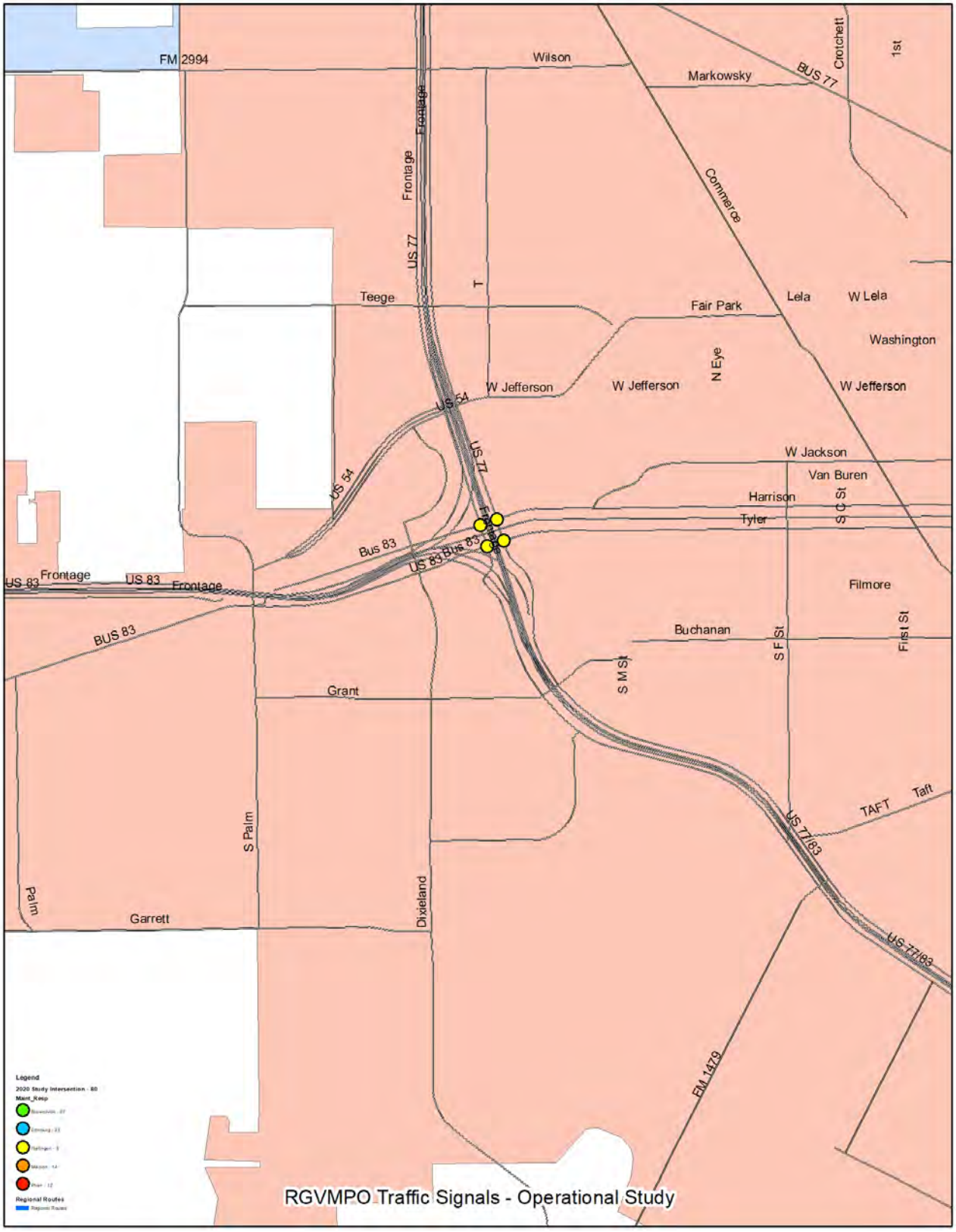


Figure 5 – Base Study Intersections (Harlingen Area)

Table 3 – Final Study Intersections

Study Int #	Major Approach	Minor Approach	City
1	Alton Gloor	Pablo Kisel	Brownsville
2	Alton Gloor	Stagecoach Trail	Brownsville
3	Alton Gloor	Ridgeline	Brownsville
4	Alton Gloor	Paredes Line	Brownsville
5	Paredes Line	Carlos Ave	Brownsville
6	Paredes Line	Morrison	Brownsville
7	Paredes Line	Heritage Trail	Brownsville
8	Paredes Line	Emerald Valley	Brownsville
9	Paredes Line	FM 802	Brownsville
10	Paredes Line	Coffee	Brownsville
11	SH 48	Price	Brownsville
12	SH 48	Robindale / Fruitdale	Brownsville
13	SH 48	McKenzie	Brownsville
14	SH 48	Austin Rd	Brownsville
15	SH 48	Central Ave	Brownsville
16	SH 48	Zena Dr	Brownsville
17	Military/Boca Chica	Old Military Hwy	Brownsville
18	Boca Chica	Honeydale	Brownsville
19	Boca Chica/ SH 48	Coria	Brownsville
20	Bus 77	Media Luna Rd / Old Hwy 77	Brownsville
21	Bus 77	Wild Rose	Brownsville
22	Bus 77	Price	Brownsville
23	Bus 77	Los Ebanos	Brownsville
24	Bus 77	SH 48	Brownsville
25	Bus 77	Jefferson / Lakeside	Brownsville
26	Bus 77/W 8thST	Elizabeth	Brownsville

Table 3 – Final Study Intersections ('Cont)

Study Int #	Major Approach	Minor Approach	City
27	Bus 281	SPRAGUE	Edinburg
28	Bus 281	FAY	Edinburg
29	Bus 281	RUSSELL	Edinburg
30	Bus 281	EBONY& CANAL	Edinburg
31	Bus 281	CHAPIN	Edinburg
32	Bus 281	RODGERS	Edinburg
33	SPRAUGE	4TH	Edinburg
34	FM 1926 (23rd / Depot)	SH 107	Edinburg
35	FM 1926 (23rd / Depot)	SPRAUGE	Edinburg
36	FM 1925	BUS 281	Edinburg
37	FM 1925	SUGAR	Edinburg
38	FM 1925	JACKSON	Edinburg
39	FM 1925	SALINAS	Edinburg
40	FM 1925	MCCOLL	Edinburg
41	McColl	ALBERTA	Edinburg
42	Schunior	18TH STREET / Veterens	Edinburg
43	Sugar	SPRAGUE	Edinburg
44	Sugar	FREDDY GONZALEZ	Edinburg
45	Trenton	SUGAR	Edinburg
46	Trenton	MCCOLL	Edinburg
47	Trenton	BUS 281	Edinburg
48	Trenton	JACKSON	Edinburg
49	Military Hwy	FM 509	Harlingen
50	US 77 NBFR	Harrison	Harlingen
51	US 77 NBFR	Tyler	Harlingen
52	US 77 SBFR	Harrison	Harlingen
53	US 77 SBFR	Tyler	Harlingen

Table 3 – Final Study Intersections ('Cont)

Study Int #	Major Approach	Minor Approach	City
54	FM 495	GLASSCOCK	Mission
55	FM 495	SH 107 (CONWAY)	Mission
56	FM 495	FM 494 (SHARY)	Mission
57	FM 495	BRYAN	Mission
58	FM 495	MAYBERRY	Mission
59	FM 495	HOLLAND	Mission
60	FM 495	STEWART RD	Mission
61	FM 495	GOLD	Mission
62	FM 495	LOS EBANOS	Mission
64	Shary	LOS INDIOS	Mission
65	Shary	FM 1016 (MILITARY)	Mission
66	Shary	LOS MILAGROS	Mission
67	Shary	PLANTATION GROVE	Mission
68	Bus 83	BLUEBONNET	Pharr
69	Bus 83	I ROAD / Veterens	Pharr
70	Bus 83	FIR	Pharr
71	Cage	Juan Balli Rd	Pharr
72	FM 495	SUGAR	Pharr
74	I Rd	FM 495 (FERGUSON)	Pharr
75	I Rd	ALAMEDA / Polk	Pharr/ San Juan
76	Jackson	HI - LINE	Pharr
77	Jackson	MILITARY HIGHWAY(US 281)	Pharr
78	Jackson	THOMAS	Pharr
79	Nolana	SUGAR	Pharr

Table 4 – Self Assessment Highlights (Detection)

	Brownsville	Edinburg	Mission	Pharr
Study Intersections	26	22	14	11
Intersections w/ Bad Detection	19	13	4	7
Average	73%	59%	29%	64%

1.0 INTRODUCTION

1.1 History of the Congestion Management

The Rio Grande Valley Metropolitan Planning Organization (RGVMPO) has an established congestion management process (CMP) to monitor the transportation network in Hidalgo and Cameron Counties. The goal of the monitoring system is to ensure optimal performance of the transportation system by identifying congested areas and related transportation deficiencies.

Traffic studies are conducted each year, rotating among the seasons. In 2019 / 2020 update, the Winter season was studied in Hidalgo and Cameron Counties. Past CMP studies in Hidalgo County include Spring 2001, Fall 2002, Summer 2003, Spring 2004, Winter 2005, Fall 2006, Spring 2007, Winter 2008/2009, Summer 2009, Fall 2010, Spring 2013, and Winter 2015. Past CMP studies were performed in the Brownsville region in 2011 and 2019. The 2020 study is the was the first update performed following the merger of the Hidalgo County, Harlingen, and Brownsville MPOs.

1.2 Study Background

Immediately after notice to proceed, CoPLAN met with the CMP sub-committee to identify 497 centerline miles to be part of the study. In addition to the study routes, CoPLAN made recommendations to the sub-committee for the 80 intersections to be evaluated for the operational study. The majority of the study network includes arterials and thus many traffic signals. It has been observed over the years, that the vast majority of the signalized corridors do not include coordinated signal timing. Therefore, there is a large amount of delay that is not due to capacity issues, but more operational in nature and considered more delay than congestion. The fieldwork portion of the study started in January 2020 and focused on performing the travel time studies on the study corridors and assessment of the traffic signal hardware operations for the 80 intersections.

The 2019 / 2020 study network included roadways in Hidalgo and Cameron Counties and the following cities: Alamo, Alton, Brownsville, Donna, Edinburg, Harlingen, Hidalgo, La Joya, McAllen, Mercedes, Mission, Palmhurst, Palmview, Peritas, Pharr, San Juan, San Benito, Sullivan City, and Weslaco. **Figure 1** shows the study area and roadways.

All of the roadways studied are evaluated during the AM and PM peak periods, between the hours of 7:00 AM-9:00 AM and 4:00 PM-6:00 PM, respectively.

1.3 Study Purpose

The purpose of this study was to identify problem areas using travel time studies and to prepare recommendations to improve the traffic flow on the transportation system as a whole and on specific corridors. The results of this study are used as factors in prioritizing needed improvements.

2.0 TRAFFIC FLOW THEORY

2.1 Traffic Flow

The Highway Capacity Manual defines capacity as "…the maximum hourly rate at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a lane or roadway during a given time period under prevailing roadway, traffic, and control conditions."

The capacity of a roadway, and its operational characteristics, is a function of a number of elements including: the number of lanes and lane widths, shoulder widths, roadway alignment, access, traffic signals, grades, and vehicle mix. Generally, roadways with wider travel lanes, fewer traffic control devices, straight alignments, etc. result in lower delays.

2.2 Level of Service

The Highway Capacity Manual defines level of service as "…a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

"Six LOS are defined for each type of facility that has analysis procedures available. Letters designate each level, from A to F, with LOS A representing the best operating conditions and LOS F the worst. Each level of service represents a range of operating conditions and the driver's perception of those conditions."

The FHWA requires MPOs over 200,000 to have a Congestion Management Process (CMP) to monitor, manage, and mitigate congestion as defined locally. Historically, the RGVMPO has used Congestion Index (CI) as the primary performance measure to identify areas of congestion and delay. This performance measure is based on average travel speed as determine through floating car travel time runs compared to that of the posted speed (judged to be the free flow or unconstrained travel speed). The resulting performance measure is calculated for each intersection segment between intersections (signalized, stop signs, major uncontrolled intersections in rural areas, and cross streets along freeways). In addition to the intersection segment, the same performance measure is calculated for 0.1 mile segments in order to have a common unit length for baseline comparisons. CI is a ratio of operating speed to posted speed limit. Congestion Index is explained in detail in Section 4.1. This method allows easy comparison of the efficiency of roadway segments.

3.0 METHODOLOGY

3.1 Roadway Mapping

3.1.1 Global Positioning System (GPS)

Before starting the travel time runs, all surveyed roadways were mapped using Global Positioning System (GPS) technology. This year's roadways were field verified and any changes since the last study, including new signals, changes in speed limit, infrastructure improvements, etc were identified.

GPS is a satellite-based positional system operated by the United States Department of Defense. These receivers were used in combination with the controlling software while driving each roadway to inventory all elements related to speed.

3.1.2 Mapping Runs

The roadway mapping was done in-vehicle using the GPS equipment and custom software. Mapping was done in one direction for each roadway segment during off-peak periods.

Traffic elements were recorded including speed limits and number of lanes. Other elements that were observed or were coded in GIS using data provided by the RGVMPO. This information would be later used to determine the segment lengths and calculated travel times, and to provide better insight into the resulting travel time runs and improvement recommendations.

3.2 Travel Time Runs

Travel time runs were conducted using the floating car method. In the floating car method, the driver of the test vehicle "floats" with the traffic by attempting to safely pass as many vehicles as pass the test vehicle, thus representing the average vehicles.

Travel time runs were conducted during the morning and afternoon peak periods on all roadway segments. Three runs were planned in each direction during each peak period. The data is saved through a customized travel speed program. The driver of the test vehicle drove the speed limit if no other cars were present and at the school zone speed limit if a school zone speed limit was in effect at the time of the travel time run.

Prior to completing the travel time run data collection, COVID-19 was beginning to peak in March 2020 and forced the closure of schools and many businesses. We then made the decision to put a hold on data collection due to the dramatic decrease in travel, volumes, closures, and lack of school traffic. Even after summer in 2020, traffic was still noticeably lower and local schools were mostly operating remotely. Therefore, the decision was made to base the results of this years CMP on the data collection through March before the impacts of COVID-19 begin to play a role on traffic patterns.

4.0 ANALYSIS

4.1 Congestion Index

Historically since 2000, the RGVMPO has applied a measurement of congestion referred as the Congestion Index (CI). CI is the ratio of the actual average speed to the weighted average posted speed limit.

CI = Actual Average Speed / Weighted Average Posted Speed Limit

CI = Congestion Index
Actual Average Speed = Average speed of all runs on a segment
Weighted Average Posted Speed Limit = Average of all posted speed limits on the segment weighted by length

Historically, according to the RGVMPO criteria, a CI less than 0.75, indicates a congested section. For example, this would be traveling less than 30 mph when the posted speed limit is 40 mph. A CI of 0.75 to 0.99, or approximately 30 mph to 39 mph, indicates a section of stable flow. And a CI greater than 0.99, or 40 mph or higher, indicates free flow conditions. **Table 5** defines the congestion index criteria.

The travel speeds on congested segments are slower than drivers typically want to drive, and there may be less opportunity for lane changing and maneuvering. Stable sections are accommodating volumes less than capacity. Travel speeds are somewhat slower than the speed limit, but generally acceptable to drivers. Lane changing and maneuvering is less difficult than in congested segments. Free-flow sections are operating well below capacity. Travel speeds equal or exceed the speed limit and traffic can maneuver without interference.

Table 5 - Congestion Index Criteria

Congestion Index (CI)		
Congestion	Stable Flow	Free Flow
< 0.75	0.75 to 0.99	> 0.99

Over the years, the majority of the recommended mitigation for the “congested” segments was to optimize and coordinate the arterial signal system to provide more consistent travel speeds along major corridors and avoid frequent stopping at most signals. These conditions are being highlighted this update cycle in order to differentiate between “congestion” and “delay”. The congestion index threshold used to date to define congestion has been < 0.75 or an average speed within a segment of less than 75% of posted speed. This average could be a result when traffic volumes approach capacity of a link and create enough friction such that drivers are forced to drive slower and are unable to reach the posted speed limit. The other, more common, situation that results in a < 0.75 CI is travel unconstrained for most of the link at or above posted speed, but the driver is forced to stop at the downstream intersection long enough to bring the average speed from center of upstream intersection until passing through the downstream intersection down to a point that results in a longer travel time to traverse the segment and thus a lower average speed. As first introduced in 2015, this second condition will be referred to as “delay” instead of “congestion”… a small but very important distinction. In order to mitigate “delay”, it will more commonly be a local intersection or corridor signal

system operational issue, thus much lower capital cost vs. “congestion” that may more typically be a capacity issue with a large required investment.

Within those with lowest CI, many are thought to be secondary approaches as compared to what many feel are the busiest or most congested intersections. In the update in 2013, a new performance measure was included in the Congestion and Delay Study and referred to as volume weighted delay. This performance measure highlighted those areas where the combination of delay and higher volumes lead to congestion and delay. The resulting value highlighted the total exposure or relative number of vehicles that encounter the measured delay from the travel time runs. The volumes used were gathered from the validated travel demand model. The average daily volumes were conflated to the intersection segments in GIS where a weighted average volume was determined based on the lengths of each model link. One element to note in using the model volumes is the distinction that the volumes represent daily (24 hour) volumes combined for both directions, while the delays calculated are directional for a specific time period (AM or PM peak period). Therefore, the performance measure is solely a relative measure of the magnitude of delay for a peak period which highlights the expected daily volumes along the link in question. The average volumes for 2-way segments used in the calculation were divided in half to represent the relative volumes on the directional link in order to be able to compare to other segments that include 1-way volumes in the model such as frontage roads, mainlanes, or 1-way streets.

4.2 Roadway Segment Definition

Since the Spring 2001 study, roadway segment endpoints are defined at each traffic signal or stop sign. This allowed the segments to be evaluated on a detailed level and then combine, as appropriate, to make corridor recommendations. For the Winter 2019 / 2020 season, approximately 497 miles of roadways, including 177 different roads, were further divided into 1637 directional links for detailed evaluation. These segments either had a traffic signal, stop sign, or a major cross street in rural areas with limited controlled intersections, as the end points.

The methodology developed and applied specifically for this project resulted in a calculated congestion index for each 1-second GPS data point. The actual speed between successive points provides detailed results that can highlight the problem areas. A detailed intersection segment level CI was used to develop the appropriate recommendations for the congested segments. In addition to the intersection segment CI analysis, one-tenth of mile segmentation was recently introduced to better highlight local areas of delay. The approach is described in **Section 5.2**.

4.3 Data Reduction

The method of recording roadway information and travel times using GPS results in massive amounts of data that required manipulation into a useable format. Each roadway was defined as a “route” in both directions and beginning and ending points were determined in order to calculate travel time for the segment. The GIS coordinate system provided by the RGVMPO was modified to match the NAD 83 (feet) coordinate system used in the data collection. All information was organized so that data could be sorted by jurisdiction.

4.4 Presentation

The travel time information and associated CI’s were formatted into tables, graphs, and in ArcGIS. ArcGIS is a GIS software that allows the reader a quick, easy-to-understand

graphical reference. For example, ArcGIS can be used to find out the number of congested segments in the City of McAllen.

The 1-second data points are color coded according to the criteria for free-flow, stable, and congested conditions. These 1-second points can be used to determine at what point along a segment a traveler experiences delays or congestion.

The data in the figures and tables in this report combines information for AM and PM travel time runs. When congestion occurs during only one time period, the user can study the detailed information to determine the cause of the delay. Thus, improvements can be better focused to ensure the most appropriate use of funds.

ArcGIS can be used to view the information provided in this study for reference and for future projects. Information such as speed limits along specific roadways, location and number of traffic signals, the location and number of stop signs, and the location and length of school zones can be summarized and viewed. The information can be summarized for the entire region or broken down and summarized by city, and can be used to identify future improvements.

5.0 EVALUATION

5.1 Congestion Index

Of the 994 directional miles of roadways studied in Winter 2019 / 2020, during the PM Peak Period, 83 miles were free-flow, 374 miles were stable, and 537 miles were congested. In comparison, the most recent previous study for Hidalgo County in the Winter 2015 included 831 directional miles of roadways of which 39 miles were free-flow, 374 miles were stable, and 417 miles were congested. Therefore, for the Winter 2019 / 2020 season, 46% of the roadways operated within an acceptable range during the PM Peak Period.

As has been anticipated over the years, more and more roadway segments have fallen below this threshold and due to that frequency, it has been recommended to reduce the threshold in order to give more credence to the "congested" association. With 54% of the segments falling below the 0.75 threshold, this has really diluted the value of being called "congested". Many of the segments are slightly below this reference point while others are far below. Those that are very low performers need to be highlighted more. Thus, in discussion with the RGVMPO staff, a threshold of 0.6 is being used to filter out those roadway segments that are not as congested as many others and can stand to wait a few years before needing attention. **Table 6** summarizes the categorical results based on the 0.75 while **Table 7** illustrates those for the 0.60 threshold. This highlights the large percentage that fell between 0.60 and 0.75 which included 268 miles or 27% of the total miles of roadway.

Table 6 - Summary of Study Roadways in Terms of CI for PM Peak Congested < 0.75

Season	Measure	Roadway Condition			Total
		Free Flow	Stable	Congested < 0.75	
Winter 2019 / 2020	Number of Miles	83	374	537	994
	Percentage of Miles	8%	38%	54%	100%

Table 7 - Summary of Study Roadways in Terms of CI for PM Peak Congested < 0.60

Season	Measure	Roadway Condition			Total
		Free Flow	Stable	Congested < 0.60	
Winter 2019 / 2020	Number of Miles	83	642	269	994
	Percentage of Miles	8%	65%	27%	100%

In many cases, congestion indices fell below 0.75 due to stop signs or traffic signals, and many of the recommendations call for signal timing improvements. These situations can be clearly seen in ArcGIS. The 1-second speed points are green (free-flow) along the length of a segment and then several red 1-second speed points (congested) occur while stopped at a stop sign or traffic signal. An example is provided in **Figure 6**. Traffic may be traveling at good speeds until they hit a red light. Less than optimal timing or signal progression may be the cause of delay in these areas. **Figure 7** shows the Congestion Index values for all the intersection segments studied in Winter 2019 / 2020.

5.2 One-tenth of a mile (0.1 mile) Segments

In order to create common length segments, the intersection segments that include a signal, stop sign, or major cross street on each end were further broken down into relatively common lengths. These lengths vary slightly depending on the intersection segment length, but the lengths closely match approximately 0.1 mile (approximately 500 feet). This allows close comparison of each segment and further allows assessment of the root and location of congestion / delay. The vast majority of the congested 0.1-mile segments fall at the intersection with a signal or stop sign. The overall length of congestion also is greatly reduced given the fact that the majority of congestion is limited to the controlled intersection segment and not those mid-block. In contrast to the summary of congested intersection segments, the number of congested miles is far less based on 0.1 mile segments which can be interpreted to mean congestion does not occur on entire segments and mostly occurs on a shorter portion within the segments. This helps further narrow down the congestion in the region.

In the Winter 2019 / 2020 study, a total of 3134 (out of a total of 10,270 segments) - 0.1-mile segments were congested.

When comparing the 0.1 results to those of the intersection segments, it becomes clear that the vast majority of the measured delay occurs within 500' of a traffic signal and a large percentage of the signals could benefit from an operational assessment and update. The results indicate that 142 miles of 0.1 segments contribute to bring 269 miles of intersection segments into the "congested" category of CI. This means that there is sufficient delay in those short segments to bring the average speed for the longer segment low enough to fall below the 0.60 CI threshold, as shown in **Table 8** and **Figure 8**.

Table 8 - PM Period CI on 0.1-mile Segments Congestion < 0.60

Season	Measure	Roadway Condition			Total
		Free Flow	Stable	Congested < 0.60	
Winter 2019 / 2020	Number of Miles	204	648	142	994
	Percentage of Miles	21%	65%	14%	100%

Figure 6 – Example 1-Second Speed on Congested Segment Near Signal

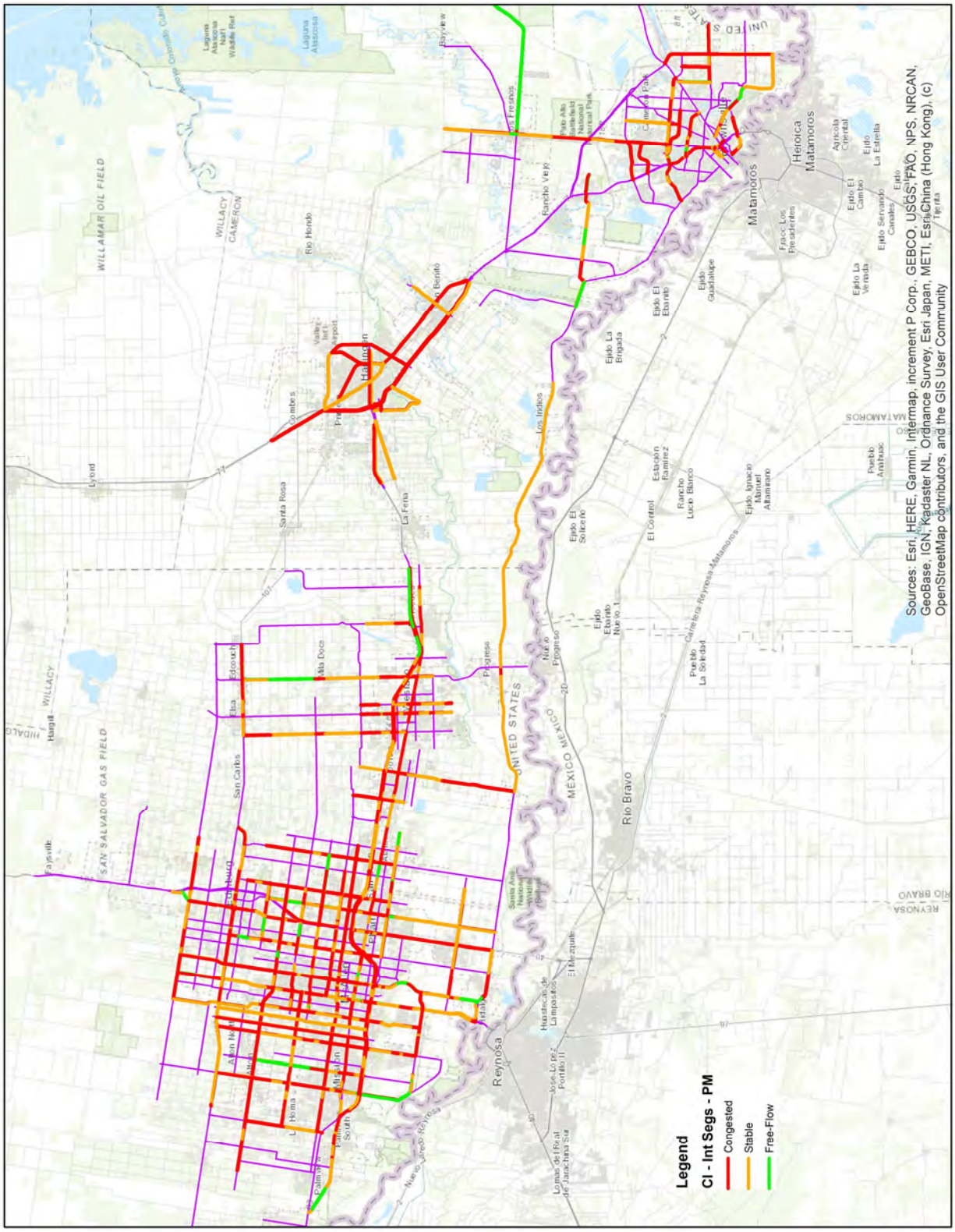


Figure 7 – Winter 2019 / 2020 Congestion Index

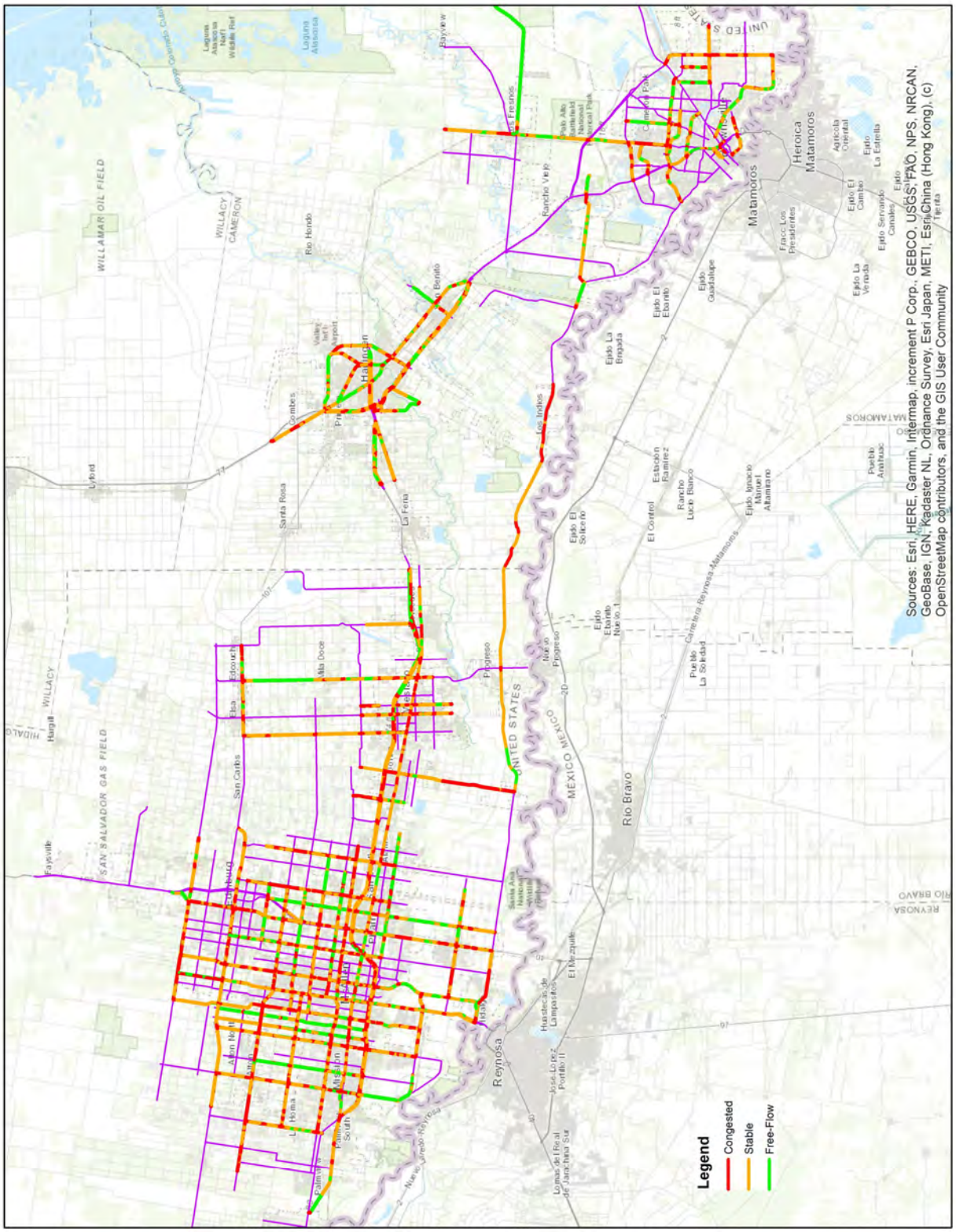


Figure 8 – Summaries at 0.1 mile segment level for Winter 2019 / 2020

Of those with the lowest CI, many are thought to be secondary approaches as compared to what many feel are the busiest or most congested intersections. In order to address this issue, a new performance measure is being introduced.

Beginning with the Spring 2013 update, a new performance measure was included and once again part of the Winter 2019 / 2020 Congestion and Delay Study. It is referred to as volume weighted delay. This performance measure will be used to highlight those areas where the combination of delay and higher volumes lead to congestion and delay. The resulting value highlights the total exposure or relative number of vehicles that encounter the measured delay from the travel time runs. The volumes used are gathered from the RGVMPO validated travel demand model. The average volumes for 2-way segments used in the calculation were divided in half to represent the relative volumes on the directional link in order to be able to compare to other segments that include 1-way volumes in the model such as frontage roads, mainlanes, or 1-way streets.

As expected, the results found with this new performance measure vary substantially from those using only Congestion Index. Congestion Index was used exclusively up until 2013 by the RGVMPO to rank deficient segments on the network. By applying volume to the delay results, we can now represent the relative number of seconds of total delay given the number of vehicles experiencing the measured delay. For those approaches with high delays but relatively low volumes, they will fall down the list vs. those with less delay but very high number volumes. Thus the list will represent those approaches where the most vehicles could benefit from some form of improvement.

6.0 RECOMMENDATIONS

Recommendations for the congested roadways typically included traffic signal timing optimization, access management, roadway widening, and adding traffic signals (when warranted) in place of existing stop signs.

Figure 2 illustrates the distribution of recommendations for the previous update in the Winter of 2015. The categories are similar to the findings of past studies. The majority of the segments found to be congested would improve by optimizing and coordinating the signals along the corridors. In general, the majority of the study network would recognize improved operations before warranting larger capital expenditures. Of the roadway segments that were congested, 79% would improve to acceptable levels with optimized and coordinated signal timing. In previous studies, signal timing was found to be an area that deserved attention within the region to allow maximum efficiency of the existing system before costly widening to add capacity. The results will be very evident as has been demonstrated previously with local municipal projects. A regional perspective will produce consistent travel time runs even when crossing from one city / agency to another. A comprehensive review of the benefits of the coordinated signal timing implemented over the last 4 years will be completed as part of the next update and recovery from the impacts of COVID-19.

The operational study results from the 2019 / 2020 Congestion and Delay Study clearly demonstrate the opportunities for improvement with minimum cost and interruption of traffic. Signal timing optimization and coordination facilitate smoother operations, less stops, less delay, lower vehicle emissions, and less headaches for drivers. The cost / benefit of signal timing projects far exceeds projects 100 times as expensive and can be accomplished in far less time and much less impact to drivers and property owners to endure roadway construction.

As transportation funding continues to be limited, operations are being highlighted by many MPOs across the country. It has been clearly proven locally and nationally that operational improvements provide the highest benefit/cost ratio and on a regional scale as compared to local capacity projects that benefit a smaller portion of the county.

Together with the TAC, the 80 intersections chosen for the operational study are part of regional significant corridors that complement previous work performed with the 2016 CMP Tier II. The operational study results highlighted the benefits of traffic signal timing improvements. The results demonstrated the benefits of signal timing optimization while maintaining the existing geometry of each intersection by slightly increasing delay on adjacent secondary intersections, the overall corridor benefits.

In review of the results of the 2016 Winter CMP Tier II, 80 priority 1 locations were identified to be included in the 2019 / 2020 study. The initial task of this years' update included the performance of a "Self-Assessment" with each respective City responsible for signal maintenance. CoPLAN, along with a City representative, visited each intersection and performed a 97-point assessment of the signal equipment contents, working condition, capabilities, and limitations. The number 1 issue identified through the assessment was the determination that the majority of the intersections had limited vehicle detection. The percentages within each city ranged from 29% – 73%. These findings are the primary factor contributing to the unnecessary intersection delay caused by poor performing traffic signals. When detection fails, as a safety measure, the respective approach will put in a continuous "call" even though at times there are no vehicles. This leads to times when the minor side

streets are given an extended green signal while the major arterial and high-volume approaches are forced to stop and be delayed while no vehicles are pass through the intersection.

