



The RGV MPO WebEx And Virtual Meeting Tips:

- **Log in early to test your system**
- **Mute your cell phone or video compatible device when not speaking**
- **Raise your hand to be acknowledged and remember to unmute your mic to speak**
- **Be sure to identify yourself when making motions and seconds**

AGENDA

TECHNICAL ADVISORY COMMITTEE MEETING
THURSDAY, May 13, 2021 – 10:00 AM
RIO GRANDE VALLEY
METROPOLITAN PLANNING ORGANIZATION (RGVMPO)

Full TAC Business Agenda (Meeting Will be Held as a Videoconference)

[Click here to join the meeting](#)

I. Call To Order

II. Roll Call

III Public Comments – Maybe submitted online or maybe submitted in paper form specifying the matter you wish to address.

1.. Approval of April 8, 2021, Minutes

Action Possible Action Information

Presenter: **Pete Sepulveda, TAC Chairman**

Item Summary: Approval of the April 8, 2021, meeting minutes contained in Electronic Item "A" will be requested.

Background: N/A

2. Consent Agenda

2.1 Discussion and Possible Action on FY 2022-2023 Unified Planning Work Program (UPWP) Possible Action Information

Action Possible Action Information

Presenter: **Andrew Canon, RGVMPO**

Item Summary: A recommendation for Transportation Policy Board (TPB) approval of new staff budget (UPWP) for FY 2022-2023.

Background: The Unified Planning Work Program (UPWP) is the office budget used to meet the daily needs of RGVMPO staff. This budget provides funding for salaries, fringe, and indirect fees as well as funding for contract services as needed, replacement and upgrading of office equipment and staff travel when needed. The UPWP also provides funding for planning partners such as transit providers and local governments when appropriate. TxDOT has identified an approximate budget of \$2.2M annually not including any carryover amounts from unexpended funds of previous years. **Staff recommends approval.**

2.2. Discussion and Possible Action on “Trade Fair” Partnership with NCTCOG

Action Possible Action Information

Presenter: **Andrew Canon, RGVMPPO Executive Director**

Item Summary: The Committee will be briefed on a proposed “Trade Fair” partnership with North Central Texas Council of Governments (NCTCOG) MPO and Rio Grande Valley MPO and will be asked to recommend Transportation Policy Board (TPB) approval of the partnership.

Background: The Rio Grande Valley MPO Executive Director approached NCTCOG with a proposal of creating a trade of Cat. 7, Surface Transportation Block Grant (STBG) funds. The Rio Grande Valley MPO is requesting to borrow cash flow/allocation authority from RTC/NCTCOG for a total of \$14,578,845 of STBG funds in FY2022. In turn, the RGVMPPO would repay the full \$14,578,845 of STBG funds back to NCTCOG in FY2026. The purpose of the request is to advance the Veterans International Bridge project, CSJ # 0921-06-313 which is presently identified in FY 2026 but is capable of being let to construction in FY 2022 should the funding be identified and approved. The terms of the repayment are still to be determined.

Staff recommends approval.

2.3. Discussion and Possible Action of Re-Designation Amendment

Action Possible Action Information

Presenter: **Andrew Canon, RGVMPPO**

Item Summary: A Re-designation Agreement is required by law to effectuate the consolidation of MPOs.

Background: The amended Re-Designation is needed to define the Composition of the Policy Board: There is an initial thirty-one (31) **VOTE** Policy Board and is seeking to amend to a 32**VOTE** Policy Board. The signatories to the Re-designation Agreement will be required to make any changes to the Re-designation agreement (i.e., changes cannot be made by simply amending the bylaws). The Policy Board approved the MAB expansion and By-Law amendment at the previous April 28th meeting. **Staff recommends approval.**

2.4. Discussion on 2021-2024 STIP Timeline Update

Action Possible Action Information

Presenter: **Andrew Canon, RGVMPPO/TxDOT**

Item Summary: Staff will be providing and seeking additional information on the STIP timeline and MTP/TIP amendment process.

Background: The STIP was approved by James Bass and forwarded to FHWA. Staff is seeking an update from TxDOT on next steps in the process and how this will impact the TIP/MTP update/amendment timeline.

IV. RGVMPPO EXECUTIVE DIRECTORS' REPORT AND UPDATES

Action Possible Action Information

Presenter: Andrew A. Canon, RGVMPPO

Item Summary: **New Offices Location – Follow-up**

Action Possible Action Information

Item Summary: **FY2021-2022 TASA Update**

Action Possible Action Information

Item Summary: **Financial Update**

V. Status Report

A. TxDOT Project Status Report

Action Possible Action Information

Presenter: **TxDOT**

B. Cameron County RMA

Action Possible Action Information

Presenter: **Pete Sepulveda**

C. Hidalgo County RMA

Action Possible Action Information

Presenter: **Eric Davila**

D. McAllen Metro

Action Possible Action Information

Presenter: **Jon Bocanegra**

E. Brownsville Metro

Action Possible Action Information

Presenter: **Antonio Zubieta**

F. Valley Metro

Action Possible Action Information

Presenter: **Frank Jaramillo**

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

VII. **Next Meeting:** The next meeting of the RGVMPPO Transportation Technical Committee is scheduled for **10:00 am on June 10, 2021.**

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

April 8, 2021

I) CALL TO ORDER

Pete Sepulveda, (Cameron County RMA) Chairman called the TAC Microsoft Teams Meeting to order at 10:00 a.m. The RGV TAC 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	Mardequero Hinojosa, P.E.
City of Harlingen	Ana Hernandez
City of McAllen	Yvette Barrera
City of Pharr	Omar Anzaldua
City of San Benito	Rick Guerra
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	Antonio Zubieta
McAllen Metro	Robert De Leon
Port of Brownsville	Ariel Chavez, III
Port of Harlingen	Neil Haman / Alan Johnson
Port Isabel-San Benito Navigation District	ABSENT
Cameron County Spaceport Dev. Corp.	Mark Yates / Crystal Gonzalez
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 March 18, 2021

Pete Sepulveda (Cameron County RMA) Chairman asked if there were any corrections to the minutes of March 18, 2021.

No corrections were noted to the minutes of March 18, 2021, City of Brownsville made a motion to approve the minutes of March 18, 2021, as presented by staff. The motion was seconded by Hidalgo County RMA; and upon a vote, the motion carried unanimously.

B. Discussion and Possible Action on Starr County Merger

Andrew is asking TAC members to consider and approve where appropriate several Resolutions from the Starr County which included (Starr County, City of Rio Grande, City of La Grulla, City of Roma, and City of Escobares) the Annexation area into the Rio Grande Valley MPO. Previous discussion had been held with Mayor O’Caña, County Starr Judge Eloy Vera and staff regarding possible merger. Staff did informed TAC Members that **NO ADDITIONAL FUNDING** would be available for these areas. This proposed MAB Expansion is based on the smooth of the current UAB following census blocks and block group (MAB Map Attached).

After some discussion on this item, the City of Brownsville made a motion to recommend approval of the Starr County Merger and the updated MAB Map to the Policy Board as presented by staff. The motion was seconded by Hidalgo County and upon a vote, the motion passed unanimously.

C. Discussion and Possible Action on Revising the RGVMPPO Bylaws

Andrew informed TAC members present that with the action taken on Item “B”, regarding Annexation of Starr County, the RGVMPPO Bylaws will be updated in Red. Weighed votes after including Starr County, will be 31 to 32 as revised on Page 2 of the Bylaws. (See Table Below). Also, under Section 1.06 of the Technical Advisory Committee, Starr County will have TAC Representation on this Committee (TAC).

Table 1. Transportation Policy Board			
	2010 Population by City	Members	Weighted Votes
Hidalgo County	240,273	1	7
City of Brownsville	175,023	1	4
Cameron County	136,486	1	4
City of McAllen	129,877	1	3
City of Edinburg	77,100	1	2
City of Mission	77,058	1	2
City of Pharr	70,400	1	2
City of Harlingen	64,849	1	2
City of San Benito <i>(*reference section 1.05, e.)</i>	24,250	1	1
Cameron County RMA		1	1
Hidalgo County RMA		1	1
Starr County	60,968	1	1
Valley Metro		1	1
TxDOT Pharr District		1	1
Additional cities (N=number of cities that reach the 50,000-population threshold)			
Total		13 14	34 32

No discussion took place on this item, City of Harlingen made a motion to recommend approval of the Revised RGVMPPO Bylaws to the Policy Board as presented by staff. The motion was seconded by City of McAllen; and upon a vote, the motion passed unanimously.

D. Discussion and Possible Action on FY2021-2022 TASA Program Call for Projects

RGVMPPO Staff noted that as announced at the March 2021 Meeting, collaboration with TxDOT and Staff, are moving forward with the FY2021-2022 TASA Call for Projects. Approximately \$2.3M will be available for projects, with \$2.07M (90%) for construction and ~\$230,000 (10%) for planning. The following Program Timeline was presented to the Bicycle and Pedestrian Advisory Committee at their April 7, 2021 Meeting. Today, RGVMPPO Staff presents the proposed timeline for your attention, feedback, and potential approval.

- April – BPAC reviews revised Program Call documents and approves activity timeline;
- May – FY2021-2022 TASA Program Call for Projects Workshop (date TBD);
- June - July – Call for Projects opens June 1st and closes July 31st at 5:00p.m.;
- August – BPAC reviews, evaluates and scores submitted project applications-
- September – TAC and TPB will review the scored submitted projects and take action to award selected projects with TASA funding;
- October – 30-day public involvement period for November 2021 STIP Revisions; and
- November – Selected projects will be included in the November 2021 STIP Revision

City of Harlingen asked Staff when the final projects are selected, for FY2021-2022, is the spending timeline 12 or 18 months and how does that payout for next year. Staff noted this funding is for FY2021-2022, and in FY2023, there would be another “CALL FOR PROJECTS” and possibly carry-over dollars.

No further discussion took place on this item, Hidalgo County made a motion to recommend approval of the FY2021-2022 TASA Program Call for Projects “Timeline” to the Policy Board as presented by Staff. The motion was seconded by City of Edinburg; and upon a vote, the motion passed unanimously.

E. Discussion on 2021-2024 STIP Timeline Update

2021-2024 STIP Timeline Update

Andrew provided the 2021-2024 STIP Timetable that was updated March 2021 as follows:

- TPP Post 21-24 STIP, begins Public Comment PeriodFebruary 26, 2021
 - Public Hearing Held.....March 18, 2021
 - STIP PUBLIC Comment Period Ends.....March 29, 2021
 - 2021-2024 STIP goes to the Commission for Approval.....April 29, 2021
 - First Day FHWA / FTA can approve the 2021 – 2024 STIP.....*April 30, 2021
Or, once FHWA / FTA receives TxDOT letter of approval.
 - STIP Public Comments period ends.....March 29, 2021
 - Next Potential Revision.....*August 2021
- *This will only be if the initial 21-21 gets approved and amicable time is allotted.

Staff has not heard anything different with the Timeline and are moving forward with those dates. Staff is also currently reviewing those submittals that have been received from last years’ and making sure that there are no more additional opportunities to move projects around as requested or forward and to address any submittals that were received from all the Planning Partners.

Chairman Sepulveda had a question with the “April 29, 2021 Commission for Approval” and the Policy Board meeting on April 28, 2021, is that one day enough time to make a final recommendation to the Commission.

Staff replied, recommendations have been made since the January 2021 meeting. This is just an update, and nothing has change on the way of the projects.

No further discussion took place on this item, City of Harlingen made a motion to acknowledge the 2021-20224 STIP Timeline as presented by staff. The motion was seconded by City of McAllen; and upon a vote, the motion passed unanimously.

F. Discussion on the UTP FY2022-2031

Andrew noted that this item would be presented by Melba Schaus with TxDOT. Melba went over the Ranking Criteria as follows:

RANKING CRITERIA:

- I) Regional Projects (i.e. major corridors; connectivity) {Cat 4/12}
- II) Mobility/Added Capacity {Cat 2/7} *Based on letting dates; Category 2 then Category 7 within same letting timeframes.*
- III) CBI/Rider 11 b POE projects {Cat 10/11} *Based on letting dates and development; place in the mix with Cat 2 & 7.*
- IV) TASA (considering lapsing fund projects) {Cat 9} *Based on letting dates and development.*
- V) Safety {Cat 8}
- VI) Preventive Maintenance {Cat 1/11} *Seal coat \$10M, Overlay \$10M, and Rehab \$20M by FY as a whole; groups/packages not listed individually.*
- VII) Bridge {Cat 6}

Melba noted that the Pharr District had a total of 324 Projects, some project will be group together for ranking (i.e., seal code and overlays) therefore total rank projects were only 183.

On this list for the record, it is only showing projects in Cameron and Hidalgo counties, with the exception of, “Regionally Significant Projects.

The top 16 Projects on the list are “Regional Projects”. As TxDOT went through the ranking, it was done based on the Letting Years, starting with FY2022, and following the criteria as previously discussed, except for the “regionally significant projects”. In FY2022 TxDOT went through the bottom six categories and ranked those projects, FY2023, ranked those projects...etc. However, Projects with CAT 8 (Safety); CAT 1 (Preventive Maintenance) and CAT 6 (Bridge) are not shown on the provided listing and will have gaps in the ranking between the Fiscal Years. The projects for these funding categories are selected based on Program Calls and Funding Allocation and therefore were not added to the listing.

The Project Listing and Ranking is based on the proposed FY2021-2024 TIP, however TxDOT is aware that there might be forthcoming changes that may change the listing, keeping in mind this is only a snapshot in time.

TxDOT concluded by letting TAC members know that, this ranking exercise will be done on a yearly basis and as projects develop and funding becomes available; the ranking will adjust accordingly. Again, working with the MPO, this is the criteria and exercise that was agreed with and a good solid foundation to start to move forward on the listing provided.

After further discussion on the Ranking vs Scoring and how TxDOT/RGVMPO Staff came up with this system, Hidalgo County made a motion to acknowledge the UTP FY2022-2031 as presented by TxDOT. The motion was seconded by City of Brownsville; and upon a vote, the motion passed unanimously.

G. Discussion on Administrative Modifications & Revisions to 2021-2024 TIP & 2045 MTP

RGVMPO staff has compiled correspondences from our entities regarding potential revisions and administrative modifications to the FY 2021-2024 TIP & FY 2020-2045 MTP. The list of potential updates from the following Entities were received from (TxDOT, Cameron County RMA, City of Pharr and City of McAllen) and has been included in this packet for your review and consideration. Staff is asking if there are other entities that would like to submit additional changes or updates towards their respective projects as soon as possible.

Hidalgo County had several questions: 1) was there not an original deadline set for submittals; and 2) was it not Hidalgo County and the City of Mission the only ones that met that deadline.

Andrew replied yes, there were several deadlines set and yes both Hidalgo County and City of Mission were the only ones that submitted their request and met the deadline.

Hidalgo County asked why those submittals were not part of this listing. Staff noted that most of the items are Admin Revisions Submittals that do not require Policy Board approval. Staff will continue to update TAC members on the status of FY2021-2024 TIP approval accordingly.

Hidalgo County just had a concern, because their projects are not listed on this Administrative Modifications & Revisions, it's presumed that they have no requests. Again, Staff re-emphasized this list is for those projects that do not require Policy Board approval, due to them being only Admin Revisions. Staff has created a list of all projects as they are being received and will be made available to both the TAC and Policy members.

After some discussion on the Administrative Modifications & Revisions to 2021-2024 TIP & 2045 MTP, City of McAllen made a motion to acknowledge the Administrative Modifications & Revisions to 2021-2024 TIP & 2045 MTP as presented by Staff. The motion was seconded by the City of Harlingen; and upon a vote, the motion passed unanimously.

H. Discussion on the New Logo for RGVMPO

Staff noted that on February 24, 2021 a one-page informational sheet was sent to the schools' department chairs for dissemination to the Graphic Design Students Department. Through the information sheet, students were invited to create and submit, by April 1st, logo concepts that could be presented and considered by the TAC and Policy Board. The selected design would receive a \$100 gift card. However, to date, no submittals have been received. Staff is asking for guidance on how to proceed with the solicitation of a new RGVMPO Organizational Logo. **No discussion took place on this item.**

I. Discussion on RGV Traffic Safety Initiative

Eva gave a brief background on this Traffic Safety Initiative as follows: On November 6, 2020 the Texas Department of Transportation (TxDOT) posted the FY 2022 Request for Proposals (RFP) notice for projects that support the targets and strategies of its Traffic Safety Program to reduce the number of motor vehicle related crashes, injuries and fatalities in Texas. At the request of the RGVMPO Bicycle and Pedestrian Advisory Committee (BPAC), the funding constraints and requirements were presented by RGVMPO Staff and discussed with BPAC Members at the December 2020 BPAC meeting.

Update: Motivated to implement the recommendations from the recently adopted RGVMPO Active Transportation Plan, and to further support the goals of the Texas Highway Safety Plan and the USDOT Pedestrian Safety Action Plan, RGVMPO Staff developed and submitted a grant application on January 6, 2021. The RGV Traffic Safety Initiative proposes a comprehensive approach to addressing traffic safety as a region, and the RGVMPO has been awarded to receive \$41,500.00 to fund the Initiative's objectives and activities by Texas Transportation Commission. **No discussion took place on this item.**

V) **RGVMPO EXECUTIVE DIRECTORS' REPORTS AND UPDATES**

A. Director Update

- **Introduction of New Staff** – The following staff were introduced, Javier Dominguez, Planner I, Christopher Nelson, Planner I, and Juan Pena, GIS and one more Planner, which will be starting on April 26, 2021, given a total of 12 employees currently hired with the RGVMPO.
- **New Office Location** – Staff noted that at the request of the Policy Board, staff has visited with Hidalgo and Cameron County City Officials regarding the new office locations, and City Officials from both Counties had no issues with having two offices in Edinburg and Brownsville. No final date is confirmed, still waiting on TxDOT and FHWA for final approval.
- April 28, 2021 Policy Meeting Update – Staff will be sending an email to both Policy and TAC members, letting them know that Policy Meeting for April 28, 2021 has been moved to 9:30 AM and will be held at the Pharr Event Center. Policy Meeting was moved to facilitate the visit from Secretary of State Hughs. Secretary of State Hughs is hoping to meet with as many of the Policy members as time allows and meeting will be held In-Person. Staff is still working with the Secretary of State and her staff to finalize agenda, once it is done, both the Policy/TAC Board members will be receiving a copy of that agenda.
- Chairman Hernandez has given staff direction to reach out to the cities about the Policy date and time change, one reason why the Policy Meeting was moved, because on that day Mayor Jim Darling will be delivering the State of the City Address in the afternoon, which many city officials will be in attendance. Also, this will be Mayor Darlings' last year as Mayor for the City of McAllen: The City of Harlingen will also be holding a State of the City Address, date still pending.

B. Financial Update

Mr. Canon provided the financial update and noted that the current budget continues with a positive trend. *Report filed with the March 18, 2021 RGVTAC Packet.*

VI) **STATUS REPORTS**

A. TxDOT Project Status Report

Melba (TxDOT) provided an updated TxDOT Project Status Report within the RGVMPO area, Via Microsoft Teams. The following report included some of many TxDOT Monthly Letting Projects that has been extended from (November 2020 - December 2021).

Melba explained to TAC members present that due to some items still pending (TIP Approval and Agreements), these projects will be moved to December 2021 Letting, however; as things go through the project development and can be accelerated; these projects will be moved to September or October 2021.

S Parallel Corridor (Phase 2) 0921-06-252	CAM	FM 509 to FM 1577	Construct 2 Lane Rural	\$8,368,925 / \$0.00	CAT 3, 10, 11 & 11B
LL-365 Tollway 0921-02-368	CAM	FM 396 TO US 281	Construct 4 Ln Controlled Access Tolled Facility	\$260,123,640 / \$0.00	CAT 3, 10, 11B & 12

Cameron County did note that this is the first time the County is hearing about the delay and moving these projects to December 2021.

Chairman Sepulveda noted that it would have been nice to have received a phone call from TxDOT before hearing it first during this TAC meeting. Partners have been telling their elected officials of a different schedule, and to find out that is not the case.

Mr. Alvarez did acknowledge Chairman Sepulveda's concern, and noted that TxDOT will work on making sure Partners are kept in the loop of future updates.

Melba concluded by reminding local governments in attendance, to please continue coordinating with their respective TxDOT Project Managers on a regular basis towards letting their local projects. *TxDOT Project Status Report is filed with the April 8, 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 April 8, 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 April 8, 2021-RGVTAC Packet. (Report only, no action taken at this time).***

D. McAllen Metro

Robert De Leon with McAllen Metro report was provided and is filed with the April 8, 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 April 8, 2021 RGVTAC Packet. (Report only, no action taken at this time).***

F. Valley Metro

Frank Jaramillo provided an update report Via Microsoft Team, for both the Rural and Urban areas for the Year-To-Date Report. ***The Valley Metro Report was provided and is filed with the April 8, 2021 RGVTAC Packet. Report on, no action taken at this time.***

**VII) NEW OR UNFINISHED BUSINESS
NONE**

VIII) ADJOURNMENT

There being no further business to come before the RGVTAC Members, Chairman Sepulveda called for a motion to adjourn. Cameron County made a motion to adjourn the meeting at 11:18 AM. The motion was seconded by City of McAllen; and upon a vote, the motion carried unanimously.

FY 2022-23 Unified Planning Work Program

DRAFT May 4, 2021

**RGV
MPO**

“This report was funded in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation. The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.”

I. INTRODUCTION

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

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

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

The Transportation Equity Act for the 21st Century (TEA 21) of 1998 continued the expanded roles of MPOs in the planning process. The sixteen factors of planning were then rolled into seven areas of planning emphasis known also as planning factors. TEA21 further refined many questions that arose out of ISTEA.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) approved by the President on August 10, 2005 addresses the many challenges facing our transportation system today – challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing inter-modal connectivity, and protecting the environment – as well as laying the groundwork for addressing future challenges.

SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities.

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

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

HISTORY OF THE RIO GRANDE VALLEY MPO

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

A. PURPOSE

The FY 2022-2023 UPWP is a two-year budget in which the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) staff defines the tasks that are to be undertaken to meet the requirements of MAP-21 and FAST-Act, and to provide an open, transparent resource for the public on what funds are being expended to meet these requirements.

FAST-Act amended the Scope of the Planning Process to include the following planning factors:

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

In compliance with FAST-Act just like with MAP 21, the RGVMPO will be working and will continue working on developing performance measures to address the following goals identified in 23 USC 150:

- 1) Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- 2) Infrastructure condition - To maintain the highway infrastructure asset system in a state of good repair.
- 3) Congestion reduction - To achieve a significant reduction in congestion on the National Highway System.
- 4) System reliability - To improve the efficiency of the surface transportation system.
- 5) Freight movement and economic vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- 6) Environmental sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- 7) Reduced project delivery delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

ADDRESSING MAP-21 PLANNING EMPHASIS AREAS

As conveyed by the US Department of Transportation on April 23rd, 2014 where it stated “With the renewed focus on transportation planning brought about by the MAP-21, Transportation Secretary Foxx, and the pending issuance of proposed transportation planning regulations. Federal Highway Administration (FHWA) and Federal Transit Administration’s (FTA) Offices of Planning are jointly issuing Planning Emphasis Areas (PEAs). The PEAs are planning topical areas that we want to place emphasis on as the Metropolitan Planning Organizations (MPOs) and the State DOTs develop their respective planning work programs”. We are asking our FHWA and FTA field offices to meet with their MPO and State DOT counterparts to discuss these emphasis areas and encourage the MPOs and the States to develop and identify work tasks associated with the planning emphasis areas for inclusion in their upcoming unified planning work programs and statewide planning and research work programs for federal FY-2016. The planning emphasis areas for Federal FY-2016 include:

MAP-21 Implementation. - Transition to Performance Based Planning and Programming.

RGVMPO Expected Activities. - The development of performance measures in consultation with local transit providers and planning partners in establishing, developing, and monitoring performance measures as they relate to safety and congestion. Some of these MAP-21 efforts are already part of the RGVMPO’s planning activities as identified in Subtask 5.2 Incident Management Program and Subtask 5.3 Congestion Data Collection. In these subtasks the RGVMPO has been utilizing the Crash Records Information System (CRIS) created by the Texas Department of Transportation to monitor and analyze crash and fatality incidents in Hidalgo County. Just as other MPO’s, the RGVMPO is new in establishing performance measures and will do so as soon as possible.

Ladders of Opportunity. - Access to essential services - as part of the transportation planning process, identify transportation connectivity gaps in access to essential services.

RGVMPO Expected Activities. - Due to the nature of the Rio Grande Valley having many *colonias*, and a large number of the population under the poverty level, the RGVMPO will address Title VI and Environmental Justice efforts as soon as possible. These documents also provide the RGVMPO with the opportunity to hear from the under-served populations in identifying gaps in transportation and connectivity. Some of these efforts are identified in Subtasks 1.2 Public Participation, 2.2 Title VI, and 4.1 Metropolitan Multimodal Plan.

The RGVMPO will be producing its transit plan, bike plan and pedestrian plan through the facilitation of a consultant. Once the three plans have been updated, it is the goal of the RGVMPO to identify gaps between pedestrian, bicycle, transit and highway facilities as part of the overall multimodal plan to provide every person with access to mobility through the transportation alternative of their choice.

PUBLIC PARTICIPATION PLAN

The RGVMPO at a minimum, has produced a written and adopted Public Participation Plan (PPP) on September 25, 2019. This policy covers minimum time periods for public review and comments on initiatives undertaken or amended by the RGVMPO.

The RGVMPO will consult and coordinate with other transportation planning agencies such as Valley Metro, Metro McAllen and Brownsville Metro to partner with them in the transportation planning process.

The goal of the PPP is cooperation and continuing the effort to provide citizens, public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on any planning activity.

To reach out to citizens and agencies listed above, RGVMPO staff will initiate a quarterly newsletter as an effort to provide greater outreach to the RGV region. In other attempts, the RGVMPO will initiate the MPO's Web Page, the RGVMPO will constantly be updating it with meeting agendas, meeting minutes, oral meeting minutes in English and Spanish, amendments, calendar events, completed studies, Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Unified Planning Working Program (UPWP), Annual Performance and Expenditure Report (APER), Annual Project Listing (APL), and any other updates.

In addition, the RGVMPO will mail out flyers of amendments and public meetings and/or hearings to the libraries, city halls and chambers of commerce to post at a visual and accessible location for public access. As identified in the PPP, the public meetings and/or hearings will be located on a transit accessible route.

In accordance with Senate Bill 1237 signed by the Governor on June 19th, 2015 requiring “Internet broadcast and archive of open meetings in a manner that complies with Section 551.128(c), Government Code. A metropolitan planning organization shall broadcast over the Internet live video and audio of each open meeting held by the policy board. Subsequently, the organization shall make available through the organization’s Internet website archived video and audio for each meeting for which live video and audio has provided under this section”. The RGVMPO staff purchased hardware and software to have the capability to comply with this requirement.

B. DEFINITION OF THE AREA

The Rio Grande Valley Metropolitan Planning Organization is in the southern tier of the state of Texas. It shares an international border with Mexico and its boundaries lie within the Lower Rio Grande Valley, now known as Rio South Texas. The RGVMPO is comprised of the following cities: Alamo, Alton, Bayview, Brownsville, Combes, Donna, Edcouch, Edinburg, Elsa, Escobares, Granjeno, Harlingen, Hidalgo, Indian Lake, La Feria, La Grulla, La Joya, La Villa, Los Fresnos, Los Indios, McAllen, Mercedes, Mission, Palm Valley, Palmhurst, Palmview, Peñitas, Pharr, Primera, Progreso, Progreso Lakes, Rancho Viejo, Rangerville, Rio Grande, Rio Hondo, Roma, San Benito, San Juan, Santa Rosa, Sullivan City, and Weslaco. The RGVMPO is also comprised of unincorporated urbanized areas of Cameron and Hidalgo County. Governor Greg Abbott approved the re-designation agreement for the RGVMPO on May 14, 2019. On June 26, 2019, the Transportation Policy Board (TPB) approved the newly created Metropolitan Area Boundary (MAB) map that was created by merging the three (3) separate Rio Grande Valley MPO's, Brownsville, Harlingen-San Benito and Hidalgo County on November 5, 2019, and approved by Governor Greg Abbott on March 5, 2021. On April 28, 2021, the Transportation Policy Board (TPB) amended the MAB to include Starr county, and is seeking approval of the newly formed MAB by the governor. A map depicts the area in Appendix B.

C. ORGANIZATION

The RGVMPO is composed of a Technical Advisory Committee (TAC) and a Transportation Policy Board (TPB). The TAC membership consists of local officials and planners from the cities and the counties within the MPO boundary. The TAC is responsible for making planning recommendations to the TPB for action. The TPB is responsible for policymaking in transportation planning issues. An updated list of the policy committee members is enclosed in Appendix A.

The RGVMPO contains subcommittees, which deal with specialized issues such as Transit, Multimodal, Data Criteria, Freight, Congestion, Land Use and more recently the Bicycle and Pedestrian Advisory Committee (BPAC). The TAC Chairperson will appoint subcommittees to carry out the Technical Advisory Committee's tasks, as he/she deems necessary. Appendix G contains an updated list of the Technical Committee and subcommittee members.

D. PRIVATE SECTOR INVOLVEMENT

The private sector has been utilized in the past to develop plans for special studies. A consultant has been engaged by the MPO, in developing Long Range Plans (MTP) as well as a Bike Pedestrian Plan and for a Regional Transit Plan. Furthermore, a consultant has been contracted for a regional Congestion Management Process.

E. PLANNING ISSUES AND EMPHASIS

The RGVMPO has the need to address mobility through added capacity and rehabilitation of the existing system as well as public transportation needs without the financial resources required. Public participation in conjunction with the transportation planning partners is critical to prioritize projects and funding to obtain the utmost benefit for the community with the resources available. This is where subcommittees such as transit, land use, freight, multimodal, data criteria, congestion, and the bicycle and pedestrian advisory committee play a vital role. The active participation of the RGVMPO TPB and TAC along with the subcommittees will make it possible for the RGVMPO to make successful planning decisions and strategies to address mobility and transit in Lower Rio Grande Valley.

II. TASK 1.0- ADMINISTRATION/MANAGEMENT

A. OBJECTIVE

This task includes the coordination of transportation planning activities among local, state, and federal participating agencies. It also includes training, supply/equipment purchases, the hiring and training of new MPO Staff and MPO Public Participation Plan.

Additional objectives:

- To develop public information exchange and education programs which increases public interest and participation in ongoing transportation planning activities.
- To promote public involvement and communication in “best practices” for land use/transportation interactions.
- To obtain and maintain computer hardware, software, technical support, and training necessary to maintain transportation planning activities.
- To re-develop the RGVMPPOs website to meet the growing needs of the organization. For the website to meet all work aspects, the RGVMPPO needs to migrate from an outdated content management system to a better supported content management system that will tie in with our current video live stream provider. The RGVMPPO has contracted a consultant to design and develop a new intuitive and modern website.

B. EXPECTED PRODUCTS

LRGVDC staff in coordination with RGVMPPO staff will submit billing statements to the Texas Department of Transportation (TxDOT), implement Transportation Systems Management Elements, and coordinate public participation programs. These tasks will be distributed between the Administration, Public Participation, and Staff Development sub-tasks.

Travel for the director and and/or staff to attend the annual Transportation Research Board (TRB) conference and the annual Association of MPO’s (AMPO) conferences will be allocated to this task. Staff is also expected to have representation at the Texas Association of MPO’s (TEMPO) meetings.

C. PREVIOUS WORK

The Rio Grande Valley MPO Staff performed several activities under this task, including, but not limited to, the coordination of transportation planning activities in conjunction with staff from Reynosa; the development of the planning work program and the budget; management of transportation planning funds; the implementation of policies necessary to maintain the “3-C” planning process; and the creation of the public participation plan to efficiently gather public input. Staff attended several conferences, forums, training, and other appropriate seminars. Texas A&M Transportation Institute (TTI) performed a study in 2020, identifying the need for RGVMPO staff to expand in the direction of 13 to 16 individuals. Since that study, the RGVMPO has hired 4 more staff members, including Planners and GIS Specialist, to increase the staff count from 8 to 12. Together with the staff increase, the RGVMPO now offers a seamless regional planning process and connectivity plan for the local governments and for the public by operating out of two offices in both Hidalgo and Cameron Counties. RGVMPO applied a virtual cloud file storage ecosystem utilizing office 365 SharePoint services to assure harmonious information sharing, regardless of staff location.

D. SUBTASKS

Subtask 1.1: Program Support

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

- 1.1.1 Development and distribution of reports required by the federal government or by the Transportation Policy Committee.
- 1.1.2 Development of transportation planning activities.
- 1.1.3 Coordination of transportation planning activities.
- 1.1.4 Budgeting and management of transportation planning activities.
- 1.1.5 Development and implementation of the policies/guidelines necessary to maintain the “3-C” planning process.
- 1.1.6 Conducting meetings necessary to carry out and maintain the transportation planning process by providing support to advisory committees.

- 1.1.7 Development of processes for obtaining increased public input and participation in the transportation planning process.
- 1.1.8 Development and revision of the PPP, Bylaws, and other related documents as needed.
- 1.1.9 Coordinating and working with other agencies and organizations involved in the planning, programming and implementation of transportation projects and other transportation activities.