In order to optimize the operations of the corridors and get the most value out of the coordinated signal timing, the intersection detection needs to be addressed by the cities responsible for the signals.

CoPLAN worked directly with designated representatives for each City (Brownsville, Edinburg, Pharr, and Mission) responsible for maintenance of the study signals. CoPLAN, along with the City representative, visited each study intersection as shown in **Figure 3 – 5** and **Table 3,** and performed an assessment of the signal equipment contents, working condition, capabilities, and limitations. The results of the detection assessment have been digitally coded and highlighted in **Table 4**. As included in **Table 4**, those intersections with at least 1 failing detector exceeded at least 29% and as high as 73% for those intersections maintained by the Cities. This along with the less than optimal signal timing are the two large contributing factors for the observed delay on the arterial network. Ideally, we would hope to see number closer to 10% of the intersection needing maintenance.

In addition to highlighting the need to repair detection at a large percentage of intersection, the assessment also documented the need to replace a large number of aging signal controllers and cabinets. The age of many of the signal hardware are causing equipment failures and are beginning to act as roadblocks to addressing national requirements for standardization.
What that means is that all TS 1 cabinets need to be replaced at all the intersection to meet national requirements. This relates to not only dependability needs within the City for maintenance but for the required implementation of “flashing yellow” left turns and “countdown” pedestrian heads. Many of the regions’ cabinets do not have the capacity to incorporate these left turn treatments. To be in compliance, this is an initiative each City needs to dedicate funds to address over the next few years.

Based on the agreed to parameters, CoPLAN developed the optimized traffic signal model for both and AM and PM periods. The AM and PM models reflected the recommended timing and include the results of discussions with each City regarding preferences for signal phasing. The existing signal phasing was maintained even though many intersections would benefit from the implementation of lead/lag left-turns. This would be beneficial especially when trying to provide 2-way progression vs. giving priority in the higher peak direction. Lead/Lag was set aside for now but should be reconsidered once the region completes the implementation of “flashing yellow” left turns. Nationally it is felt that lead/lag left turns should not be used with protected/permission left turns without also having implemented “flashing yellow” arrows.

7.0 CONCLUSIONS

When focusing in on those congested or high levels of delay (CI < 0.6 is congested), out of the 994 directional miles of roadways studied in Winter 2019 / 2020, during the PM Peak Period, 83 miles were free-flow, 642 miles were stable, and 269 miles were congested. Therefore, for the Winter 2019 / 2020 season, 73% of the roadways operated within an acceptable range during the PM Peak Period.

Together with the TAC, a list of intersections was compiled to analyze further in the form of operational studies. The 80 intersections chosen are part of regional significant corridors that complement previous work performed with the 2016 CMP Tier II. The operational study results highlighted the benefits of traffic signal timing improvements. The results demonstrated the benefits of signal timing optimization while maintaining the existing geometry of each intersection by slightly increasing delay on adjacent secondary intersections, the overall corridor benefits.

The number one issue identified through the assessment was the determination that the majority of the intersections had limited vehicle detection. The percentages within each city ranged from 29% – 73%. These findings are the primary factor contributing to the unnecessary intersection delay caused by poor performing traffic signals.

In order to optimize the operations of the corridors and get the most value out of the coordinated signal timing, the intersection detection needs to be addressed by the cities responsible for the signals.

In addition to highlighting the need repair detection at a large percentage of intersection, the assessment also documented the need to replace a large number of aging signal controllers and cabinets. The age of many of the signal hardware are causing equipment failures and are beginning to act as roadblocks to addressing national requirements for standardization. What that means is that all TS 1 cabinets need to be replaced at all the intersection to meet national requirements. This relates to not only dependability needs within the City for maintenance but for the required implementation of “flashing yellow” left turns and “countdown” pedestrian heads. Many of the regions’ cabinets do not have the capacity to incorporate these left turn treatments. To be in compliance, this is an initiative each City needs to dedicate funds to address over the next few years.

In contrast to the optimized timing implemented with the Cities in the 2016 Tier II CMP, there are no funds currently allocated to address traffic signal hardware deficiencies. Therefore, the implementation of optimized signal timings for the 80 intersections, was done with the respective cities without addressing vehicle detection failures or with any planned funds allocated for equipment procurement. Many of the study intersections include those intersections that received new equipment identified through the 2016 Tier II CMP.

The improved timing plans and maintenance of loop detectors will show a substantial improvement in operations. The tabulation of such benefits will be documented with the next CMP following the complete installation of the new equipment and comprehensive “after” studies when traffic volumes stabilize after COVID-19.

RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION

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

February 11, 2021

RE: Consideration and Action on the Federal Functional Classification Amendment - Resolution 2021-01

Dear Technical Advisory Committee,

The RGVMPO is continually working with local governments to assure Federal Functional Classification of Roadways needed to continue with MPO plans are proceeded. Therefore after coordination with TxDOT, FM 509 is being re-submitted as a Major Collector for Federal Functional Classification since last approved on resolution 2020-13 as a Minor Arterial as AADT requirements would not be met by requested roadway. Also included for Federal Functional Classification from TxDOT is FM 1599 as a Major Collector to provide system continuity to FM 507 and the FM 509 Extension. Details are included on Resolution 2021-01.

Thank you for your attention to this matter.

Please let me know if I may be of assistance.

Sincerely,

Luis M. Diaz
Assistant Director
Rio Grande Valley Metropolitan Planning Organization (RGVMPO)

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

IMPROVING MORE THAN JUST ROADS

January 15, 2021

Andrew A. Canon
Executive Director
Rio Grande Valley MPO
510 S. Pleasantview Dr.
Weslaco, Texas 78596

Re: **FM 509**
FM 508 to FM 1599 – 2.4 mi.
CSJ: 0921-06-254

Dear Andrew:

The purpose of this correspondence is to resubmit the Functional Classification (FC) of the subject project from the RGVMPO and subsequently FHWA with the comments provided from TxDOT on January 11, 2021 addressed. The CCRMA is requesting the project be classified as Major Collector, this will require an amendment of Resolution 2020-13 Passed by the RGVMPO Policy Board that classified it as a Minor Arterial.

Justification

This corridor is part of a larger on-system rural corridor that begins at FM 508 and extends south to the I-2 Interstate and ultimately US 281 (Military Highway) and the Los Indios International Bridge. The project has been under development since the early 2000s as a new location corridor designed to provide continuous connectivity between the Port of Harlingen and the I-2 interstate and International Bridge crossing. This would serve to connect the Port to the Interstate and Bridge and provide the only continuous corridor doing so in the region. Additionally, TxDOT will be requesting the functional classification of FM 1599 from FM 507 to 2.2 miles East to where it will intersect with the extension of FM 509 to provide continuity in the system.

A CCRMA traffic study indicates the road would receive significant use, serve as both land access, and traffic to the adjacent port of Harlingen and associated commercial/industrial areas. This project is intended to improve the safety and quality of life for residents by improving safety, mobility, reducing congestion on adjacent parallel roadways, and eliminating travel time delays for first responder personnel and residents during an emergency.

The proposed project in conjunction with the existing facility would serve to distribute and channel trips between Local Roads and Arterials. The proposed design speed is 65 and the project will include a rural section with Right-of way to accommodate an urban section with a median and signalized intersections in the future. Signals will be provided at all major crossings where warranted.

The CCRMA is currently in development of the Preliminary Engineering (PE) and Environmental Documents. In order to proceed the CCRMA respectfully requests that the FM 509 project be Functionally Classified as a Major Collector roadway.

The CCRMA has provided the following exhibits to support the FC of the subject roadway:

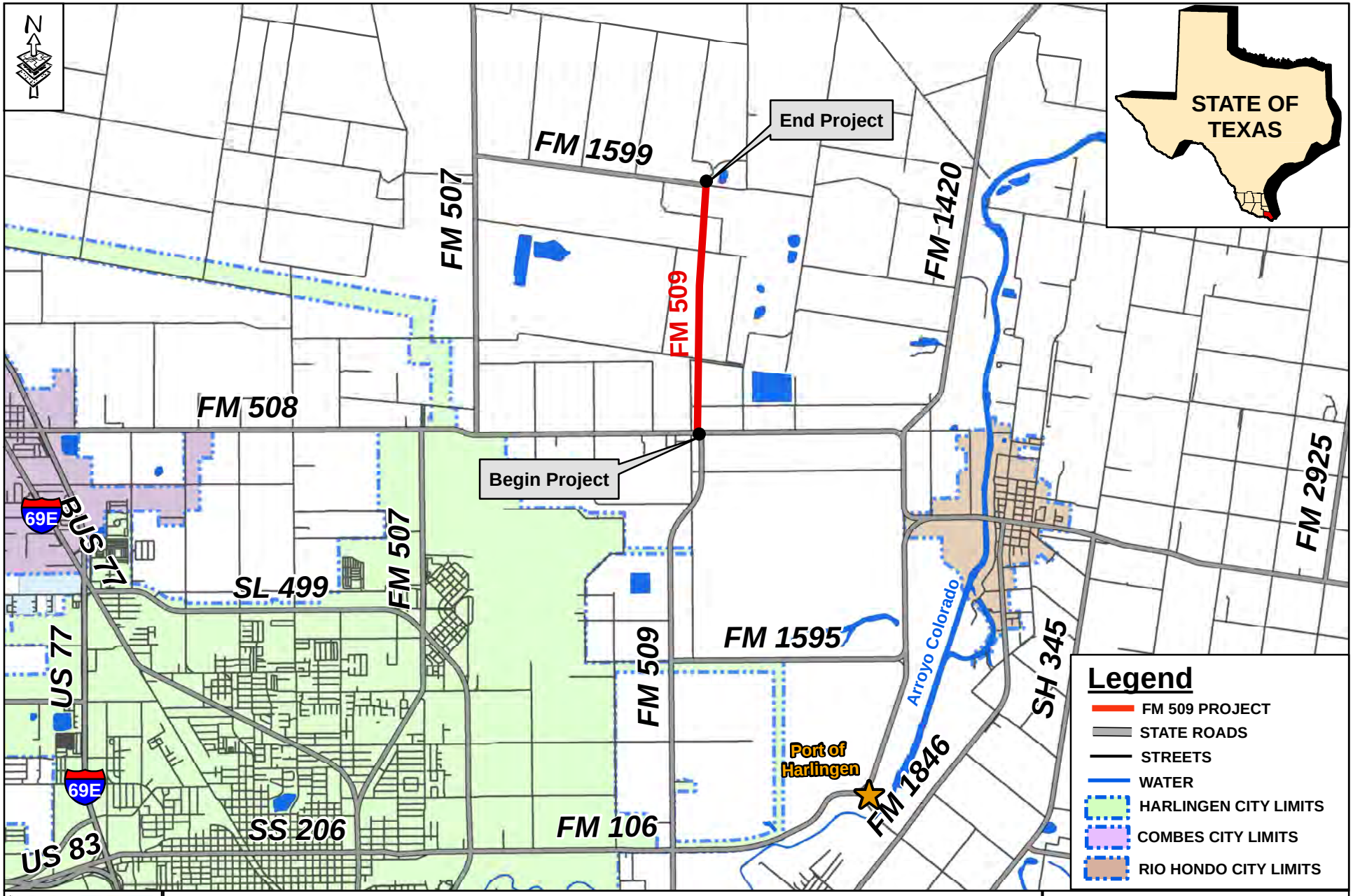
- Attachment A - Location Map
- Attachment B - Traffic Data
- Attachment F - Proposed FC Map (Dashed Line)

If you need any additional information or have any questions, please contact me at (956) 621-5571.

Sincerely,

Pete Sepulveda, Jr.
Executive Director

Cc: Pete Alvarez, P.E. TxDOT Pharr District Engineer
Melba Schaus, P.E. TxDOT Planning Director



RMA
CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

FM 509 PROJECT LOCATION MAP

CSJ: 0921-06-254

FROM FM 508 TO FM 1599

APPROX. TOTAL PROJECT LENGTH 2.4 MILES

6,700 3,350 0 6,700

Feet

1 inch = 6,667 feet

C&M Associates, Inc.
15770 North Dallas Parkway, Suite 870
Dallas, TX 75248
Tel: 214-245-5300
www.candm-associates.com

Sabrina Ying Li
Transportation System Modeler
sli@candm-associates.com

Date: December 20, 2019

To: Pete Sepulveda, Jr.
Executive Director
Cameron County Regional Mobility Authority

Subject: **FM 509 (CSJ: 0921-06-254) – Traffic Projections**

Dear Mr. Sepulveda,

This technical memorandum presents C&M Associates, Inc.'s (C&M) traffic projection methodology, assumptions, and results—including the Traffic Analysis for Highway Design (TAHD) table—regarding the segment of Farm-to-Market Road 509 (FM 509) between FM 508 and FM 1599.

1. Introduction

C&M has been retained by S&B Infrastructure, Inc. (SBI) on behalf of the Cameron County Regional Mobility Authority (CCRMA) to develop daily traffic projections for a 3-mile segment of FM 509 between FM 508 and FM 1599 in Cameron County, TX (CSJ: 0921-06-254; hereafter referred to as the Project). The Project's location is illustrated in Figure 1.

C&M's traffic projections were developed based on the Texas Department of Transportation (TxDOT) Transportation Planning and Programming Division's (TPP) methodology of using existing counts and applying a growth rate obtained from a regression of the Project corridor's historical traffic data. Additionally, C&M used the 2009 Lower Rio Grande Valley (LRGV) travel demand model (TDM) to assist in developing the traffic projections.

The Project will be constructed as a new rural roadway, serving as a northern extension to the existing FM 509. The Project is intended to improve local access and connectivity in the city of Harlingen and its surrounding areas by providing additional road capacity and access.

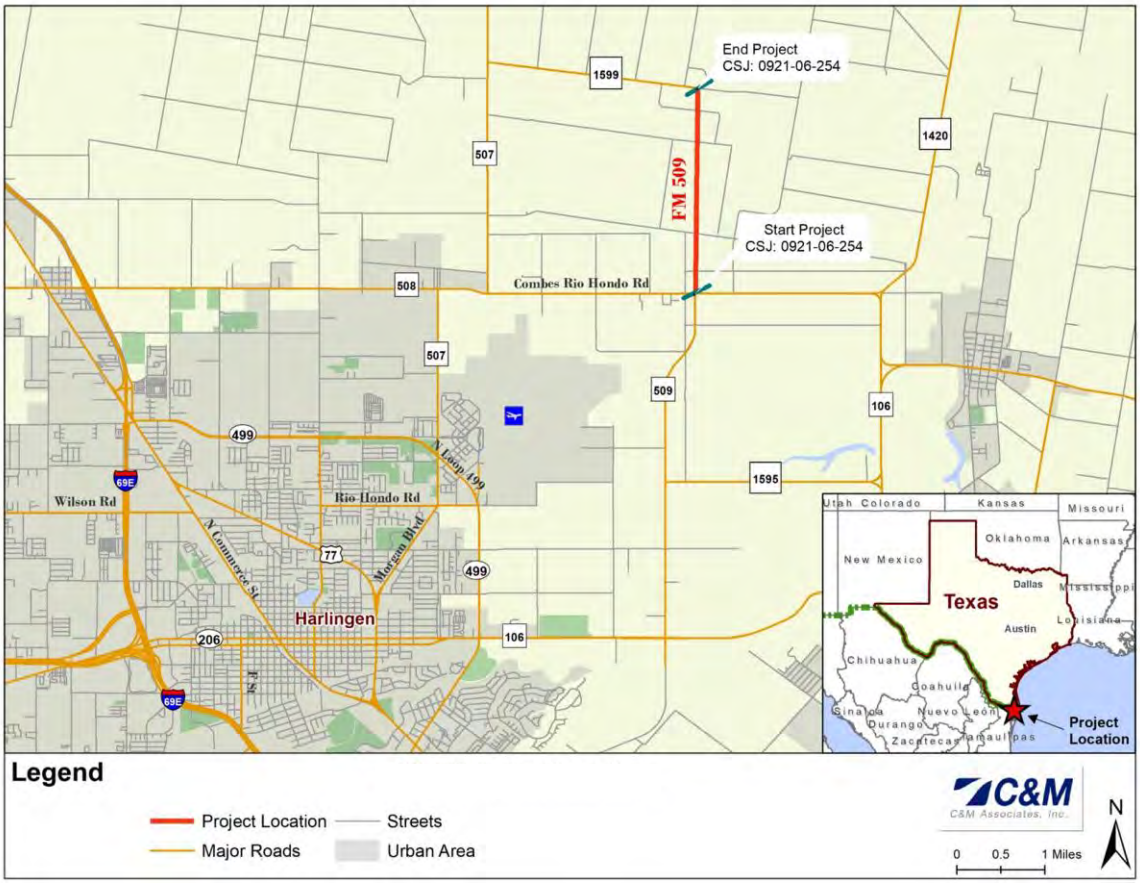


Figure 1. Project Location

2. Existing Information

This section presents an overview of relevant existing roadway and traffic information within the study area, which served as input to develop the Project's traffic projections.

2.1. Study Area Roadway Network

To determine historical traffic growth patterns, C&M analyzed 20 years of historical traffic count information on the major roadways within the Project's area of influence. The roadways considered in this analysis are described below.

Interstate 69E (I-69E) is a north–south freeway traversing South Texas. It begins just north of the Veterans International Bridge near the border of Brownsville, connecting Mexican Federal Highway 101 (MEX 101) and MEX 180. It intersects I-169 in Olmito and intersects I-2 through Harlingen. The route is cosigned with U.S. Route 77 (US 77) and follows the US 77 corridor north to Victoria.

FM 507 is a two-lane farm-to-market route in the city of Harlingen, TX. This north–south roadway connects FM 498 and FM 508, as well as FM 508 and Loop 499.

FM 508 is a two-lane farm-to-market route in the city of Harlingen, TX. This east–west roadway connects FM 106 and SH 107.

FM 509 is a two-lane farm-to-market route in the city of Harlingen, TX. It connects MEX 2 in Matamoros, Tamaulipas with FM 508 in Harlingen, TX.

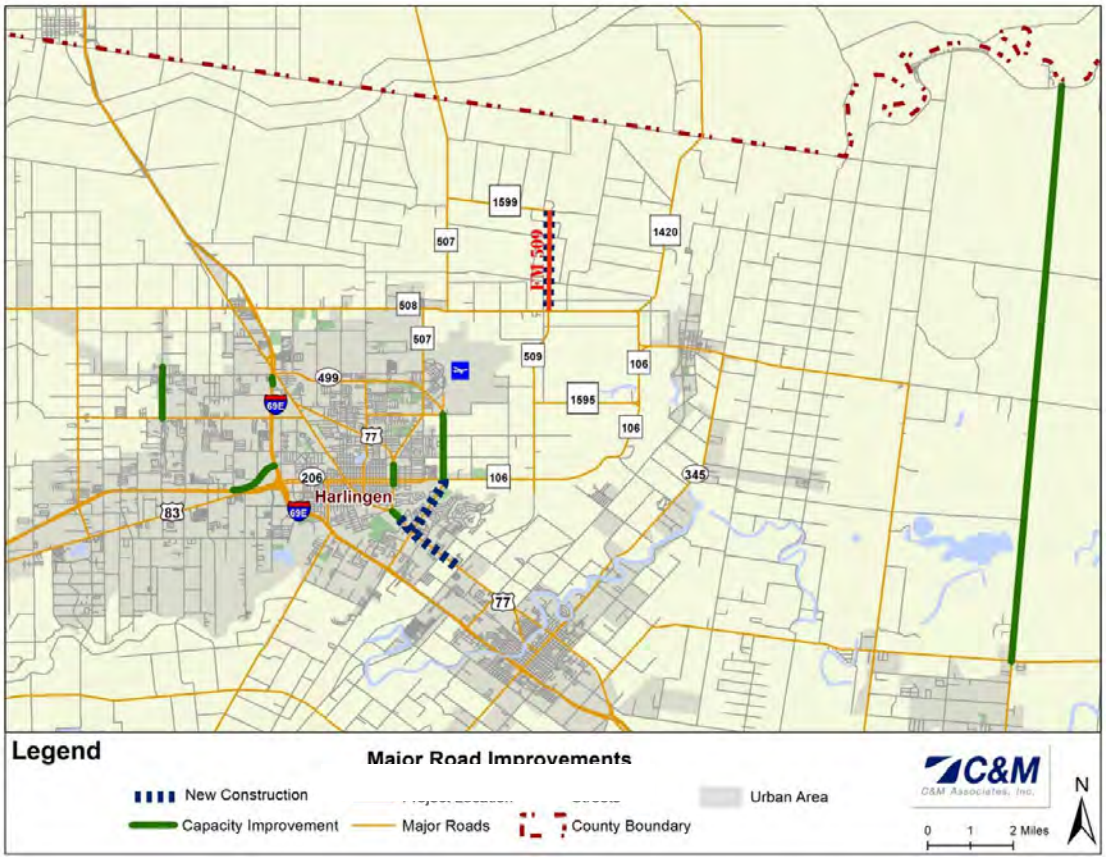
FM 1599 is a two-lane road in the city of Harlingen, TX. It is an FM road for 2.2 miles east of FM 507 which will intersect with the proposed extension of FM 509. After that, FM 1599 becomes a county road. This east–west roadway travels between FM 507 and Searcy Ranch Road.

FM 1420 is a two-lane farm-to-market route in the city of Harlingen, TX. This north–south roadway travels between TX 186 and FM 508.

2.2. Future Developments

C&M reviewed the proposed roadway developments/improvements within the study area from 2015 to 2040, as illustrated in Figure 2, to determine whether they might impact the Project's traffic patterns or volumes. As shown, new widening projects are evenly distributed around the Project corridor, which indicates that local traffic will grow similarly throughout the future network. The new extension of FM 509 will incorporate alignments with the Outer Parkway project, which will provide a new east–west travel route, improving connectivity in rural and underdeveloped areas in northeastern Cameron County. Currently, the Outer Parkway project is on hold by TxDOT.

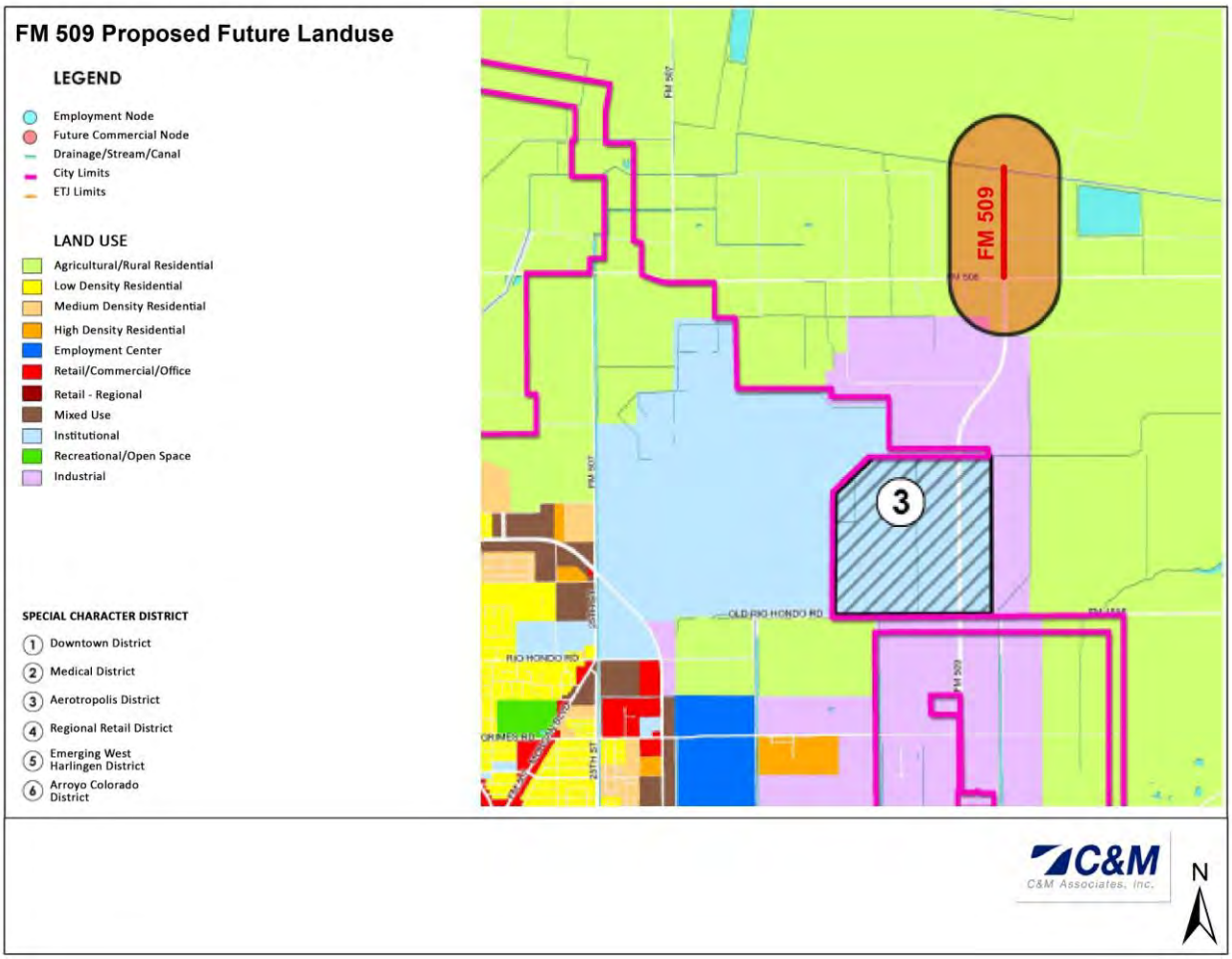
Additionally, according to the Comprehensive Plan developed by City of Harlingen in 2016, and as illustrated in Figure 3, the city's future land use plan includes an approximately 3-acre high-density residential area (denser than 18 units per acre) to be developed for apartment complexes around the Project corridor.[1] This has the potential to positively impact the area's traffic growth.



Source: LRGV TDM

Figure 2. Proposed Roadway Projects Within the Study Area

[1] City of Harlingen (n.d.). Harlingen Comprehensive Plan. Retrieved November 20, 2019 from http://www.myharlingen.us/page/PNZ.CompPlan



Source: City of Harlingen[1]

Figure 3. Proposed Land Use Map of the Project Area

2.3. TxDOT Traffic Counts

C&M reviewed existing and historical traffic counts available through the following source:

- TxDOT's Traffic Count Database System (TCDS), which provides annual average daily traffic (AADT) estimates[2]

Figure 4 illustrates the count locations within the study area. Table 1 presents the historical AADTs collected at the TCDS count locations.

[2] Texas Department of Transportation (n.d.). Traffic Count Database System. Retrieved November 20, 2019 from txdot.ms2soft.com/tcds

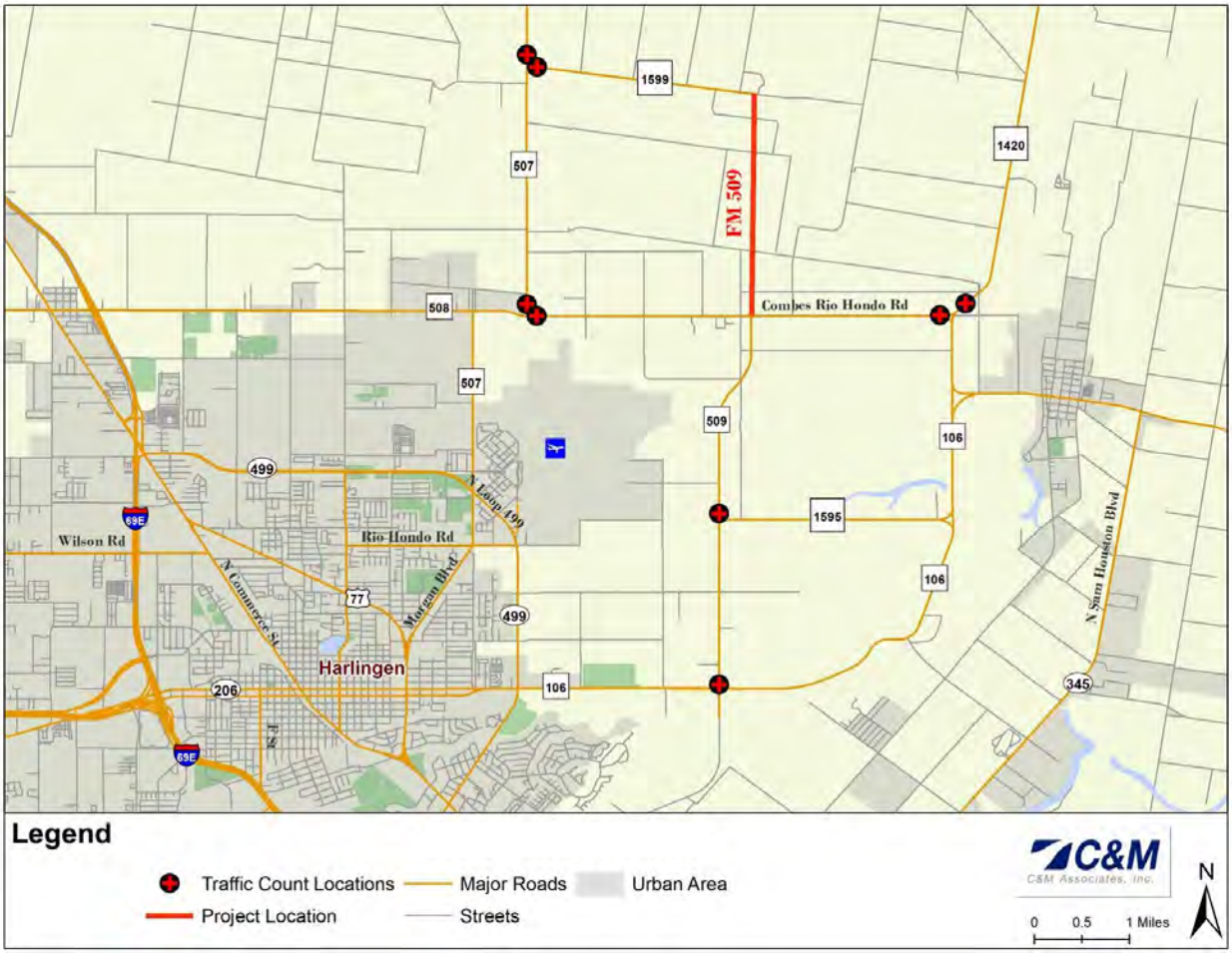


Figure 4. Count Locations Within the Project Area

Table 1. Historical Traffic Counts (AADT) Within the Study Area

Year	FM 507		FM 508		FM 509		FM 1599	FM 1420
	North of FM 1599	North of FM 508	East of FM 507	East of FM 509	North of FM 1595	North of FM 106	East of FM 507	East of FM 509
1999	550	780	2,800	1,950	NA	2,100	100	870
2000	410	680	3,100	2,100	NA	2,400	100	750
2001	540	1,150	3,600	2,800	2,100	2,900	100	720
2002	590	1,100	3,600	2,500	2,100	3,500	130	820
2003	570	1,150	3,900	2,700	2,500	4,200	130	1,050
2004	550	2,200	4,500	3,600	3,500	4,700	200	770
2005	600	1,140	3,360	2,660	3,100	4,270	150	780
2006	550	1,250	3,600	2,800	3,000	4,100	100	770
2007	470	980	4,000	3,200	3,300	4,400	60	680
2008	580	1,100	3,900	3,200	3,000	3,900	140	670
2009	520	1,050	3,700	3,100	2,800	3,600	80	750
2010	500	1,000	3,000	2,600	3,000	3,200	60	760
2011	510	1,000	3,500	2,700	1,150	3,300	90	750
2012	560	1,150	3,400	2,800	1,050	3,200	100	730
2013	679	1,190	3,029	2,450	961	3,128	76	926
2014	440	878	2,945	3,041	885	3,056	177	720
2015	462	936	2,863	2,162	643	2,218	74	806
2016	540	996	2,966	2,322	716	2,345	102	787
2017	520	928	2,738	1,582	1,143	3,259	43	836
2018	466	869	3,050	1,713	1,288	3,632	86	754

Note: NA = Not Available
Source: TxDOT TCDS

3. Travel Demand Model

C&M adopted the 2009 LRGV TDM (2015 update), which was developed by the Texas Transportation Institute (TTI) for TxDOT and provided to C&M in February 2019. The LRGV TDM is a trip-based model developed in the TransCAD environment and utilizing TripCal5 software for trip generation. As illustrated in Figure 5, the LRGV TDM consists of 1,414 traffic analysis zones (TAZ), including internal and external zones. The TAZs cover two counties—Hidalgo and Cameron—with a total area of approximately 2,600 square miles.

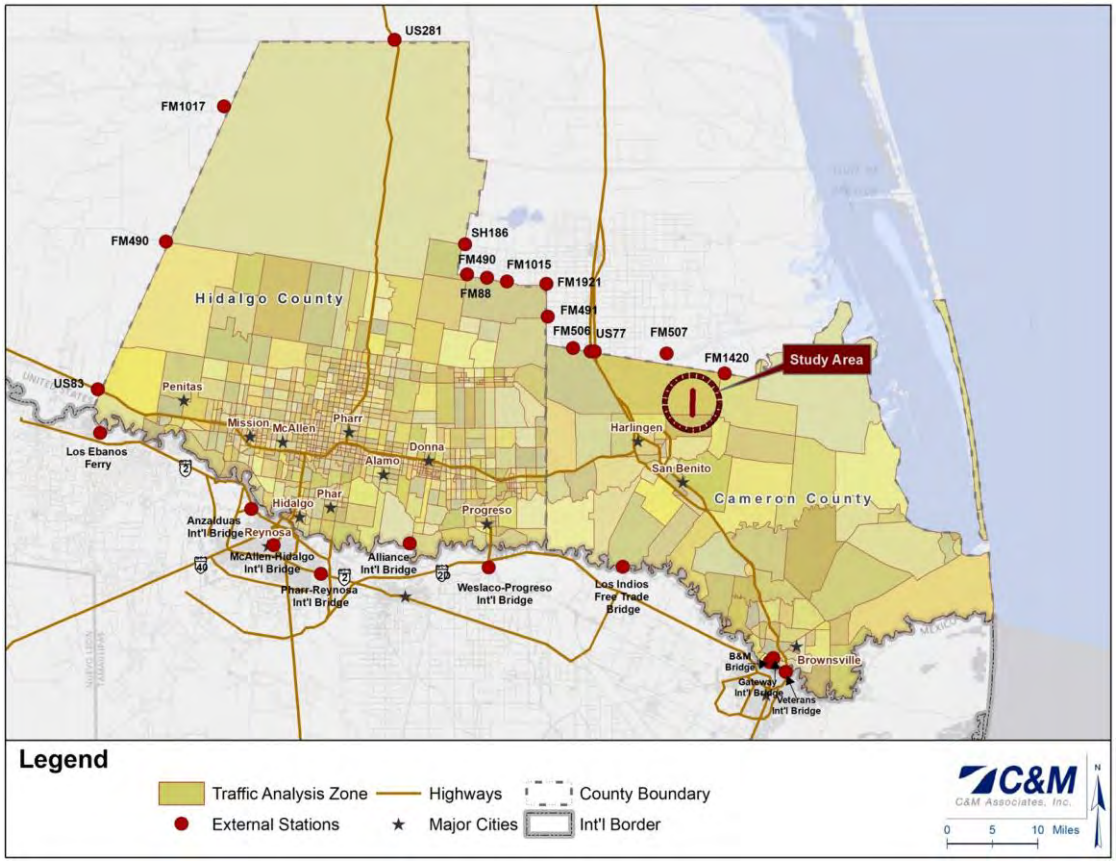


Figure 5. LRGV TDM Zone Structure

Since the TPP methodology's traffic projections are only based on historical data, C&M recommends obtaining other points of validation for future growth estimates. TDM traffic estimates are based on multiple inputs, including socioeconomic data, which helps in forecasting the traffic volumes of undeveloped areas.

C&M analyzed the 2009 LRGV base year and 2040 future model year to obtain traffic estimates for the Project and its surrounding roadways as a reference point to the TPP methodology results. The socioeconomic input data of the LRGV TDM indicates the surrounding area's traffic is expected to grow at a rate of 5 percent annually, which is in line with the City of Harlingen's future land use plans.

4. Traffic Analysis for Highway Design

This section presents C&M's methodology for developing the traffic projections for the Project, including an explanation of the TPP methodology and the resulting traffic projections.

4.1. TPP Methodology

TPP recommends using a regression-derived growth rate based on 20 years of historical data and calculating design year traffic for a 20-year forecast period based on the PIVOT method. Table 2 shows the results of the linear regression model by traffic count location. The average of the forecasted growth rates for each count location within the Project's area of influence indicates an annual growth rate of -1.4 percent. TPP methodology dictates using a minimum value of 2 percent growth for traffic within the initial 20-year forecast period and a default value of 2 percent beyond the initial 20-year forecast.

Table 2. FM 509 TPP Methodology Statistics

Description	FM 507		FM 508		FM 509		FM 1599	FM 1420
	North of FM 1599	North of FM 508	East of FM 507	East of FM 509	North of FM 1595	North of FM 106	East of FM 507	East of FM 509
Low Linear Growth Rate	-1.5%	-2.5%	-2.5%	-2.5%	-5.0%	-2.0%	-4.6%	-1.4%
Forecast Growth Rate	-0.3%	-0.9%	-1.2%	-1.0%	-4.3%	-0.5%	-2.7%	-0.2%
High Linear Growth Rate	0.9%	0.7%	0.1%	0.4%	-3.6%	0.9%	-0.8%	1.0%
Slope	-1.586	-8.862	-35.834	-24.731	-137.860	-17.595	-2.250	-1.711
Intercept	545	1,161	3,718	2,834	3,185	3,538	126	801

4.2. Traffic Projections

The TPP regression indicates an average growth rate of -1.4 percent for the Project area. However, the observed historical traffic does not reflect future developments in this area, particularly the large residential area located near the Project, as mentioned in Section 2.2. C&M confirmed that the LRGV TDM's generated trips for the Project are in line with trips generated by the ITE trip rates of the proposed developments. Therefore, C&M decided to estimate the Project's traffic volume under 2018 conditions by using the LRGV model's traffic shares along with the latest historical traffic data for the Project area. As a result, C&M chose a Project area growth rate of 5 percent for the first 20-year forecast period, followed by 2 percent growth beyond the initial 20-year forecast per TPP methodology.

The TAHD table for the Project is presented in Table 3.

Table 3. Traffic Analysis for Highway Design

FM 509

TRAFFIC ANALYSIS FOR HIGHWAY DESIGN

Pharr District — December 2, 2019

Description of Location	Base Year Average Daily Traffic 2023	Base Year Average Daily Traffic 2043	Dir Dist %	K Factor	Percent Trucks ADT	Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18K Single Axle Load Applications One Direction Expected for a 20-Year Period (2023-2043) Flexible Pavement	SN	Rigid Pavement	SLAB
FM 509 From FM 1599 To FM 508 Cameron County	7,200	12,000	52-48	8.0	3.7	3.3						

Data for Use in Air & Noise Analysis		
Vehicle Class	Base Year % of ADT	Base Year % of DHV
Light Duty	96.3	96.7
Medium Duty	1.9	1.6
Heavy Duty	1.8	1.7

Description of Location	Base Year Average Daily Traffic 2023	Base Year Average Daily Traffic 2053	Dir Dist %	K Factor	Percent Trucks ADT	Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18K Single Axle Load Applications One Direction Expected for a 30-Year Period (2023-2053) Flexible Pavement	SN	Rigid Pavement	SLAB
FM 509 From FM 1599 To FM 508 Cameron County	7,200	13,200	52-48	8.0	3.7	3.3						

Texas Department of Transportation
600 W. Interstate 2 | Pharr, Texas 78577-1231 | (956) 702-6100 | www.txdot.gov

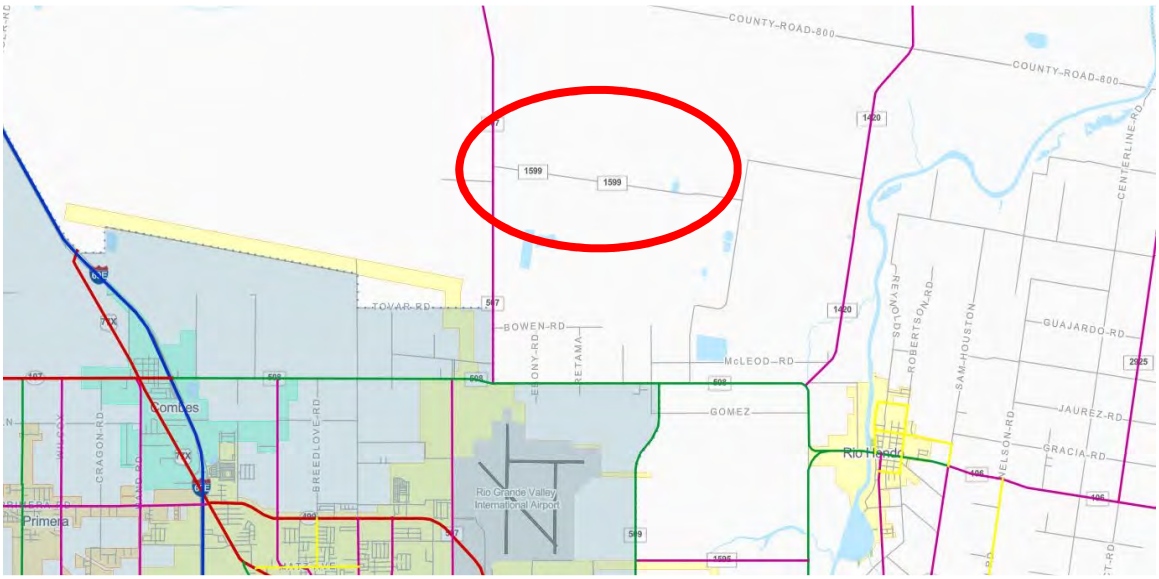
February 3, 2021

Mr. Andrew Canon
RGVMPO Director
510 S Pleasantview Dr
Weslaco, TX 78596

RE: CHANGE OF FUNCTIONAL CLASSIFICATION FOR FM 1599

Dear Mr. Canon,

We would like to change the functional classification of FM 1599 from FM 507 to 2.2 miles East. The current classification is Local (please see statewide planning map below), and we recommend changing the classification to Major Collector. This classification upgrade will provide system continuity between FM 507 and proposed new location of FM 509 Extension.



Roadway FM 1599 is a 2-lane roadway with the width of 18', and is an on-system roadway for 2.2 miles East of FM 507. FM 1599 will intersect with the proposed FM 509 Extension which is anticipated to become an on-system roadway once construction is complete. With FM 507 being classified as a Major Collector and the proposed new location FM 509 Extension is being requested to be classified as a Major Collector in a separate request, FM 1599 will serve to connect both corridors

and provide continuous connectivity to facilities in Cameron County. Some of the facilities in Cameron County would be the Valley International Airport and approximately 16 miles south on FM 509 is the Los Indios International Bridge. The Cameron County RMA has in its future plans to build in the vicinity of FM 1599 an Outer Parkway that will provide a new east-west travel route, improving connectivity in the rural and underdeveloped areas in northeastern section of Cameron County.

Attached you will find a letter of support from Cameron County and a map of the location.

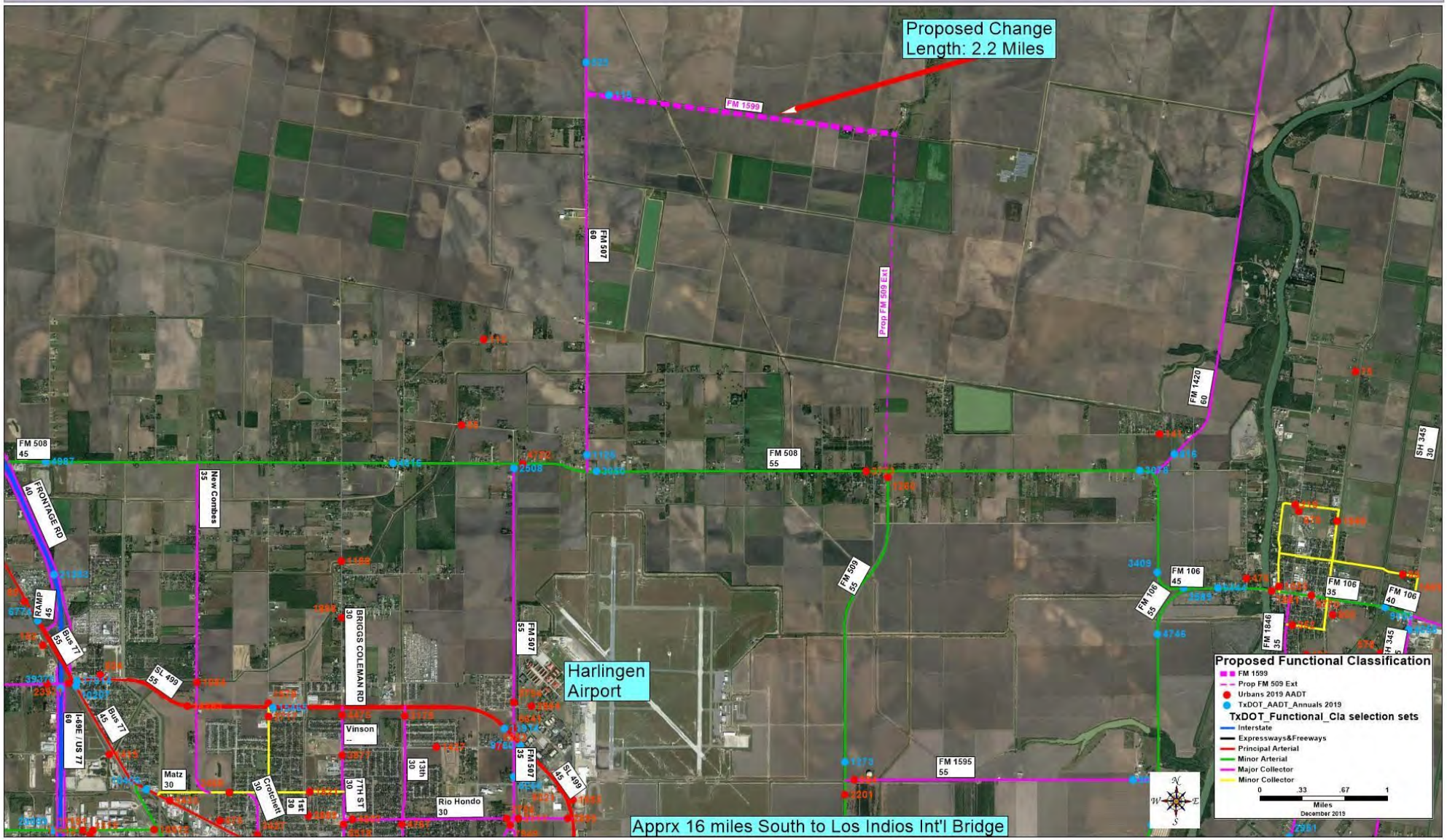
Sincerely,

DocuSigned by:
2B9AFAE2F319409...

Norma Y. Garza, P.E.
Director of Transportation Planning & Development
TxDOT-Pharr District

cc: Pedro Alvarez, P.E., Pharr District Engineer
Melba R. Schaus, P.E., Pharr District Planning Engineer

FM 1599 From FM 507 to Proposed New Location FM 509 Extension



CAMERON COUNTY
DEPARTMENT OF TRANSPORTATION
Benjamin L. Worsham, P.E. ★ County Engineer

February 2, 2021

Andrew A. Canon
Executive Director
Rio Grande Valley MPO
510 S. Pleasantview Dr.
Weslaco, Texas 78596

Re: **FM 1599 – 2.2 mi. East from FM 507**

Dear Andrew:

The purpose of this correspondence is to provide support for the change of functional classification for FM 1599. The current classification is Local and we agree with TxDOT to change the classification to Major Collector.

Justification

FM 1599 is a 2-lane roadway with the width of 18', and is an on-system roadway for 2.2 miles East of FM 507. FM 1599 will intersect with the proposed new location FM 509 Extension, and will provide a continuous connectivity to facilities in Cameron County such as the Valley International Airport and associated commercial industrial areas. The roadway also serves the Los Indios International Port of Entry, which is approximately 16 miles south.

Furthermore, the CCRMA has future plans to develop a project in the vicinity of FM 1599, Outer Parkway, that will provide a new east-west travel route, improving connectivity in the rural and underdeveloped areas in the northeastern section of Cameron County.

If you need any additional information or have any questions, please contact me at (956) 247-3500.

Sincerely,

Benjamin L. Worsham, P.E., P.T.O.E.
County Engineer
Cameron County

Cc: Pete Alvarez, P.E. TxDOT Pharr District Engineer
Melba Schaus, P.E. TxDOT Planning Director

RESOLUTION 2021-01

SUBJECT: APPROVAL OF Functional Classification Submittals #5

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

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

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

NOW THEREFORE, BE IT RESOLVED, that the Rio Grande Valley Metropolitan Planning Organization Transportation Policy Board agreed by a majority vote to approve the Functional Classification Submittals.

APPROVAL OF Functional Classification Submittals #5

Entity	Road Name	CSJ	Current Classification	From	To	Length	New Classification
CCRMA	FM 509	0921-06-254	Not Classified	FM 508	FM 1599	2.4	Major Collector
TxDOT	FM 1599	N/A	Not Classified	FM 509	FM 507	2.2	Major Collector

PASSED AND APPROVED on this 24th day of February 2021.

The Honorable Ambrosio "Amos" Hernandez
City of Pharr
Chairman of the RGVMPO Policy Board

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

Andrew A. Canon
RGV MPO Executive Director

RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION

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

February 11, 2021

RE: **Consideration and Action on the 2020 Thoroughfare Plan Amendments - Resolution 2021-02**

Dear Technical Advisory Committee,

The RGVMPO is continually working with local governments to assure Right of Way information is recorded accurately on the RGVMPO Thoroughfare Plan and displayed on our interactive map UMAP. Therefore, the RGVMPO performs a yearly Thoroughfare Amendment process, where we request all local governments to submit any updates toward Right of Way Designations. For this revision cycle we have received amendments from the County of Hidalgo included in detail in Resolution 2021-02 (**See Attachment**).

Thank you for your attention to this matter and please let me know if, I may be of further assistance.

Sincerely,

Luis M. Diaz
Assistant Director
Rio Grande Valley Metropolitan Planning Organization (RGVMPO)

DAVID L. FUENTES
HIDALGO COUNTY COMMISSIONER PCT. 1
1902 JOE STEPHENS AVE. STE 101
WESLACO, TEXAS 78599
Office: (956) 968-8733 • Fax (956) 969-1417

December 15, 2020

Mr. Andrew Canon, Transportation Director
Rio Grande Valley Metropolitan Planning Organization (RGVMPO)
510 S. Pleasantview Drive
Weslaco, Texas 78596

RE: Mile 1 ½ West (From Mile 12 North to Levee Road)

Dear Mr. Canon,

As you are aware the RGVMPO is currently performing the regularly scheduled 2020 Thoroughfare Plan Amendment Process. As a result Hidalgo County Precinct No. 1 respectfully requests the above referenced segment of Mile 1 ½ West be designated as an "Expansion Minor Collector" preserving an 80' Right of Way.

Thank you in advance for your prompt attention to this matter.

If you have any questions or concerns, please do not hesitate to contact me or my Chief Administrator, Mr. David Suarez.

Sincerely,

David Fuentes
Commissioner, Hidalgo County Precinct No. 1

Rio Grande Valley
Thoroughfare Plan Amendment Form

(For most current map refer to UMAP Interactive Map on RGVMPO website WWW.RGVMPO.ORG)
Please keep in mind Thoroughfare Plan records Right of Way of 80' or larger only

Entity: Hidalgo County

Contact Person: Danny Guzman

Contact Person Phone Number: (956) 968-8733

Date: _____

Amendment Details:

Roadway Name: Mile 1 ½ West

Roadway Limits

From: Mile 12 North

To: Levee Road

Please see below for Explanation of designations

Current Right of Way Description:

*Existing _____ ft. *Expansion _____ ft. *New _____ ft.

Adding to Thoroughfare Plan Map X

80' Right of Way or less _____

Thoroughfare Plan Map Amendment Description:

*Existing 40 'ft. *Expansion 80 ft. *New _____ ft.

Removing from Thoroughfare Plan Map _____

Additional Amendment Information: **change from county road to Expansion Minor Collector.**

Supporting Documentation Required with Amendment Form:

Please submit Rio Grande Valley Thoroughfare Plan Amendment form and approved resolution or ordinance by entities governing body or supporting written documentation with an authorized signature to:

Luis Diaz: LDIAZ@RGVMPO.ORG
Rio Grande Valley MPO
510 S Pleasantview Drive
Weslaco, TX 78596
(956) 969-5778

Explanation of designations:

*Existing = Assigned Right of Way fully utilized.

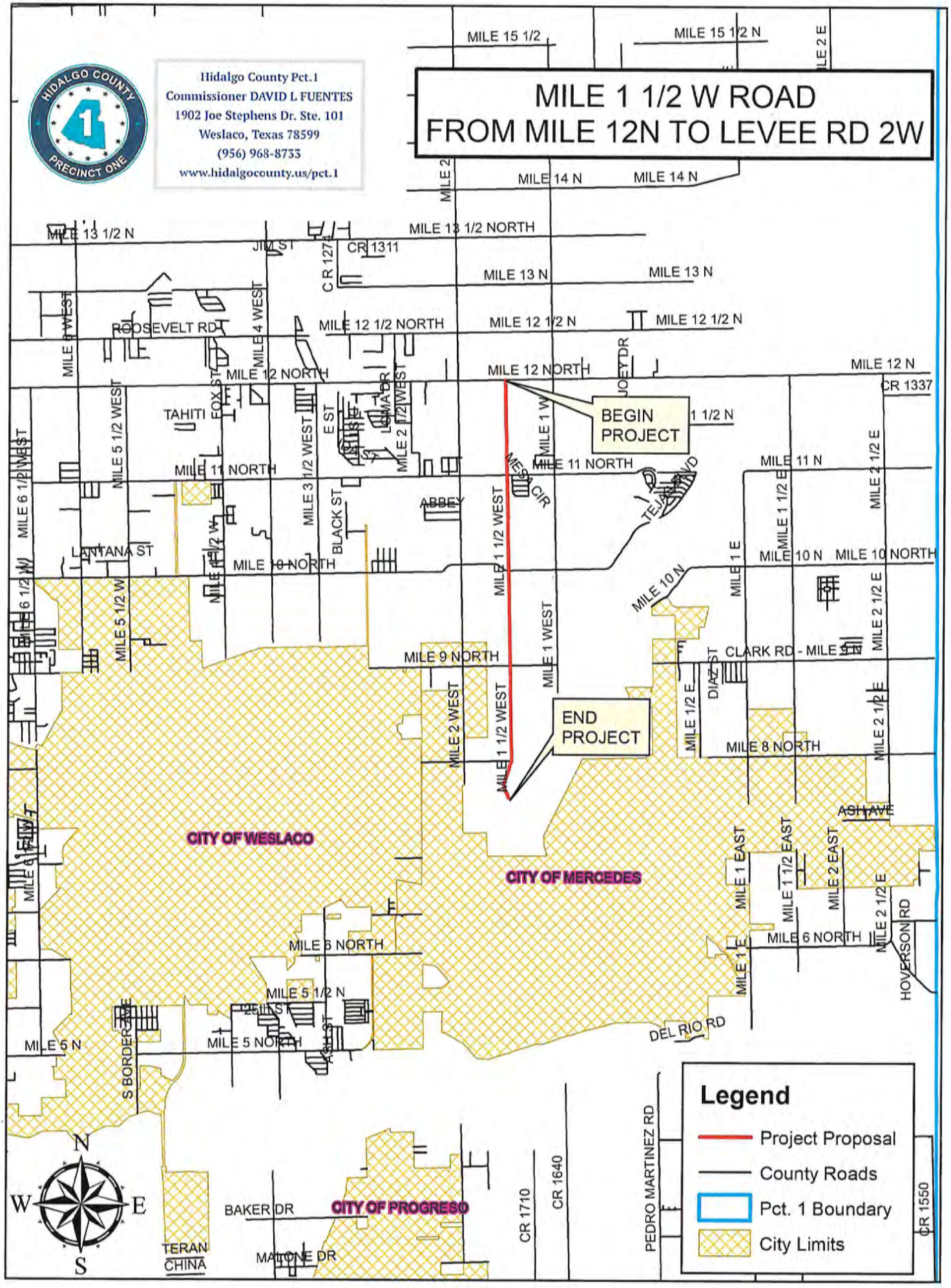
*Expansion = Portion of assigned Right of Way utilized.

*New = Reservation of Right of Way for future developments.

RGVMPO Staff Use Only

Date Received: _____

Date Approved by Transportation Policy Board: _____


Hidalgo County Pct.1
Commissioner DAVID L FUENTES
1902 Joe Stephens Dr. Ste. 101
Weslaco, Texas 78599
(956) 968-8733
www.hidalgocounty.us/pct.1
MILE 1 1/2 W ROAD
FROM MILE 12N TO LEVEE RD 2W
BEGIN PROJECT
END PROJECT
CITY OF WESLACO
CITY OF MERCEDES
CITY OF PROGRESO
MILE 15 1/2
MILE 15 1/2 N
MILE 14 N
MILE 13 1/2 N
MILE 13 1/2 NORTH
MILE 13 N
MILE 12 1/2 NORTH
MILE 12 1/2 N
MILE 12 NORTH
MILE 12 N
MILE 11 NORTH
MILE 11 N
MILE 10 NORTH
MILE 10 N
MILE 9 NORTH
MILE 8 NORTH
MILE 6 NORTH
MILE 5 1/2 N
MILE 5 NORTH
MILE 5 N
CR 1311
CR 1337
ROOSEVELT RD
TAHITI
LANTANA ST
ABBEY
MESA CIR
TEJAS BLVD
JOEY DR
CLARK RD - MILE 9
DIAZ ST
ASH AVE
DEL RIO RD
HOVERSON RD
BAKER DR
MALONE DR
TERAN
CHINA
CR 1710
CR 1640
CR 1550
PEDRO MARTINEZ RD
S BORDER AVE
Legend
Project Proposal
County Roads
Pct. 1 Boundary
City Limits
N
S
E
W

DAVID L. FUENTES
HIDALGO COUNTY COMMISSIONER PCT. 1
1902 JOE STEPHENS AVE. STE 101
WESLACO, TEXAS 78599
Office: (956) 968-8733 • Fax (956) 969-1417

December 15, 2020

Mr. Andrew Canon, Transportation Director
Rio Grande Valley Metropolitan Planning Organization (RGVMPO)
510 S. Pleasantview Drive
Weslaco, Texas 78596

RE: Mile 21 ½ North (From FM 88 to FM 491)

Dear Mr. Canon,

As you are aware the RGVMPO is currently performing the regularly scheduled 2020 Thoroughfare Plan Amendment Process. As a result Hidalgo County Precinct No. 1 respectfully requests the above referenced segment of Mile 21 ½ North be designated as an "Expansion Minor Collector" preserving an 80' Right of Way.

Thank you in advance for your prompt attention to this matter.

If you have any questions or concerns, please do not hesitate to contact me or my Chief Administrator, Mr. David Suarez.

Sincerely,

David Fuentes
Commissioner, Hidalgo County Precinct No. 1

Rio Grande Valley
Thoroughfare Plan Amendment Form

(For most current map refer to UMAP Interactive Map on RGVMPO website WWW.RGVMPO.ORG)
Please keep in mind Thoroughfare Plan records Right of Way of 80' or larger only

Entity: Hidalgo County

Contact Person: Danny Guzman

Contact Person Phone Number: (956) 968-8733

Date: _____

Amendment Details:

Roadway Name: Mile 21 ½ North

Roadway Limits

From: FM 88

To: FM 491

Please see below for Explanation of designations

Current Right of Way Description:

*Existing _____ ft. *Expansion _____ ft. *New _____ ft.

Adding to Thoroughfare Plan Map **X**

80' Right of Way or less _____

Thoroughfare Plan Map Amendment Description:

*Existing **40** 'ft. *Expansion **80** ft. *New _____ ft.

Removing from Thoroughfare Plan Map _____

Additional Amendment Information: **change from county road to Expansion Minor Collector.**

Supporting Documentation Required with Amendment Form:

Please submit Rio Grande Valley Thoroughfare Plan Amendment form and approved resolution or ordinance by entities governing body or supporting written documentation with an authorized signature to:

Luis Diaz: LDIAZ@RGVMPO.ORG
Rio Grande Valley MPO
510 S Pleasantview Drive
Weslaco, TX 78596
(956) 969-5778

Explanation of designations:

*Existing = Assigned Right of Way fully utilized.

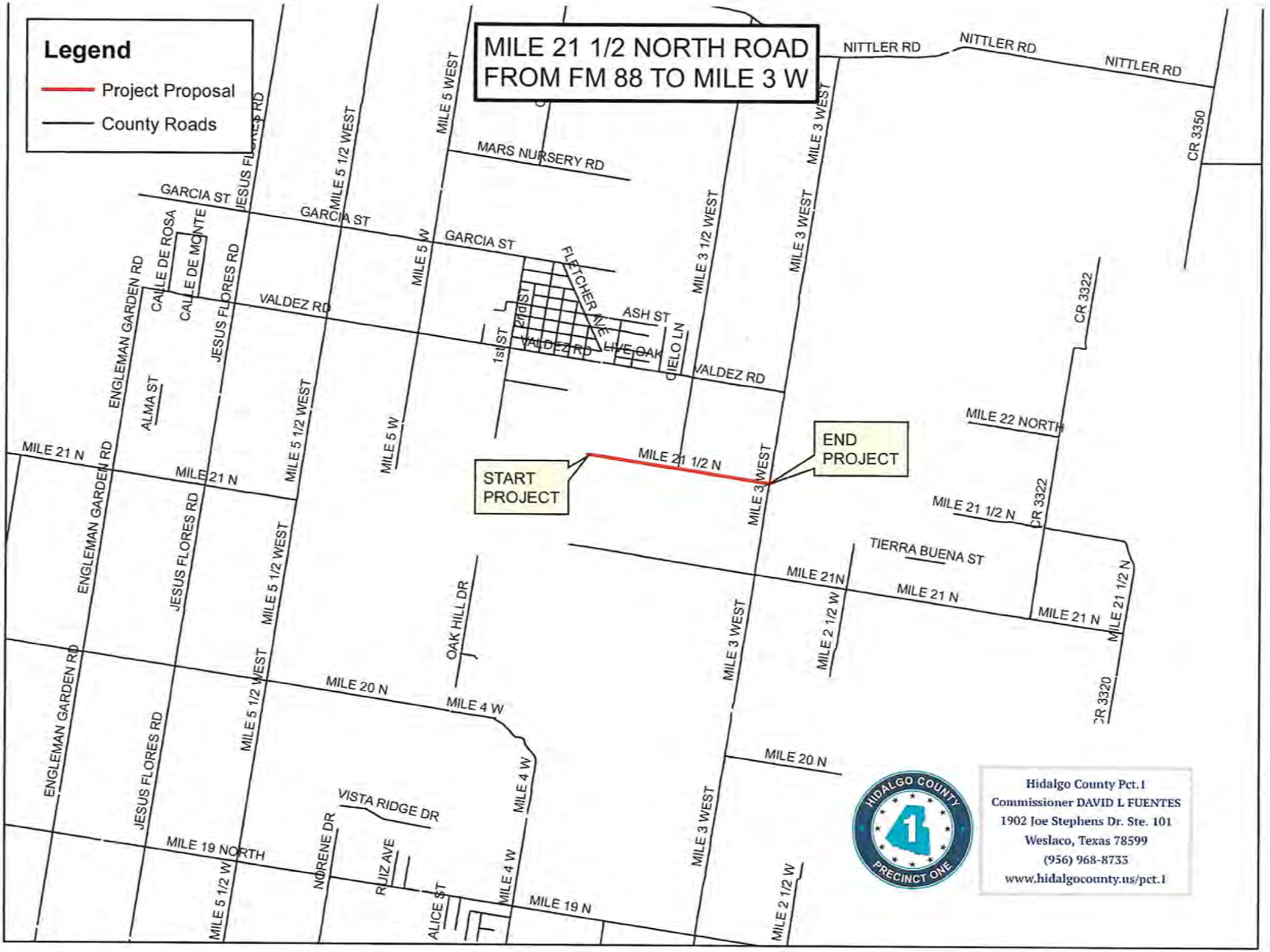
*Expansion = Portion of assigned Right of Way utilized.

*New = Reservation of Right of Way for future developments.

RGVMPO Staff Use Only

Date Received: _____

Date Approved by Transportation Policy Board: _____


Legend
Project Proposal
County Roads
MILE 21 1/2 NORTH ROAD
FROM FM 88 TO MILE 3 W
START PROJECT
END PROJECT
MILE 21 1/2 N
NITTLER RD
NITTLER RD
NITTLER RD
CR 3350
MARS NURSERY RD
GARCIA ST
GARCIA ST
GARCIA ST
JESUS FLORES RD
MILE 5 1/2 WEST
MILE 5 WEST
MILE 5 W
MILE 3 1/2 WEST
MILE 3 WEST
CALLE DE ROSA
CALLE DE MONTE
ENGLEMAN GARDEN RD
VALDEZ RD
VALDEZ RD
VALDEZ RD
FLETCHER AVE
1st ST
2nd ST
ASH ST
LIVE OAK
CIELO LN
ALMA ST
CR 3322
MILE 22 NORTH
MILE 21 N
MILE 21 N
MILE 21 N
MILE 21 1/2 N
MILE 21 1/2 N
TIERRA BUENA ST
MILE 21N
MILE 21 N
MILE 21 N
MILE 21 1/2 N
MILE 2 1/2 W
OAK HILL DR
MILE 20 N
MILE 4 W
MILE 20 N
VISTA RIDGE DR
NORENE DR
RUIZ AVE
ALICE ST
MILE 19 NORTH
MILE 19 N
MILE 2 1/2 W
HIDALGO COUNTY
1
PRECINCT ONE
Hidalgo County Pct.1
Commissioner DAVID L FUENTES
1902 Joe Stephens Dr. Ste. 101
Weslaco, Texas 78599
(956) 968-8733
www.hidalgocounty.us/pct.1

DAVID L. FUENTES
HIDALGO COUNTY COMMISSIONER PCT. 1
1902 JOE STEPHENS AVE. STE 101
WESLACO, TEXAS 78599
Office: (956) 968-8733 • Fax (956) 969-1417

December 15, 2020

Mr. Andrew Canon, Transportation Director
Rio Grande Valley Metropolitan Planning Organization (RGVMPO)
510 S. Pleasantview Drive
Weslaco, Texas 78596

RE: Uncle Peters Road (From First Street in La Villa, Tx. to Jaritas Road)

Dear Mr. Canon,

As you are aware the RGVMPO is currently performing the regularly scheduled 2020 Thoroughfare Plan Amendment Process. As a result Hidalgo County Precinct No. 1 respectfully requests the above referenced segment of Uncle Peters Road be designated as an "Expansion Minor Collector" preserving an 80' Right of Way.

Thank you in advance for your prompt attention to this matter.

If you have any questions or concerns, please do not hesitate to contact me or my Chief Administrator, Mr. David Suarez.

Sincerely,

David Fuentes
Commissioner, Hidalgo County Precinct No. 1

Rio Grande Valley
Thoroughfare Plan Amendment Form

(For most current map refer to UMAP Interactive Map on RGVMPO website WWW.RGVMPO.ORG)
Please keep in mind Thoroughfare Plan records Right of Way of 80' or larger only

Entity: Hidalgo County

Contact Person: Danny Guzman

Contact Person Phone Number: (956) 968-8733

Date: _____

Amendment Details:

Roadway Name: Uncle Peters Road

Roadway Limits

From: First street in La Villa, Texas

To: Jaritas Road

Please see below for Explanation of designations

Current Right of Way Description:

*Existing _____ ft. *Expansion _____ ft. *New _____ ft.

Adding to Thoroughfare Plan Map X

80' Right of Way or less _____

Thoroughfare Plan Map Amendment Description:

*Existing 40 'ft. *Expansion 80 ft. *New _____ ft.

Removing from Thoroughfare Plan Map _____

Additional Amendment Information: **change from county road to Expansion Minor Collector.**

Supporting Documentation Required with Amendment Form:

Please submit Rio Grande Valley Thoroughfare Plan Amendment form and approved resolution or ordinance by entities governing body or supporting written documentation with an authorized signature to:

Luis Diaz: LDIAZ@RGVMPO.ORG
Rio Grande Valley MPO
510 S Pleasantview Drive
Weslaco, TX 78596
(956) 969-5778

Explanation of designations:

*Existing = Assigned Right of Way fully utilized.

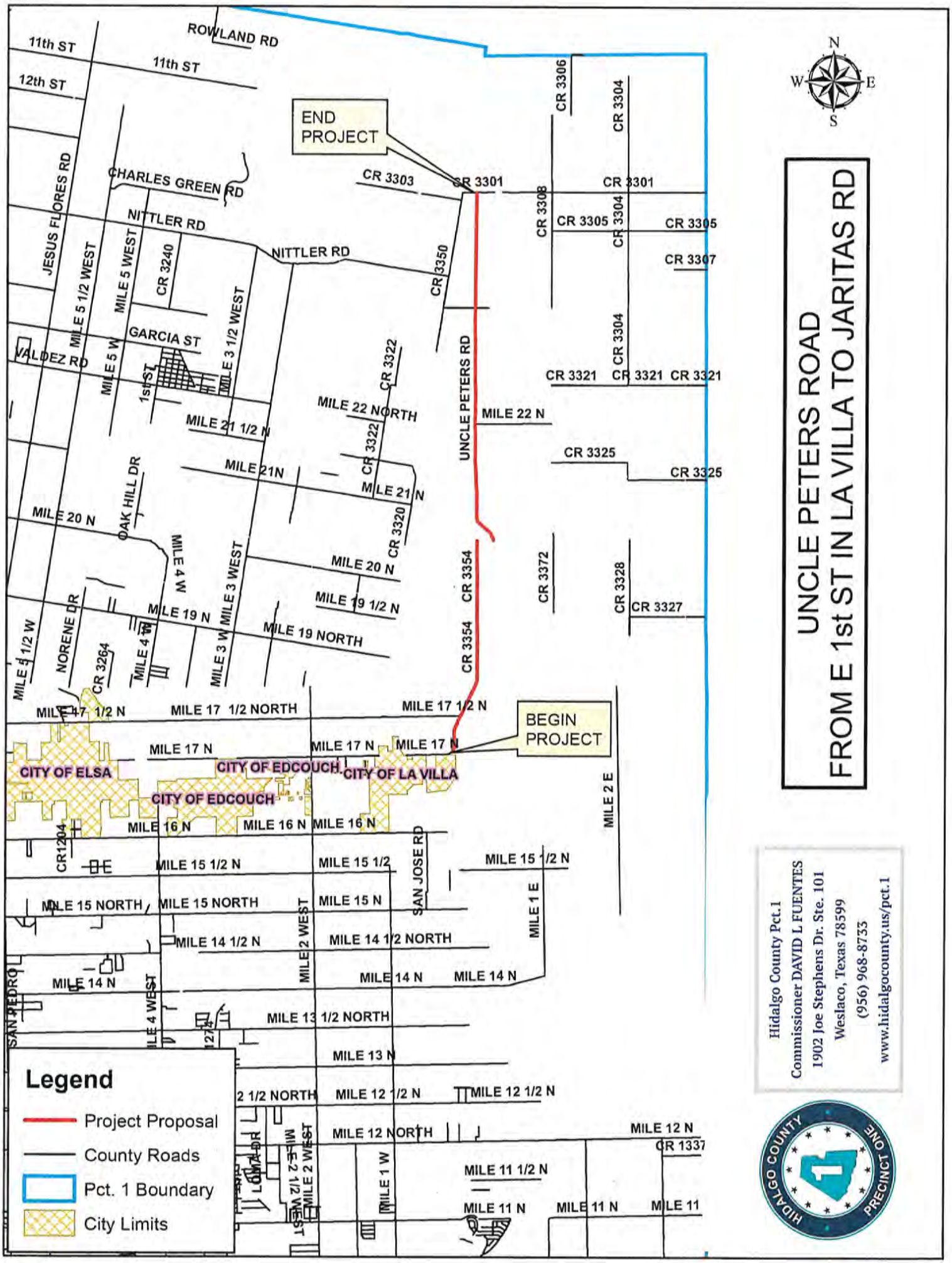
*Expansion = Portion of assigned Right of Way utilized.