Subtask 1.2: Public Participation Plan (adopted September 25, 2019)

This task consists of our public participation plan activities. Included in this task are our quarterly newsletters provided in English and Spanish and advertising budget. MPO Staff will continue to create and distribute a quarterly newsletter statewide. The newsletters will be made available to the public online at www.RGVMPO.org, via mail, e-mail, Facebook, Twitter and YouTube. The newsletters will also be distributed to several locations within Cameron, Hidalgo, & Starr County, including but not limited to, Libraries, Transit Routes, City Halls, Chambers of Commerce, and the Lower Rio Grande Valley Development Council (LRGVDC). MPO Staff will continuously update the MPO website through coordination with the Webmaster. The RGVMPO will archive TPB meetings as part of the SB 1237 so they can be reviewed by the public. MPO staff will also work with guidance from the TPB to assure that the current Public Participation Plan process is updated and reflective of the current needs and assessments of the RGVMPO. The RGVMPO staff will continue efforts to address essential services by identifying transportation connectivity gaps as part of the Ladders of Opportunity established by MAP-21. In accordance with the FAST-ACT, RGVMPO staff will also utilize Spanish material to target the under-served populations in Cameron, Hidalgo, and Starr County in conjunction with the LEP and Four Factor Analysis tools.

Brownsville Metro (B Metro) staff will undertake public involvement and correspondence activities for special projects that would involve the leveraging of funds through Cameron County by leveraging 5307 funding as well as Economic Development Corporations, and other opportunities, some of which may require revisions to the TIP/MTP documents.

Subtask 1.3: TAC and TPB Workshops

When feasible, the MPO staff will conduct a workshop on a variety of MPO topics for the TPB and TAC members. Some past examples include: A Multimodal Workshop, a review of basic MPO documents, including the UPWP and TIP, and an Introduction to the MPO for newer members.

Subtask 1.4: Computer and Equipment Purchases

This task consists of MPO software licenses and agreements for the computer system within the RGVMPPO offices. The RGVMPPO has a contract with a local firm, Wireless Internet, for the provision of technical (IT) support for the entire RGVMPPO network of computers, plotters, printers, iPads, server, etc. RGVMPPO Staff will continue upgrading computer(s)/server, hardware and software as the budget allows. As a result, from the purchase of an additional GIS server in 2016, the RGVMPPO Staff was able to create the United Metropolitan Area Planning (UMAP) database which is an interactive system that reflects all types of data such as geographic, statistical, economic, and demographic data and information for the Counties of Cameron, Hidalgo, and Starr. This information is accessible to the public and planning partners for their review and consultation. As the server becomes outdated, or runs out of space, RGVMPPO Staff will need to purchase server upgrades and supporting hardware and software to save and store the day-to-day work projects. As the number of RGVMPPO Staff grows, the RGVMPPO will need to purchase laptops, monitors, keyboards, and peripherals as needed as well as GIS devices and/or GIS desktop computers, to accommodate RGVMPPO Staff or replace existing units as they become outdated and/or they stop functioning. The RGVMPPO will also be seeking software licenses and updates as appropriate to update visualization and social media to assure seamless planning processes and public information sharing. Due to the demand of our current domain and GIS servers along with the corresponding services they provide, the processing capabilities needed to process these servers have been kept in a physical environment instead of moving to a cloud-based ecosystem. These physical servers will need constant upgrades or replacements within the next 2 years due to current operating systems becoming unsupported by Microsoft. The RGVMPPO will also be seeking to acquire drones, software and updated aerial photos that will help improve the required visualization aspects of FAST-Act.

All LRGVDC Procurement Regulations and Federal Regulations will be followed during the purchase of all new office equipment, and equipment purchases greater than \$5,000 will require and seek prior approval from FHWA and TxDOT.

In accordance with Senate Bill 1237 signed by the Governor on June 19th, 2015 and taking effect on September 1st, 2015, requiring “Internet broadcast and archive of open meetings in a manner that complies with Section 551.128(c), Government Code. A metropolitan planning organization shall broadcast over the Internet live video and audio of each open meeting held by the policy board. Subsequently, the organization shall make available through the organization’s Internet website archived video and audio for each meeting for which live video and audio has provided under this section”.

Subtask 1.5: Staff Development

This subtask is to allow the Directors and staff to attend appropriate courses, seminars, and workshops to develop expertise in technical and policy transportation planning as the budget and staff workloads allow. Travel for the directors and/or staff to attend the annual TRB conference in January and the annual AMPO conference and TEMPO meetings will be allocated to this subtask. Out of state travel will require prior TPP approval.

Subtask 1.6: Transit Administration/Brownsville Metro

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

E. FUNDING SUMMARY

Task 1 –FY2022-2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	Local	Total
1.1	MPO	\$ 1,387,085.50	\$0	\$0	\$ 1,387,085.50
1.2	MPO, Brownsville	\$ 168,638.31	\$16,000	\$4,000	\$ 188,638.31
1.3	MPO	\$ 4,289.67	\$0	\$0	\$ 4,289.67
1.4	MPO	\$ 130,924.70	\$0	\$0	\$ 130,924.70
1.5	MPO	\$ 103,393.32	\$0	\$0	\$ 103,393.32
1.6	Brownsville	\$0	\$24,000	\$6,000	\$ 30,000.00
TOTAL		\$1,794,331.50	\$40,000	\$10,000	\$ 1,844,331.50

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

(1) TPF– This includes both FHWA PL-112 and FTA Section 5303 funds

III. TASK 2.0 DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVE

The main objective of this task is to maintain and update the databases we have established. The databases have been created for the provision of information and analysis to support the Metropolitan Planning Organization’s planning efforts. This includes population forecasting, employment information, and increase of food deserts in tandem with information regarding income contained within the national emphasis on Title VI of the Civil Rights Act of 1964.

- To collect, process and analyze demographic and geographic data necessary to develop and implement regional transportation plans and systems.
- To develop and maintain advanced state-of-the-practice travel demand modeling tools and explore *advanced practice* modeling methods that enhances the region's capabilities for regional, sub regional, and corridor planning and analysis.
- To participate in the ongoing data collection efforts of other transportation agencies in the region and expedite the sharing of roadway inventory data and candidate roadway project information between transportation agencies.

- Enhance the understanding of regional impacts of commercial vehicle operations and traffic accidents in the region.
- To develop the technical expertise to support for emergency evacuation planning for the region.

B. EXPECTED PRODUCTS

Data base development and maintenance involves continuously updating the transportation model network and trip generation base. RGVMPO staff will update the FY 2045 Forecast Model and continue to develop a comprehensive scenario planning based Land Use Plan.

C. PREVIOUS WORK

Staff worked with local municipalities and planning partners to run travel demand model of the local project in the area. Staff updated parcel data and land use data in preparation for a 2045 MTP update. Staff worked with transit providers to assist in geocoding bus sign, bus stop and other transit assets.

D. SUBTASKS

Subtask 2.1: Demographic Data

This task involves continuously updating the land use map and utilize socio-economic data that is provided by our member cities. RGVMPO staff will utilize the land use map for the forecast FY 2045 transportation model and for use in demographic and employment forecasting to support regional and local transportation planning efforts. RGVMPO staff will be doing an inventory of all neighborhoods (including colonias) and monitor for any new development. [Ongoing] Food deserts, as defined by Center for Disease Control (CDC), is an area that “lack[s] access to affordable fruits, vegetables, whole grains, low-fat milk, and other foods that make up the full range of a healthy diet.” There are various measures that can help in identifying a food desert. The United States Department of Agriculture (USDA) notes some of these measures as the number of food sources in an area and the proximity for the residents to those food sources. After identifying and gathering this data within the RGVMPO MAB information is passed on to the transit providers (Valley Metro, Metro McAllen, and B Metro) so they can help families with limited income or access to vehicles.

Subtask 2.2: Title VI Civil Rights Evaluation

The RGVMPO Staff will continue to study analysis tools as related to Title VI, as well as the MPO's adopted performance measure of Travel Time Savings for each community. RGVMPO Staff will be performing special analysis work to identify where low-income, minority, and *colonia* populations, are located within Cameron, Hidalgo, and Starr County. RGVMPO Staff will then produce various visual aids to show the relation of current and future projects, including location relative to the identified groups as well as the relation of transit routes to these identified areas. MPO Staff will produce maps to be used as analysis tools for identifying any possible equity issues with relationship to projects, transit routes and the relationship of transit routes to hospitals, schools, daycares, *colonias*, historical landmarks, wildlife refuges, elderly communities, and grocery store locations (to mention a few). Maps produced for the TIP will clearly indicate that none of the identified communities will suffer any undue burden for the region's greater benefit.

The RGVMPO staff will also continue efforts to address essential services in identifying transportation connectivity gaps as part of the Ladders of Opportunity established by FAST-Act by utilizing Spanish material to target the under-served populations in Cameron, Hidalgo, and Starr County in conjunction with the LEP and Four Factor Analysis tools.

Subtask 2.3: Model Work

In 2009, regional MPO Staff began work on the joint district wide transportation model, as well as the new base year 2009 model for Hidalgo County, as provided by the Texas Department of Transportation, and the Transportation Planning and Programming Division. MPO Staff will coordinate the new model work with the Harlingen-San Benito and Brownsville MPOs to assure a true reflection of traffic movement throughout the valley region. MPO staff will attend training courses pertaining to the different computer programs and/or databases being utilized by the RGVMPO. RGVMPO Staff in coordination with TxDOT has contracted a consultant to aide in the development of the overall Rio Grande Valley Regional Travel Demand Model (TDM) which will produce a 2045 forecasted TDM, ATG has 19 years' experience in TDM development. The scope of work includes: 1) Holding Delphi meetings with all stakeholders to acquire demographic information, 2) Working with RGVMPO staff to collect and verify demographic data, 3) Review and revise traffic analysis zones (TAZs), 4) Review and analyze existing roadway

network and attribute, 5) Develop a forecast year network, 6) Present final TDM to RGVMPO, and 7) Train RGVMPO staff on TDM functionality.

TxDOT Data Collection - to conduct travel surveys and/or traffic saturation counts in the MPO region for use in the travel demand models and transportation analysis for pavement and geometric design.

Subtask 2.4: Land Use Map

Staff will coordinate efforts with Cameron and Hidalgo Counties Appraisal Districts to receive parcel data, as the information is available the first quarter of every year. The parcel data is cleaned, and any missing data is filled. Such materials will allow staff to prepare the basis for county wide comprehensive map. Changes in the development for residential and employment areas, both in terms of design and location will potentially cause people to reassess how they move about the region. If available, Staff will attend workshops and peer-to-peer programs to educate themselves on Land Use, and Scenario Planning process.

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

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

E. FUNDING SUMMARY

Task 2 – FY2022-2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Section 5307	Local	Total
2.1	MPO	\$132,638.31	\$0	\$0	\$132,638.31
2.2	MPO	\$75,793.32	\$0	\$0	\$75,793.32
2.3	MPO, TPP	\$227,379.96	\$0	\$0	\$227,379.96
2.4	MPO, Cities	\$113,689.98	\$0	\$0	\$113,689.98
2.5	Brownsville	\$0	\$24,000	\$6,000	\$30,000.00
TOTAL		\$549,501.57	\$24,000.00	\$6,000.00	\$579,501.57

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

(1) TPF– This includes both FHWA PL-112 and FTA Section 5303 funds

IV. TASK 3.0 SHORT RANGE PLANNING

A. OBJECTIVE

The objective of this task is to include planning activities associated with immediate implementation relating to the near time frame. Examples include development and revision of the TIP, project development of selection process criteria and award of Transportation Planning Alternative funds known as TAP, Americans with Disabilities (ADA) implementation, transit planning, UPWP development and revisions, annual listing of projects, annual performance and expenditure reports, as well as establishing and implementing the planning procedures necessary to fulfill the requirements of Section 5303 of the Federal Transit Act of 1991.

B. EXPECTED PRODUCTS

Expected outcomes of this task include written and disseminated reports such as the annual listing of projects, the FY 2021-2024 TIP, the development of the new FY 2023-2026 TIP, development of project selection criteria and award of the FY 2023-2024 Transportation Alternative Program (TAP), and the UPWP. The MPO Staff will also be expected to provide technical assistance to member cities as needed. For example, the RGVMPPO staff will be coordinating with the member cities to update the Thoroughfare Plan Map. The RGVMPPO staff will also aid the regional public transportation service plan preparation process by attending meetings and providing technical assistance support within the Metropolitan Area Boundary (MAB).

C. PREVIOUS WORK

RGVMPO staff assisted in the amendments to the FY 2019-2022 TIP and the development of the FY 2021 – 2024 TIP. RGVMPPO staff attended Job Access and Reverse Commute (JARC) and New Freedom meetings and provided technical assistance to the group with respect to mapping and data collection, as well as technical expertise. As part of the UMAP live interaction initiative, RGVMPPO staff compared existing GIS transit data to current data from the region's transit providers in order to update the live interactive map. RGVMPPO staff also developed selection criteria and awarded 2021-2022 Transportation Alternative Program (TAP) funding programs.

D. SUBTASKS

Subtask 3.1: Service Coordination

This task is intended to provide member cities with a quick review of the traffic impact study the city Planning, and Zoning Boards have received. This task is also intended to guide the newer members through the TIP process for the first time. The MPO also serves as expert testimony when requested. There are no consultants for this task. RGVMPO Staff shall participate on the district's Regional Transit Advisory Panel (RTAP) under this subtask. The Transit Advisory Panel coordinates efforts such as FTA 5303 funds, and the JARC and New Freedom programs which under MAP-21 have been absorbed into FTA Categories 5307 and 5310 but will assist with any upcoming Program Calls. Any traffic counts performed, will be charged to this task as part of the coordination and cooperation with RGVMPO local governments.

Subtask 3.2: Planning Assistance

This task will provide planning assistance to the regional planning project to develop transit service areas. This may include items such as: data sharing, the preparation of maps, attending meetings, and providing general transportation planning expertise to this effort. Staff has coordinated efforts with TxDOT and its planning partners and will continue to do so for the development of a financial forecast tool to be used by MPOs in the development of future MTP's. Travel to any meetings out of the MAB to surrounding areas will be charged under this subtask which is inclusive of discussions of transportation planning with our neighboring country, Mexico. The creation of the FY 2023-2026 TIP, annual list of projects, the development of project selection criteria and award of the 2023-2024 Transportation Alternatives Program, the UPWP, and the annual performance and expenditure reports will be attributed to this subtask.

Subtask 3.3: Transit Planning/Brownsville Metro-short range planning

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

E. FUNDING SUMMARY

Task 3 – FY2022-2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Section 5307	Local	Total
3.1	MPO, TxDOT, Cities	\$77,093.32	\$0	\$0	\$77,093.32
3.2	MPO, TxDOT, Cities	\$171,684.97	\$0	\$0	\$171,684.97
3.3	Brownsville	\$0	\$32,000.00	\$8,000.00	\$ 40,000.00
TOTAL		\$248,778.29	\$32,000.00	\$8,000.00	\$288,778.29

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

(2) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

V. TASK 4.0 METROPOLITAN TRANSPORTATION PLAN

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

In continuation from FY 2020-2021, the RGVMPO Staff intends to address components of the 2020-2045 MTP to make it FAST-Act compliant and incorporate relevant reports into the plan to ensure that it remains as complete as possible and incorporating the newly mandated performance measures. Also, as part of this effort, the RGVMPO Staff will work closely with TxDOT's adopted application to identify performance measures and values that are important to the communities within Cameron, Hidalgo, and Starr County.

C. PREVIOUS WORK

The regional MPO staff continued to work with the TAC, TPB and TxDOT to amend projects and costs in the MTPs as needed. The MTPs were adopted to meet MAP-21 compliance. In October of 2019 Alliance Transportation Group (ATG) was selected to perform multiple tasks for the newly created RGV MPO, to assist in meeting federal certification requirements and compliance. ATG was selected to provide a regional 2045 MTP (long range transportation plan), develop a transit plan, as well as a regional bicycle and pedestrian plan, which became renamed to the Active Transportation Plan. The RGV MPO Active Transportation Plan (ATP) facilitates the creation of a regional approach to active transportation in the RGV while recognizing the unique community identities throughout the region. The development and delivery of tools and strategies will empower the RGV MPO and the regional transit providers to evaluate, coordinate, and deliver transit on behalf of the community. MTP updates are conducted every four to five years to ensure that the MPO is basing its decisions on the latest planning assumptions and that changing local conditions and trends are being taken into consideration in the long-range transportation planning process. The initial planning is also followed by a performance management process that collects data on the performance of the regional transportation system to track progress over time and ensure that the MTP results in the continuous enhancement of the region's transportation system. RGV MPO staff follows federal and state guidelines by incorporating performance measures and uses these performance measures to score Category 7 projects.

D. SUBTASKS

Subtask 4.1: Project Selection Criteria

This task will be developed in coordination with a consultant who will be contracted to develop the RGV MPO 2045 MTP.

Subtask 4.2: Metropolitan Bike and Pedestrian Plan

Staff plans to develop, through a private consultant contract, a bike/pedestrian plan for the region. Staff plans to update and add elements to the plan every year in coordination with our planning partners and monitor its progress towards implementation. The purpose of this plan is to increase the connectivity between all modes of transportation including bicycle lanes/trails, pedestrian sidewalks/trails facilities, and public transportation routes/facilities. We consider this an on-going sub-task due to the changing nature of the transportation system. The Bicycle and Pedestrian Advisory Committee known as the BPAC formed in early 2020 will be the planning partner with the largest contribution to updating the multimodal plan.