*New = Reservation of Right of Way for future developments.

RGVMPO Staff Use Only

Date Received: _____

Date Approved by Transportation Policy Board: _____


UNCLE PETERS ROAD
FROM E 1st ST IN LA VILLA TO JARITAS RD
END PROJECT
BEGIN PROJECT
ROWLAND RD
11th ST
12th ST
CHARLES GREEN RD
NITTLER RD
JESUS FLORES RD
MILE 5 1/2 WEST
MILE 5 WEST
MILE 5 W
MILE 3 1/2 WEST
GARCIA ST
VALDEZ RD
1st ST
OAK HILL DR
NORENE DR
MILE 4 W
MILE 3 W
MILE 3 WEST
MILE 2 WEST
MILE 2 E
MILE 1 E
MILE 1 W
SAN JOSE RD
SAN PEDRO
LOMA DR
CR 3240
CR 3264
CR 3303
CR 3350
CR 3322
CR 3320
CR 3354
CR 3372
CR 3328
CR 3306
CR 3304
CR 3308
CR 3305
CR 3301
CR 3307
CR 3321
CR 3325
CR 3327
CR 1204
CR 1337
UNCLE PETERS ROAD
MILE 22 NORTH
MILE 22 N
MILE 21 1/2 N
MILE 21N
MILE 21 N
MILE 20 N
MILE 20 N
MILE 19 1/2 N
MILE 19 N
MILE 19 NORTH
MILE 17 1/2 N
MILE 17 1/2 NORTH
MILE 17 1/2 N
MILE 17 N
MILE 17 N
MILE 17 N
MILE 16 N
MILE 16 N
MILE 16 N
MILE 15 1/2 N
MILE 15 1/2
MILE 15 1/2 N
MILE 15 NORTH
MILE 15 NORTH
MILE 15 N
MILE 14 1/2 N
MILE 14 1/2 NORTH
MILE 14 N
MILE 14 N
MILE 14 N
MILE 13 1/2 NORTH
MILE 13 N
MILE 12 1/2 N
MILE 12 1/2 N
MILE 12 NORTH
MILE 12 N
MILE 11 1/2 N
MILE 11 N
MILE 11 N
MILE 11
CITY OF ELSA
CITY OF EDCOUCH
CITY OF EDCOUCH
CITY OF LA VILLA
Legend
Project Proposal
County Roads
Pct. 1 Boundary
City Limits
N
W
E
S
Hidalgo County Pct.1
Commissioner DAVID L FUENTES
1902 Joe Stephens Dr. Ste. 101
Weslaco, Texas 78599
(956) 968-8733
www.hidalgocounty.us/pct.1
HIDALGO COUNTY
PRECINCT ONE
1

RESOLUTION 2021-02

SUBJECT: APPROVAL OF 2020 Thoroughfare Plan Amendments

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

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

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

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

2020 Thoroughfare Plan Amendments				
Entity	**Road Name**	**From**	**To**	**Requested Thoroughfare Classification**
Hidalgo County PCT1	Mile 1 ½ West	Mile 12 North	Levee Road	Expansion Collector 80’
Hidalgo County PCT1	Mile 21 ½ North	FM 88	FM 491	Expansion Collector 80’
Hidalgo County PCT1	Uncle Peters Road	First Street in La Villa / Mile 17 North	Jaritas Road / CR 3301	Expansion Collector 80’

PASSED AND APPROVED on this 24th day of February 2021.

The Honorable Ambrosio “Amos” Hernandez
City of Pharr
Chairman of the RGVMPO Policy Board

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

Andrew A. Canon
RGV MPO Executive Director

RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION

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

February 11, 2021

RE: Performance Measures and Target Setting

Dear Technical Advisory Committee,

The U.S. Department of Transportation (USDOT) has implemented several roadway-related performance requirements created under MAP-21 and the FAST Act. The Transportation Policy Board is required to set regional targets for three of these performance areas:

A. PM1: Safety
B. PM2: Bridge / Pavement Condition
C. PM3: Roadway System Performance.

By reporting targets in the Metropolitan Transportation Plan and Transportation Improvement Program, performance measures can inform planning and funding decisions in the pursuit of regional and national goals. Statewide targets have been set by the Texas Department of Transportation. The recommendation is to support the state's targets.

The presentations and resolutions of support are attached for your review.

Thank you,

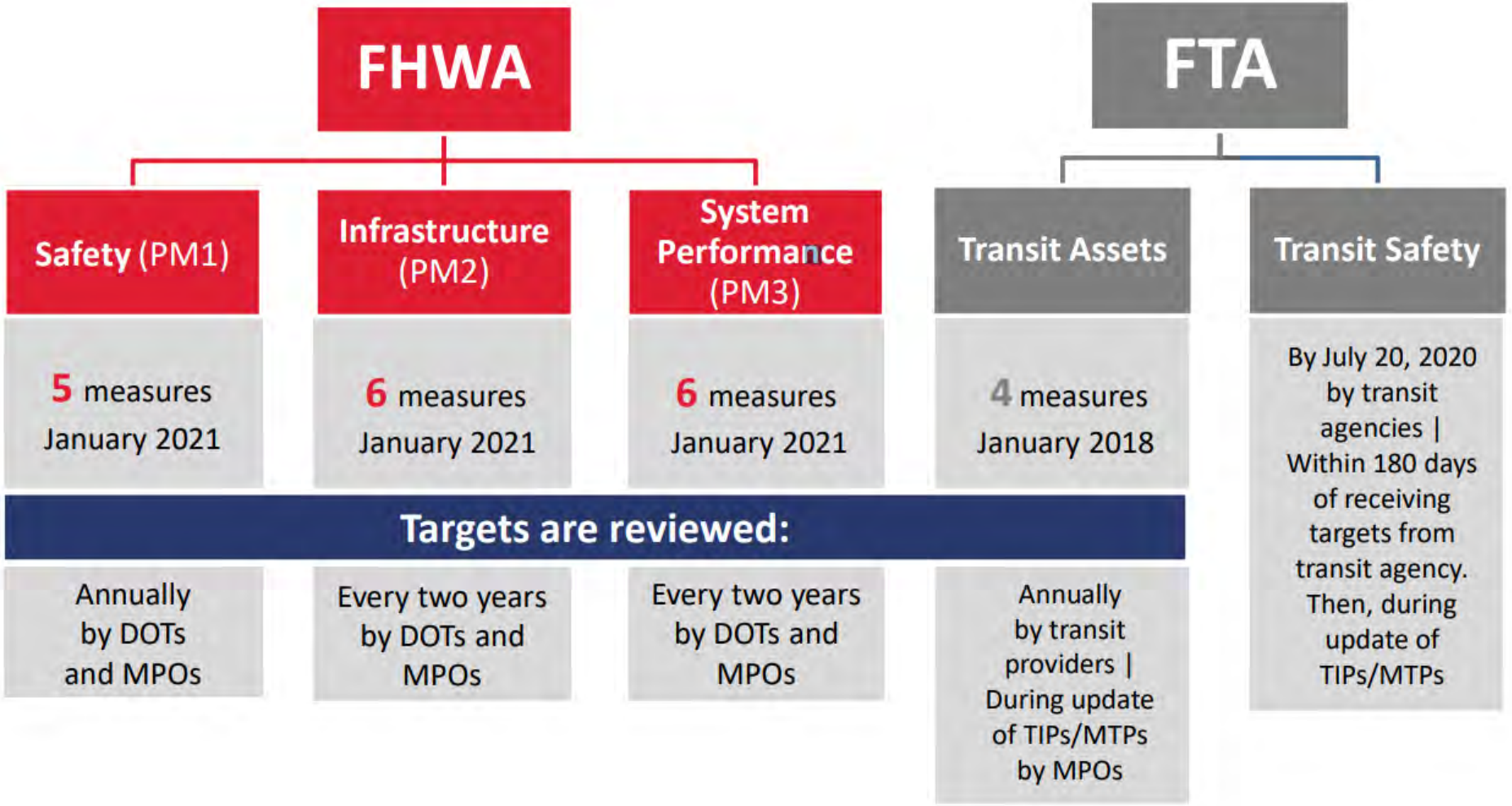
Please let me know if I may be of assistance

Miguel Arispe
GIS Specialist II

Safety Performance Measures : 2021 Target Setting

February 2021

Federal Performance Measure Target Dates

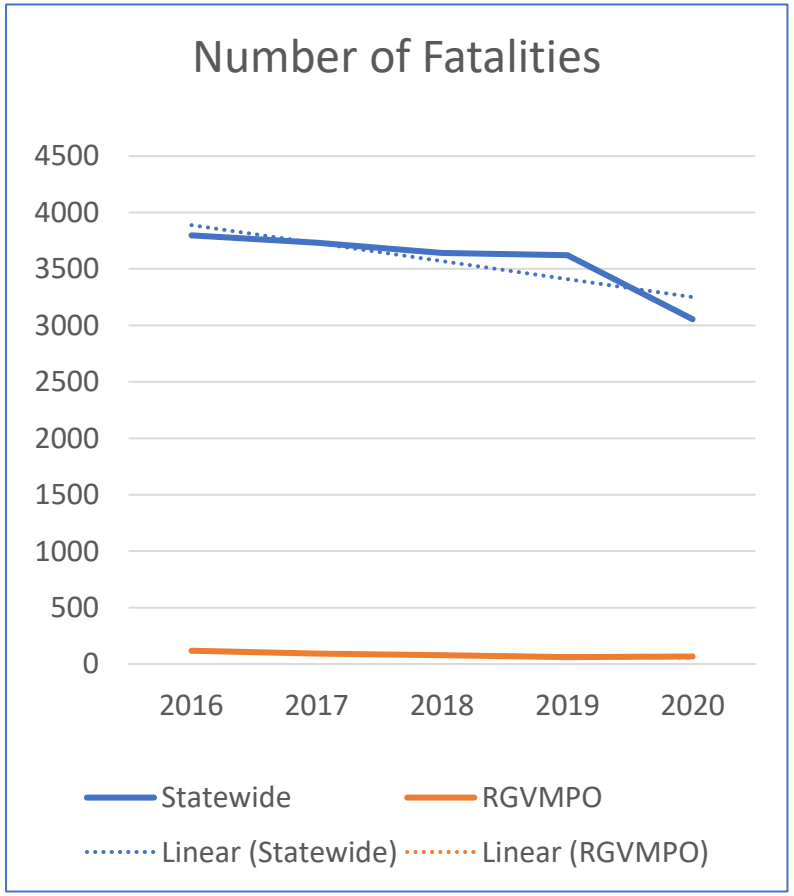


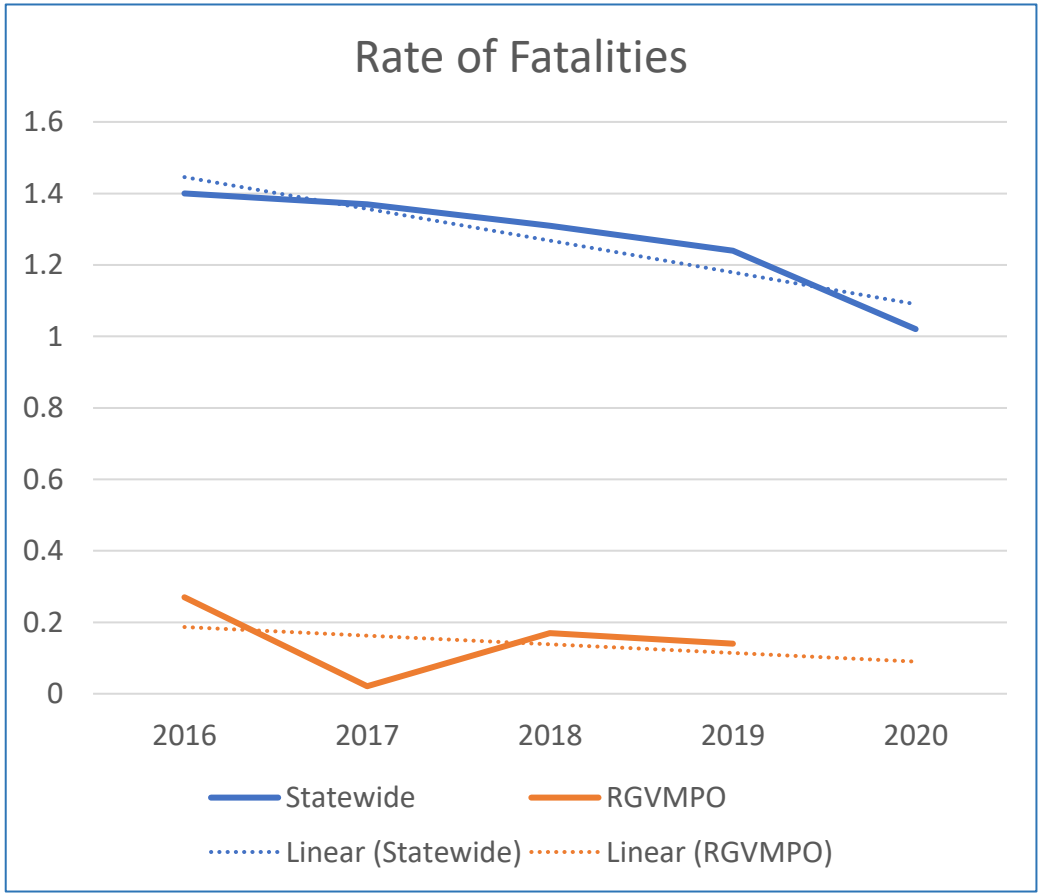
Five Federal Safety Performance Measures

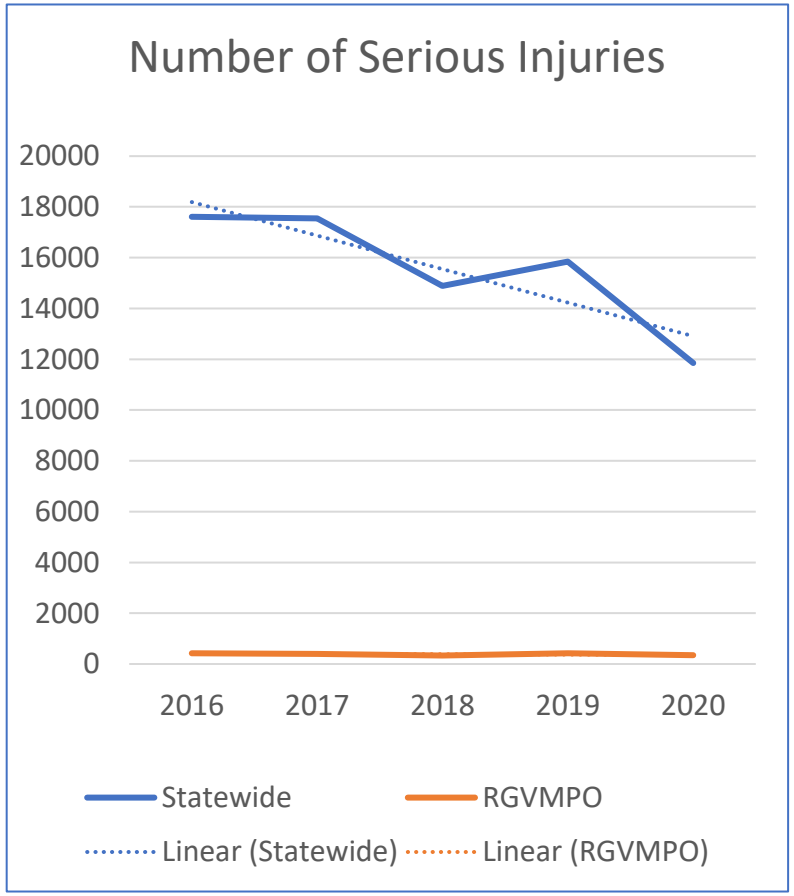
1. Number of Fatalities
2. Rate of Fatalities
3. Number of Serious Injuries
4. Rate of Serious Injuries
5. Number of Non-motorized Fatalities and Serious Injuries

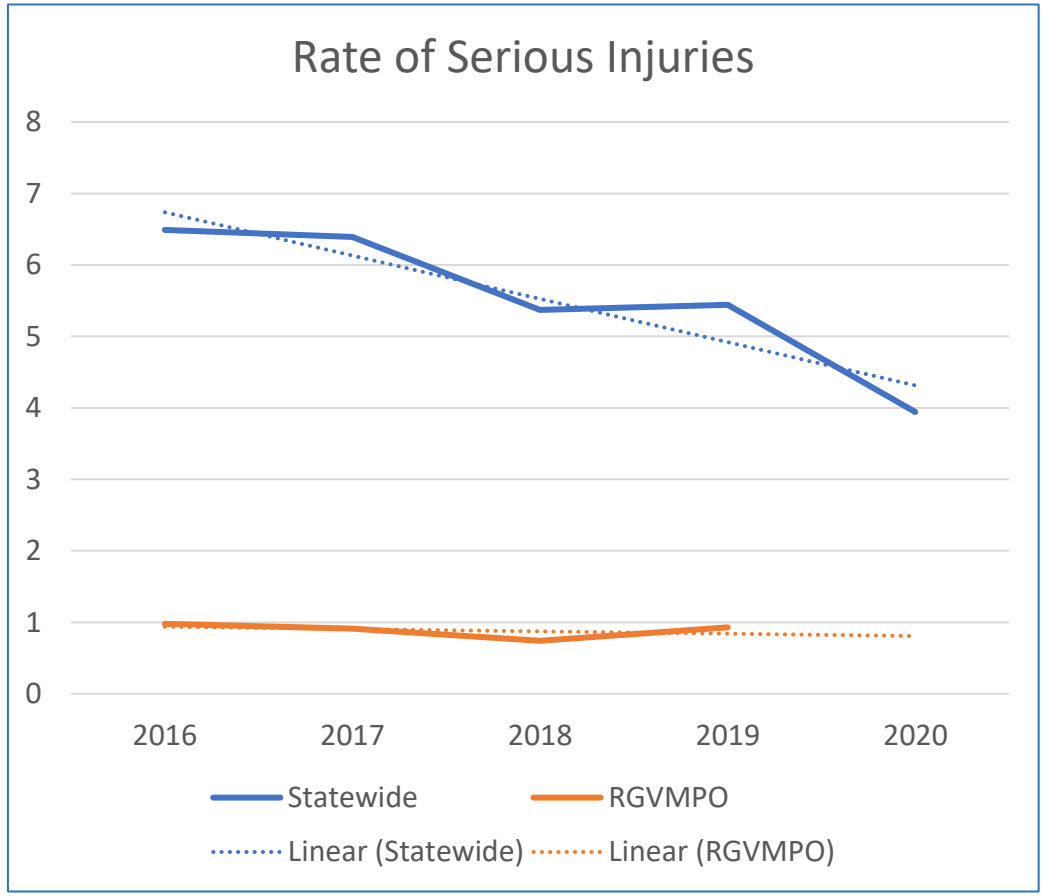
Trends in Texas and RGVMPO Region

- Number of Fatalities in Texas and RGVMPO

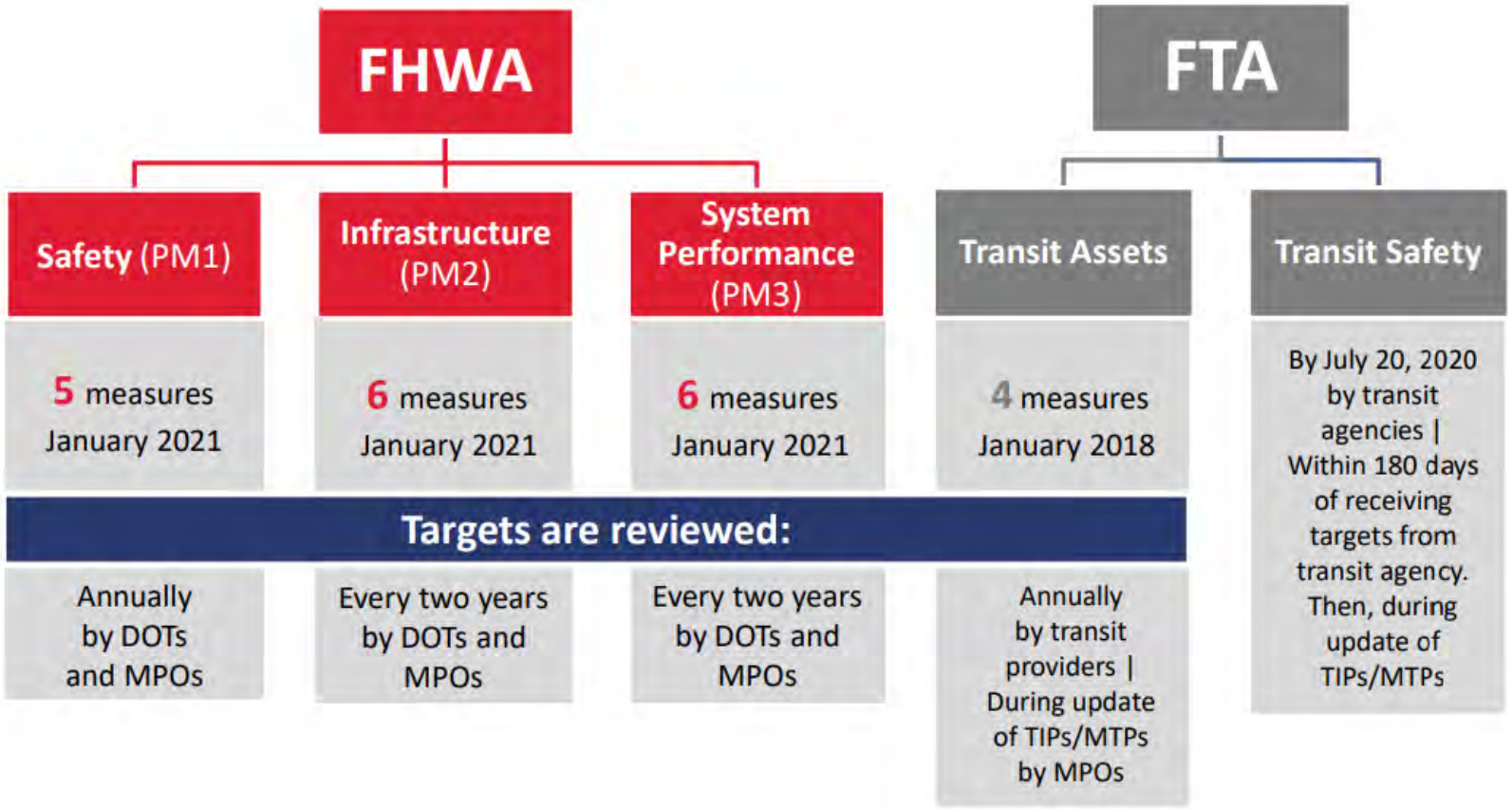





Number of Serious Injuries
20000
18000
16000
14000
12000
10000
8000
6000
4000
2000
0
2016
2017
2018
2019
2020
Statewide
RGVMPO
Linear (Statewide)
Linear (RGVMPO)


Rate of Serious Injuries
8
7
6
5
4
3
2
1
0
2016
2017
2018
2019
2020
Statewide
RGVMPO
Linear (Statewide)
Linear (RGVMPO)

Performance Measures: Pavement/Bridge (PM2) System Performance (PM3)



PM2 (Pavement & Bridge)

Measures	2019/2020- RGVMPO Value	2018 Baseline (TXDOT)	2022 Target (TXDOT)
Percentage of pavements of the Interstate System in good condition.	84%	66.8%	66.5%
Percentage of pavements of the Interstate System in poor condition.	1%	0.3%	0.2%
Percentage of pavements of the non-Interstate NHS in good condition.	57%	54.4%	54.1%
Percentage of pavements of the non-Interstate NHS in poor condition.	9%	13.8%	14.2%
Percentage of NHS bridges classified as in good condition.	51%	50.63%	50.42%
Percentage of NHS bridges classified as in poor condition.	0%	.88%	1.5%

PM3 (System Performance)

Measures	2019/2020- RGVMPO Value	2017 Baseline (TXDOT)	2022 Target (TXDOT)
Percentage of person-miles traveled on the interstate that are reliable.	94%	79.60%	70%
Percentage of person-miles traveled on the non-Interstate NHS that are reliable.	88%	80.2%	70%
Truck Travel Time Reliability Index (TTTRI)	1.39%	1.50%	1.76%

RESOLUTION 2021-03

Adoption of Targets for Safety Targets
Established by the Texas Department of Transportation

WHEREAS, the RGV MPO is responsible for a Multi-modal Transportation Planning and Programming process; and

WHEREAS, the RGV MPO provides local direction for urban transportation planning and the allocation of federal transportation funds to entities within the region; and

WHEREAS, Moving Ahead for Progress in the 21st Century Act and subsequent Fixing America's Surface Transportation Act require the implementation of Performance Measures to assist in the transportation planning process; and

WHEREAS, the Texas Department of Transportation (TxDOT) has adopted its Strategic Highway Safety Plan, a Data-driven, Statewide-coordinated Safety Plan to help reduce fatalities and serious injuries on all public roads; and

WHEREAS, TxDOT has established targets for five Safety Performance Measures for calendar year 2021 as follows:

1. Number of Fatalities: 3,384
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT): 1.25
3. Number of Serious Injuries: 18,835
4. Rate of Serious Injuries per 100 million VMT: 6.51
5. Number of Non-Motorized Fatalities and Serious Injuries: 2,560; and

NOW THEREFORE, BE IT RESOLVED, that the RGV MPO Policy Board agrees to adopt and support the Texas Department of Transportation 2021 Targets for the five Safety Performance Measures, herein and supports any amendments made by TXDOT during review periods,

BE IT FURTHER RESOLVED, that the RGV MPO Policy Board will plan and program projects that contribute to the accomplishment of said targets and goals.

Approved Date February 24, 2021

The Honorable Ambrosio "Amos" Hernandez	Pedro R. Alvarez, P.E.
City of Pharr	District Engineer
Chairman of the RGVMPO Policy Board	TxDOT-Pharr District

Andrew A. Canon
RGV MPO Executive Director

RESOLUTION 2021-04
Adoption of Targets for Roadway System Performance Targets
Established by the Texas Department of Transportation

WHEREAS, the RGV MPO is responsible for a Multi-modal Transportation Planning and Programming process; and

WHEREAS, the RGV MPO provides local direction for urban transportation planning and the allocation of federal transportation funds to entities within the region; and

WHEREAS, Moving Ahead for Progress in the 21st Century Act and subsequent Fixing America's Surface Transportation Act require the implementation of Performance Measures to assist in the Transportation Planning Process; and

WHEREAS, the State of Texas Department of Transportation has adopted the following adjusted 2022 targets for Bridge and Pavement Conditions and Roadway System performance:

1. Pavement in Good Condition
    a. National Highway System (Interstate): 66.5%
    b. National Highway System (Non-Interstate): 54.1%
2. Pavement in Poor Condition
    c. National Highway System (Interstate): 0.2%
    d. National Highway System (Non-Interstate): 14.2%
3. National Highway System Bridge Condition
    a. Good: 50.42%
    b. Poor: 1.50%
4. Interstate Reliability: 65.0%
5. Non-interstate National Highway System Reliability: 45.0%
6. Truck Travel Time Reliability: 2.20

NOW THEREFORE, BE IT RESOLVED, that the RGV MPO Policy Board agrees to adopt and support the Texas Department of Transportation 2022 targets as outlined above and supports any amendments made by TXDOT during review periods,

BE IT FURTHER RESOLVED, that the RGV MPO Policy Board will plan and program projects that contribute to the accomplishment of said targets and goals.

Approved Date: February 24 2021

The Honorable Ambrosio "Amos" Hernandez	Pedro R. Alvarez, P.E.
City of Pharr	District Engineer
Chairman of the RGVMPO Policy Board	TxDOT-Pharr District

Andrew A. Canon
RGV MPO Executive Director

RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION

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

February 11, 2021

RE: Follow-Up Discussion Regarding City Limit and ETJ Boundary GIS Data

Dear Technical Advisory Committee,

On January's Transportation Policy Board Meeting, there was discussion of the need for a deadline for City and ETJ GIS data submittals to the RGVMPO. Therefore we ask that you please take a moment to review your Entity's limits and ETJ boundaries on our online interactive map UMAP and please provide data in any of the following formats available preferably in GIS format (GIS, PDF, KML, or CAD) by February 10, 2021 as reflected on the email sent on January 28, 2021. Please review your jurisdictions data on UMAP and provide concurrence by email on City Limits and ETJ boundaries. Please provide notice of any discrepancies identified on other data sets within UMAP. As the RGVMPO is attempting to display the most accurate data.

Please let me know if I may be of assistance

Fernando Cantu,
GIS Specialist II

RIO GRANDE VALLEY MPO FY 2020-2021 UPWP

TASK NAME	UPWP TASK	UPWP Budget	FY 2020 Budget	Adjusted Ammount	FY 2020 ADJUSTED BUDGET	October 2019	November 2019	December 2019	January 2020	February 2020	March 2020	April 2020	May 2020	June 2020	July 2020	August 2020	September 2020	FY 2020 TOTAL	FY 2020 BALANCE
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	$22,686.92	$44,277.91	$422,830.27	$22,205.73
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	$2,857.82	$898.32	$34,689.17	$87,095.83
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	$0.00	$3,037.50	$3,063.33	$813.33
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	$9,218.75	$3,948.21	$33,033.65	$9,483.65
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	$0.00	$2,100.00	$27,811.50	$27,508.50
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	$0.00	$0.00	$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	$6,936.58	$7,581.83	$17,744.73	$24,275.27
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	$12,266.09	$20,465.04	$21,527.07	$54,258.20	$21,992.20
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	$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	$10,324.21	$9,517.64	$25,971.85	$36,333.15
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	$0.00	$3,989.34	$89,698.57	$1,278.57
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	$0.00	$0.00	$2,002.40	$7,753.60
Bike And Pedestrian	4.2	$396,996.00	$309,330.00	$250,000.00	$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	$39,023.88	$90,226.39	$161,679.30	$102,349.30
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	$389.21	$741.33	$2,406.46	$26,859.54
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	$0.00	$0.00	$3,548.95	$9,332.05
Metropolitan Transportation Plan	4.5	$316,772.67	$295,795.00	$100,000.00	$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	$74,462.91	$112,060.14	$331,716.03	$135,921.03
Regional Transit Plan	5.1	$504,465.33	$472,510.00	$250,000.00	$222,510.00	$880.95	$587.30	$0.00	$287.91	$157.01	$0.00	$0.00	$0.00	$0.00	$168,093.94	$62,476.30	$90,322.46	$322,805.87	$100,295.87
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	$0.00	$0.00	$19,510.00
Congestion Data Collection	5.3	$379,101.69	$361,901.00	$75,000.00	$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	$70,167.60	$33,037.21	$258,099.14	$28,801.86
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	$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	$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	$319,009.22	$419,065.35	$1,836,367.99	$34,855.01

TASK NAME	UPWP TASK	UPWP Budget	FY 2021 Budget	Adjusted Ammount	FY 2021 ADJUSTED BUDGET	October 2020	November 2020	December 2020	January 2021	February 2021	March 2021	April 2021	May 2021	June 2021	July 2021	August 2021	September 2021	FY 2021 TOTAL	FY 2021 BALANCE
MPO Administration	1.1	$1,069,367.13	$624,331.13		$624,331.13	$34,562.93	$39,922.86	$61,010.64										$135,496.43	$488,834.70
Public Participation Plan	1.2	$276,628.66	$154,843.66		$154,843.66	$774.32	$3,355.37	$2,631.34										$6,761.03	$148,082.63
Training for TAC & TPC	1.3	$5,468.25	$3,218.25		$3,218.25	$0.00	$0.00	$0.00										$0.00	$3,218.25
Computer Purchases	1.4	$47,100.00	$23,550.00		$23,550.00	$0.00	$2,520.00	$155.00										$2,675.00	$20,875.00
Staff Development	1.5	$129,530.67	$74,210.67		$74,210.67	$0.00	$3,525.06	$3,014.92										$6,539.98	$67,670.69
Demographic Data	2.1	$127,163.33	$75,388.33		$75,388.33	$0.00	$0.00	$3,653.32										$3,653.32	$71,735.01
Title VI Civil Rights Evaluation	2.2	$102,930.67	$60,910.67		$60,910.67	$0.00	$0.00	$0.00										$0.00	$60,910.67
Model Work	2.3	$78,700.49	$46,434.49		$46,434.49	$0.00	$0.00	$1,670.09										$1,670.09	$44,764.40
Land Use Map	2.4	$78,700.49	$46,434.49		$46,434.49	$0.00	$0.00	$0.00										$0.00	$46,434.49
Service Coordination	3.1	$152,946.00	$90,641.00		$90,641.00	$0.00	$1,356.95	$123.35										$1,480.30	$89,160.70
Planning Assistance	3.2	$219,344.00	$130,924.00		$130,924.00	$4,743.84	$11,164.53	$7,811.50										$23,719.87	$107,204.13
Project Selection Criteria	4.1	$24,235.15	$14,479.15		$14,479.15	$0.00	$0.00	$7,698.08										$7,698.08	$6,781.07
Bike And Pedestrian	4.2	$396,996.00	$87,666.00	$250,000.00	$337,666.00	$1,039.33	$20,200.94	$13,786.77										$35,027.04	$302,638.96
Truck Route & Freight Planning	4.3	$72,700.49	$43,434.49		$43,434.49	$741.35	$148.29	$1,297.33										$2,186.97	$41,247.52
County Thoroughfare Plan	4.4	$30,485.15	$17,604.15		$17,604.15	$0.00	$0.00	$0.00										$0.00	$17,604.15
Metropolitan Transportation Plan	4.5	$316,772.67	$20,977.67	$100,000.00	$120,977.67	$1,003.73	$82,505.76	$50,733.73										$134,243.22	$13,265.55
Regional Transit Plan	5.1	$504,465.33	$31,955.33	$250,000.00	$281,955.33	$963.76	$39,619.89	$20,204.87										$60,788.52	$221,166.81
Incident Management & Safety Study	5.2	$48,465.33	$28,955.33		$28,955.33	$0.00	$0.00	$0.00										$0.00	$28,955.33
Congestion Data Collection	5.3	$379,101.69	$17,200.69	$75,000.00	$92,200.69	$0.00	$9,423.10	$0.00										$9,423.10	$82,777.59
Corridor Study	5.4	$74,285.15	$14,504.15		$14,504.15	$0.00	$0.00	$0.00										$0.00	$14,504.15
Traffic Counts	5.5	$45,956.37	$27,456.37		$27,456.37	$0.00	$0.00	$0.00										$0.00	$27,456.37
	Totals	$4,181,343.02	$1,635,120.02		$2,310,120.02	$43,829.26	$213,742.75	$173,790.94										$431,362.95	$1,878,757.07

FY 2020 Task	Adjusted upwp	Total Spent	% of adjust. Budget spent	Amount we should've spent	Difference
1	$647,941.00	$521,427.92	80.47%	$647,941	$126,513
2	$158,327.00	$114,887.02	72.56%	$158,327	$43,440
3	$150,725.00	$115,670.42	76.74%	$150,725	$35,055
4	$307,028.00	$501,353.14	163.29%	$307,028	($194,325)
5	$607,202.00	$583,029.49	96.02%	$607,202	$24,173
Totals	$1,871,223.00	$1,836,367.99	98.14%	$1,871,223.00	$34,855.01
			100.00%		

FY 2021 Task	Adjusted upwp	Total Spent	% of adjust. Budget spent	Amount we should've spent	Difference
1	$880,153.71	$151,472.44	17.21%	$220,038	$68,566
2	$229,167.98	$5,323.41	2.32%	$57,292	$51,969
3	$221,565.00	$25,200.17	11.37%	$55,391	$30,191
4	$534,161.46	$179,155.31	33.54%	$133,540	($45,615)
5	$445,071.87	$70,211.62	15.78%	$111,268	$41,056
Totals	$2,310,120.02	$431,362.95	18.67%	$577,530.01	$146,167.06
			25.00%		

FY 20-21 Task	UPWP	Total Spent	% of adjust. Budget spent	Amount we should've spent	Difference
1	$1,528,094.71	$672,900.36	44.04%	$955,059	$282,159
2	$387,494.98	$120,210.43	31.02%	$242,184	$121,974
3	$372,290.00	$140,870.59	37.84%	$232,681	$91,811
4	$841,189.46	$680,508.45	80.90%	$525,743	($154,765)
5	$1,052,273.87	$653,241.11	62.08%	$657,671	$4,430
Totals	$4,181,343.02	$2,267,730.94	54.23%	$2,613,339.39	$345,608.45
			62.50%		

February 11, 2021

TxDOT Monthly Letting Update

(Projects within Rio Grande Valley MPO Area)

PROJECTS HAVE LET IN November 2020

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL-North Alamo Rd *0921-02-311*	HID	FM 1925 to .54 Miles North of FM 1925	New Location – 2 Lane Rural Roadway	$607,100 / $0.00	CAT 3 & 7
LL-Mile 3 N *0921-02-321*	HID	Tom Gill Rd to Goodwin Rd	Reconstruct & Widen from 2 lane to 4 lane divided – C&G	$14,191,784 / $0.00	CAT 3, 7 & 12

PROJECTS HAVE LET IN December 2020

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL-Various *0921-06-345*	CAM	On Robles Rd from FM 1846 to Arroyo Colorado	Port of Harlingen Authority Queuing Area	$5,262,841 / $5,907,927	Rider 38
LL-BMetro Transfer Station *0921-06-304*	CAM	@ Jose Coluga Jr & Billy Mitchell	Construct BUS Facility	$985,612 / $0.00	CAT 3 & 9

PROJECTS TO BE LET IN February 2021

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL-PSJA Tri-City Ped Safety *0921-02-391*	HID	Within City Limits of Alamo, Pharr & San Juan	Construct Safety Ped Improvements	$2,014,506 / $0.00	CAT 3 & 9

PROJECTS TO BE LET IN April 2021

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL-365 Tollway *0921-02-368*	HID	FM 396 TO US 281	Construct 4 Ln Controlled Access Tolled Facility	$260,123,640 / $0.00	CAT 3, 10, 11B & 12

PROJECTS TO BE LET IN May 2021

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL-Cano St Hike & Bike *0921-02-392*	HID	Cano St to Freddy Gonzalez St	Installation of Solar Powered Lighting	$534,400 / $0.00	CAT 3 & 9

Disclaimer: Work in Progress and Subject to Change

February 11, 2021

PROJECTS TO BE LET IN July 2021

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL-FM 1926 *1804-01-068*	HID	@ FM 1926 (23rd St) & Hackberry Ave	Addition of North & South Bound Center Turn Lanes	$150,968 / $0.00	CAT 7
LL-FM 1926 *1804-01-069*	HID	@ FM 1926 (23rd St) & Kendlewood Ave	Addition of North & South Bound Center Turn Lanes	$103,113 / $0.00	CAT 7
LL-FM 1926 *1804-01-071*	HID	@ FM 2916 (23rd St) & Ebony Ave	Addition of East, North & Southbound Center Turn Lanes	$119,088 / $0.00	CAT 7

PROJECTS TO BE LET IN August 2021

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
S Parallel Corridor (Phase 2) *0921-06-252*	HID	FM 509 to FM 1577	Construct 2 Lane Rural	$8,368,925 / $0.00	CAT 3, 10, 11 & 11B

PROJECTS TO BE LET IN September 2021

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL-CS-Southmost Nature Trail *0921-06-280*	CAM	Manzano St to La Posado St	Construct 10’ Concrete Trail	$299,498 / $0.00	CAT 7
LL- SH 550 *0684-01-068*	CAM	.203 Mi W of FM 1847 to 1/13 Mi S of UPRR Overpass @ FM 3248	Construct 4 Lane Toll Facility	$21,072,461 / $0.00	CAT 3 & 7
FM 676 (5 Mile) *1064-01-032*	HID	SH 364 (La Homa) East to SH 107	Widen to 4 Lane Divided	$15,000,000 / $0.00	CAT 2

PROJECTS TO BE LET IN October 2021

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – Donna Sidewalk Project *0921-02-393*	HID	South International Blvd	Rehabilitation of Deteriorated Sidewalks	$396,640 / $0.00	CAT 3 & 9
Stuart Place Rd – Sidewalks *0921-06-311*	CAM	.18 Mi N of Primera Rd to FM 2992/Wilson Rd	Construction of 5 to 6 Ft Wide Sidewalks	$525,391 / $0.00	CAT 3 & 9
LL – Loop 499 – Sidewalks *0921-06-312*	CAM	Rio Hondo Rd to FM 106 (Harrison Rd)	Construction of ADA Accessible 6 Ft wide Sidewalks	$574,484, / $0.00	CAT 3 & 9

Disclaimer: Work in Progress and Subject to Change

February 11, 2021

PROJECTS TO BE LET IN November 2021

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – Brownsville/Los Fresnos Hike & Bike Trail *0921-06-322*	CAM	2/0 Miles North of FM 511 / FM 1847 Intersection Along Canal, .7 Miles East, .38 Miles North, .3 Miles West	Construct 10' Hike & Bike Trail between Brownsville and Los Fresnos	$640,001 / $0.00	CAT 3 & 9

PROJECTS TO BE LET IN December 2021

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – FM 1926 *1804-01-072*	HID	@SS 115 (23rd St) & Jackson Ave	Addition of North & South Bound Center Turn Lanes	$102,663 / $0.00	CAT 7
LL – SH 336 *0621-01-106*	HID	Intersection of Bus 83 to 135 Ft S of Intersection of Bus 83	Addition of North & South Bound Center Turn Lanes	$77,958 / $0.00	CAT 7

Disclaimer: Work in Progress and Subject to Change

PHARR DISTRICT MASTER LETTING PLAN - FY 2020 + <<FOR INTERNAL TxDOT PHARR DISTRICT USE ONLY>> (JS Revised 1-26-2021)

Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6						STATEWIDE FUND 6					Cat 11 (RIDER 11B)/(Rider 45)	Cat 11 (Energy Sector)	Overall Total
						Cat 1 Rehab	Cat 1 PM	DISTRICT Cat 1 TOTALS	Cat 10 Charge (CBI)	Cat 12	DISTRICT FUND 6 TOTALS	Cat 6/RGS	Cat 3 Local	STATEWIDE FUND 6 TOTALS	Cat 3 Pass Thru	DISTRICT NON-TRADITIONAL TOTALS			
Construction Lettings																			
Sep-20	HID	FM 1017	1227-04-022, etc.	Seal Coat	Hidalgo/Starr C.L. to US 281		$ 1,532,884	$ 1,366,830			$ -			$ -		$ -		$ -	$ 1,366,830
	HID	>FM 494	0864-01-077	Seal Coat	RR Tracks to FM 1016		$ 155,138	$ 175,268			$ -			$ -		$ -		$ -	$ 175,268
	HID	>FM 681	0669-01-063	Seal Coat	FM 1017 TO FM 490		$ 598,288	$ 567,206			$ -			$ -		$ -		$ -	$ 567,206
	HID	>FM 88	0698-03-097	Seal Coat	18th St. to 0.05 Miles South of West Chaparral Dr.		$ 25,998	$ 24,775			$ -			$ -		$ -		$ -	$ 24,775
	HID	>FM 3072	3098-01-015	Seal Coat	I Rd. (Veterans Blvd.) to FM 907		$ 131,331	$ 329,484			$ -			$ -		$ -		$ -	$ 329,484
	HID	>FM 1423	1427-02-007	Seal Coat	BUS 83 to (1.389 Miles South of Bus 83)		$ 121,834	$ 27,366			$ -			$ -		$ -		$ -	$ 27,366
	HID	>US 281	0220-01-036	Seal Coat	FM 2557 to FM 1015		$ 27,272	$ 969,447			$ -			$ -		$ -		$ -	$ 969,447
	CAM	>FM 3068	0684-04-007	Seal Coat	FM 511 to FM 1419		$ 70,752	$ 69,099			$ -			$ -		$ -		$ -	$ 69,099
	CAM	>LP 499	1137-02-039	Seal Coat	BUS 77 to BUS 77 SS 206/FM 106		$ 121,118	$ 124,485			$ -			$ -		$ -		$ -	$ 124,485
	CAM	>FM 510	1057-03-049	Seal Coat	BUS 77 to FM 3462		$ 108,749	$ 107,790			$ -			$ -		$ -		$ -	$ 107,790
	CAM	>FM 507	0873-01-027	Seal Coat	FM 508 to BUS 77		$ 237,376	$ 217,296			$ -			$ -		$ -		$ -	$ 217,296
	CAM	>FM 1575	1505-01-017	Seal Coat	FM 510 to SH 100		$ 199,266	$ 191,429			$ -			$ -		$ -		$ -	$ 191,429
	CAM	>FM 3248	2717-01-028	Seal Coat	US 281 to IH 69E		$ 322,538	$ 309,776			$ -			$ -		$ -		$ -	$ 309,776
	HiID	>FM 88	0698-04-009	Seal Coat	0.05 Miles South of West Chaparral Dr. to US 281		$ 997,470	$ 141,565			$ -			$ -		$ -		$ -	$ 141,565
	HID	>SH 107	0528-01-119	Seal Coat	0.2 Mi E of Stewart Rd. to FM 2061		$ 596,911	$ 546,617			$ -			$ -		$ -		$ -	$ 546,617
	CAM	>SH 48	0220-07-062	Seal Coat	SH 550 to SH 100		$ 1,404,130	$ 1,188,339			$ -			$ -		$ -		$ -	$ 1,188,339
	CAM	>FM 2556	2529-01-023	Seal Coat	IH-2 to Bus 83		$ 570,685	$ 34,541			$ -			$ -		$ -		$ -	$ 34,541
	CAM	>FM 510	1057-03-050	SealCoat	FM 2480 to Buena Vista Rd.		$ 161,685	$ 128,713			$ -			$ -		$ -		$ -	$ 128,713
	CAM	>FM 510	0775-01-019	SealCoat	Buena Vista Rd. to SH 100		$ 260,018	$ 217,886			$ -			$ -		$ -		$ -	$ 217,886
						$ -	$ 7,643,443	$ 6,737,912	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 6,737,912
Oct-20		NO PROJECTS		NO PROJECTS														$ -	$ -
						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Nov-20	HID	FM 88	0698-03-099	Overlay	Mile 12 Rd to IH-2		$ 2,588,243	$ 2,215,612			$ -			$ -		$ -		$ -	$ 2,215,612
	HID	>SH 107	0528-01-120	Overlay	SH 495 to BUS 83		$ 666,704	$ 557,585			$ -			$ -		$ -		$ -	$ 557,585
	HID	>SH 107	0219-01-060	Overlay	BUS 83 to IH-2		$ 490,309	$ 437,337			$ -			$ -		$ -		$ -	$ 437,337
	HID	>FM 88	0698-03-098	Overlay	IH 2 to BUS 83		$ 499,722	$ 443,176			$ -			$ -		$ -		$ -	$ 443,176
	HID	>FM 681	0669-01-065	Overlay	FM 1925 to .25 Miles North of FM 2221		$ 770,111	$ 744,224			$ -			$ -		$ -		$ -	$ 744,224
	HID	>FM 88	0698-03-103	Overlay	Bus 83 to 18th St.		$ 699,529	$ 600,588			$ -			$ -		$ -		$ -	$ 600,588
Nov-20	CAM	SH 100	0331-01-052	Rehabilitation	S Mesquite St. to 567 Ft. East of Ebanos St.	$ 4,786,164		$ 4,728,316			$ -			$ -		$ -		$ -	$ 4,728,316
						$ 4,786,164	$ 5,714,618	$ 10,500,782	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 9,726,838
Dec-20		NO PROJECTS						$ -			$ -			$ -		$ -		$ -	$ -
						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Jan-21		NO PROJECTS						$ -			$ -			$ -		$ -		$ -	$ -
						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Feb-21	HID	FM 1423	1427-01-040, etc.	Overlay	IH-2 to Bus 83		$ 1,263,294	$ 855,294			$ -			$ -		$ -		$ -	$ 855,294
	HID	>FM 1423	1427-01-041	Overlay	SH 107 to Wisconsin Rd		$ 1,033,612	$ 906,711			$ -			$ -		$ -		$ -	$ 906,711
	HID	>FM 493	0863-01-071	Overlay	IH-2 to Bus 83		$ 465,375	$ 397,656			$ -			$ -		$ -		$ -	$ 397,656
	HID	>FM 2061	1939-02-040	Overlay	Ridge Rd to FM 3072		$ 2,684,253	$ 2,242,161			$ -			$ -		$ -		$ -	$ 2,242,161
	CAM	>BUS 77X	0327-08-099	Overlay	FM 507 to Floodway Bridge		$ 1,645,218	$ 1,534,417			$ -			$ -		$ -		$ -	$ 1,534,417
	CAM	>BUS 77X	0039-12-255	Overlay	Floodway Bridge to LP 499		$ 379,458	$ 349,586			$ -			$ -		$ -		$ -	$ 349,586
						$ -	$ 7,471,210	$ 7,471,210	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 6,285,825
Mar-21	HID	FM 2221	0862-01-059	Rehabilitation	FM 492 to FM 681	$ 4,006,707		$ 4,006,707			$ -			$ -		$ -		$ -	$ 4,006,707
						$ 4,006,707	$ -	$ 4,006,707	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,006,707
Apr-21		NO PROJECTS						$ -			$ -			$ -		$ -		$ -	$ -
						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
May-21		NO PROJECTS						$ -			$ -			$ -		$ -		$ -	$ -
						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Jun-21	CAM	FM 511	0684-02-014	Replace Bridge and Approaches	.4 Mi S of SH 4 STR# 0684-02-007 To Over Drainage Ditch			$ -			$ -	$ 911,397		$ 911,397		$ -		$ -	$ 911,397
						$ -	$ -	$ -	$ -	$ -	$ -	$ 911,397	$ -	$ 911,397	$ -	$ -	$ -	$ -	
Jul-21		NO PROJECTS						$ -			$ -			$ -		$ -		$ -	$ -
						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Aug-21	VAR	Various	0921-02-465	Network, Integrate, and Upgrade Signal Cabinet Equipment	Various			$ -		$ 7,089,796	$ 7,089,796			$ -		$ -		$ -	$ 7,089,796
						$ -	$ -	$ -	$ -	$ 7,089,796	$ 7,089,796	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 7,089,796
Setp 21	CAM	FM 1419	1426-01-054	Seal Coat	FM 3068 to FM 511		$ 183,636	$ 183,636			$ -			$ -		$ -		$ -	$ 183,636
	CAM	FM 1419	1426-01-055	Seal Coat	FM 511 to SH 4		$ 308,882	$ 308,882			$ -			$ -		$ -		$ -	$ 308,882
	CAM	FM 509	2369-01-029	Seal Coat	FM 508 to FM 106		$ 133,994	$ 133,994											$ 133,994

PHARR DISTRICT MASTER LETTING PLAN - FY 2020 + <<FOR INTERNAL TxDOT PHARR DISTRICT USE ONLY>> (JS Revised 1-26-2021)

Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6						STATEWIDE FUND 6					Cat 11 (RIDER 11B)/(Rider 45)	Cat 11 (Energy Sector)	Overall Total
						Cat 1 Rehab	Cat 1 PM	DISTRICT Cat 1 TOTALS	Cat 10 Charge (CBI)	Cat 12	DISTRICT FUND 6 TOTALS	Cat 6/RGS	Cat 3 Local	STATEWIDE FUND 6 TOTALS	Cat 3 Pass Thru	DISTRICT NON-TRADITIONAL TOTALS			
	CAM	FM 509	2369-01-030	Seal Coat	Bus 77 to FM 800 IH 69E		$ 35,480	$ 35,480											$ 35,480
	CAM	FM 509	1065-01-017	Seal Coat	IH-69E to FM 800		$ 115,420	$ 115,420											$ 115,420
	CAM	FM 800	1136-02-054	Seal Coat	FM 3067 to FM 1479		$ 315,181	$ 315,181											$ 315,181
	CAM	SH 345	0630-01-055	Seal Coat	FM 1561 to FM 106		$ 155,500	$ 155,500											$ 155,500
	CAM	FM 3248	2717-01-029	Seal Coat	IH-69E to FM 1847		$ 212,562	$ 212,562											$ 212,562
	CAM	FM 733	0872-03-012	Seal Coat	Bus 83 to Tio Cano Lake Cross		$ 108,357	$ 108,357											$ 108,357
	CAM	FM 506	0872-02-020	Seal Coat	Willacy/Cameron C.L. to SH 107		$ 207,791	$ 207,791											$ 207,791
	CAM	FM 506	0872-04-031	Seal Coat	SH 107 to IH-2		$ 356,069	$ 356,069											$ 356,069
	CAM	FM 506	0872-04-032	Seal Coat	IH-2 to Bux 83		$ 25,612	$ 25,612											$ 25,612
	CAM	FM 506	0872-02-033	Seal Coat	FM 3067 to US 281		$ 157,193	$ 157,193											$ 157,193
	CAM	SS 486	1065-02-038	Seal Coat	IH-69E to Bus 77		$ 80,581	$ 80,581											$ 80,581
	CAM	FM 3067	3094-03-007	Seal Coat	FM 506 to FM 800		$ 85,613	$ 85,613											$ 85,613
	CAM	FM 1847	1801-02-019	Seal Coat	FM 2925 to FM 106		$ 265,649	$ 265,649											$ 265,649
	CAM	FM 1847	1801-01-051, etc	Seal Coat	FM 2893 to SH 550		$ 534,935	$ 534,935											$ 534,935
	CAM	FM 1847	1801-01-052	SealCoat	SH 550 to FM 3248		$ 178,504	$ 178,504											$ 178,504
	HID	FM 2221	2416-02-006	SealCoat	US 83 to 6.244 Mi N. of US 83		$ 531,889	$ 531,889											$ 531,889
	HID	FM 2221	0669-03-027	SealCoat	6.244 Mi N. of US 83 to FM 492		$ 211,042	$ 211,042											$ 211,042
	HID	FM 492	0862-01-060	SealCoat	FM 2221 to Bus 83		$ 250,908	$ 250,908											$ 250,908
	HID	>FM 3071	3096-01-007	Seal Coat	FM 1925 to SH 107		$ 103,215	$ 103,215											$ 103,215
	HID	>FM 1015	1228-02-030	Seal Coat	Hidalgo/Willacy C.L. to SH 107		$ 550,805	$ 550,805											$ 550,805
	HID	>FM 491	0861-01-064	Seal Coat	SH 107 to Mile 10 N Rd.		$ 396,730	$ 396,730			$ -			$ -		$ -		$ -	$ 396,730
	HID	>FM 493	0863-03-034	Seal Coat	SH 186 to FM 2812 (South Leg)		$ 511,558	$ 511,558											$ 511,558
	HID	>FM 493	0863-03-035	Seal Coat	FM 1925 to SH 107		$ 97,110	$ 97,110											$ 97,110
	HID	>FM 490	0860-01-019	Seal Coat	US 281 to FM 493		$ 345,963	$ 345,963											$ 345,963
	HID	SH 107	0528-01-121, etc.	Overlay	FM 2061 to 4th St.		$ 1,419,737	$ 1,419,737											$ 1,419,737
	HID	>SH 495	0865-01-113	Overlay	FM 1926 to FM 3362		$ 1,170,785	$ 1,170,785											$ 1,170,785
	CAM	>SH 48	0220-07-063	Overlay	FM 511 to SH 550		$ 476,256	$ 476,256											$ 476,256
	CAM	>IH-69E	0039-16-069	Overlay	FM 802 to 0.49 Mile S. of SH 4		$ 3,026,144	$ 3,026,144			$ -			$ -		$ -		$ -	$ 3,026,144
	CAM	SH 100	0331-01-048, etc.	Overlay	IH-69E to FM 803		$ 1,427,789	$ 1,427,789			$ -			$ -		$ -		$ -	$ 1,427,789
	CAM	>SH 100	0331-01-049	Overlay	FM 803 to FM 1575		$ 678,579	$ 678,579			$ -			$ -		$ -		$ -	$ 678,579
	CAM	>SS 206	1425-03-066	Overlay	Commerce St. to Bus 77		$ 686,114	$ 686,114			$ -			$ -		$ -		$ -	$ 686,114
	CAM	>SS 206	1425-03-067	Overlay	Bus 77 to SL 499		$ 803,055	$ 803,055			$ -			$ -		$ -		$ -	$ 803,055
	CAM	>SS 206	1425-03-072	Overlay	IH-69E to Commerce St.		$ 1,076,416	$ 1,076,416			$ -			$ -		$ -		$ -	$ 1,076,416
						$ -	$ 17,225,054	$ 17,225,054	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 17,225,054
Oct-21	HID	FM 3072	3098-01-016	Rehabilitation	FM 2061 to Veterans Rd.	$ 6,183,970		$ 6,183,970			$ -			$ -		$ -		$ -	$ 6,183,970
						$ 6,183,970	$ -	$ 6,183,970	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 6,183,970

PHARR DISTRICT MASTER LETTING PLAN - FY 2020 + <<FOR INTERNAL TxDOT PHARR DISTRICT USE ONLY>> (JS Revised 1-26-2021)

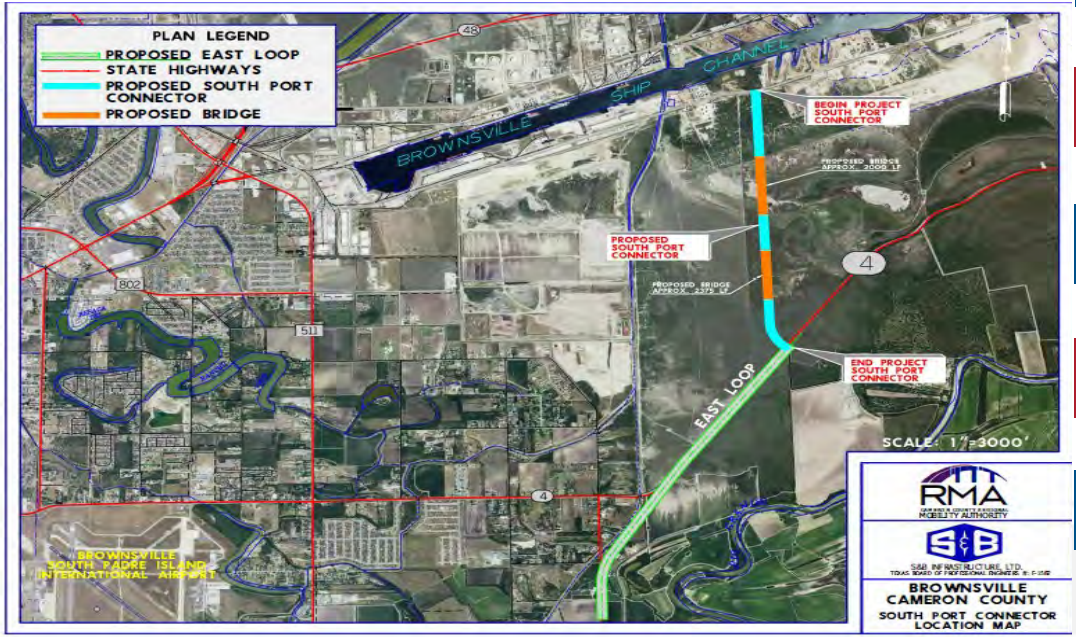
Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6						STATEWIDE FUND 6					Cat 11 (RIDER 11B)/(Rider 45)	Cat 11 (Energy Sector)	Overall Total
						Cat 1 Rehab	Cat 1 PM	DISTRICT Cat 1 TOTALS	Cat 10 Charge (CBI)	Cat 12	DISTRICT FUND 6 TOTALS	Cat 6/RGS	Cat 3 Local	STATEWIDE FUND 6 TOTALS	Cat 3 Pass Thru	DISTRICT NON-TRADITIONAL TOTALS			
Nov-21	CAM	FM 1846	1065-02-039	Rehabilitation	San Jose Ranch Road to BUS 77	$ 3,100,000		$ 3,100,000											$ 3,100,000
						$ 3,100,000	$ -	$ 3,100,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,100,000
Dec-21	HID	FM 907	1586-01-079	Rehabilitation	FM 3072 to US 281	$ 2,430,000		$ 2,430,000			$ -			$ -		$ -			$ 2,430,000
						$ 2,430,000	$ -	$ 2,430,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,430,000
								$ 51,471,665			$ 7,089,796			$ 911,397		$ -		$ -	$ 59,472,858

CCRMA
Project Status Presentation
RGVMPO Technical Advisory Committee

February 11, 2021

RMA
CAMERON COUNTY REGIONAL
MOBILITY AUTHORITY

South Port Connector
CSJ: 0921-06-288



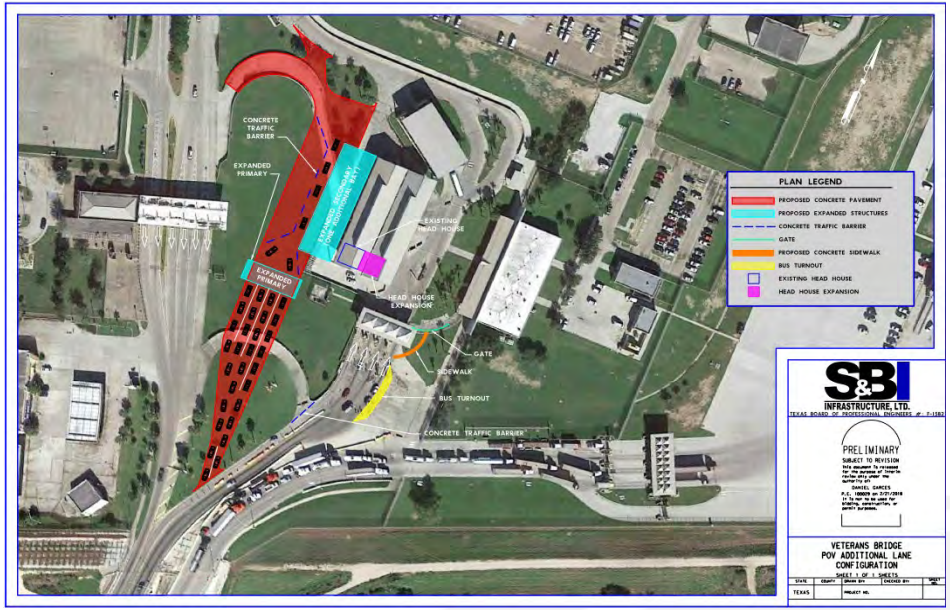
1	Environmental	✓
2	Preliminary Engineering	✓
3	ROW & Utilities:	✓
4	Design	✓
5	Funding	✓

Recent Activity:

- Construction is underway

→ Under Construction

Veterans POV Expansion
CSJ: 0921-06-313



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

Recent Activity:

- CBP/GSA Approval Received – Execution of Final DAA by all parties
- Received TxDOT concurrence on Public Interest Finding for specialized equipment
- Pending – TxDOT Final Approval for Project Letting / Approval of 100% PS&E

→ Shovel Ready

SH 550 GAP 2 Project
CSJ: 0684-01-068

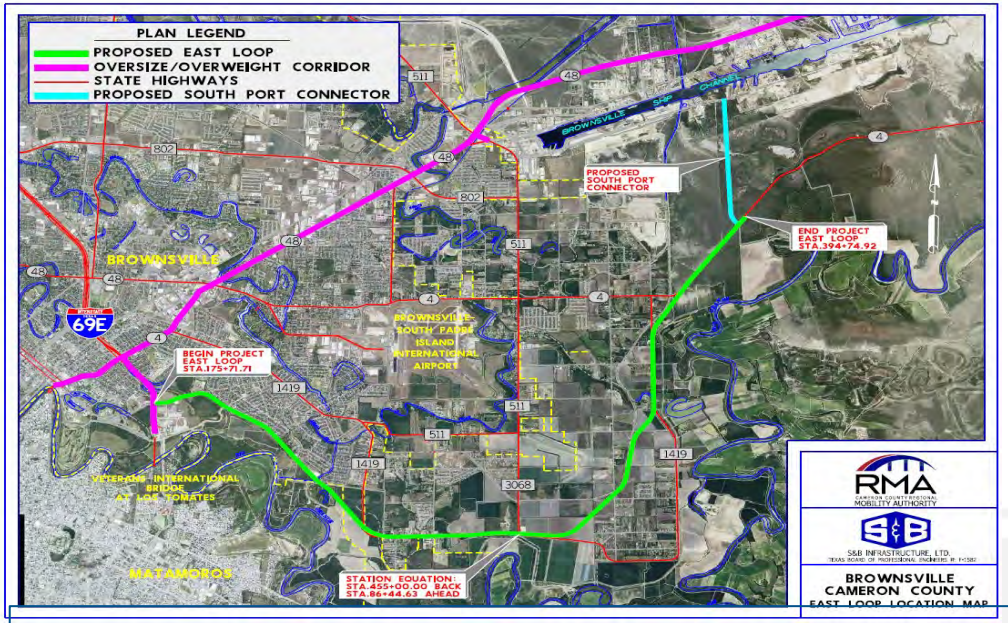
1	Environmental	✓
2	Preliminary Engineering	✓
3	ROW & Utilities:	✓
4	Design	- Update in Progress
5	Funding	✓

Recent Activity:

- ROW in Place / Utilities Adjusted
- Environmental Re Evaluation Underway
- PS&E-90% complete
- Anticipated Ready to Let in FY 2021
- TxDOT Commission Approved 2.5 Miles of Interstate Designation - March 2020
- UPRR coordination in progress review of conceptual exhibits underway

→ Shovel Ready

East Loop
CSJ: 0921-06-315



1	**Environmental**	- 85% complete
2	**Preliminary Engineering**	✓
3	**ROW & Utilities:**	- In Process
4	**Design**	- Under Design
5	**Funding**	- Partially Funded

Recent Activity:

- USFWS Land Swap Agreement FONSI Issued
- Environmental Documents are 80% complete
- USFWS and IBWC Addressing 90% schematic comments

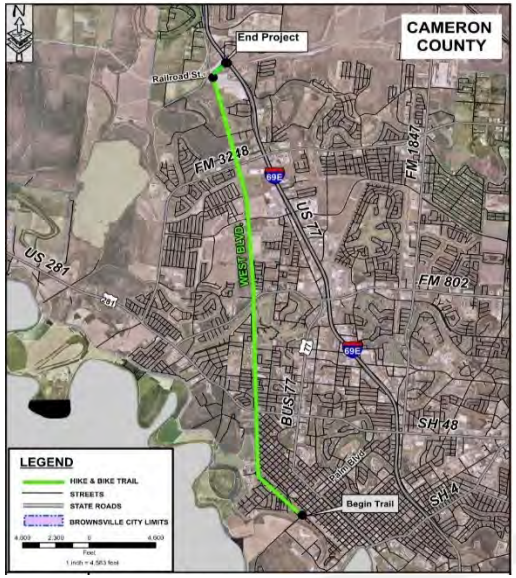
Old Alice Rd
CSJ: 0921-06-290

1	**Environmental**	- 95% Complete
2	**Preliminary Engineering**	✓
3	**ROW & Utilities:**	✓
4	**Design**	- Pending
5	**Funding**	✓

Recent Activity:

- Submitted 100% Schematics to TxDOT on October 9, 2020, 100% TxDOT Comments addressed November 12, 2020
- 30% PS&E submitted to Txdot
- Virtual Public Meeting Held August 11, 2020
- ROW Acquisition Complete
- Ready to Let in FY 2021

West Rail Trail
CSJ: 0921-06-293



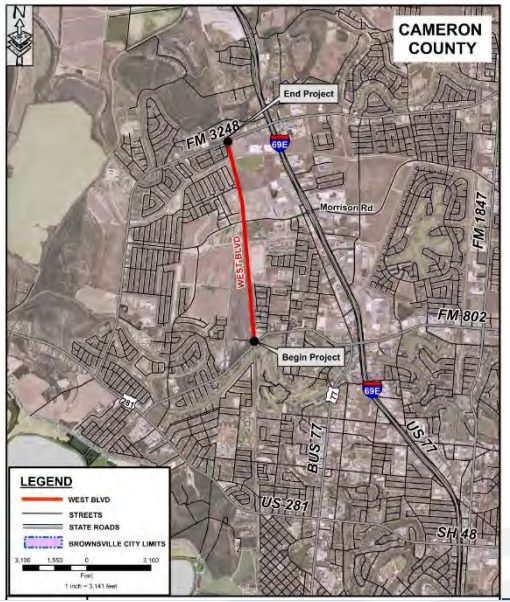
1	**Environmental**	- Underway
2	**Preliminary Engineering**	- Underway
3	**ROW & Utilities:**	- Existing ROW
4	**Design**	- In Process
5	**Funding**	✓

Recent Activity:

- Preliminary Engineering is complete with 100% Local Funds
- Trail Construction Funding -$3.12M in TIP and $2.16 in FY 2025 (Category 7)
- Schematic at 100% and Environmental Documents at 80%.
- 100% Existing ROW
- PS&E Design Underway
- Virtual Public Meeting scheduled for February 23, 2021

West Blvd – Roadway

CSJ:

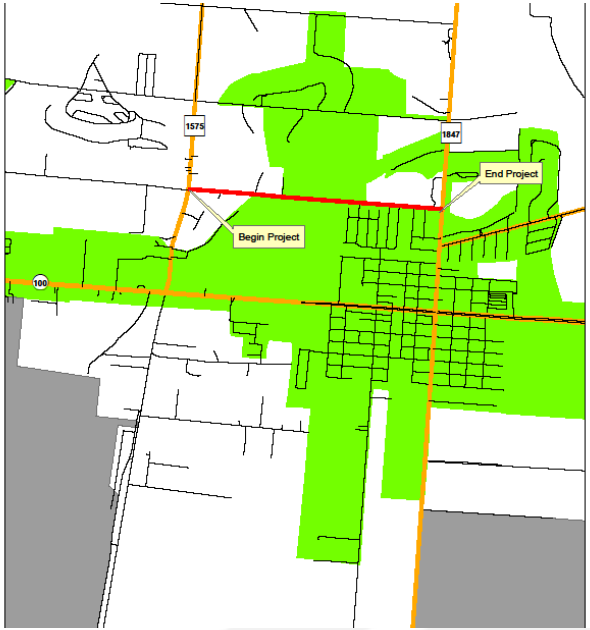


1	**Environmental**	- Underway
2	**Preliminary Engineering**	- Underway
3	**ROW & Utilities:**	- Existing ROW
4	**Design**	- Pending
5	**Funding**	✓

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
- Schematic 30% complete TxDOT comments received
- 80% Design Survey Completed

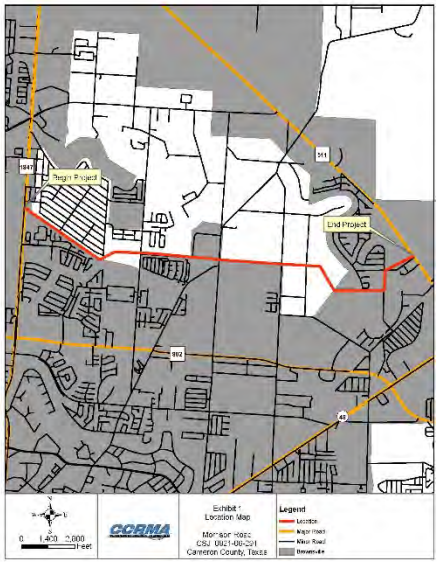
FM 509
CSJ: 0921-06-254

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

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
- Functional Classification under review by FHWA

Morrison Road
CSJ: 0921-06-291



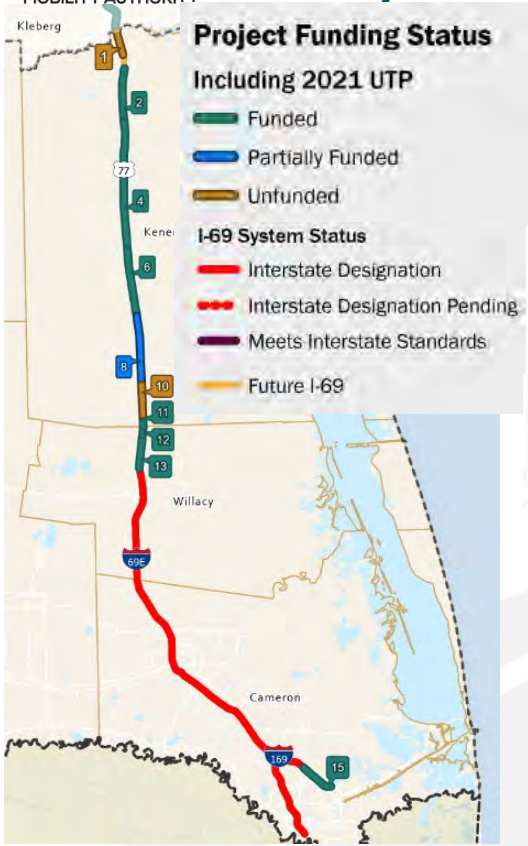
1	**Environmental**	- Underway
2	**Preliminary Engineering**	- Underway
3	**ROW & Utilities:**	- Pending
4	**Design**	- Pending
5	**Funding**	✓

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
- Functional Classification under review by FHWA

U.S. 77 – I69E Plan

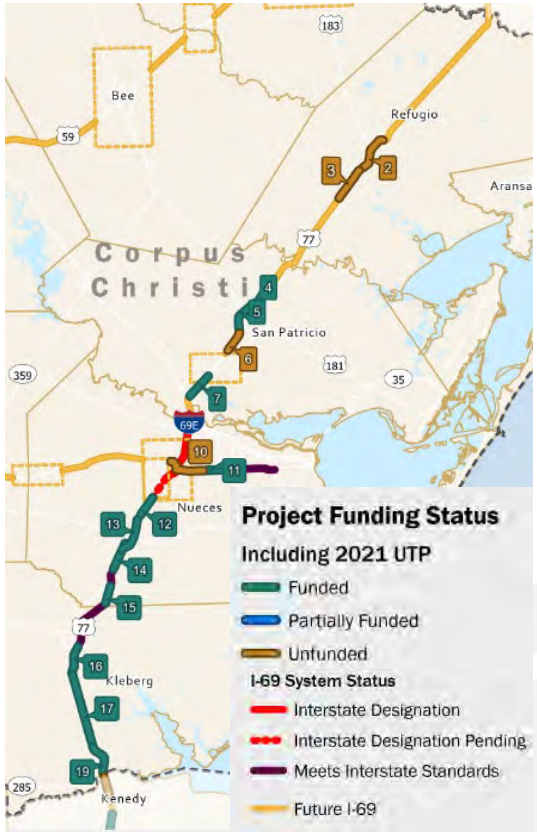
Fully Funded by TxDOT - 2021 UTP



#	CSJ	HWY	Current XS[2]	Limits	Description	EST CONST COST (M)	EST TOTAL COST[3]	MILES	FUNDING STATUS[5]	LET YEAR
1	0327-02-055	US 77	4D+	KENEDY/KLEBERG COUNTY LINE to 0.71 MILES N. OF LA PARRA AVE.	Interstate Designation	$23.3	$28.0	TBD	Unfunded	2025
2	0327-02-056	US 77	4D+	0.87 MILES S. OF LA PARRA AVE. to 8 MILES S. OF LA PARRA AVE.	Interstate Designation	$66.9	$80.3	7.1	Full	2026
4	0327-03-048	US 77	4D+	8 MILES S. OF LA PARRA AVE., to 9.6 MILES N. OF NORIAS RD.	Interstate Designation	$60.4	$72.5	12.5	Full	2026
6	0327-04-037	US 77	4D+	9.6 MILES NORTH OF NORIAS RD to NORIAS RD.	Interstate Designation	$84.6	$101.5	9.6	Full	2024
8	0327-05-041	US 77	4D+	NORIAS RD to 1.34 MILES N OF WILLACY/KENEDY COUNTY LINE	Interstate Designation	$108.3	$130.0	11.6	Partial	2024
10	0327-05-043	US 77	4D+	1.34 MILES N OF WILLACY/KENEDY COUNTY LINE to 1.19 MILES S OF CRYSTAL GATE/NORIAS DI	Construct Main lanes & Overpasses	$24.5	$29.4	3.5	Unfunded	2035
11	0327-05-042	US 77	4D+	1.34 MILES N OF WILLACY/KENEDY COUNTY LINE to WILLACY/ KENEDY COUNTY LINE	Construct Main lanes & Overpasses (Under Construction; Completion date Nov. 2020)	$7.2	$8.6	1.3	Full	2018
12	0327-10-062	US 77	4D+	WILLACY/KENEDY COUNTY LINE to 0.93 MILES S OF WILLACY/ KENEDY C.L.	Construct Main lanes & Overpasses (Under Construction; Completion date Nov. 2020)	$8.2	$9.9	0.9	Full	2018
13	0327-10-057	US 77	4D+	0.93 MILES S OF WILLACY/KENEDY COUNTY LINE to BUSINESS 77	Construct Main lanes & Overpasses (Under Construction; Completion date Nov. 2020)	$22.7	$27.2	4.0	Full	2017
15	0684-01-068	SH 550	4D+	.203 MILES S OF FM 1847 to 1.13 MILES SE OF UPRR OVRPSS AT FM 3248	Construct New Toll Road	$17.3	$20.8	3.9	Full	2022
Total						$1,085.2	$1,302.3	103.8		

U.S. 77 – I69E Plan

Fully Funded by TxDOT - 2021 UTP



#	CSJ	HWY	Current XS[2]	Limits	Description	EST CONST COST ($M)	EST TOTAL COST[3]	MILES	FUNDING STATUS[5]	LET YEAR
2	0371-03-090	US 77	4CTL, 4D+	N OF REFUGIO to S OF REFUGIO (RELIEF ROUTE)	Construct New Roadway Lanes	$360.0	$432.0	10.1	Unfunded	2029
3	0371-03-130	US 77	4D+	S OF REFUGIO RR to S OF WOODSBORO	Convert Non-Freeway	$70.0	$84.0	4.1	Unfunded	2029
4	0371-04-062	US 77	4D+	CHILTIPIN CREEK BR (CONTROL BREAK) to BUSINESS NORTH (SINTON)	Convert Non-Freeway	$40.0	$48.0	2.9	Full	2024
5	0372-01-101	US 77	4D+	BUSINESS SOUTH (SINTON) to CHILTIPIN CREEK BR (CONTROL BREAK)	Convert Non-Freeway	$40.0	$48.0	2.9	Full	2024
6	0372-01-109	US 77	4D+	NORTH OF ODEM to BUSINESS SOUTH (SINTON)	Convert Non-Freeway	$60.0	$72.0	2.2	Unfunded	2029
7	0372-01-106	US 77	4D+	IH 37 AND INTERCHANGE to SOUTH OF ODEM	Convert Non-Freeway	$127.5	$153.0	4.3	Full	2028
12	0102-02-101	US 77	4D+	NORTH OF FM 2826 to SOUTH OF CR 28 (CONTROL BREAK)	Construct Main Lanes, Frontage Roads And Structures	$12.7	$15.2	2.4	Full	2018
13	0102-16-001	US 77	NA	CR 28 to CR 16	Construct New Roadway Lanes	$82.4	$98.9	5.1	Full	2018
14	0102-03-082	US 77	4D+	CR 16 to SOUTH OF FM 3354	Convert Non-Freeway	$23.2	$27.9	2.9	Full	2018
15	0102-03-087	US 77	4D+	CR 4 to FM 70	Construct Ramps	$9.0	$10.8	2.0	Full	2021
16	0102-04-099	US 77	4D+	FM 1356 to CR 2130	Convert Non-Freeway	$55.2	$66.3	3.4	Full	2020
17	0102-04-097	US 77	4D+	CR 2130 to 1.5 MILES N. OF SH 285	Convert Non-Freeway	$115.0	$138.0	8.6	Full	2022
19	0327-09-002	US 77	NA	1.5 MILES N. OF SH 285 INTERSECTION to KENEDY/KLEBERG COUNTY LINE	Construct New Roadway Lanes	$110.0	$132.0	4.0	Full	2024

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

BOARD OF DIRECTORS MEETING FOR FEBRUARY 2021

HCRMA Board of Directors
S. David Deanda, Jr., Chairman
Forrest Runnels, Vice-Chairman
Francisco **"Frank" Pardo, Director**
Paul S. Moxley, Director
Alonzo Cantu, Director
Ezequiel Reyna, Jr., Director
Joaquin Spamer, 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

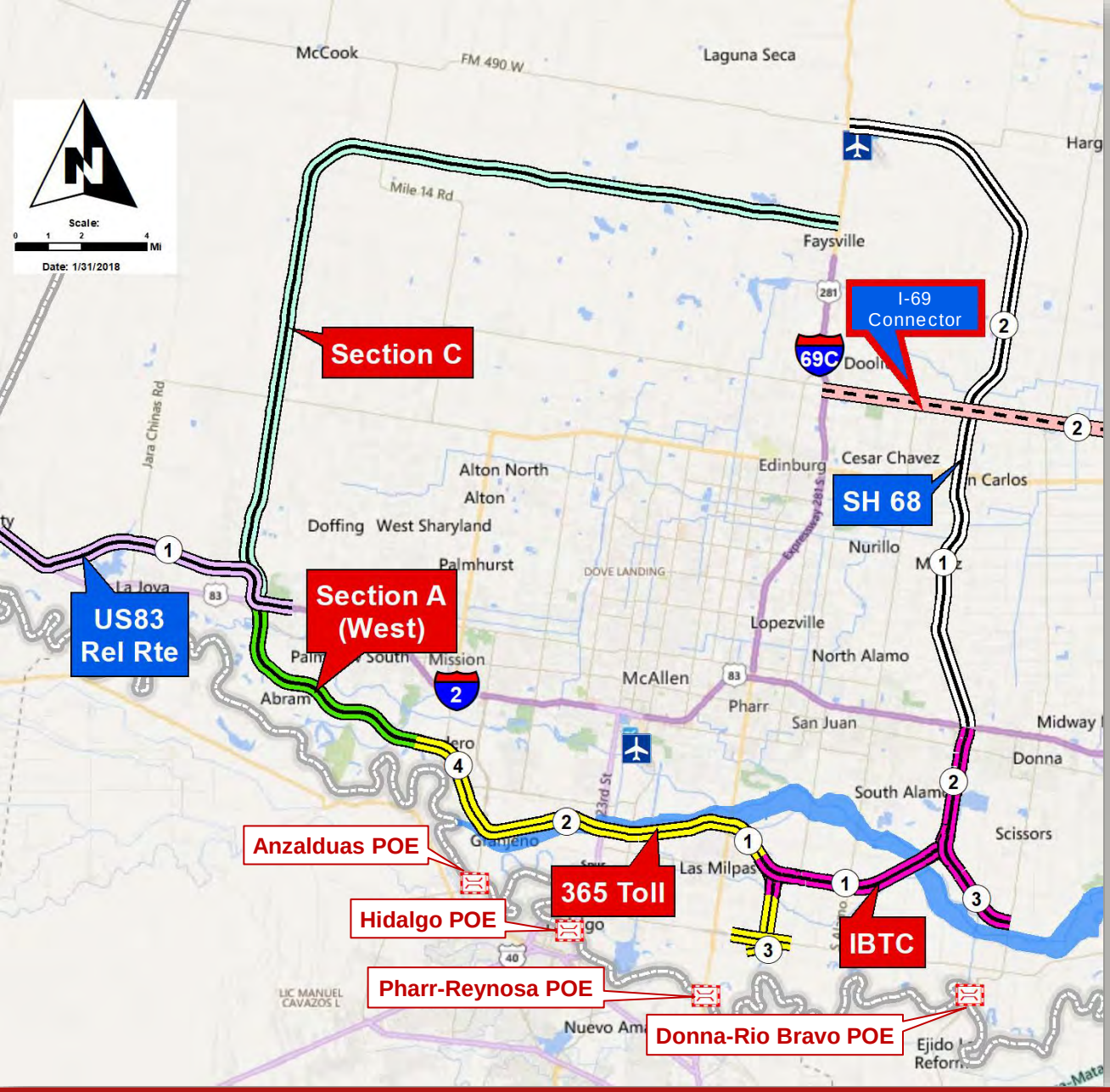
- 365 TOLL Project Overview
- IBTC Project Overview
- Overweight Permit Summary
- Construction Economics Update

MISSION STATEMENT:
"To provide our customers with a rapid and reliable alternative for the safe and efficient movement of people, goods and services"

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

HCRMA
STRATEGIC PLAN

DEVELOP THE INFRASTRUCTURE TO SERVE A POPULATION OF APPROXIMATELY 800,000 RESIDENTS AND 5 INTERNATIONAL PORTS OF ENTRY



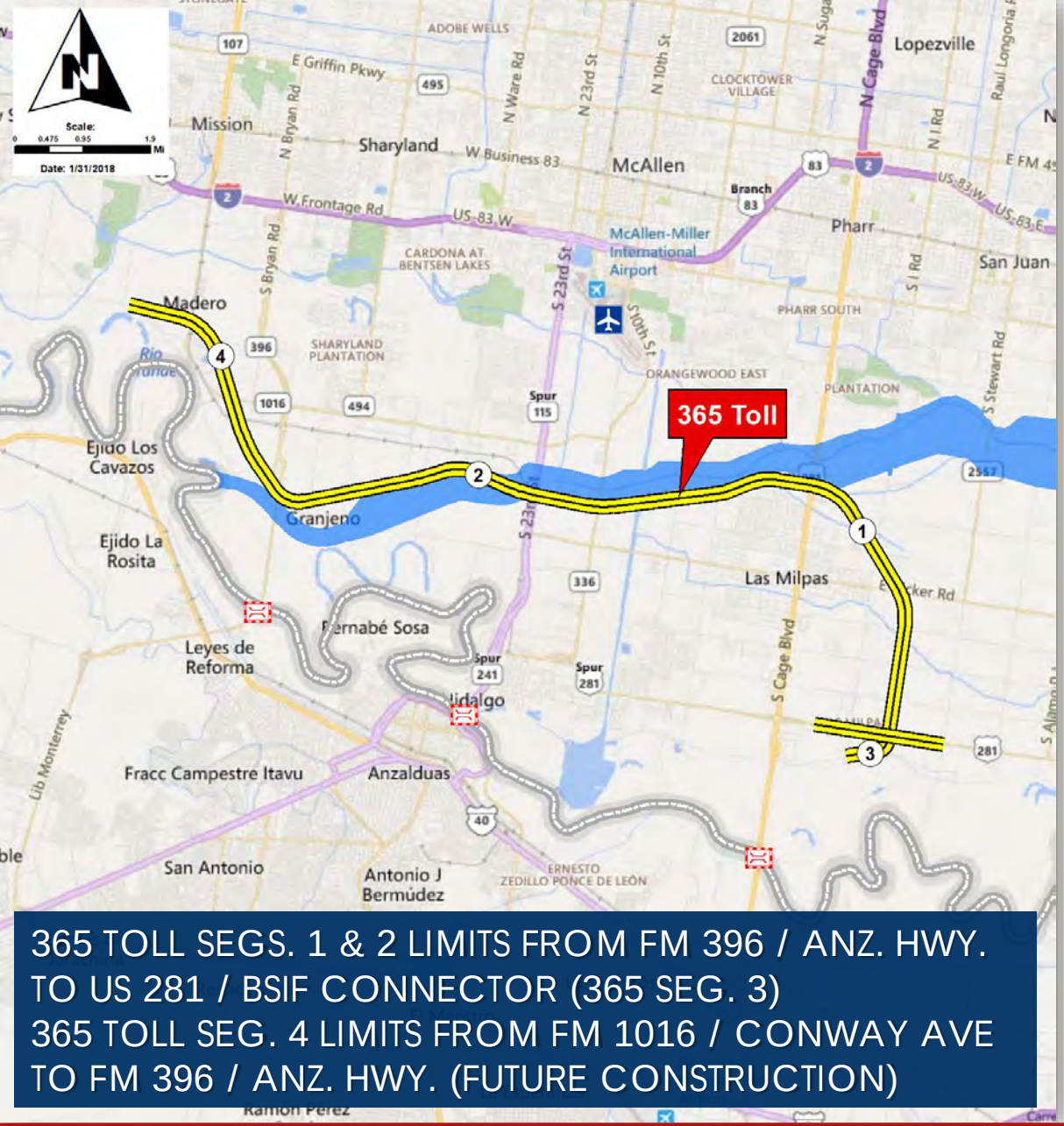
HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Post 2021 UTP Approval

SYSTEM WIDE

- 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)

365 TOLL

HCRMA

MAJOR MILESTONES:

NEPA CLEARANCE
07/03/2015

98% ROW ACQUIRED

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

PH 2: 365 TOLL
SEGS. 1 & 2 –
RE-LET: 2021

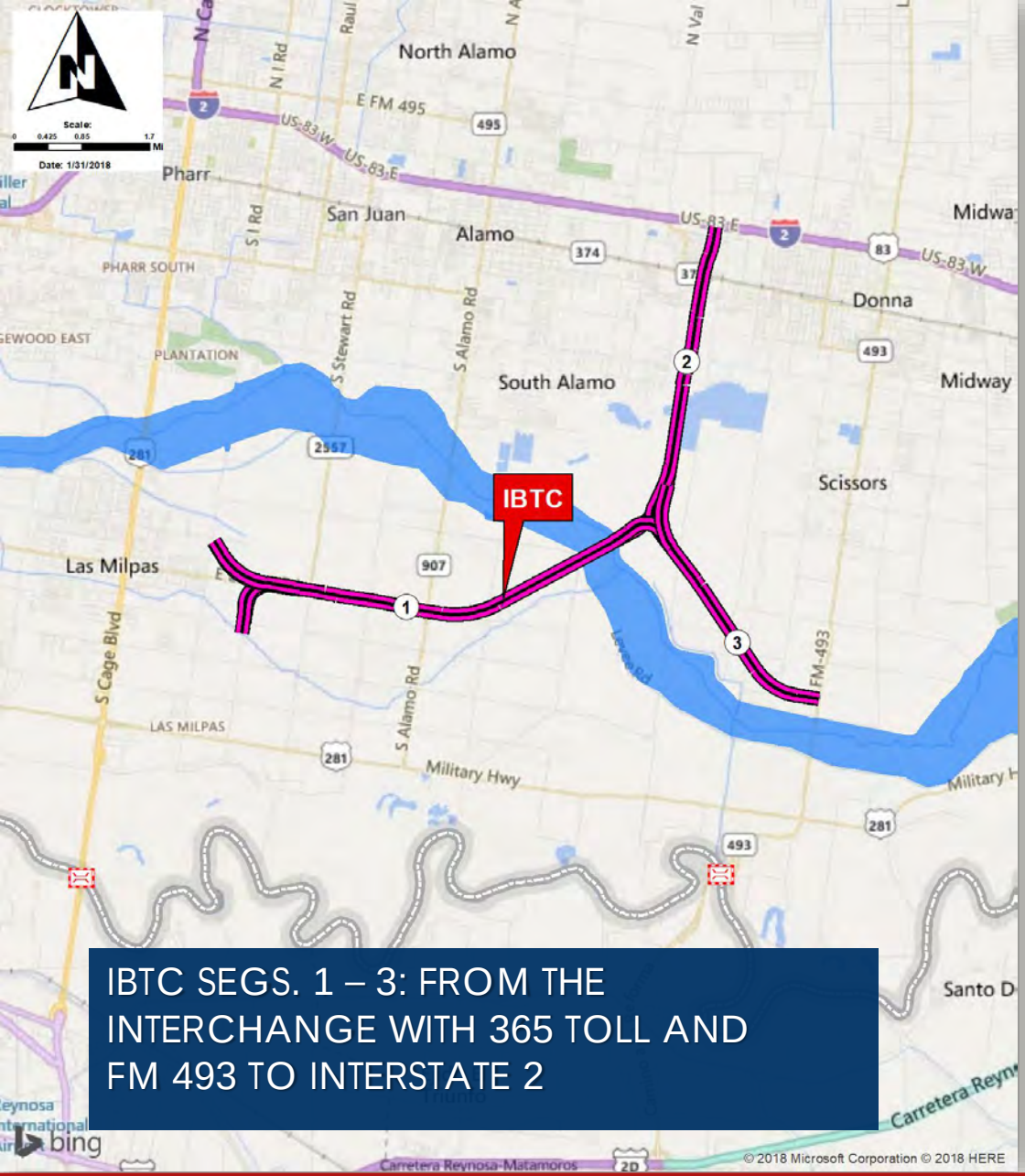
HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

365 TOLL

SCHEDULE:

- ~~04/2020-05/2020, Submit RGVMPO TIP 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,~~
- ~~11/2020-12/2020, TxDOT initiated a 2021 UTP Update to include grandfathered sources of funding,~~
- 02/2021, HCRMA to submit Utility Mitigation Plan for approval by TxDOT ahead of Federal Project Authorization and Agreement (FPAA) Modification request,
- 02/2021 - 03/2021, TTC to read then adopt a new Minute Order (M.O.) for a new FAA to incorporate the gap funding into the project,
- 02/2021 - 03/2021, TxDOT to process the FPAA Modification for the gap funding on 365 Tollway,
- 04/2021, TxDOT to provide "release to advertise" notice to HCRMA,
- 04/2021 - 05/2021, HCRMA to advertise the 365 Toll (60 days) & hold prebid last week in that period,
- 06/2021, Open Bids by 1st week & by 2nd week conditionally award contract,
- Mid 07/2021, Receive TxDOT / FHWA concurrence with award of contract,
- Mid 07/2021-08/2021, HCRMA meets with rating agencies, prices bonds, and conducts toll revenue bond sale,
- 08/2021, Purchase remaining 5% of ROW and finalize remaining utility relocation agreements,
- 09/2021, Commence 42-month construction, and
- 03/2025, Open to traffic.

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY



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

IBTC

MAJOR MILESTONES:

OBTAINED EA ENV CLASSIF.: 11/2017

EST. NEPA CLEARANCE: MID 2021

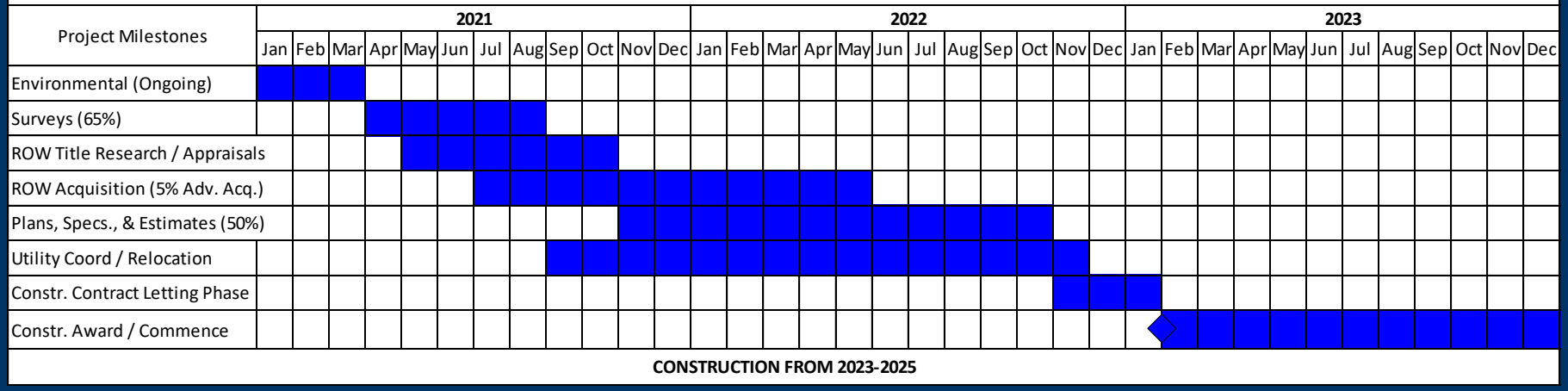
EST. OPEN: 12/2025

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

IBTC SCHEDULE

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

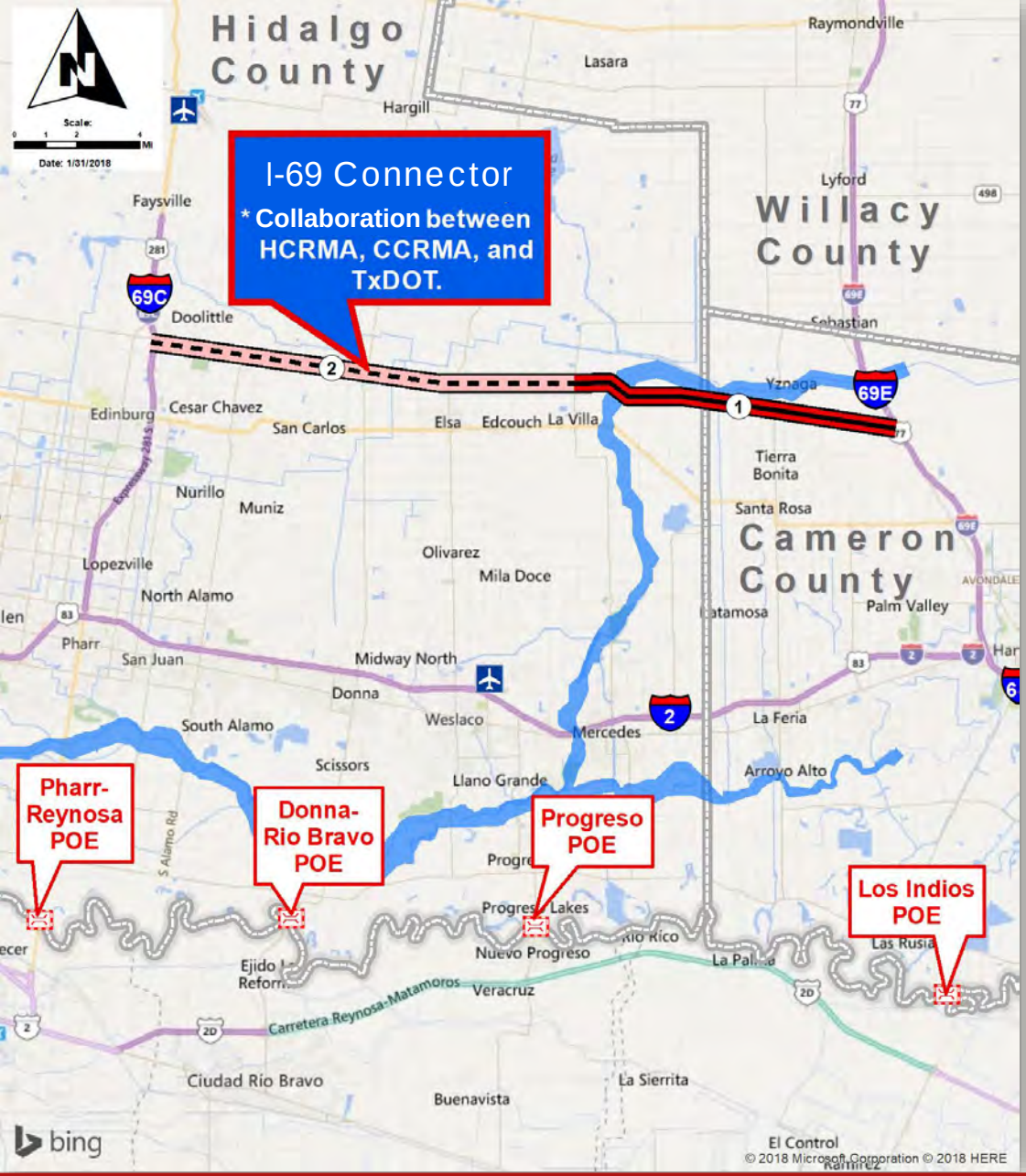
(From the Interchange with 365 Toll and FM 493 to Interstate 2)



HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

IBTC

- 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:

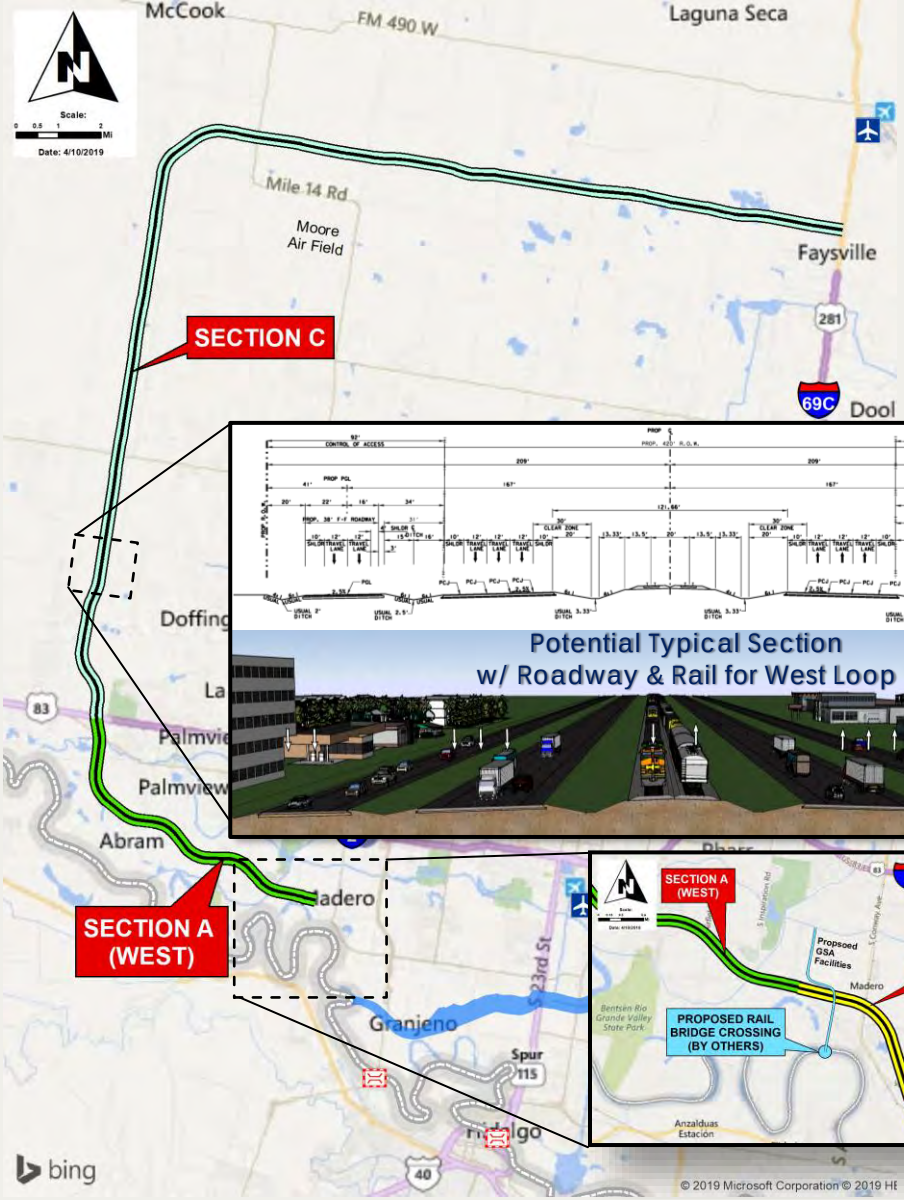
- PROJECT LENGTH ~27 MILES
- FROM I-69C IN HIDALGO COUNTY TO I69-E IN CAMERON COUNTY
- KEY PARALLEL CORRIDOR TO I-2 WITH IMPORTANCE TO MOBILITY PROJECTS BY TXDOT, CCRMA AND HCRMA
- TXDOT COMMITTED SUPPLEMENTAL DEVELOPMENT AUTHORITY FUNDS FOR THE ENTIRE 27 MILE CORRIDOR AS AN EXPRESSWAY FACILITY.
- TXDOT 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.