It will also work on the new 2023-2024 TAP project selection criteria and project funding selection. The RGVMPO staff will also continue efforts to address essential services in identifying transportation connectivity gaps as part of the Ladders of Opportunity established by MAP-21 and continued with FAST-Act. As part of bicycle awareness and planning efforts, the RGVMPO Staff has utilized Strava to receive data that identifies the corridors being utilized by the region for either walking or cycling, having a better tool for sharing the need of improvement of such corridors with elected officials.

Subtask 4.3: Truck Route & Freight Planning

Staff plans to work with members of local trucking companies and freight stakeholders to develop a freight plan that could be incorporated into future MTP developments once the RGVMPO has a modal split on its travel demand model. This task is also used to support travel expenses of RGVMPO staff for attending TxDOT freight committee meetings.

Subtask 4.4: County Thoroughfare Plan

The Hidalgo County Thoroughfare Plan was last adopted in 1996 and last amended in April of 2021. This subtask involves amending the thoroughfare plan (changing periodically) and updating information that is inclusive of both Cameron and Hidalgo Counties by obtaining the thoroughfare plans of member cities (as well as the counties) and synthesizing these respective plans into the RGVMPO thoroughfare plan. The Thoroughfare plan will be used as a tool for effective planning and Right of Way preservation. This plan is expected to be amended every year.

Subtask 4.5: Metropolitan Transportation Plan

The RGVMPO adopted the 2020-2045 MTP in December of 2020. As required by MAP-21, the RGVMPO staff will develop visualization techniques to provide the LRGV citizens with more insight on the impact, design, and function of future transportation projects.

E. FUNDING SUMMARY

Task 4 – FY2022-2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Section 5307	Local	Total
4.1	MPO	\$37,896.66	\$0	\$0	\$37,896.66
4.2	MPO	\$304,773.28	\$0	\$0	\$304,773.28
4.3	MPO	\$37,896.66	\$0	\$0	\$37,896.66
4.4	MPO	\$38,146.66	\$0	\$0	\$38,146.66
4.5	MPO	\$193,133.30	\$0	\$0	\$193,133.30
TOTAL		\$611,846.56	\$0	\$0	\$611,846.56

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

(1) **TPF**- This includes both FHWA PL-112 and FTA Section 5303 funds.

VI. TASK 5.0 SPECIAL STUDIES

A. OBJECTIVE

The objectives of this task are: to optimize the performance of current and future transportation systems through the maximum utilization of management system outputs; to develop management systems, which provide information and strategies to improve the performance of existing and future facilities; to provide input into the transportation planning process for consideration at the system level; to undertake studies of specific aspects of the transportation system in order to provide the specialized information required in developing an efficient, multi-modal mobility system for the RGV MPO.

B. EXPECTED PRODUCTS

The RGVMPO staff in coordination with the counties of Cameron and Hidalgo County will perform a Congestion Management Study for the FY 2022. The RGVMPO will award a contract to a consultant thru the adopted Request for Proposal (RFP) process. Staff will continue monitoring of crash locations in order to identify the worst locations, statistically. These areas are identified as “Hot Spots”. After sites have been identified, further analysis is performed in order to discover the causes for incidents and identify safety improvements to these locations. Staff will continue processing information from the Crash Report Information System (CRIS) data received from TxDOT for incorporation into the Incident Management Program (IMP), now called the Transportation Incident Management (TIM) under FAST-Act. Program Staff has been asked to possibly examine the regional Intelligent Transportation System and explore possible recommendations for further integration into the transportation network. RGVMPO Staff will work with Brownsville Metro, Island Metro, McAllen Metro and Valley Metro to develop a 10 year “Long Range Transit Plan” in their current service areas and in the areas where expansion may occur. The RGVMPO Staff will collect traffic count data for Off-system roadways that are functionally classified and/or are on the thoroughfare plan that are in the MTP. Since these are not part of the assessment made by TxDOT for On-system roadways. The RGVMPO is planning to conduct one CMP data collection initiative in FY 2022. RGVMPO staff are planning on hiring a consultant to perform this study. This study will include a comparison of previous CMP studies of the Brownsville and Hidalgo County areas to present data collection in identified corridors where early deployment initiatives were initiated. The RGVMPO will continue work on the develop congestion performance measures in FY 2022 utilizing the data obtained thru this subtask as part of the MAP-21 Implementation Planning Emphasis Area required by MAP-21 and FAST-Act.

C. PREVIOUS WORK

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

D. SUBTASK

Subtask 5.1: Regional Transit Plan

RGVMPO Staff will work with Brownsville Metro, Island Metro, McAllen Metro and Valley Metro to develop a 10 year “Long Range Transit Plan” in their current service areas and in the areas where expansion may occur. This study intends to develop a three-phased ten-year plan to improve the existing facility and its resources, address the issues in the facility and to provide an action plan to systematically overcome those identified issues and develop a financial plan for the recently approved Regional Transit Authority which will be administered by the LRGVDC.

Subtask 5.2: Incident Management & Safety Study

This task involves the continuous monitoring of crash locations in order to identify the worst locations, statistically. These areas are identified as “Hot Spots”. After sites have been identified by utilizing the data received from TxDOT thru CRIS, further analysis is performed to discover the causes for incidents and identify safety improvements to these locations. Through the Transportation Incident Management (TIM), we place primary planning emphasis on safety. This task will also involve a Transportation Safety Study which will be an extension to identifying the “Hot Spots”. The safety study will keep safety at the forefront of the RGVMPO planning efforts by identifying transportation safety problem areas within the Metropolitan Areas. The data will be mapped and available through the website. The RGVMPO will develop safety performance measures in FY 2022-2023 utilizing the data obtained thru this subtask as part of the MAP-21 Implementation Planning Emphasis Area required by MAP-21 and continued with FAST-Act.

Subtask 5.3: Congestion Data Collection

This task involves the continuous monitoring of congestion, which is required of all Transportation Management Areas (TMAs) under FAST-Act. The RGVMPO is planning to conduct one CMP data collection initiative in FY 2022. RGVMPO staff are planning on hiring a consultant to perform this study. This study will include a comparison of previous CMP studies of the Brownsville and Hidalgo County areas to present data collection in identified corridors where early deployment initiatives were initiated. The RGVMPO will develop congestion performance measures in FY 2022 utilizing the data obtained thru this subtask as part of the MAP-21 Implementation Planning Emphasis Area required by MAP-21 and FAST-Act. Recommendations to address delay within the region will be a paramount outcome of this study.

Subtask 5.4: Corridor Study

RGVMPO staff proposes to collect traffic data and evaluate the traffic impact of US Business 77 and FM 509 (Sunshine Strip) in Cameron County. Due to

the tremendous growth, safe and efficient corridors are even more of a local concern. A consultant for the corridor study will be acquired in compliance with LRGVDC procurement guidance. The study of US Business 77 shall provide recommendations as to the feasibility of converting the existing intersection of Business 77 at Commerce Street into a traffic circle, with the addition of schematic drawings for said layout to include pedestrian access, a right-of-way assessment/need. The study will also make recommendations for the improvement of traffic signals, drainage, and other related improvements. The study of FM 509 shall provide recommendations for roadway expansion, additional ROW, signal improvements, improved drainage, and other related improvements.

Subtask 5.5: Traffic Counts

The RGVMPPO Staff will collect traffic count data for Off-system roadways that are functionally classified and/or are on the thoroughfare plan since these are not part of the assessment made by TxDOT for On-system roadways. Staff is planning on purchasing additional traffic counter equipment and software as necessary in order to work on this task. This task is also used to support travel expenses of RGVMPPO staff for the placing and collecting of traffic data.

E. FUNDING SUMMARY

Task 5 – FY2022-2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Section 5307	Local	Total
5.1	MPO	\$37,896.66	\$0	\$0	\$37,896.66

	Regional Transit Plan				
5.2	MPO TxDOT	\$18,948.33	\$0	\$0	\$18,948.33
5.3	Consultant CMP	\$289,796.66	\$0	\$0	\$289,796.66
5.4	MPO Corridor Study	\$37,896.66	\$0	\$0	\$37,896.66
5.5	MPO Traffic Counts	\$18,948.33	\$0	\$0	\$18,948.33
TOTAL		\$403,486.64			\$403,486.64

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

- (1) **TPF**- This includes both FHWA PL-112 and FTA Section 5303 funds.

VII. BUDGET SUMMARY FY 2022

UPWP Task	FTA Task	Description	TPF¹ Funds	FTA Section 5307	Local Funds	Total Funds
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1.0	44.21.00 44.22.00 44.23.01 44.23.02	Administration- Management	\$897,165.75	\$20,000.00	\$5,000.00	\$922,165.75
2.0		Data Development & Maintenance	\$274,750.79	\$12,000.00	\$3,000.00	\$289,750.79
3.0	44.23.02 44.24.00 44.25.00	Short Range Planning	\$124,389.15	\$16,000.00	\$4,000.00	\$144,389.15
4.0		Metropolitan Transportation Plan	\$305,923.28			\$305,923.28
5.0		Special Studies	\$201,743.32			\$201,743.32
		Total	\$1,803,972.28	\$48,000.00	\$12,000.00	\$1,863,972.28

TABLE 1 – RGVMPO

¹TRANSPORTATION PLANNING FUNDS

FHWA (PL-112 & FTA 5303)²	\$ 1,803,972.00
Carryover	\$ 0.00
TOTAL TPF	\$ 1,803,972.00
TOTAL 5307	\$ 60,000.00

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

BUDGET SUMMARY FY 2023

TABLE 2 – RGVMPO

UPWP Task	FTA Task	Description	TPF ¹ Funds	FTA Section 5307	Local Funds	Total Funds
1.0	44.21.00 44.22.00 44.23.01 44.23.02	Administration- Management	897,165.75	\$20,000.00	\$5,000.00	\$922,165.75
2.0		Data Development & Maintenance	\$274,750.79	\$12,000.00	\$3,000.00	\$289,750.79
3.0	44.23.02 44.24.00 44.25.00	Short Range Planning	\$124,389.15	\$16,000.00	\$4,000.00	\$144,389.15
4.0		Metropolitan Transportation Plan	\$305,923.28	\$0	\$0	\$305,923.28
5.0		Special Studies	\$445,071.87	\$0	\$0	\$445,071.87
		Total	\$1,803,972.28	\$48,000.00	\$12,000.00	\$1,863,972.28

¹TRANSPORTATION PLANNING FUNDS

FHWA (PL-112 & FTA 5303) ²	\$ 1,803,972.28
Carry-Over	\$ 0
TOTAL TPF	\$ 1,803,972.28
TOTAL 5307	\$ 60,000.00

²Estimate based on prior year's authorizations.

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

APPENDIX A

POLICY BOARD MEMBERSHIP

RIO GRANDEMETROPOLITANPLANNING ORGANIZATON
 510 South Pleasantview Drive, Weslaco, Texas 78596
 (956) 969-5778 – Office Number

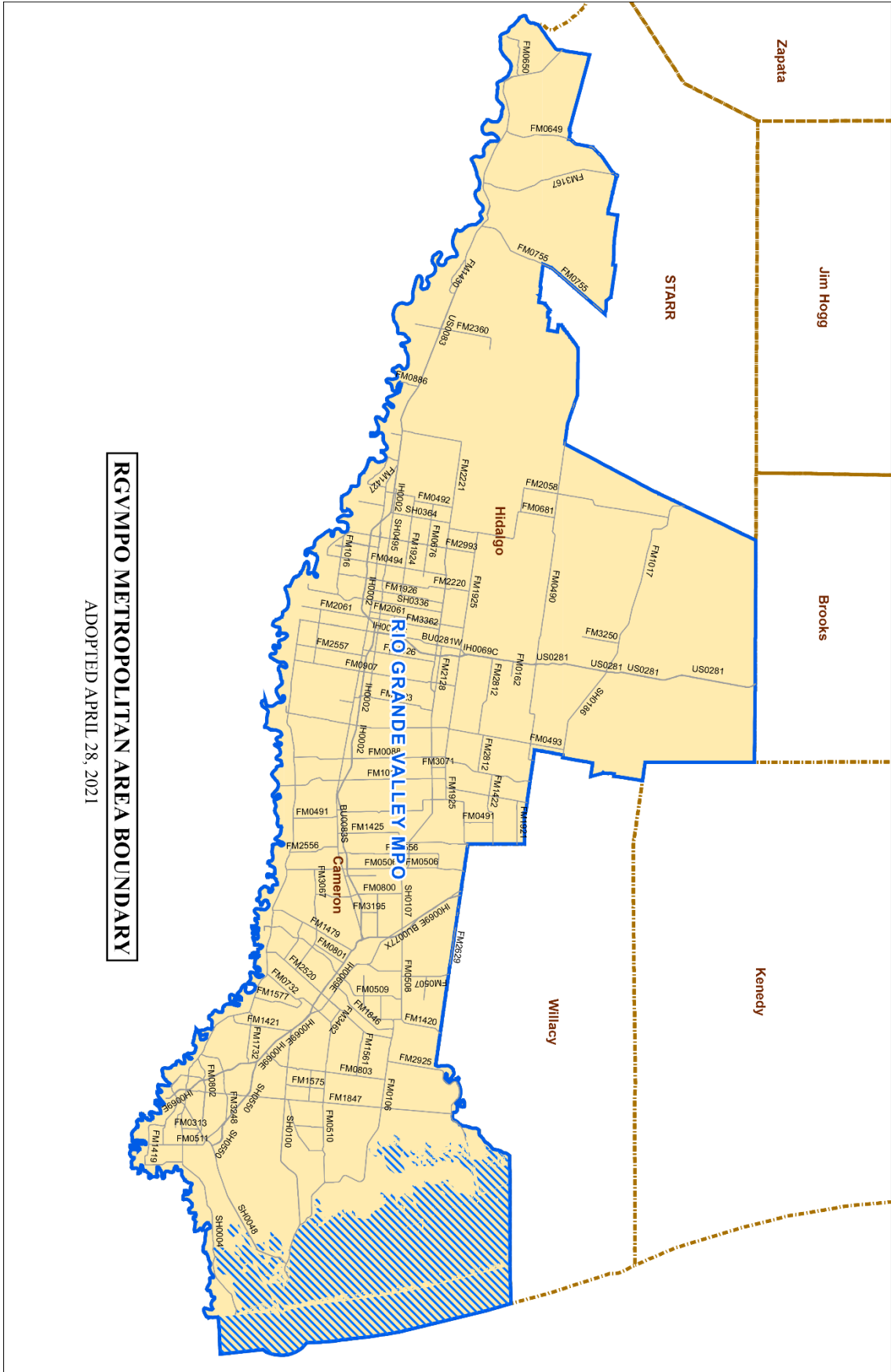
Policy Transportation Board (RGVTPB)
Members

The Policy Transportation Board consist of Elected Officials who serve as spokesperson for the Citizens of the County and cities in the Metropolitan Area.

 <p>Chairperson- Honorable Ambrosio “Amon” Hernandez- Mayor</p> <p>City of Pharr Mayor@pharr-tx.gov</p>	 <p>Vice-Chairperson- Honorable Eddie Treviño, Jr. – Judge</p> <p>Cameron County etrevino@co.cameron.tx.us</p>	 <p>Frank Parke, Jr.</p> <p>Cameron County RMA fparker@parker-logistics.com</p>
 <p>Honorable – Try Mendez – Mayor</p> <p>City of Brownsville Trey.mendez@cob.us</p>	 <p>Honorable – Richard Molina – Mayor</p> <p>City of Edinburg Richmolina111@gmail.com</p>	 <p>Honorable – Chris Boswell – Mayor</p> <p>City of Harlingen cboswell@southtexlaw.com</p>
 <p>Honorable – Jim Darling – Mayor</p> <p>City of McAllen jdarling@mcallen.net</p>	 <p>Honorable – Armando O’Caña – Mayor</p> <p>City of Mission mayor@missiontexas.us</p>	 <p>Honorable- Mayor Ricardo "Rick" Guerra</p> <p>City of San Benito rguerra2@cityofsanbenito.com</p>
 <p>Eduardo “Eddie” Cantu</p> <p>Hidalgo County-Comm Precinct 2 Eduardo.cantu@co.hidalgo.tx.us</p>	 <p>S. David Deanda, Jr.</p> <p>Hidalgo County RMA David.deanda@hcrma.net</p>	 <p>Pedro “Pete” Alvarez, P.E.</p> <p>TxDOT Phar District – Engineer Pedro.alvarez@txdot.gov</p>
 <p>Tom Logan</p> <p>Valley Metro - Director tlogan@lrgvdc.org</p>	 <p>Andrew Canon</p> <p>RGVMPO – Executive Director acanon@rgvmppo.org</p>	

APPENDIX B

RGVMPO METROPOLITAN AREA BOUNDARY MAP



RGVMPO METROPOLITAN AREA BOUNDARY

ADOPTED APRIL 28, 2021

APPENDIX C
DEBARMENT CERTIFICATION

DEBARMENT CERTIFICATION

(Negotiated Contracts)

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

- (2) Where the CONTRACTOR is unable to certify to any of the statements in this certification, such CONTRACTOR shall attach an explanation to this certification.