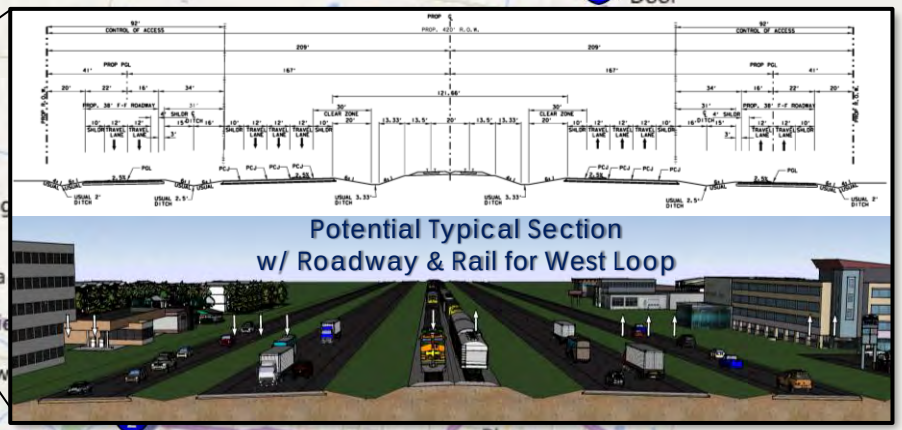
HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

WEST LOOP

SECTION A(WEST) / SECTION C

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

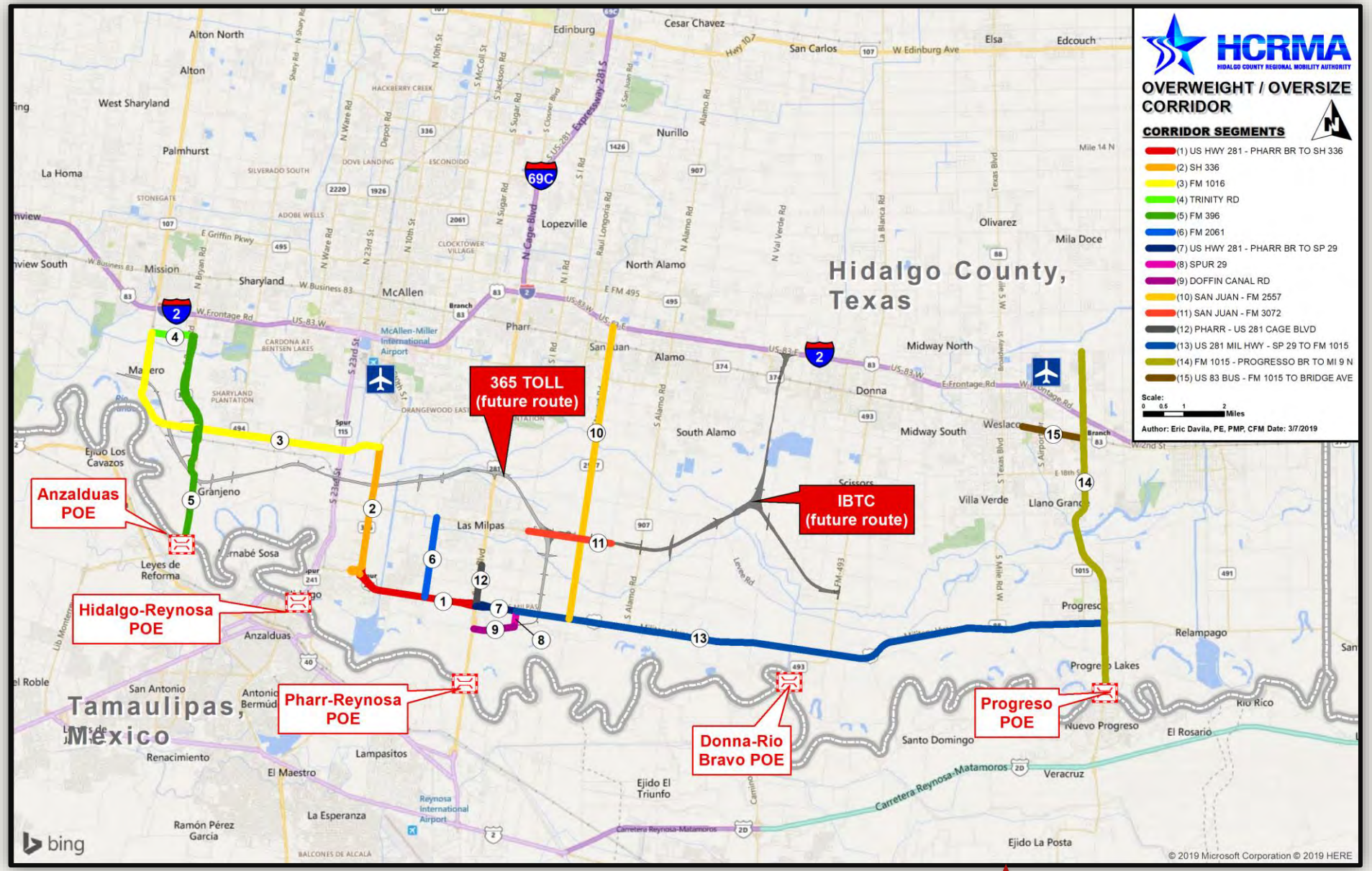




DESCRIPTION:

- 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"

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY



HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Overweight Report for Period: Jan 1, 2014 – Jan 31, 2021

OW

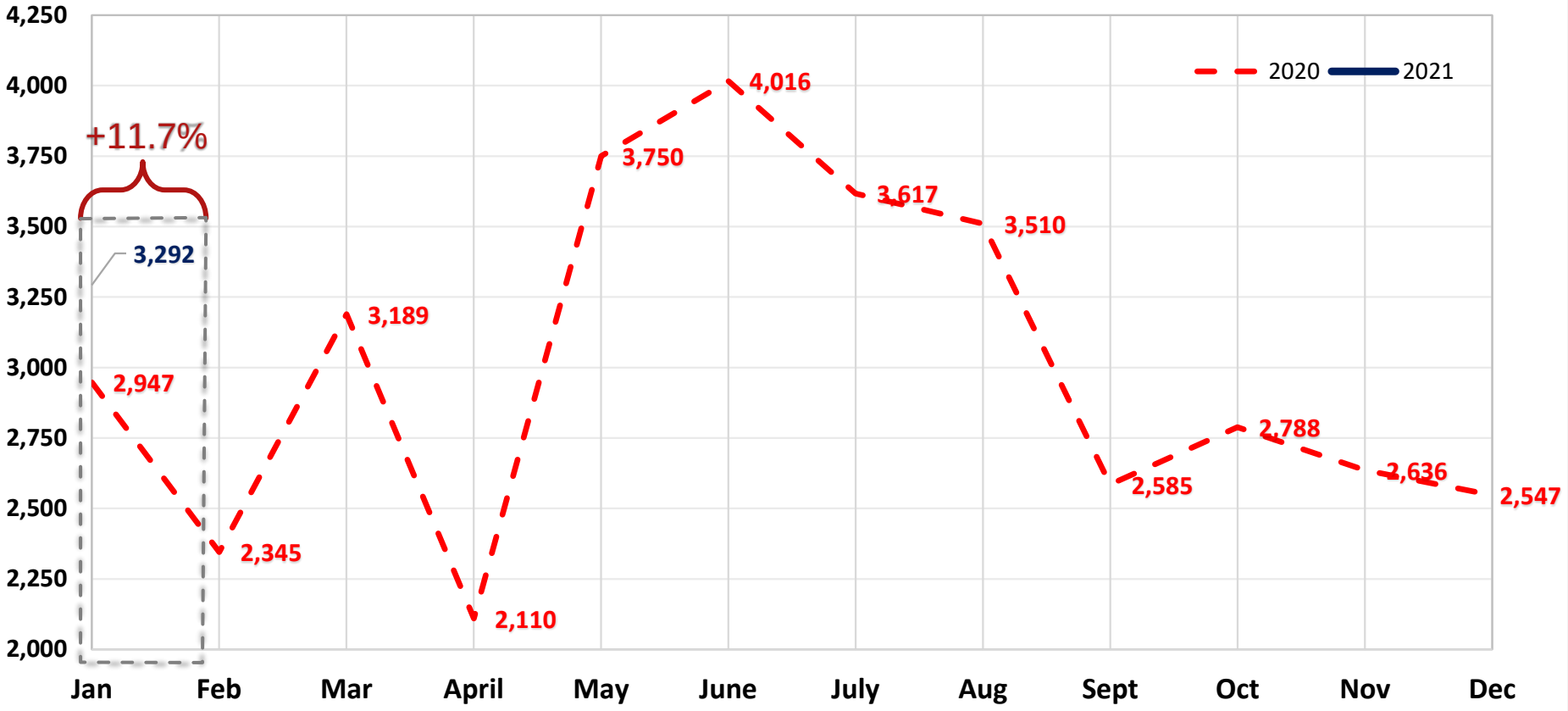
Total Permits Issued:	187,971
Total Amount Collected:	$ 29,071,290
■ **Convenience Fees:**	$ 640,890
■ **Total Permit Fees:**	$ 28,430,400
– Pro Miles:	$ 563,913
– TxDOT:	$ 24,165,840
– HCRMA:	$ 3,700,647

Overweight Report for Period: Jan 1, 2021 – Jan 31, 2021

OW

Total Permits Issued:	3,292
Total Amount Collected:	$ 667,130
■ **Convenience Fees:**	$ 8,730
■ **Total Permit Fees:**	$ 658,400
– Pro Miles:	$ 9,876
– TxDOT:	$ 559,640
– HCRMA:	$ 88,884

Overweight/Oversized Permit Count
2020 - 2021 Monthly Comparison



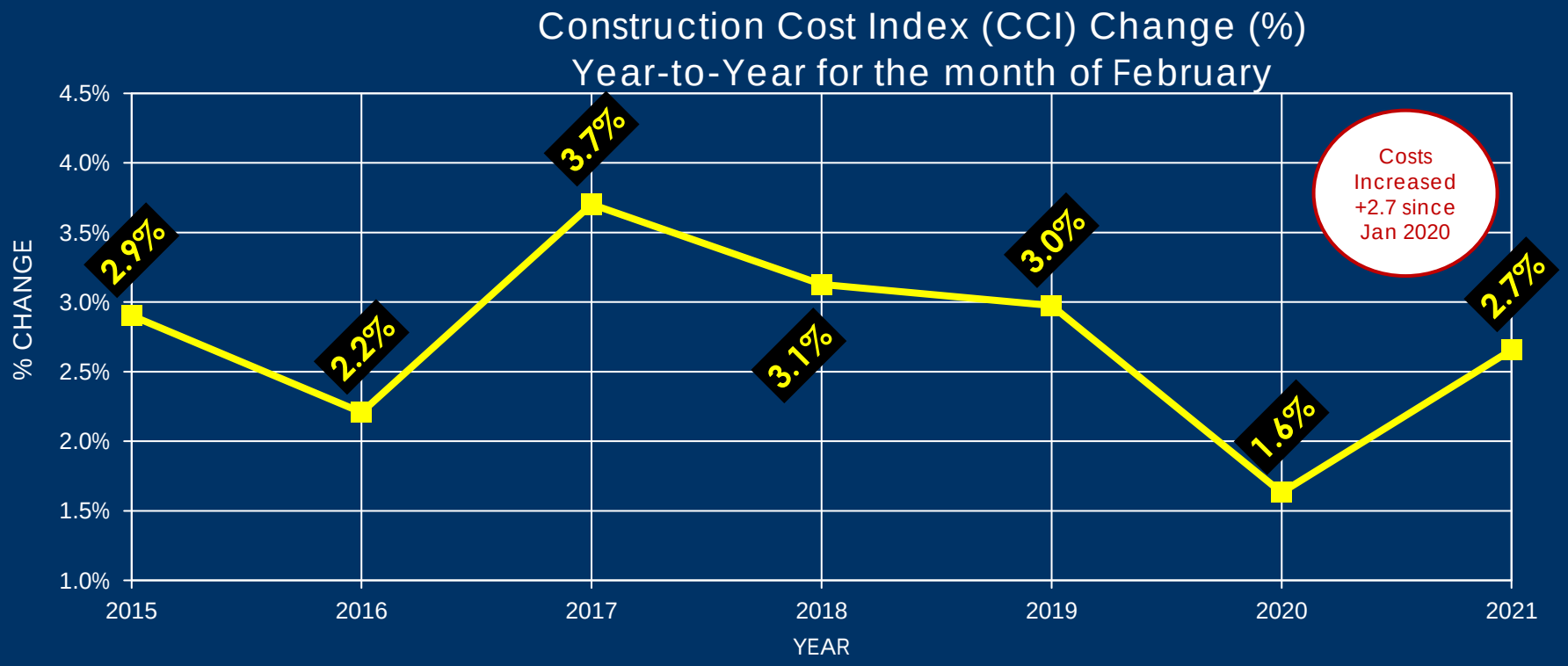
Notes:

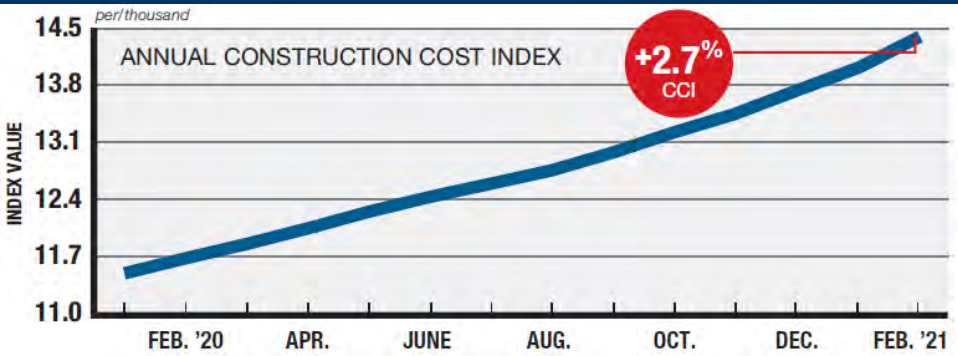
1. The permit count for 2020 (36,040) ended with a +6.7% increase compared to 2019 (33,790).
2. For the year 2021, the total monthly permit count of 3,292 represents an +11.7% increase compared to the same month in 2020.

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Constr. Economics Feb 2021

CE

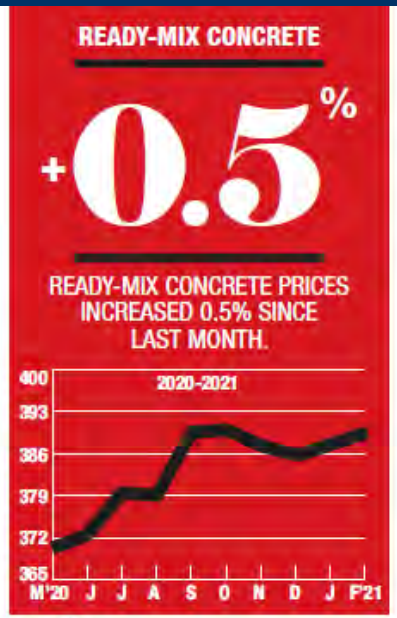


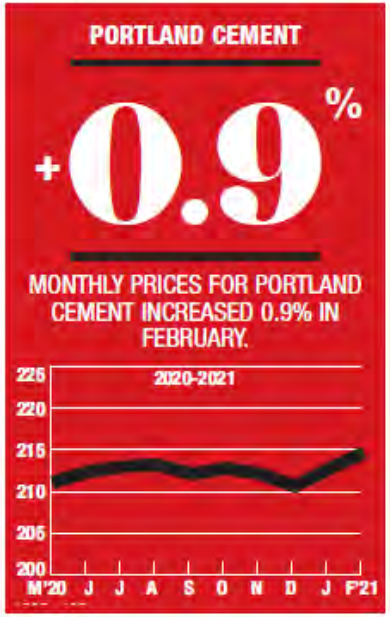


Source: McGraw Hill Construction ENR

CONSTR. ECONOMICS FEB 2021

CE





20-CITY AVERAGE

ITEM	UNIT	$PRICE	%MONTH	%YEAR
ASPHALT PAVING				
PG 58	TON	398.69	-0.2	-3.2
Cutback, MC800	TON	370.28	-0.2	-1.7
Emulsion, RAPID SET	TON	354.14	-0.4	-1.2
Emulsion, SLOW SET	TON	365.31	-0.2	-0.8
PORTLAND CEMENT				
Type one	TON	149.61	+0.9	+2.9
MASONRY CEMENT				
70-lb bag	TON	10.91	+0.4	-0.4
CRUSHED STONE				
Base course	TON	12.58	0.0	+1.4
Concrete course	TON	11.75	+0.2	-0.3
Asphalt course	TON	13.73	-0.7	+0.2
SAND				
Concrete	TON	10.55	+0.9	+1.2
Masonry	TON	12.54	+0.2	+2.0
READY-MIX CONCRETE				
3,000 psi	CY	125.08	+0.5	+5.4
4,000 psi	CY	141.34	+0.8	+1.8
5,000 psi	CY	190.58	+0.9	+0.8
CONCRETE BLOCK				
Normal weight: 8" x 8" x 16"	C	154.94	+0.5	+5.4
Lightweight: 8" x 8" x 16"	C	159.30	-3.8	-6.3
12" x 8" x 16"	C	182.87	-0.2	+0.7

SOURCE: ENR

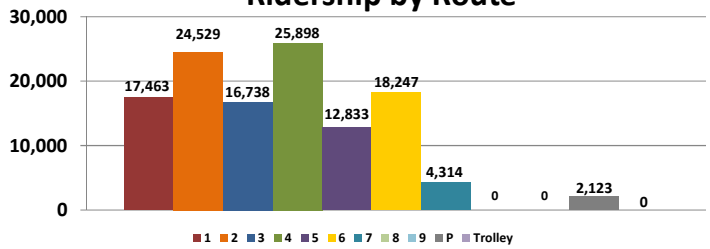
FY 2020-2021 METRO MCALLEN

OCTOBER 1, 2020 thru DECEMBER 31, 2020 Ridership and Fares

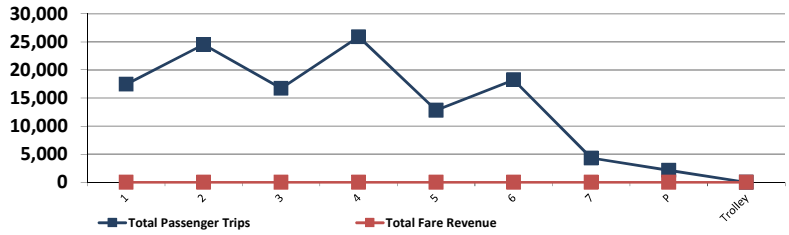
TOTAL RIDERSHIP=	122,145

TOTAL ANNUAL FARE REVENUE=	$0

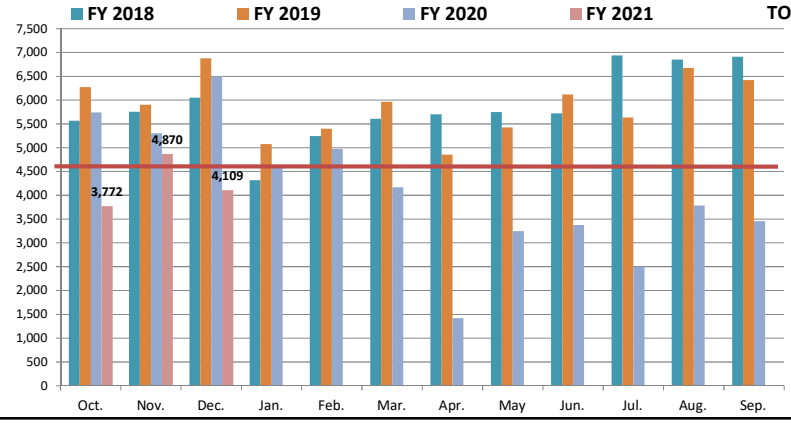
Ridership by Route



Route Summary



SERVICE EXTENSION - YTD Ridership



TOTAL RIDERS:

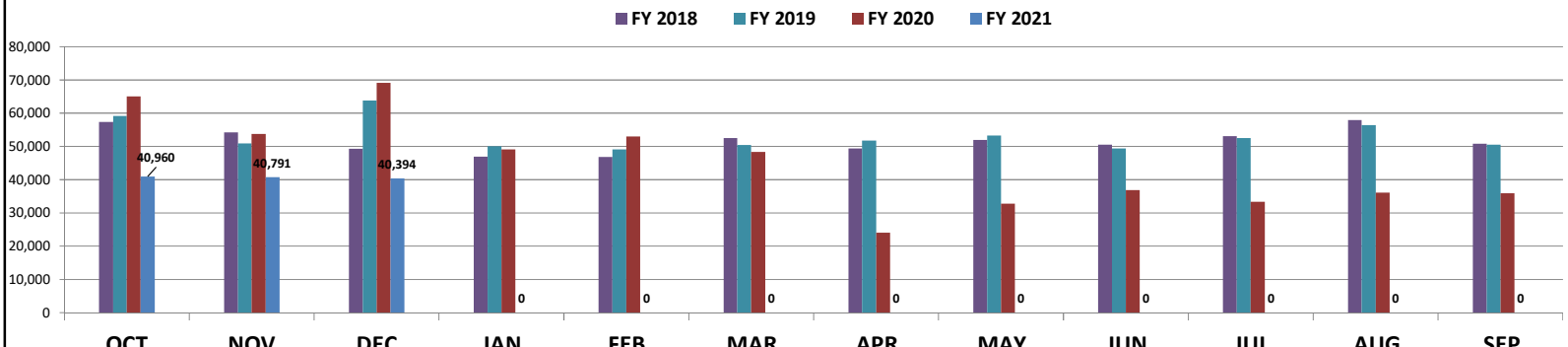
12,751

MONDAY-SATURDAY **6:00PM - 9:00PM**
&
SUNDAY **8:00PM - 6:00PM**
ROUTES
1 2 4 P

MONTHLY RIDERSHIP OF SERVICE EXPANSION

Fiscal Year	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	TOTAL
FY 2018	5,566	5,750	6,052	4,318	5,245	5,607	5,700	5,747	5,718	6,937	6,847	6,910	70,397
FY 2019	6,271	5,901	6,875	5,077	5,397	5,963	4,853	5,425	6,114	5,632	6,674	6,422	70,606
FY 2020	5,742	5,306	6,493	4,634	4,971	4,172	1,420	3,244	3,374	2,502	3,787	3,459	49,104
FY 2021	3,772	4,870	4,109										12,751
MONTHLY GOAL	3,750	3,750	3,750	3,750	3,750	3,750	3,750	3,750	3,750	3,750	3,750	3,750	45,000

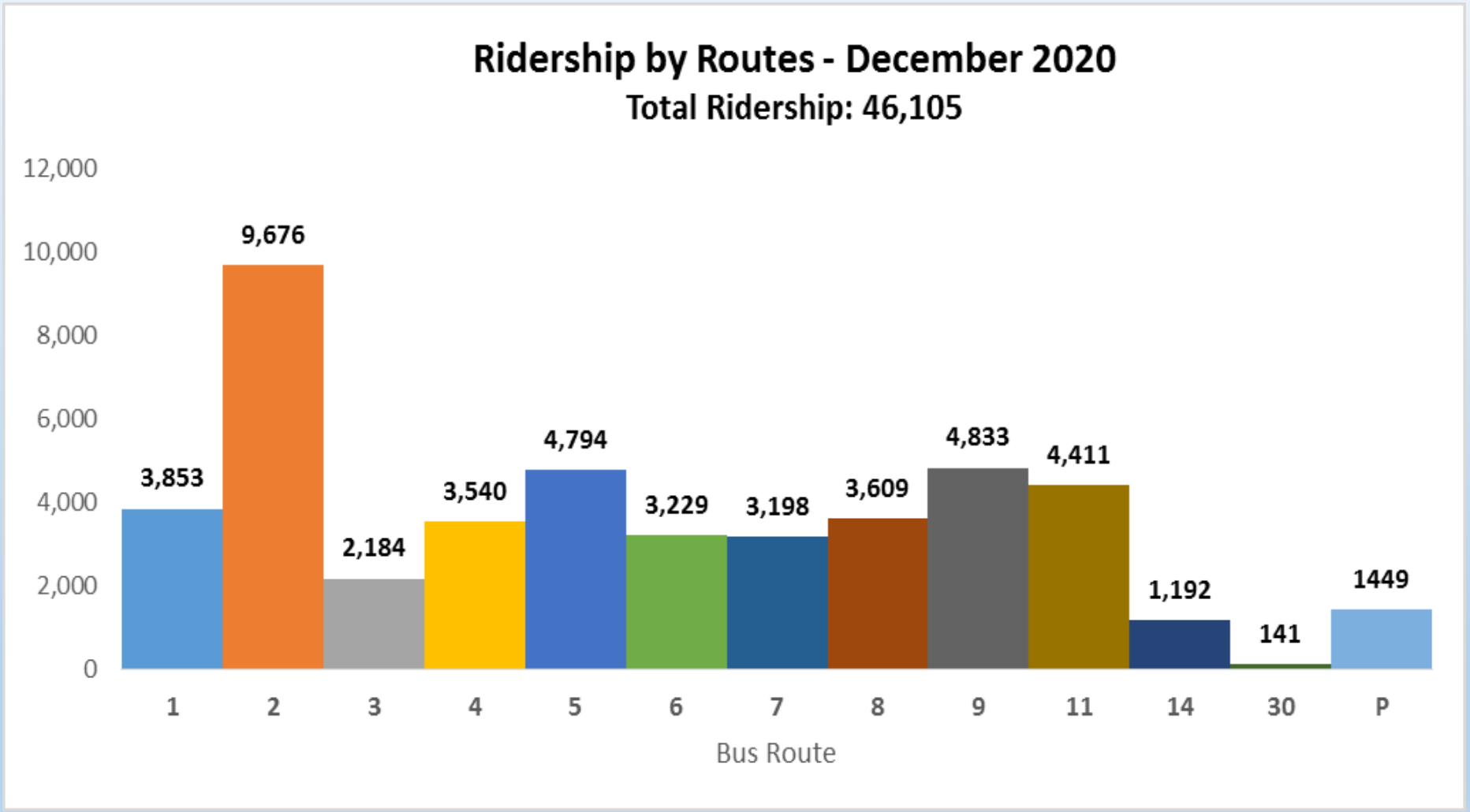
FY 2018 - FY 2021 RIDERSHIP SUMMARY



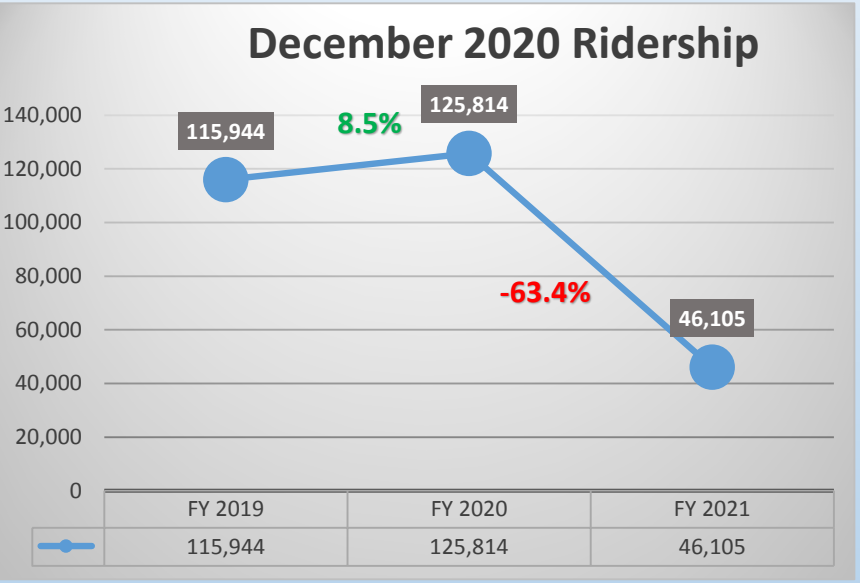
Fiscal Year	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	TOTAL	%Change
FY 2018	57,362	54,208	49,299	46,919	46,832	52,501	49,400	51,919	50,509	53,107	57,952	50,802	620,809	-10%
FY 2019	59,124	50,893	63,768	50,089	49,104	50,408	51,768	53,334	49,413	52,514	56,433	50,512	637,360	3%
FY 2020	64,986	53,801	69,133	49,137	53,039	48,364	24,095	32,856	36,896	33,340	36,130	35,922	537,699	-16%
FY 2021	40,960	40,791	40,394	0	0	0	0	0	0	0	0	0	122,145	-77%

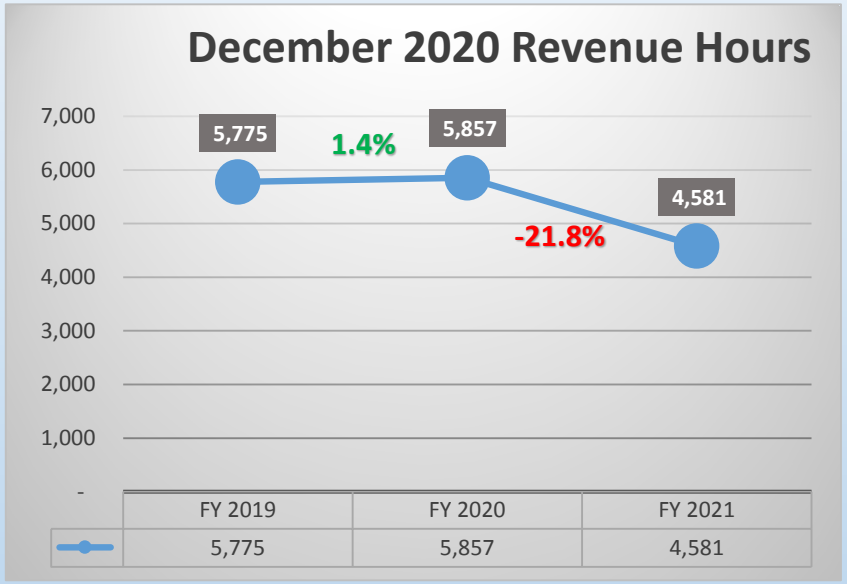
Brownsville Metro & Island Metro Transit Reports