**federal, state or local*

Signature – Chairman, RGVMPPO Policy Board

Chairman, Transportation Policy Board

Title

Date

APPENDIX D
LOBBYING CERTIFICATION

LOBBYING CERTIFICATION

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS AND COOPERATIVE AGREEMENTS

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

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

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

Signature – Chairman, RGVMPD Policy Board

Chairman, RGVMPD Policy Board

Title

Rio Grande Valley MPO

Agency

Date

APPENDIX E
CERTIFICATION OF COMPLIANCE

CERTIFICATION OF COMPLIANCE

I, **AMBROSIO "AMOS" HERNANDEZ, CHAIRMAN** _____

(Name and Position, Typed or Printed)

a duly authorized officer/representative of _____ the **RIO GRANDE VALLEY**
(MPO)

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

Signature - Chairman, MPO Policy Committee

Attest:

Name

Title

APPENDIX F

CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

I, AMBROSIO "AMOS" HERNANDEZ, CHAIRMAN,
(Name and Position, Typed or Printed)

a duly authorized officer/representative of the RIO GRANDE VALLEY
(MPO)

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

Signature - Chairman, MPO Policy Committee

Attest:

Name

Title

APPENDIX G
MPO SELF-CERTIFICATION

MPO Self-Certification Guidelines

Metropolitan Planning:

The State and the MPO shall annually certify to FHWA and FTA that the planning process is addressing major issues facing their area and is being conducted in accordance with all applicable transportation planning requirements. The planning process will undergo joint review and evaluation by FHWA, FTA and TxDOT to determine if the process meets requirements. The Federal administrators will take the appropriate action for each TMA to either issue certification action, or deny certification if the TMA planning process fails to substantially meet requirements. If FHWA and FTA jointly determine that the transportation planning process in a TMA does not substantially meet the requirements, they may withhold, in whole or in part, the apportionment attributed to the relevant metropolitan planning area, or withhold approval of all or certain categories of projects. Upon full, joint certification by FHWA and FTA, all funds will be restored to the metropolitan area, unless they have lapsed.

(23 CFR 450.334; 49 CFR613; USC Title 23, Sec. 134; and USC Title 49, CH. 53, Sec's 5303 –5306)

Statewide Planning:

The process for developing the transportation plans and programs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed. The State shall coordinate transportation planning activities for metropolitan areas of the State and shall carry out its responsibilities for the development of the transportation portion of the State implementation plan (STIP) to the extent required by the Clean Air Act.

The State will carry out the long-range planning processes and the STIP in cooperation and consultation with designated metropolitan planning organizations, affected local transportation officials and affected tribal governments.

Transportation improvement programs should include financial plans that demonstrate how the programs can be implemented, indicate resources from public and private sources reasonably expected to be made available for carrying out the programs, and recommend any additional financing strategies for needed projects.

(23 CFR 450.220; USC Title 23, Sec. 135; and USC Title 49, Ch. 53, Sec 5307-5311,5323(1))

Title VI, Civil Rights Act of 1964

Title VI prohibits exclusion from participation in, denial of benefits of, and discrimination under federally assisted programs on grounds of race, color, or national origin. Title VI assurance regulations were also executed by each State prohibiting discrimination on the basis of sex or disability.

(23 USC 324, 29 USC 794)

Environmental Justice

In support of Title VI regulations, each Federal agency must identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations. Recipients of federally assisted programs shall keep documentation, for federal review, demonstrating the extent to which members of target populations are beneficiaries of such programs.

(EO 12898, 23 CFR 200.9 (b)(4), and 49 CFR 21.9(b))

Disadvantage Business Enterprises

The Disadvantaged Business Enterprise (DBE) program ensures equal opportunity in transportation contracting markets, addresses the effects of discrimination in transportation contracting, and promotes increased participation in federally funded contracts by small, socially and economically disadvantaged businesses, including minority and women owned enterprises. The Statute provides that at least 10% of the amounts made available for any Federal – aid highways, mass transit, and transportation research and technology program be expended with certified DBEs.

(TEA-21, Pub. L. 105-178, Sec. 1101(b); CFR 49, Subtitle A, Part 26)

Americans with Disabilities Act of 1990

Programs and activities funded with Federal dollars are prohibited from discrimination based on disability. Compliance with the applicable regulations is a condition of receiving Federal financial assistance from the Department of Transportation.

(Pub.L. 101-336, 104 Stat.327 as amended; 49 CFR Parts 27,37 and 38)

Restrictions on influencing certain Federal activities

No appropriated funds may be expended by the recipient of a Federal contract, grant, loan, or cooperative agreement to pay any person for influencing a federal employee regarding the award of Federal contracts, grants, loans or cooperative agreements.

(49 CFR, Part 20)

MPO SELF-CERTIFICATION – ATTAINMENT AREA

In accordance with 23 CFR Part 450.334, the Texas Department of Transportation, and the **RGV** Metropolitan Planning Organization for the **McAllen-Brownsville-Harlingen** urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 United States Code (U.S.C.) 134, 49 U.S.C. 503, and 23 CFR 450 subpart C – Metropolitan Transportation Planning and Programming;
- (2) In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the Fixing America's Surface Transportation Act FAST-Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

PHARR
District
Texas Department of Transportation

Metropolitan Planning Organization
Policy Board Chairperson

District Engineer

Chairperson

Date

Date

APPENDIX H

TECHNICAL ADVISORY COMMITTEE (TAC)
MEMBERSHIP
AND
TECHNICAL SUBCOMMITTEES

Technical Advisory Committee (TAC) Membership

RIO GRANDEMETROPOLITANPLANNING ORGANIZATON

510 South Pleasantview Drive, Weslaco, Texas 78596

(956) 969-5778 – Office Number

Technical Advisory Committee (TAC)

Members

<p>Pete Sepulveda, Jr. Chairman Cameron County RMA psepulveda@ccrma.org</p>	<p>JP Terrazas, P.E. Vice Chairman City of Mission jpterras@missiontexas.us</p>	<p>Paolina Vega Cameron County paolina.vega@co.cameron.tx.us</p>
<p>Mark Lund City of Brownsville bmpo@cob.us</p>	<p>Tomas D Reyna City of Edinburg treyana@cityofedinburg.com</p>	<p>Gabriel Gonzalez City of Harlingen ggonzalez@myharlingen.us</p>
<p>Patrizia Longoria City of McAllen plongoria@mcallen.net</p>	<p>Eleazar Guajardo- Commissionor City of Pharr Commissioner1@pharr-tx.gov</p>	<p>Bernard Rodriguez City of San Benito brodrigues@cityofsanbenito.com</p>
<p>Jacinto Garza Hidalgo County Jacinto@lgengineers.com</p>	<p>Eric Davila Hidalgo County RMA Eric.davila@hcrma.net</p>	<p>Melba Schaus TXDOT (Pharr District) Melba.schaus@txdot.gov</p>
<p>Frank Jaramillo Valley Metro Fjaramillo@lrgvdc.org</p>	<p>Joel Garza City of Brownville joel.garza@cob.us</p>	<p>Jon Ray Bocanegra McAllen Metro jbocanegra@mcallen.net</p>
<p>Alan Johnson Port of Harlingen Alanjohnson7@me.com</p>	<p>Mark Yates Cameron Co. Spaceport Dev. Corp Mark.yates@co.cameron.tx.us</p>	<p>Port of Brownsville Ariel Chavez achavez@portofbrownsville.com</p>
<p>Port Isabel – San Benito Nav. District</p>		

TECHNICAL SUB-COMMITTEES
Transit Subcommittee

Freight Subcommittee

Congestion Subcommittee

Multi-Modal Sub-Committee

Data Criteria Sub-Committee

Land Use Sub-Committee

Scenario Planning Sub-Committee

Bicycle and Pedestrian Advisory Committee

<p>Joel Garza Mobility Director City of Brownsville</p> <p>Alternate: Frank Gudino</p>	<p>Larry Ayala City Engineer City of Edinburg</p>	<p>Andy Vigstol City Engineer City of Harlingen</p> <p>Alternate: Javier Mendez</p>
<p>Marlen Garza Asst. Director of Engineering City of McAllen</p> <p>Alternate: Rosvel Hinojosa</p>	<p>Omar Anzaldua City Engineer City of Pharr</p> <p>Alternate: Cynthia Garza</p>	<p>Craig Wuensche Landscape Architect TxDOT Pharr District</p> <p>Alternate: Joseph E. Leal</p>
<p>Frank Jaramillo Transportation Planner Valley Metro</p>	<p>Michael Padgett Citizen At-Large</p>	<p>Ana Adame Bicycle World RGV</p>
<p>Richard Cavin Citizen At-Large</p>	<p>Rene A. Ballesteros Museum of South Texas History</p>	<p>Eudy Carrillo Citizen At-Large</p>
<p>Javier de Leon Park Superintendent TPWD Estero Llano Grande State Park</p>	<p>Christine Donald Outdoor Recreation Planner USFWS Santa Ana National Wildlife Refuge</p>	<p>Dr. Rose Gowen Chair Community Health Advocate</p>
<p>Michael McNew Vice Chair Bike/Ped Citizen At-Large</p>		

Congestion Management Process Committee

Pete Sepulveda, Jr.	Cameron County RMA
Armando Garza, Jr.	Hidalgo County
Mardequero Hinojosa	City of Edinburg
Melba Schaus	TxDOT
Yvette Barrera	City of McAllen
Armando Gutierrez, Jr.	City of Brownsville

Metropolitan Transportation Plan Committee

Benjamin Worsham	Cameron County
Gabriel Gonzalez	City of Harlingen
Yvette Barrera	City of McAllen
Eric Davila	HCRMA
Melba Schaus	TxDOT
Mark Lund	City of Brownsville

APPENDIX I

TITLE VI ANALYTICAL FRAMEWORK

The RGVMPO is committed to being in the forefront of Title VI analysis and identifying Environmental Justice needs. Many MPOs have adopted elements of the framework referenced below and included a written description in their planning work products.

1. Develop maps with EJ information (race, income or proxies such as households receiving TANF, or other forms of public assistance) with existing and planned transportation facilities (including transit) overlaid. The RGVMPO has placed major destinations and/or critical service providers that EJ populations depend upon (e.g. schools, hospitals, public housing, daycare centers, grocery stores, social service agencies, employment centers, homeless shelters, etc.) or where other special populations exist (e.g. retirement communities) on maps for analysis as a part of the Job Access and Reverse Commute program. The RGVMPO has partnered with TxDOT and the regional transportation providers of both Hidalgo and Cameron County, as well as the Harlingen-San Benito and Brownsville MPOs to identify any gaps in the service provider network that EJ populations and individuals who are part of the JARC program may depend upon. Bicycle networks were also added to the network overlay to assist in identifying gaps in multi-modal transportation needs. Using the map, the MPO will do a spatial/access analysis to see if there are any potential equity issues.

2. The RGVMPO TAC will evaluate the previously identified maps annually for updates and enhancements.

3. The RGVMPO uses the maps when considering public involvement activities and make reference to this in the MPO's Public Involvement Policy (PIP).

4. RGVMPO staff and the TAC will consult the maps after project selections and perform spatial/access analysis.

5. Populations with limited-English proficiency (LEP) fall under Title VI and are addressed in the MPO's Title VI discussions and in its Public Involvement Policy.

TITLE VI NON-DISCRIMINATION POLICY STATEMENT

The Hidalgo County Metropolitan Planning Organization is committed to ensuring that no person is excluded from participation in, or denied the benefits of, or be subjected to discrimination in the receipt of its services or programs on the basis of race, color or national origin or any other characteristics protected by law, including Title I of the Civil Rights Act of 1964, as amended. Further, under the Americans with Disabilities Act (ADA) of 1990, no entity shall discriminate against an individual with a physical or mental disability in connection with the provision of transportation service.

To obtain more information on the Rio Grande Valley Metropolitan Planning Organization's Non-discrimination obligations or to file a Title VI complaint, contact:

Rio Grande Valley Metropolitan Planning Organization
510 S. Pleasantview Drive
Weslaco, Texas 78596

You may file a written complaint no later than 180 calendar days after the date of the alleged discrimination.

Information on non-English alternative formats may be obtained from the Rio Grande Valley Metropolitan Planning Organization office.

APPENDIX J
RESOLUTIONS

RESOLUTION 2019-03

SUBJECT: APPROVAL OF FY 2022-2023 UNIFIED PLANNING WORK PROGRAM (UPWP)

WHEREAS, the **Rio Grande Valley Metropolitan Planning Organization Transportation Planning Board (RGVMPO)**, is the designated agency for the 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 Comments Period; and

NOW THEREFORE, BE IT RESOLVED, that the **Rio Grande Valley Metropolitan Planning Organization Transportation Planning Board (RGVMPO)** agreed by a majority vote to approve the **FY2022-2023 Unified Planning Work Program (UPWP)**.

APPROVED THIS 25TH DAY OF SEPTEMBER 2019.

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

Pedro “Pete” Álvarez
District Engineer
TxDOT – Pharr District

Ron Garza
RGVMPO
Interim Director

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LEFT OUT

2021 – 2024 STIP TIMETABLE (UPDATED March 2021)

TPP Post 21-24 STIP, begins public comment period	February 26, 2021
Public Hearing Held	March 18, 2021
STIP public comment period ends	March 29, 2021
2021-2024 STIP goes to the Commission for approval.....	April 29, 2021
First Day FHWA / FTA can approve the 2021-2024 STIP.....	*April 30, 2021
Or, once FHWA / FTA receives TxDOT letter of approval	
STIP public comment period ends	March 29, 2021
Next Potential Revision	*August 2021

*This will only be if the initial 21-24 gets approved and amicable time is allotted.

May 13, 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-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 / \$14,028,648.44	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 / \$1,035,188.50	CAT 3 & 9

PROJECTS TO BE LET IN April 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
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

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

May 13, 2021

PROJECTS TO BE LET IN August 2021

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL-FM 1926 1804-01-068	HID	@ FM 1926 (23 rd 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 (23 rd 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 (23 rd St) & Ebony Ave	Addition of East, North & Southbound Center Turn Lanes	\$119,088 / \$0.00	CAT 7

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

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

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

Disclaimer: Work in Progress and Subject to Change

May 13, 2021

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 (23 rd 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
S Parallel Corridor (Phase 2) 0921-06-252	CAM	FM 509 to FM 1577	Construct 2 Lane Rural	\$8,368,925 / \$0.00	CAT 3, 10, 11 & 11B
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 February 2022

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
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 March 2022

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
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

PHARR DISTRICT MASTER LETTING PLAN - FY 2020 + <<FOR INTERNAL TxDOT PHARR DISTRICT USE ONLY>> (JS Revised 5-5-2021)

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 1 TOTALS	Cat 10 Charge (CBI)	Cat 12	DISTRICT FUND 6 TOTALS	Cat 6/RGS	Cat 3 Local			

Construction Lettings

Sep-20	HID	FM 1017	1227-04-022, etc.	Seal Coat	Hidalgo/Starr C.L. to US 281		\$ 1,366,830	\$ 1,366,830			\$ -		\$ -		\$ -		\$ -	\$ 1,366,830
	HID	>FM 494	0864-01-077	Seal Coat	RR Tracks to FM 1016		\$ 175,268	\$ 175,268			\$ -		\$ -		\$ -		\$ -	\$ 175,268
	HID	>FM 681	0669-01-063	Seal Coat	FM 1017 TO FM 490		\$ 567,206	\$ 567,206			\$ -		\$ -		\$ -		\$ -	\$ 567,206
	HID	>FM 88	0698-03-097	Seal Coat	18th St. to 0.05 Miles South of West Chaparral Dr.		\$ 24,775	\$ 24,775			\$ -		\$ -		\$ -		\$ -	\$ 24,775
	HID	>FM 3072	3098-01-015	Seal Coat	I Rd. (Veterans Blvd.) to FM 907		\$ 329,484	\$ 329,484			\$ -		\$ -		\$ -		\$ -	\$ 329,484
	HID	>FM 1423	1427-02-007	Seal Coat	BUS 83 to (1.389 Miles South of Bus 83)		\$ 27,366	\$ 27,366			\$ -		\$ -		\$ -		\$ -	\$ 27,366
	HID	>US 281	0220-01-036	Seal Coat	FM 2557 to FM 1015		\$ 969,447	\$ 969,447			\$ -		\$ -		\$ -		\$ -	\$ 969,447
	CAM	>FM 3068	0684-04-007	Seal Coat	FM 511 to FM 1419		\$ 69,099	\$ 69,099			\$ -		\$ -		\$ -		\$ -	\$ 69,099
	CAM	>LP 499	1137-02-039	Seal Coat	BUS 77 to BUS 77 SS 206/FM 106		\$ 124,485	\$ 124,485			\$ -		\$ -		\$ -		\$ -	\$ 124,485
	CAM	>FM 510	1057-03-049	Seal Coat	BUS 77 to FM 3462		\$ 107,790	\$ 107,790			\$ -		\$ -		\$ -		\$ -	\$ 107,790
	CAM	>FM 507	0873-01-027	Seal Coat	FM 508 to BUS 77		\$ 217,296	\$ 217,296			\$ -		\$ -		\$ -		\$ -	\$ 217,296
	CAM	>FM 1575	1505-01-017	Seal Coat	FM 510 to SH 100		\$ 191,429	\$ 191,429			\$ -		\$ -		\$ -		\$ -	\$ 191,429
	CAM	>FM 3248	2717-01-028	Seal Coat	US 281 to IH 69E		\$ 309,776	\$ 309,776			\$ -		\$ -		\$ -		\$ -	\$ 309,776
	HID	>FM 88	0698-04-009	Seal Coat	0.05 Miles South of West Chaparral Dr. to US 281		\$ 141,565	\$ 141,565			\$ -		\$ -		\$ -		\$ -	\$ 141,565
	HID	>SH 107	0528-01-119	Seal Coat	0.2 Mi E of Stewart Rd. to FM 2061		\$ 546,617	\$ 546,617			\$ -		\$ -		\$ -		\$ -	\$ 546,617
	CAM	>SH 48	0220-07-062	Seal Coat	SH 550 to SH 100		\$ 1,188,339	\$ 1,188,339			\$ -		\$ -		\$ -		\$ -	\$ 1,188,339
	CAM	>FM 2556	2529-01-023	Seal Coat	IH-2 to Bus 83		\$ 34,541	\$ 34,541			\$ -		\$ -		\$ -		\$ -	\$ 34,541
	CAM	>FM 510	1057-03-050	Seal Coat	FM 2480 to Buena Vista Rd.		\$ 128,713	\$ 128,713			\$ -		\$ -		\$ -		\$ -	\$ 128,713
	CAM	>FM 510	0775-01-019	Seal Coat	Buena Vista Rd. to SH 100		\$ 217,886	\$ 217,886			\$ -		\$ -		\$ -		\$ -	\$ 217,886
						\$ -	\$ 6,737,912	\$ 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		\$ 2,215,612	\$ 2,215,612			\$ -		\$ -		\$ -		\$ -	\$ 2,215,612
	HID	>SH 107	0528-01-120	Overlay	SH 495 to BUS 83		\$ 557,585	\$ 557,585			\$ -		\$ -		\$ -		\$ -	\$ 557,585
	HID	>SH 107	0219-01-060	Overlay	BUS 83 to IH-2		\$ 437,337	\$ 437,337			\$ -		\$ -		\$ -		\$ -	\$ 437,337
	HID	>FM 88	0698-03-098	Overlay	IH 2 to BUS 83		\$ 443,176	\$ 443,176			\$ -		\$ -		\$ -		\$ -	\$ 443,176
	HID	>FM 681	0669-01-065	Overlay	FM 1925 to .25 Miles North of FM 2221		\$ 744,224	\$ 744,224			\$ -		\$ -		\$ -		\$ -	\$ 744,224
	HID	>FM 88	0698-03-103	Overlay	Bus 83 to 18th St.		\$ 600,588	\$ 600,588			\$ -		\$ -		\$ -		\$ -	\$ 600,588
Nov-20	CAM	SH 100	0331-01-052	Rehabilitation	S Mesquite St. to 567 Ft. East of Ebanos St.	\$ 4,728,316	\$ 4,728,316	\$ 4,728,316			\$ -		\$ -		\$ -		\$ -	\$ 4,728,316
						\$ 4,728,316	\$ 4,998,522	\$ 9,726,838	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 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		\$ 799,849	\$ 799,849			\$ -		\$ -		\$ -		\$ -	\$ 799,849
	HID	>FM 1423	1427-01-041	Overlay	SH 107 to Wisconsin Rd		\$ 877,165	\$ 877,165			\$ -		\$ -		\$ -		\$ -	\$ 877,165
	HID	>FM 493	0863-01-071	Overlay	IH-2 to Bus 83		\$ 367,311	\$ 367,311			\$ -		\$ -		\$ -		\$ -	\$ 367,311
	HID	>FM 2061	1939-02-040	Overlay	Ridge Rd to FM 3072		\$ 2,078,804	\$ 2,078,804			\$ -		\$ -		\$ -		\$ -	\$ 2,078,804
	CAM	>BUS 77X	0327-08-099	Overlay	FM 507 to Floodway Bridge		\$ 932,878	\$ 932,878			\$ -		\$ -		\$ -		\$ -	\$ 932,878
	CAM	>BUS 77X	0039-12-255	Overlay	Floodway Bridge to LP 499		\$ 226,165	\$ 226,165			\$ -		\$ -		\$ -		\$ -	\$ 226,165
						\$ -	\$ 5,282,172	\$ 5,282,172	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,282,172
Mar-21	HID	FM 2221	0862-01-059	Rehabilitation	FM 492 to FM 681	\$ 3,118,299	\$ 3,118,299	\$ 3,118,299			\$ -		\$ -		\$ -		\$ -	\$ 3,118,299
						\$ 3,118,299	\$ -	\$ 3,118,299	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,118,299
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 Updgrade Signal Cabinet Equipment	Various			\$ -	\$ 7,089,796	\$ 7,089,796			\$ -		\$ -		\$ -	\$ 7,089,796
						\$ -	\$ -	\$ -	\$ 7,089,796	\$ 7,089,796	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,089,796
Sep-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 5-5-2021)

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			
	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	Seal Coat	SH 550 to FM 3248		\$ 178,504	\$ 178,504									\$ 178,504
	HID	FM 2221	2416-02-006	Seal Coat	US 83 to 6.244 Mi N. of US 83		\$ 531,889	\$ 531,889									\$ 531,889
	HID	FM 2221	0669-03-027	Seal Coat	6.244 Mi N. of US 83 to FM 492		\$ 211,042	\$ 211,042									\$ 211,042
	HID	FM 492	0862-01-060	Seal Coat	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 5-5-2021)

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			
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	\$ 3,080,000		\$ 3,080,000									\$ 3,080,000
						\$ 3,080,000	\$ -	\$ 3,080,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,080,000
								\$ 48,270,275			\$ 7,089,796			\$ 911,397		\$ -	\$ 56,271,468

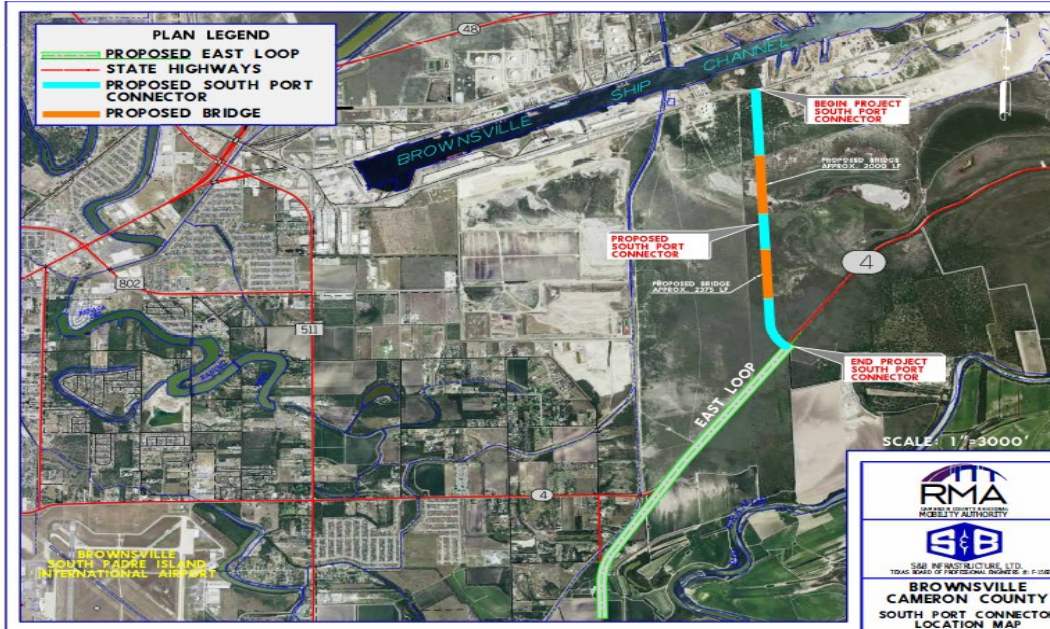
CCRMA
Project Status Presentation
RGVMPO Technical Advisory Committee

May 13, 2021



South Port Connector

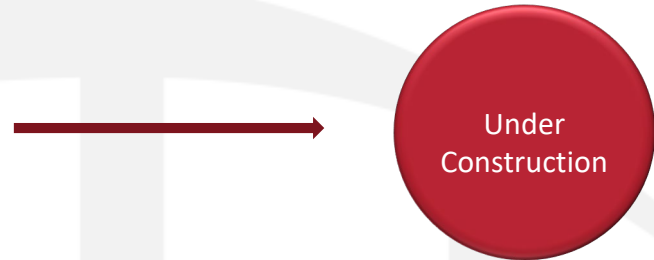
CSJ: 0921-06-288



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

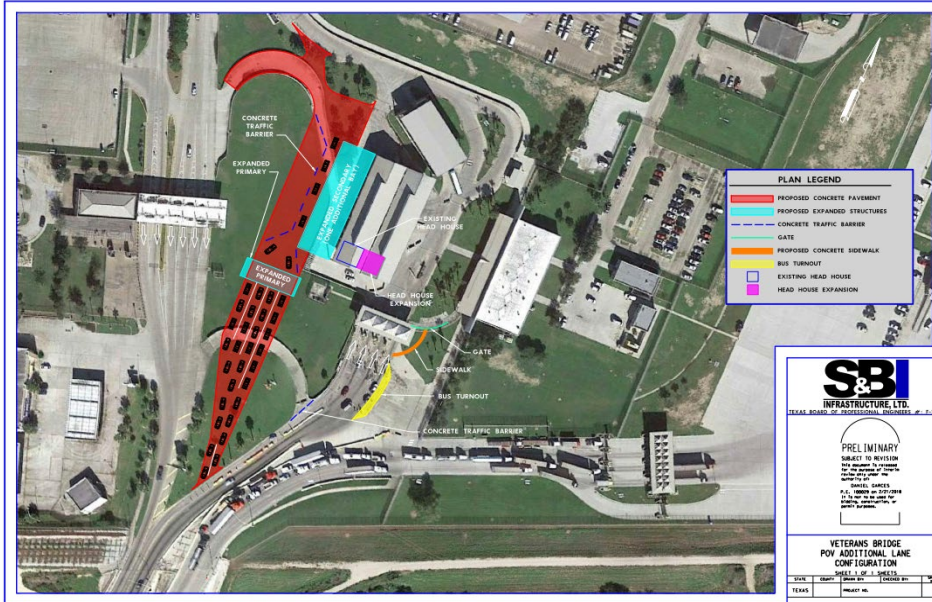
Recent Activity:

- Currently Under Construction - 50% Complete
- Estimated Completion Date – December 2021



Veterans POV Expansion

CSJ: 0921-06-313



Recent Activity:

- Included in Border Master Plan- High Impact Project
- CBP/GSA Approval Received – DAA Executed
- Received TxDOT concurrence on Public Interest Finding for specialized equipment
- Pending – TxDOT Final Approval for Project Letting / Approval of 100% PS&E

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



Shovel
Ready

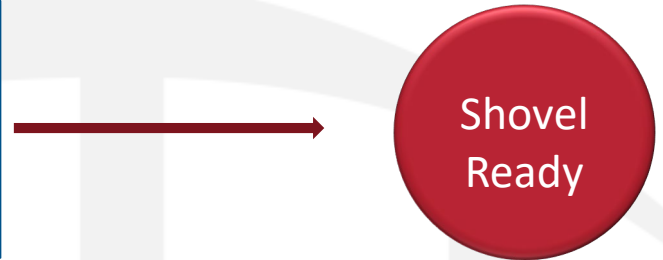
SH 550 GAP 2 Project

CSJ: 0684-01-068



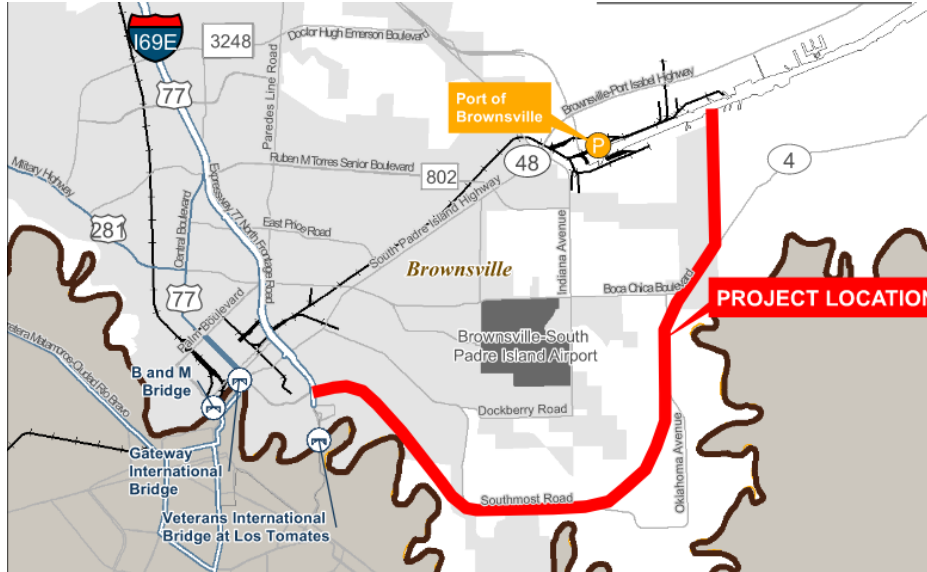
- 1 **Environmental** ✓
- 2 **Preliminary Engineering** ✓
- 3 **ROW & Utilities:** ✓
- 4 **Design** - 90% PS&E Completed
- 5 **Funding** ✓

- Recent Activity:**
- Included in Border Master Plan- High Impact Project
 - ROW in Place / Utilities Adjusted
 - Environmental Re Evaluation Underway
 - PS&E-90% complete
 - TxDOT Commission Approved 2.5 Miles of Interstate Designation - March 2020
 - UPRR Structure Group reviewing comments



East Loop

CSJ: 0921-06-315



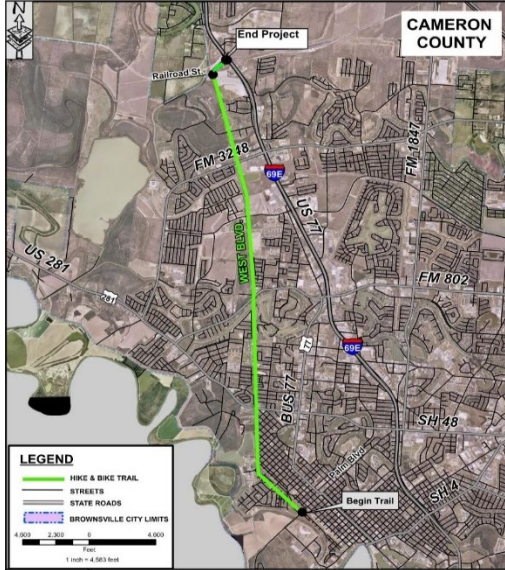
1	Environmental	- 80% complete
2	Preliminary Engineering	✓
3	ROW & Utilities:	- In Process
4	Design	- Under Design
5	Funding	- Partially Funded

Recent Activity:

- Included in Border Master Plan- High Impact Project
- USFWS Land Swap Agreement FONSI Issued
- Environmental Documents are 80% complete
- USFWS and IBWC Addressing 90% schematic comments

West Rail Trail

CSJ: 0921-06-293



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

Recent Activity:

- Included in Border Master Plan- High Impact Project
- Bi-National Hike & Bike Trail
- Environmental Documents at 80%.
- ROW is in place
- PS&E Design 60% Complete
- Virtual Public Meeting held on February 23, 2021
- All public comments addressed on March 22, 2021

Flor De Mayo Bridge

CSJ: TBD



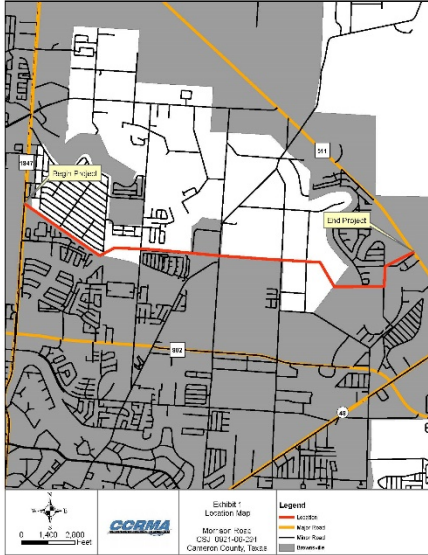
1	Environmental	- Underway
2	Preliminary Engineering	- Underway
3	ROW & Utilities:	✓
4	Design	- Pending
5	Funding	- Pending