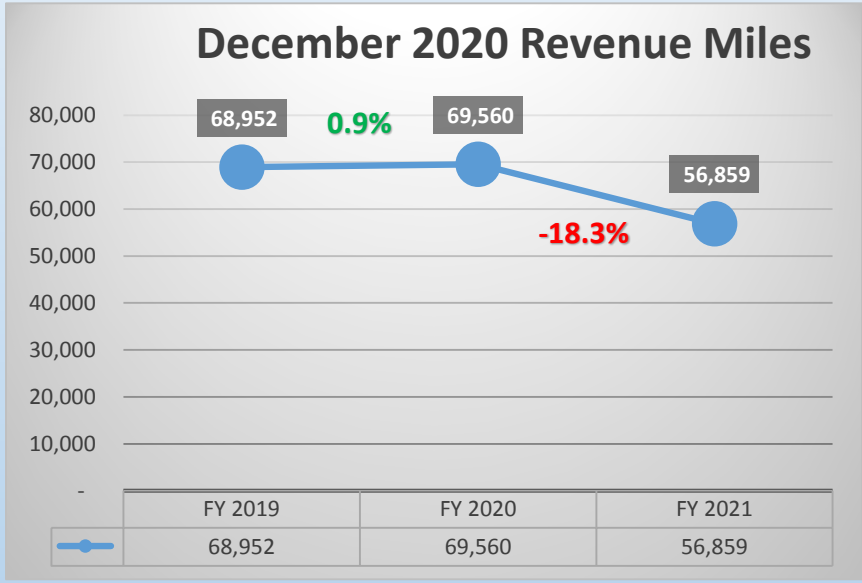
Brownsville Metro



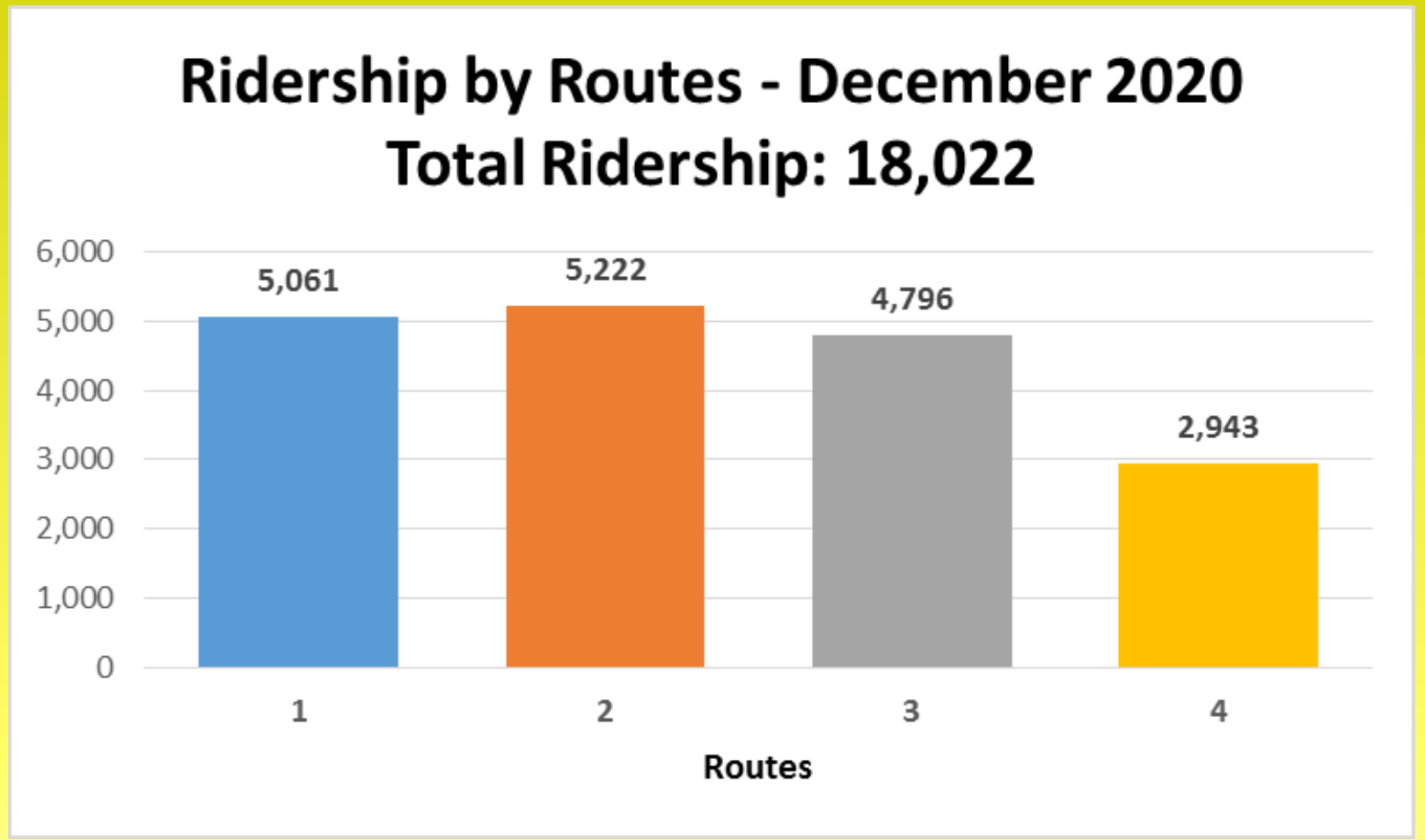
Brownsville Metro



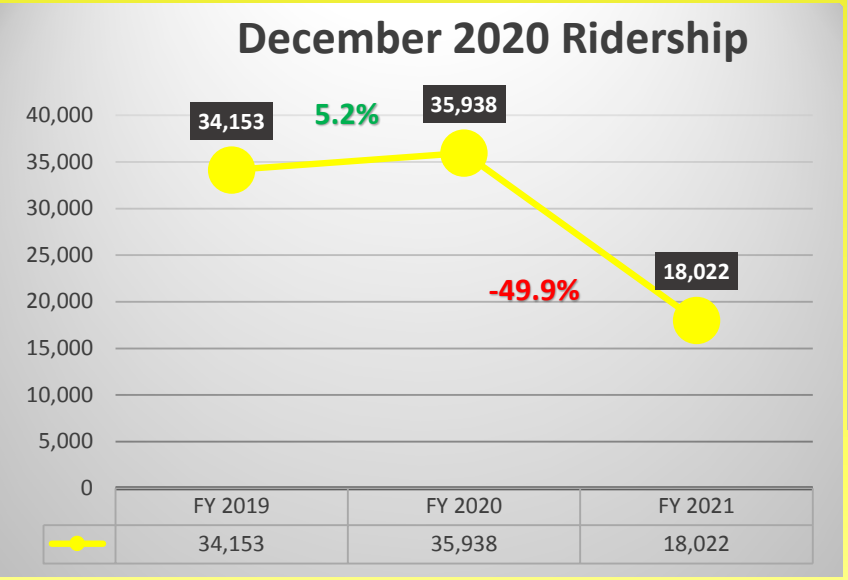


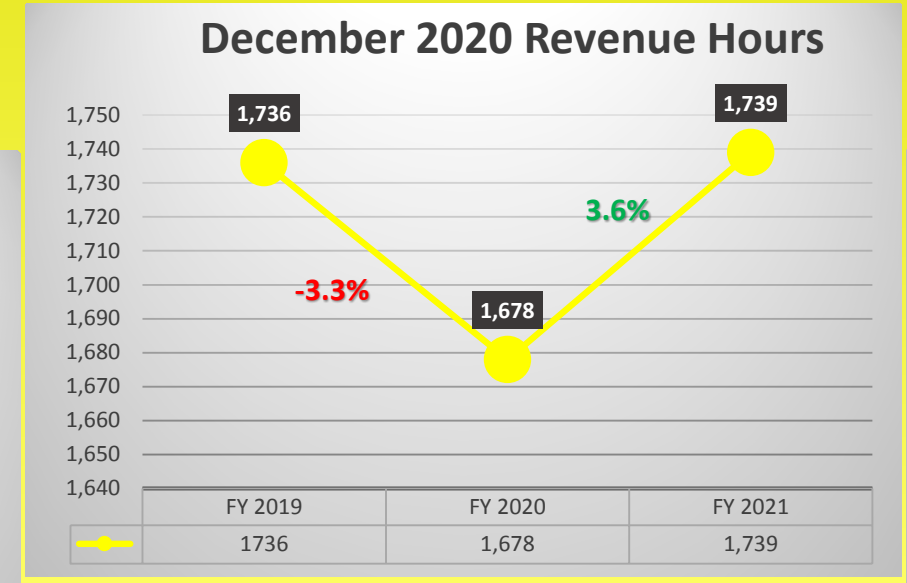


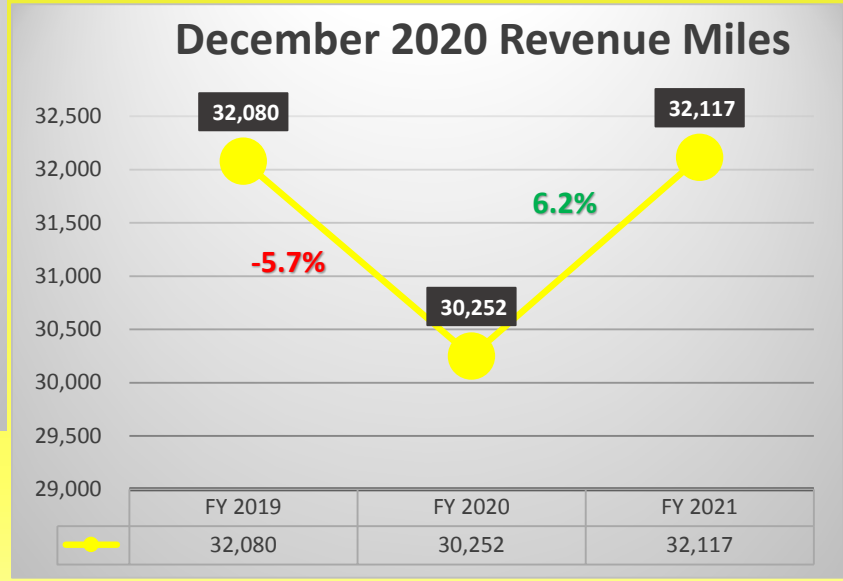
Island Metro



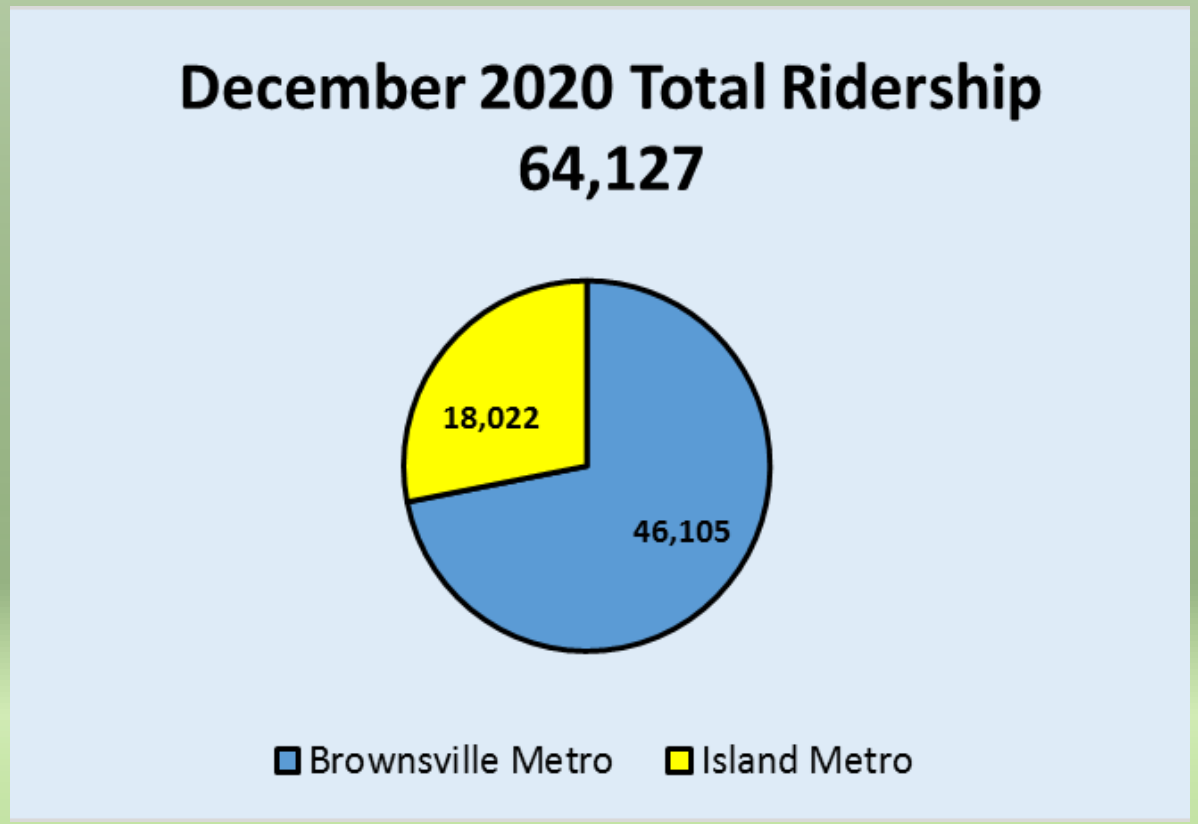
Island Metro

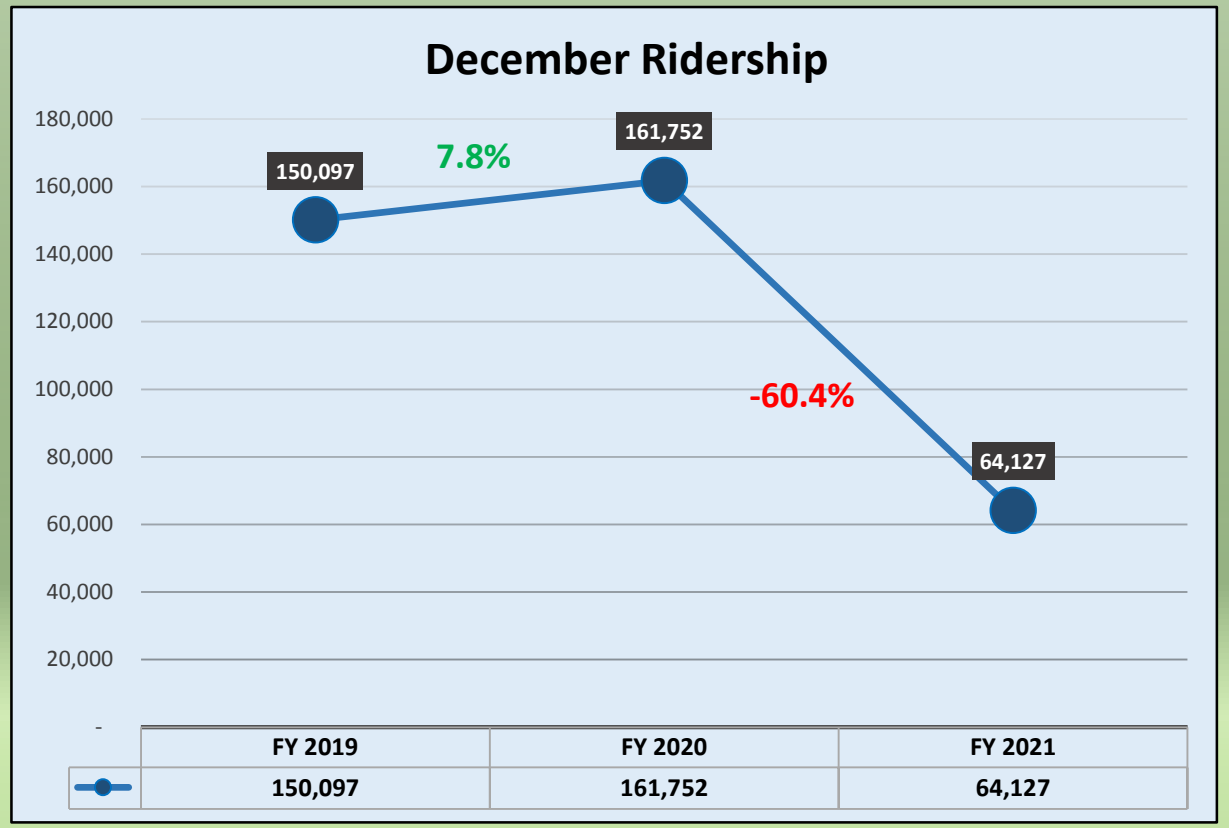






Combined Ridership

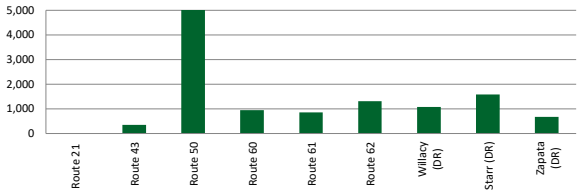




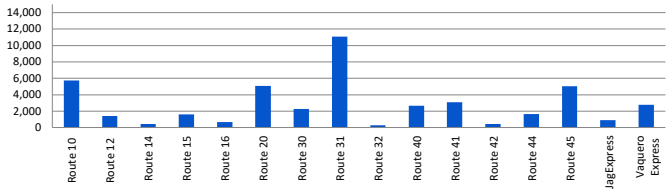
Thank You

LOWER RIO GRANDE VALLEY DEVELOPMENT COUNCIL
Valley Metro Service Summary
FY 2021 December

RURAL
Ridership by Route

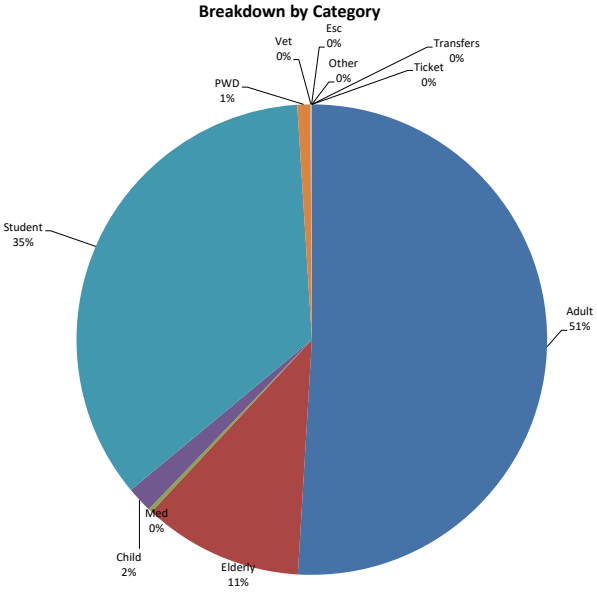


URBAN
Ridership by Route



	Route	Total Passenger Trips	Route Activity	Area(s) Served
RURAL	Route 21	0	0%	Sullivan City, West Hidalgo County
	Route 43	353	1%	South Cameron County
	Route 50	9,711	14%	Brownsville, Port Isabel
	Route 60	953	1%	Roma, Rio Grande City
	Route 61	851	1%	Rio Grande City
	Route 62	1,301	2%	Rio Grande City
	Willacy (DR)	1,078	2%	Willacy County
	Starr (DR)	1,585	2%	Starr County
	Zapata (DR)	677	1%	Zapata County
	Metro Express	6,630	10%	Rio Grande Valley
URBAN	Route 10	5,761	8%	Edinburg
	Route 12	1,419	2%	Edcouch, Elsa, Edinburg
	Route 14	452	1%	Edinburg
	Route 15	1,602	2%	Edinburg
	Route 16	666	1%	Edinburg
	Route 20	5,070	7%	Mission
	Route 30	2,263	3%	Pharr, San Juan
	Route 31	11,048	16%	Hidalgo County
	Route 32	264	0%	Donna
	Route 40	2,659	4%	Harlingen
	Route 41	3,102	4%	Harlingen
	Route 42	443	1%	San Benito
	Route 44	1,649	2%	Primera, La Feria, Santa Rosa
	Route 45	5,016	7%	Cameron County
	JagExpress	898	3%	Weslaco, Pharr, McAllen
	Vaquero Express	2,783	4%	Edinburg
	Hidalgo	65	0%	City of Hidalgo
	TOTAL	68,299	100%	

Ridership
Breakdown by Category

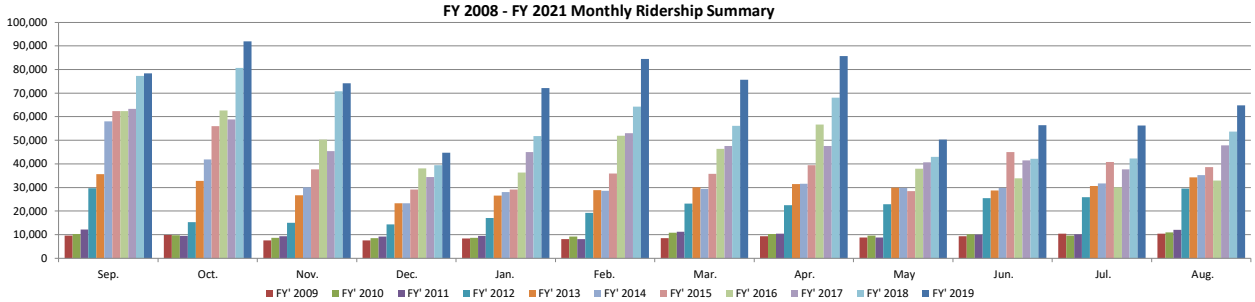


YEAR TO DATE RIDERSHIP REPORT

FY 2020 Sept-Dec	FY 2021 Sept-Nov	DIFFERENCE	% DIFFERENCE
330,581	68,299	-262,282	-79%

* Rural service - service in rural low -population areas outside of urbanized areas
* Urban service- service between or within urbanized areas

FY 2008 - FY 2021 Monthly Ridership Summary



Fiscal Year	Sep.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Total	Difference	%Change
FY' 2008	9,978	4,927	4,378	4,077	9,057	9,065	8,832	9,195	9,624	9,031	8,706	9,568	96,438	45,095	88%
FY' 2009	9,538	9,913	7,540	7,562	8,323	8,113	8,567	9,344	8,720	9,363	10,483	10,428	107,894	11,456	12%
FY' 2010	10,274	9,702	8,580	8,471	8,670	9,204	10,836	10,274	9,566	10,107	9,537	10,931	116,152	8,258	8%
FY' 2011	12,184	9,480	9,336	9,254	9,445	8,016	11,255	10,460	8,801	10,046	10,176	12,111	120,564	4,412	4%
FY' 2012	29,644	15,256	14,982	14,267	17,057	19,196	23,184	22,450	22,827	25,436	25,807	29,518	259,624	139,060	115%
FY' 2013	35,707	32,758	26,634	23,293	26,542	28,858	30,087	31,465	29,911	28,744	30,596	34,255	358,850	99,226	38%
FY' 2014	58,118	41,893	30,069	23,338	28,011	28,593	29,386	31,638	29,761	29,806	31,733	35,241	397,587	38,737	11%
FY' 2015	62,315	55,976	37,648	29,214	29,063	35,854	35,785	39,503	28,431	45,056	40,891	38,683	478,419	80,832	20%
FY' 2016	62,317	62,627	50,274	38,130	36,305	51,887	46,286	56,675	37,990	33,822	30,148	32,939	539,400	60,981	13%
FY' 2017	63,305	58,773	45,397	34,433	45,012	53,051	47,542	47,628	40,601	41,409	37,719	47,917	562,787	23,388	4%
FY' 2018	77,255	80,744	70,823	39,507	51,877	64,209	56,076	68,058	42,956	42,169	42,264	53,725	689,663	126,876	23%
FY' 2019	78,440	91,930	74,137	44,709	72,199	84,562	75,604	85,670	50,318	56,330	56,234	64,773	834,906	145,243	21%
FY' 2020	91,929	98,308	83,799	56,545	78,630	89,404	46,276	11,431	15,009	17,932	14,182	16,121	619,566	-215,340	-26%
FY' 2021	17,146	16,894	15,751	16,072	0	0	0	0	0	0	0	0	65,863	-769,043	-92%
Monthly Change from Previous FY	-61,294	-75,036	-58,386	-28,637	-72,199	-84,562	-75,604	-85,670	-50,318	-56,330	-56,234	-64,773	-769,043	18,367	2%
% Change	-78%	-82%	-79%	-64%	-100%	-100%	-100%	-100%	-100%	-100%	-100%	-135%	-137%	79%	51%

FY 2018 URBANIZED PERFORMANCE MEASURES*

COST EFFECTIVENESS
Cost per revenue mile = $2.40 State Avg. = $4.85
Cost per revenue hour = $46.22 State Avg. = $73.39
Cost per passenger = $4.16 State Avg. = $5.21

SERVICE EFFICIENCY
Passengers per revenue mile = 0.58 State Avg. =.93
Passengers per revenue hour = 11.12 State Avg.=14.10

FY 2018 NONURBANIZED PERFORMANCE MEASURES*

COST EFFECTIVENESS
Cost per revenue mile = $3.03 State Avg. = $2.99
Cost per revenue hour = $71.08 State Avg. = $59.91
Cost per passenger = $14.83 State Avg. = $20.21

SERVICE EFFICIENCY
Passengers per revenue mile = 0.20 State Avg. = .15
Passengers per revenue hour = 5.44 State Avg. = 2.96

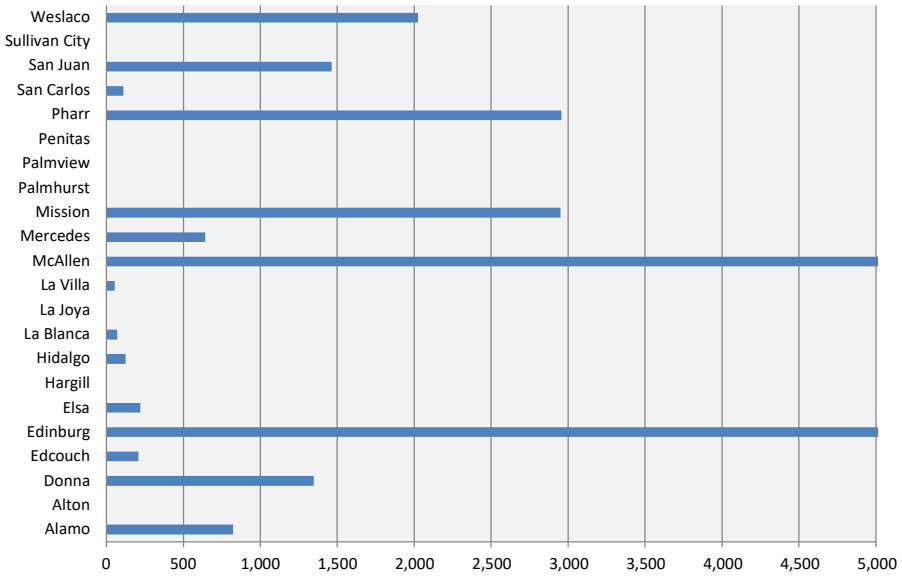
*2018 Texas Transit Statistics Preliminary Report

Distribution of Ridership

Hidalgo County

Alamo	822
Alton	0
Donna	1,346
Edcouch	209
Edinburg	9,318
Elsa	219
Hargill	0
Hidalgo	124
La Blanca	69
La Joya	0
La Villa	55
McAllen	11,030
Mercedes	642
Mission	2,951
Palmhurst	0
Palmview	0
Penitas	0
Pharr	2,957
San Carlos	110
San Juan	1,463
Sullivan City	0
Weslaco	2,025
Total	**33,340**

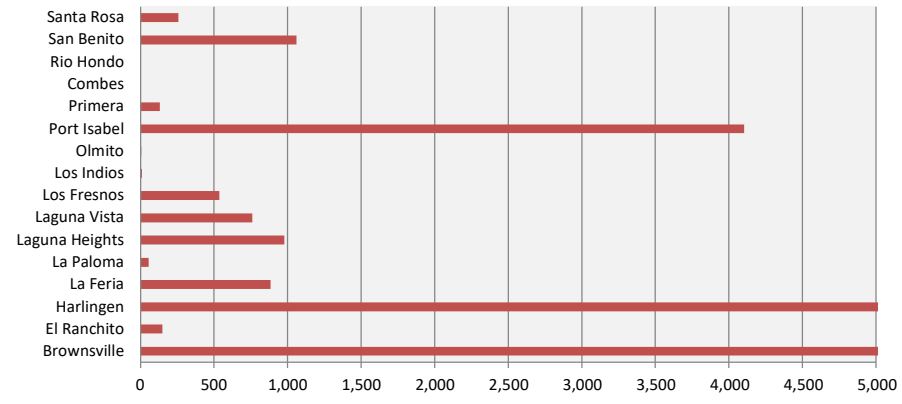
Hidalgo County by Cities



Cameron County

Brownsville	10,302
El Ranchito	150
Harlingen	6,905
La Feria	884
La Paloma	54
Laguna Heights	978
Laguna Vista	761
Los Fresnos	536
Los Indios	9
Olmito	5
Port Isabel	4,103
Primera	131
Combes	0
Rio Hondo	0
San Benito	1,061
Santa Rosa	258
Total	**26,137**

Cameron County by Cities



Willacy County

Total	**1,078**

Starr County

Total	**4,690**

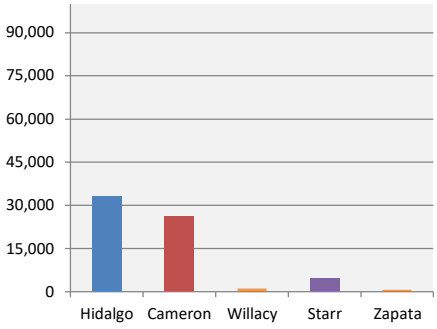
Zapata County

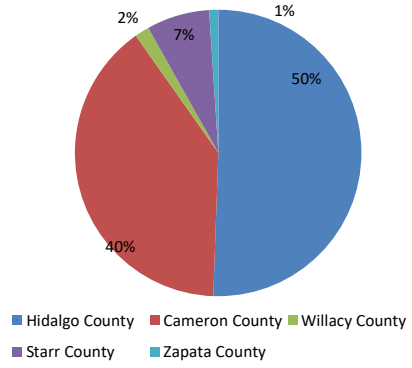
Total	**677**

SYSTEM TOTAL

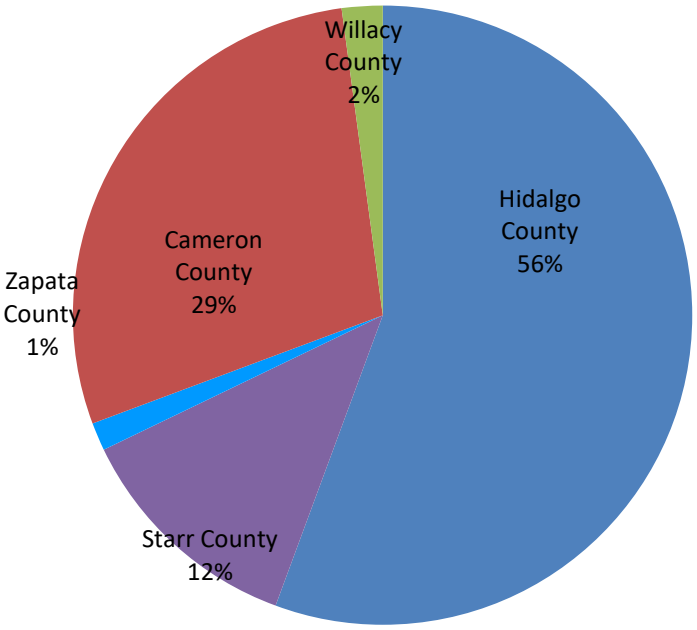
65,922

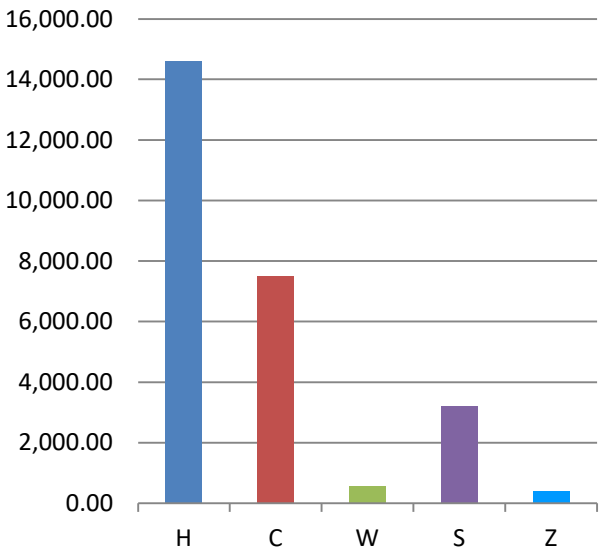
Ridership by County





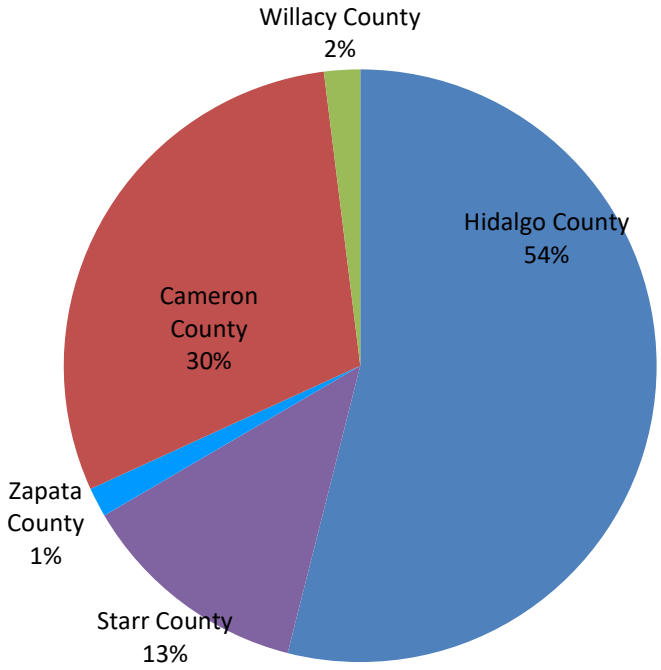
Distribution of Revenue Hours

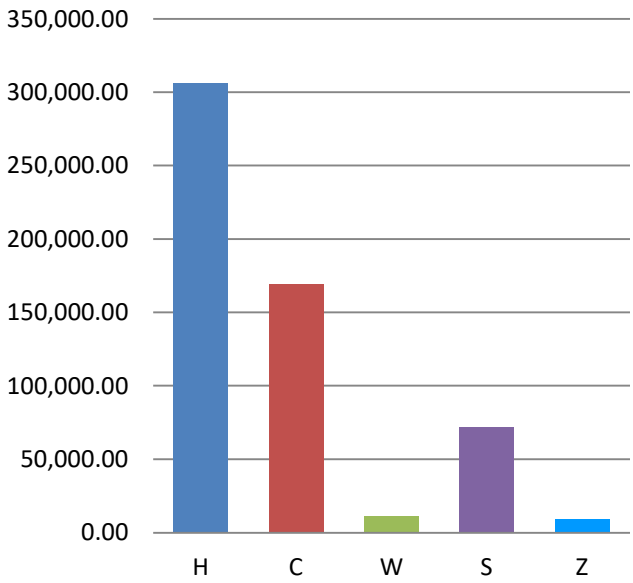




Revenue Hours Provided	
Hidalgo County	14,582.00
Starr County	3,206.00
Zapata County	382.00
Cameron County	7,489.00
Willacy County	556.00
Total Revenue Hours	**26,215.00**

Distribution of Revenue Miles

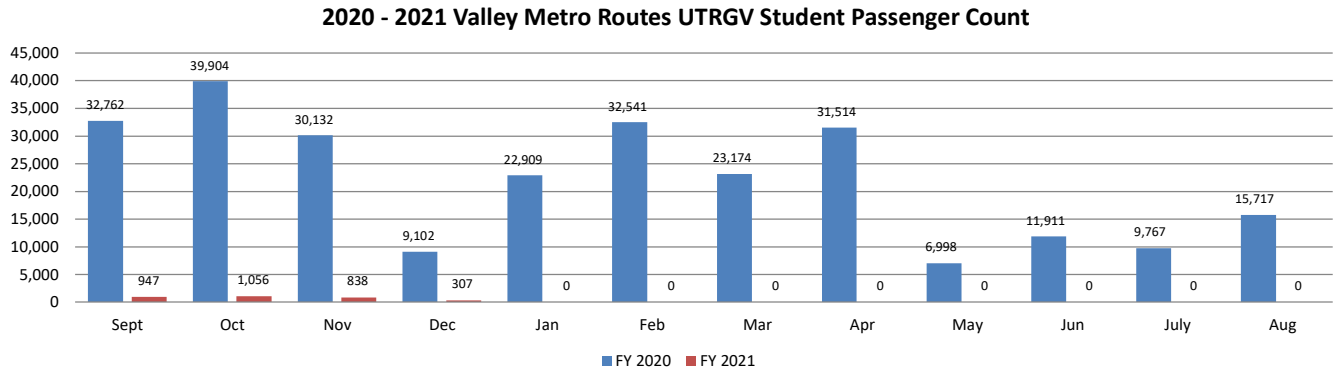




Revenue Miles Provided	
Hidalgo County	305,815
Starr County	71,728
Zapata County	9,105
Cameron County	169,339
Willacy County	11,107
Total Revenue Miles	**567,094**

FY 2021 University of Texas Rio Grande Valley
Valley Metro Routes
Monthly Cumulative Passenger Counts

Routes	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Total
10	0	0	1	0									1
12	27	51	52	34									164
14	66	62	47	17									192
15	0	0	0	1									1
16	0	0	0	0									0
20	0	0	1	0									1
21	0	0	0	0									0
30	0	0	0	0									0
31	0	0	0	0									0
32	0	0	0	0									0
40	0	0	0	0									0
41	0	0	0	0									0
42	0	0	0	0									0
44	0	0	0	0									0
45	1	3	2	0									6
50	0	0	0	0									0
Vaquero Express	853	940	735	255									2,783
Total	**947**	**1,056**	**838**	**307**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3,148**
FY 2018	**32,762**	**39,904**	**30,132**	**9,102**	**22,909**	**32,541**	**23,174**	**31,514**	**6,998**	**11,911**	**9,767**	**15,717**	**266,431**
Change Over Previous FY	**-31,815**	**-38,848**	**-29,294**	**-8,795**	**-22,909**	**-32,541**	**-23,174**	**-31,514**	**-6,998**	**-11,911**	**-9,767**	**-15,717**	



South Texas College - FY 2021
Valley Metro Routes
Monthly Cumulative Passenger Counts

Routes	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Total
10	0	0	0	0									0
12	8	1	0	1									10
14	0	0	0	0									0
15	0	0	0	0									0
16	0	0	0	0									0
20	0	0	0	0									0
30	0	0	4	0									4
31	43	52	58	43									196
32	0	0	0	0									0
40	0	0	0	0									0
41	0	0	0	0									0
42	0	0	0	0									0
44	3	3	6	3									15
45	0	0	0	0									0
60	17	21	13	0									51
61	9	0	6	0									15
62	6	0	0	0									6
DR-RGC	0	0	0	0									0
Purpleline	22	16	0	0									38
Greenline	87	122	58	18									285
Total	**195**	**215**	**145**	**65**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**620**
Non Valley Metro Routes													
Yellowline	97	100	60	21									278
Park & Ride	0	0	0	0									0
Total	**97**	**100**	**60**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**278**
Grand Total	**292**	**315**	**205**	**86**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**898**
Change Over Previous Month			-110	-119	-86	0	0	0	0	0	0	0	

South Texas College - Mid Valley JagExpress
STC Student Passenger Counts Comparison
FY 2021

Direct Service

Routes	STC	UTRGV	General Public	Total
Route 12 Ecouch/Elsa-Edinburg	10	164	1,245	1,419
Route 31 Business 83	196	0	10,852	11,048
Purple Line	38		17	55
Yellow Line	278		0	278
Green Line	285		1,233	1,518
Park & Ride	0		0	0
Route 60 Greenline Roma	51		902	953
Route 61 RGC West	15		836	851
Route 62 RGC East	6		1,295	1,301
DR-RGC	0		1,585	1,585
Vaquero Express		2,783	0	2,783
Total	**879**	**2,947**	**17,965**	**21,791**

Connecting Service

Routes	Connection	STC	UTRGV	General Public	Total
Route 10 Edinburg - McAllen	12, 31	0	1	5,760	5,761
Route 14 UTRGV VABL	12	0	192	260	452
Route 15 Edinburg	12	0	1	1,601	1,602
Route 20 Mission - McAllen	31	0	1	5,069	5,070
Route 30 Pharr San Juan - Edinburg	31	4	0	2,259	2,263
Route 32 Donna International Bridge	31	0	0	264	264
Route 40 Harlingen Medical	31	0	0	2,659	2,659
Route 41 Harlingen Retail	31	0	0	3,102	3,102
Route 42 San Benito Harlingen	31	0	0	443	443
Route 44 La Feria/Santa Rosa/Primera	31	15	0	1,634	1,649
Route 45 Cameron Career Connection	31	0	6	5,010	5,016
Total		**19**	**201**	**28,061**	**28,281**

Total Service

	STC	UTRGV	General Public	Total
Grand Total	**898**	**3,148**	**46,026**	**50,072**

FY 2021 TSTC
Valley Metro Routes
Monthly Cumulative Passenger Counts

Routes	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Total
10	0	0	0	0									**0**
12	0	0	0	0									**0**
14	0	0	0	0									**0**
31	0	0	0	0									**0**
40	0	0	0	0									**0**
41	0	0	0	0									**0**
42	0	0	0	0									**0**
43	0	0	0	0									**0**
44	6	4	7	3									**20**
45	9	16	10	6									**41**
50	0	0	0	0									**0**
Willacy	0	0	0	0									**0**
Total	**15**	**20**	**17**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**61**
Change Over Previous Month		**5**	**-3**	**-8**	**-9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-15**