Recent Activity:

- Included in Border Master Plan- High Impact Project
- Recently selected consultant
- Recently began development of Presidential Permit Application
- Feasibility study Complete

Morrison Road

CSJ: 0921-06-291



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

Recent Activity:

- Included in Border Master Plan- High Impact Project
- Consultant selected and environmental and schematic are under development
- Preliminary Coordination with City and Drainage / District Underway
- Functional Classification under review by FHWA

Old Alice Rd

CSJ: 0921-06-290



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

Recent Activity:

- Included in Border Master Plan- Medium Impact Project
- 60% PS&E submitted to TxDOT. 100% by end of July
- Virtual Public Meeting Held August 11, 2020
- ROW Acquisition Complete
- Ready to Let in FY 2021

FM 509

CSJ: 0921-06-254



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

- Recent Activity:**
- Included in Border Master Plan- Medium Impact Project
 - TxDOT is developing On-System Minute Order
 - TxDOT has funded the project fully in the 2021 UTP
 - Consultant negotiations for Preliminary Engineering Underway
 - Functional Classification under review by FHWA

SPI 2nd Access

CSJ: TBD



Recent Activity:

- Included in Border Master Plan- Medium Impact Project
- Recently redesignated to a Non-Tolled project development strategy
- Environmental Status
- Design Status

1

Environmental - Underway

2

Preliminary Engineering - Underway

3

ROW & Utilities: - Pending

4

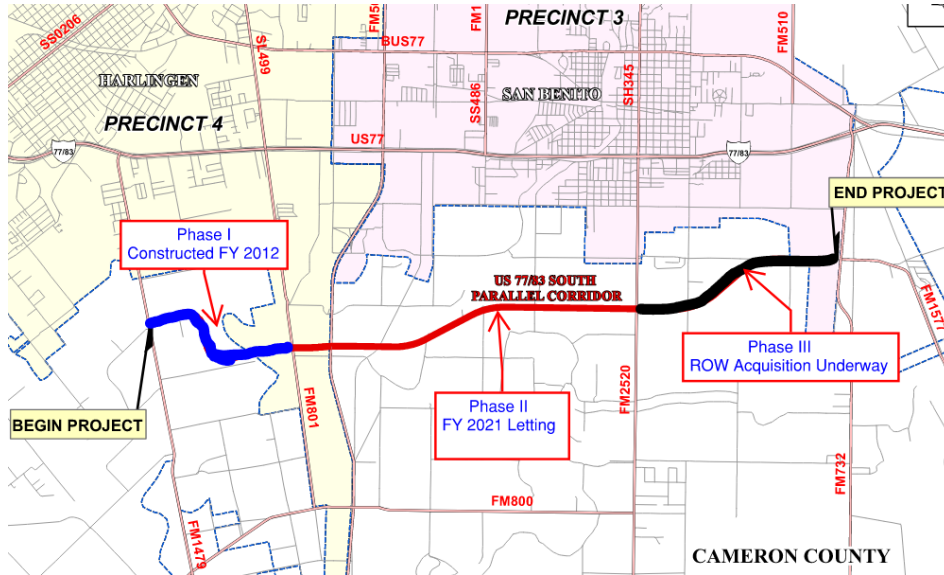
Design - Pending

5

Funding - Pending

S. Parallel Corridor Phase II

CSJ: 0921-06-252



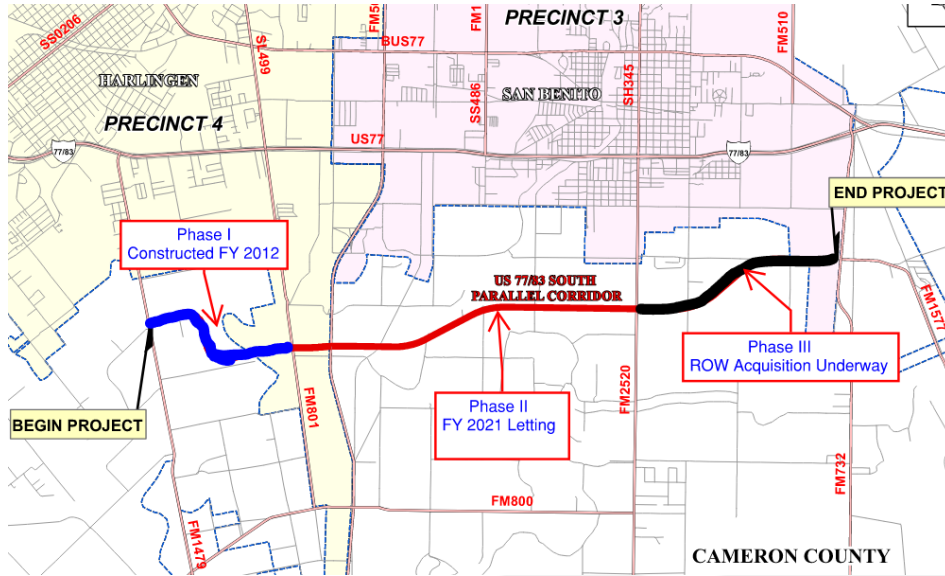
- | | | |
|---|--------------------------------|---|
| 1 | Environmental | ✓ |
| 2 | Preliminary Engineering | ✓ |
| 3 | ROW & Utilities: | ✓ |
| 4 | Design | ✓ |
| 5 | Funding | ✓ |

Recent Activity:

- Included in Border Master Plan- Medium Impact Project
- 100% PS&E Approved by TxDOT
- 100% of ROW Acquired, 100% Utilities Adjusted
- Fully Funded for Construction
- December 2021 Letting

S. Parallel Corridor Phase III

CSJ: 0921-06-257



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

Recent Activity:

- Included in Border Master Plan- Medium Impact Project
- ROW Acquisition Underway
- Utility Coordination Underway
- Needs Funding to construct the entire 10-Mile Corridor to a 5-Lane Urban Section

US 281 Connector

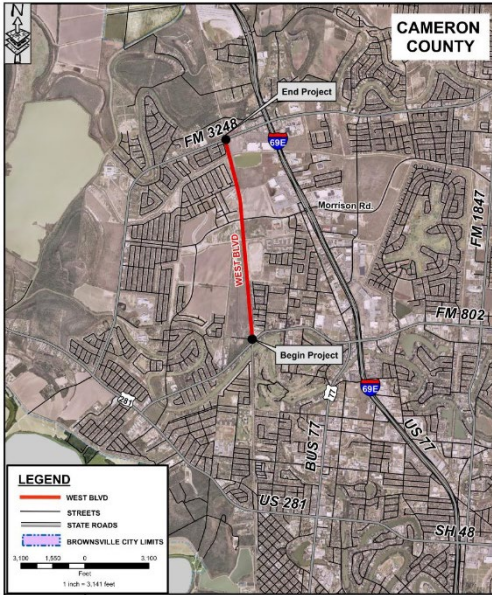


1	Environmental	- Pending
2	Preliminary Engineering	- Pending
3	ROW & Utilities:	- Pending
4	Design	- Pending
5	Funding	- Pending

Recent Activity:

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

West Blvd – Roadway CSJ:



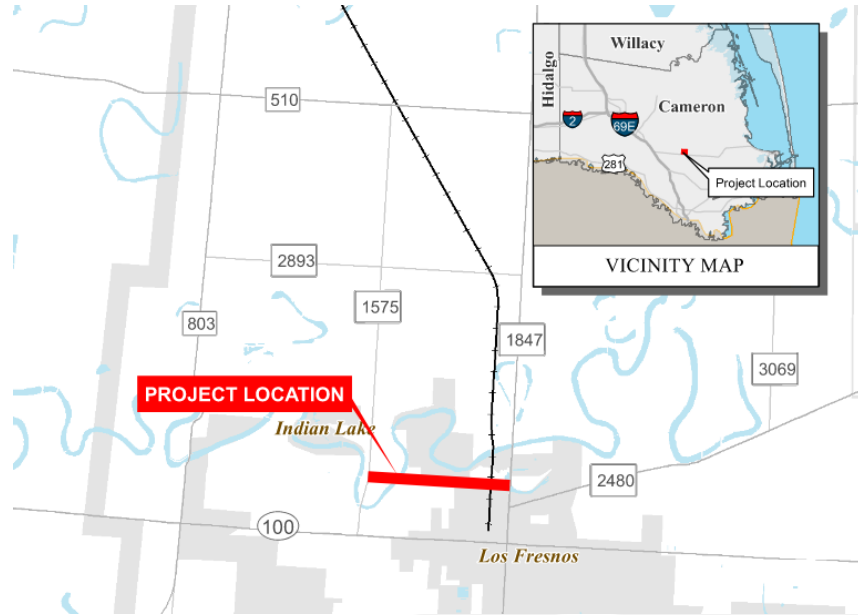
- 1 **Environmental** - Underway
- 2 **Preliminary Engineering** - Underway
- 3 **ROW & Utilities:** ✓
- 4 **Design** - Pending
- 5 **Funding** ✓

Recent Activity:

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

Whipple Road

CSJ: 0921-06-292



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

Recent Activity:

- Construction 100% Funded in 2021 UTP
- DCC held on September 14, 2020
- Schematic 60% submitted to TxDOT
- Environmental at 60%



U.S. 77 – I69E Plan

Fully Funded by TxDOT - 2021 UTP

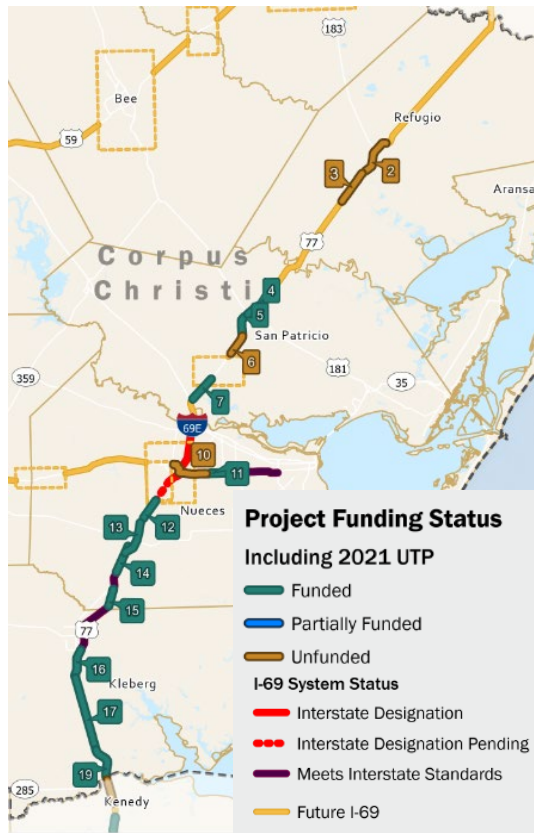


#	CSJ	HWY	Current XS ²	Limits	Description	EST. CONSTRUCTION COST (M)	EST. TOTAL COST ³	MILES	FUNDING STATUS ⁵	LET YEAR
1	0327-02-055	US 77	4D+	KENEDY/KLEBERG COUNTY LINE to 0.71 MILES N. OF LA PARRA AVE.	Interstate Designation	\$23.3	\$28.0	TBD	Unfunded	2025
2	0327-02-056	US 77	4D+	0.87 MILES S. OF LA 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		

Included in Border Master Plan

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 (\$M)	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

Included in Border Master Plan



CCRMA TOLL SYSTEM PROJECTS

CCRMA Back Office Update

- Estimated Go Live – TBD
- Customer Tag Functionality
- Electronic Communications
- Customization of Accounts to accommodate Bridges & Parks
- Redesigned reporting for Interoperability
- Account migration to Prepaid accounts
- New interfaces with Neopost (print & mail), Interop Systems, and Collections

Vendors:
TollPlus, LLC

CC Intl Bridge Toll Collection System

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

Vendors:
TollPlus, LLC
A to Be, LLC
Etransit – (sub to A to Be, LLC)

CC Parks User Fee Collection System

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

Vendors:
TollPlus, LLC
A to Be, LLC
Etransit – (sub to A to Be, LLC)



CCRMA PARTNERSHIP PROJECTS WITH CAMERON COUNTY

Cameron County Parks Administration Building Project

- New construction with site work of the two-story 8,695 SF County Parks Administration Building, located within Isla Blanca Park.
- Estimated project cost: \$3.2 Million

Cameron County Parks

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

Isla Blanca Toll Booths

- Construction of toll booth for Cameron County Beach Access #1
- Estimated project cost: \$.3 Million

Cameron County Parks Warehouse

- New construction with site work of the Cameron County Parks Warehouse
- Estimated project cost: \$2 Million

Mountain Bike Trail

- Enhancements to existing mountain bike trail at the Pedro “Pete” Benavides County Park, Cameron County Texas
- Estimated project cost: \$.1 Million



CCRMA Project Executive Summary

\$30 Million in Projects Currently Under Construction
\$1.5 Billion CCRMA Overall Project Portfolio

Shovel Ready Projects

- SH 550 Gap II
 - \$21 M
- Old Alice Road
 - \$ 17.75 M
- West Rail Trail
 - \$7.5 M
- South Parallel Corridor Ph. II
 - \$8.5 M
- Veterans Intl. Bridge Expansion
 - \$15 M

\$70 Million in Locally Developed Shovel Ready Projects.

Projects in Design

- East Loop
 - \$100 M
- FM 509 Extension
 - \$9 M
- Whipple Rd.
 - \$6M
- Morrison Road Project
 - \$17M
- South Parallel Corridor Ph. III
 - \$10 M
- South Parallel Corridor Ultimate 5 Lane
 - \$30 M
- West Rail Roadway
 - \$6 M
- Misc. Projects

\$185 Million in Locally Developed Shovel Ready Projects.

Projects In Development

- US 77 / I69E
 - \$140M
- SPI 2nd access
 - \$500M
- Outer Parkway
 - \$200M
- Flor de Mayo International Bridge
 - \$40M
- I69 Connector
 - \$160M
- US 281 Connector
 - \$140M

\$1.18 Billion
Planning Phase

14 CCRMA Projects Currently included in the TxDOT Border Master Plan



HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

BOARD OF DIRECTORS MEETING FOR MAY 2021

HCRMA Board of Directors

S. David Deanda, Jr., Chairman
Forrest Runnels, Vice-Chairman
Ezequiel Reyna, Jr., Secretary/Treasurer
Alonzo Cantu, Director
Paul S. Moxley, Director
Francisco “Frank” Pardo, 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

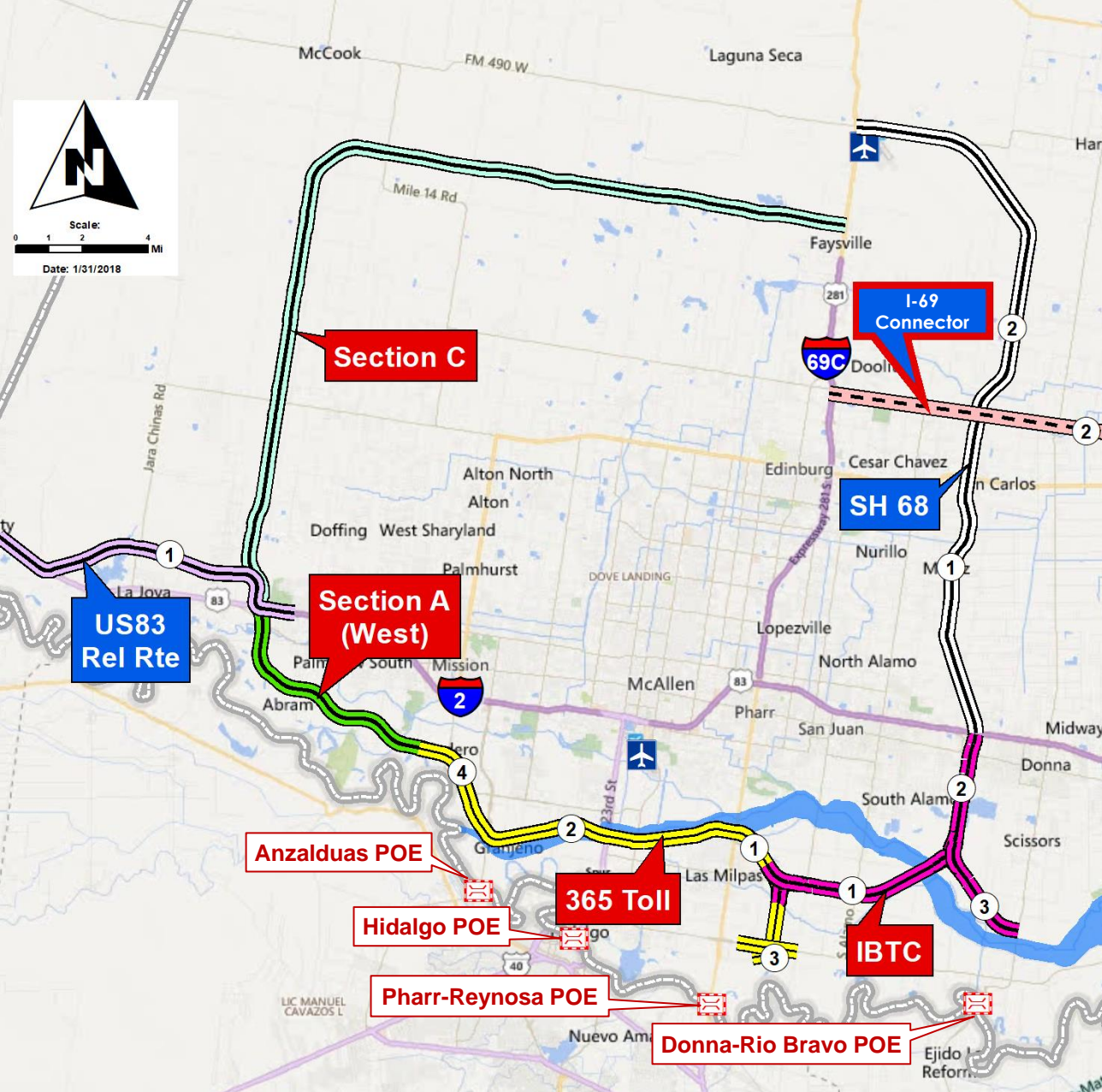
MISSION STATEMENT:

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



HCRMA STRATEGIC PLAN

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



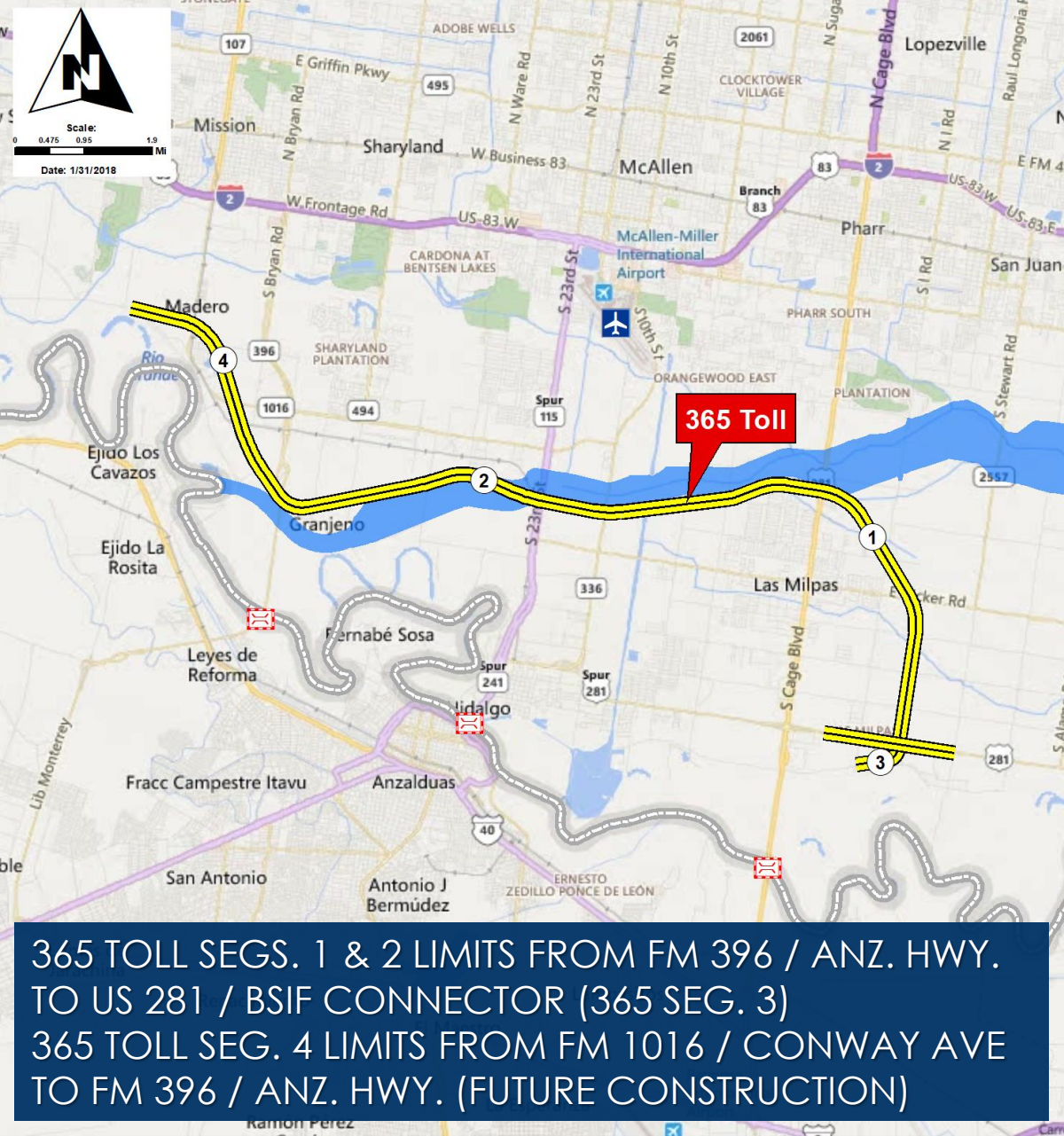
SYSTEM WIDE

► Post 2021 UTP APPROVAL

- ❑ Approval of 2021 UTP (Aug 2020)
 - 365 Toll: gap-funded construction funding was budgeted in 2021 UTP Update in 12/2020. Now need a 1st /2nd reading of a PDA/FAA to allocate funding for HCRMA's use.
 - IBTC: the \$15.5M listed under Cat 12 / TBD needs revised PDA and direction from TxDOT as to whether approved funding can be used for advanced planning (e.g. design, ROW, and/or utility) work.
- ❑ What's in the RGVMPO (Local Plan)
 - 365 Toll Project (TIP / MTP) thru construction
 - IBTC Project (TIP / MTP) thru design (pending funding commitments for construction)

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





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



MAJOR MILESTONES:

NEPA CLEARANCE
 07/03/2015

98% ROW ACQUIRED

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

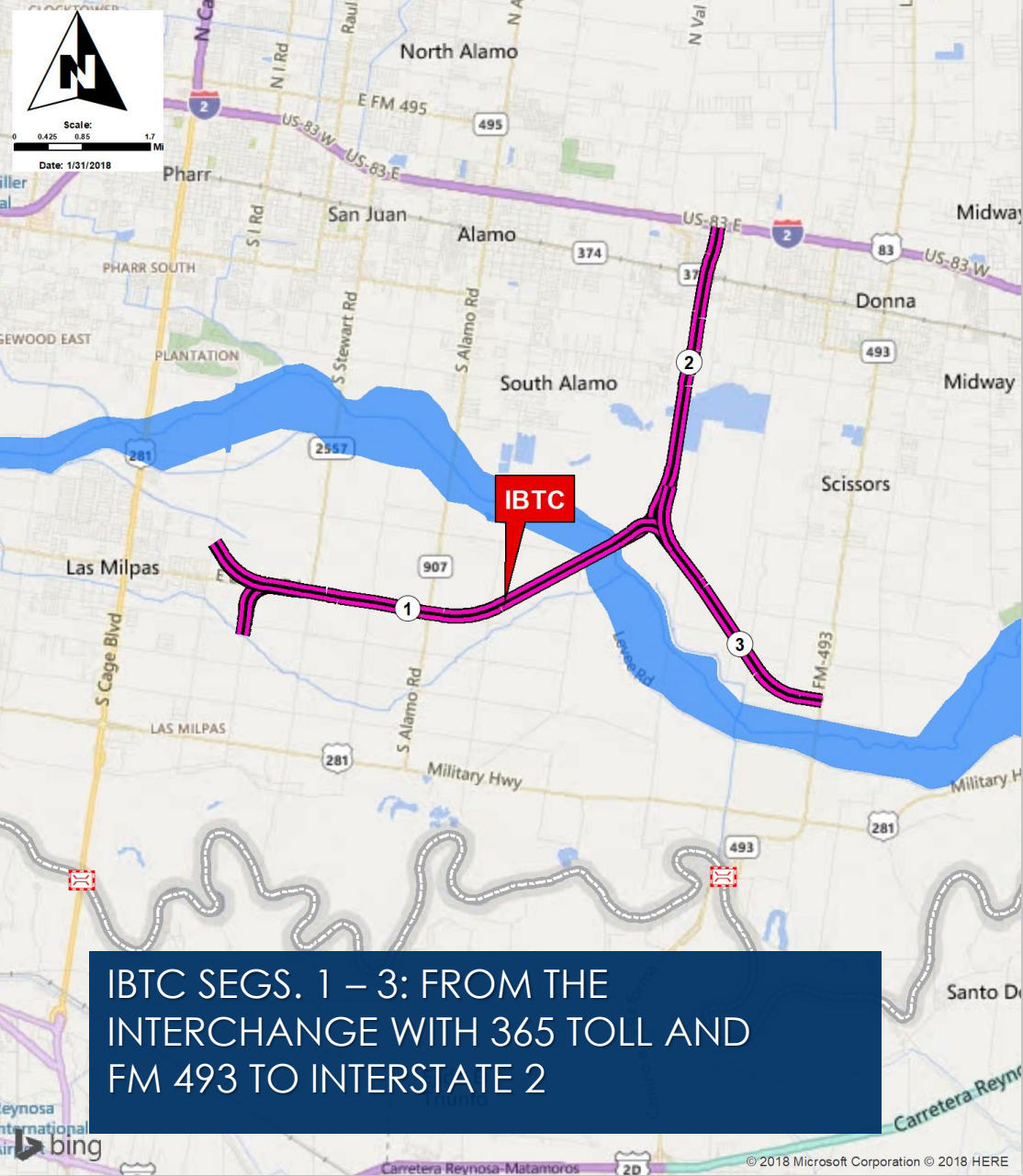
PH 2: 365 TOLL
SEGS. 1 & 2 –
 RE-LET: 2021



365 TOLL

► SCHEDULE:

- ~~☐ 04/2020-05/2020, Submit RGVMPOTIP Revisions based on draft 2021 UTP Funding Tables that are up for potential adoption by the Texas Transportation Commission (TTC) in 08/2020,~~
- ~~☐ 08/2020, Obtain addl. funding commitments via adoption of 2021 UTP,~~
- ~~☐ 08/2020, HCRMA to provide NTP on Investment Grade T&R Study with a 5-month completion period ending 04/2021,~~
- ~~☐ 11/2020-12/2020, TxDOT initiated a 2021 UTP Update to include grandfathered sources of funding,~~
- ☐ **06/2021 - 07/2021**, TTC to read then adopt a new Minute Order (M.O.) for a new FAA to incorporate the gap funding into the project,
- ☐ **07/2021 - 08/2021**, TxDOT to process the FPAA Modification for the gap funding on 365 Tollway,
- ☐ **07/2021**, HCRMA to submit Utility Mitigation Plan for approval by TxDOT ahead of Federal Project Authorization and Agreement (FPAA) Modification request,
- ☐ **08/2021**, TxDOT to provide “release to advertise” notice to HCRMA,
- ☐ **08/2021 - 09/2021**, HCRMA to advertise the 365 Toll (60 days) & hold prebid last week in that period,
- ☐ **10/2021**, Open Bids by 1st week & by 2nd week conditionally award contract,
- ☐ **Mid 11/2021**, Receive TxDOT / FHWA concurrence with award of contract,
- ☐ **Mid 11/2021- 12/2021**, HCRMA meets with rating agencies, prices bonds, and conducts toll revenue bond sale,
- ☐ **01/2022**, Purchase remaining 5% of ROW and finalize remaining utility relocation agreements,
- ☐ **01/2021**, Commence 42-month construction, and
- ☐ **07/2025**, Open to traffic.



MAJOR MILESTONES:

OBTAINED EA ENV
CLASSIF.: 11/2017

EST. NEPA CLEARANCE:
MID 2021

EST. OPEN: 12/2025

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



▶ IBTC SCHEDULE

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

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

Project Milestones	2021												2022												2023											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Environmental (Ongoing)	■	■	■	■	■	■																														
Surveys (65%)						■	■	■	■	■	■																									
ROW Title Research / Appraisals						■	■	■	■	■	■																									
ROW Acquisition (5% Adv. Acq.)								■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■													
Plans, Specs., & Estimates (50%)													■	■	■	■	■	■	■	■	■	■	■	■												
Utility Coord / Relocation													■	■	■	■	■	■	■	■	■	■	■	■												
Constr. Contract Letting Phase																									■	■	■									
Constr. Award / Commence																																				

CONSTRUCTION FROM 2023-2025



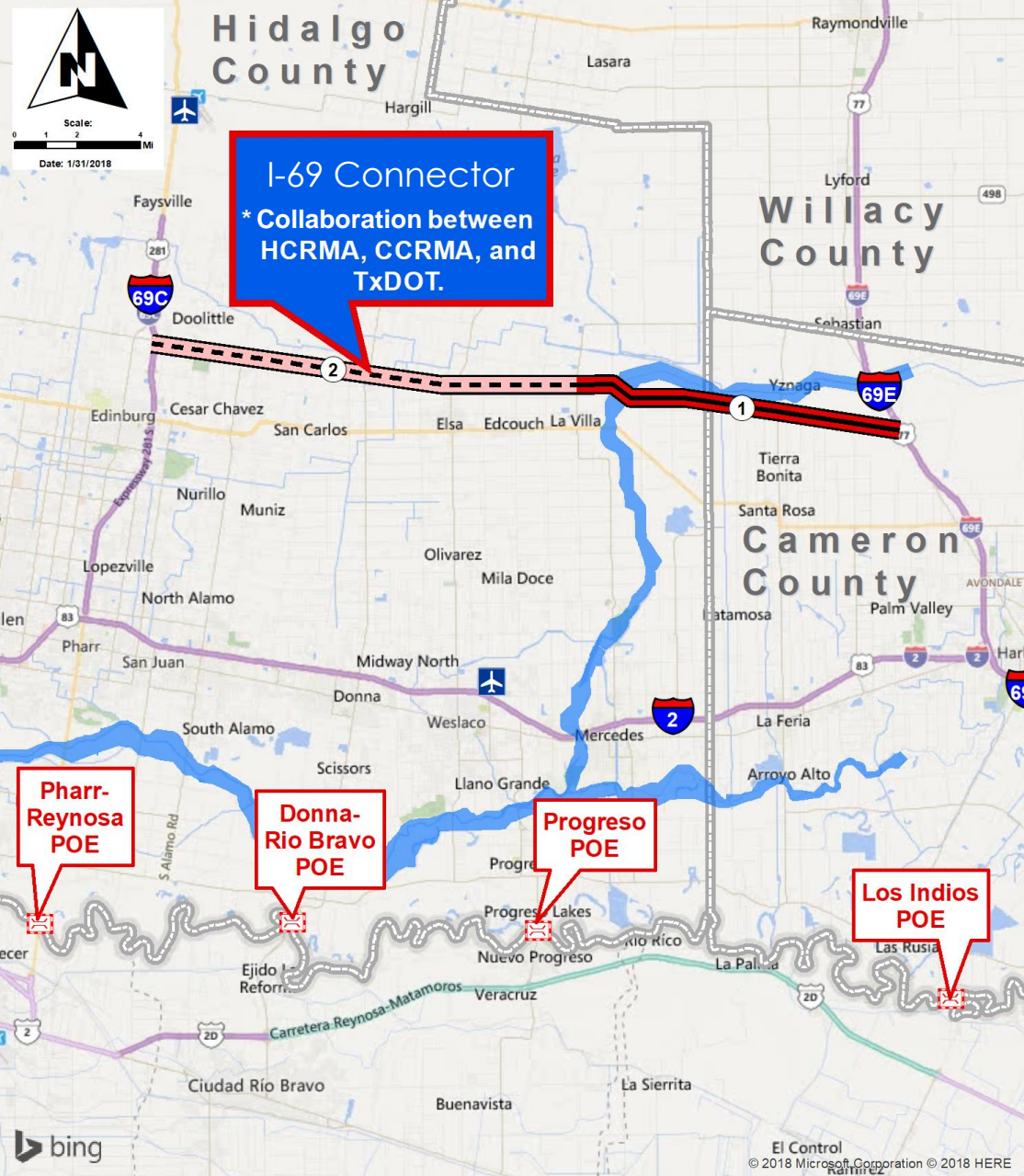
▶ ADVANCE PLANNING

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

▶ OTHER:

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





I-69 Connector

(COLLABORATION W/ TXDOT, CCRMA, AND HCRMA)

DESCRIPTION:

- ▶ PROJECT LENGTH ~27 MILES
- ▶ FROM I-69C IN HIDALGO COUNTY TO 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.

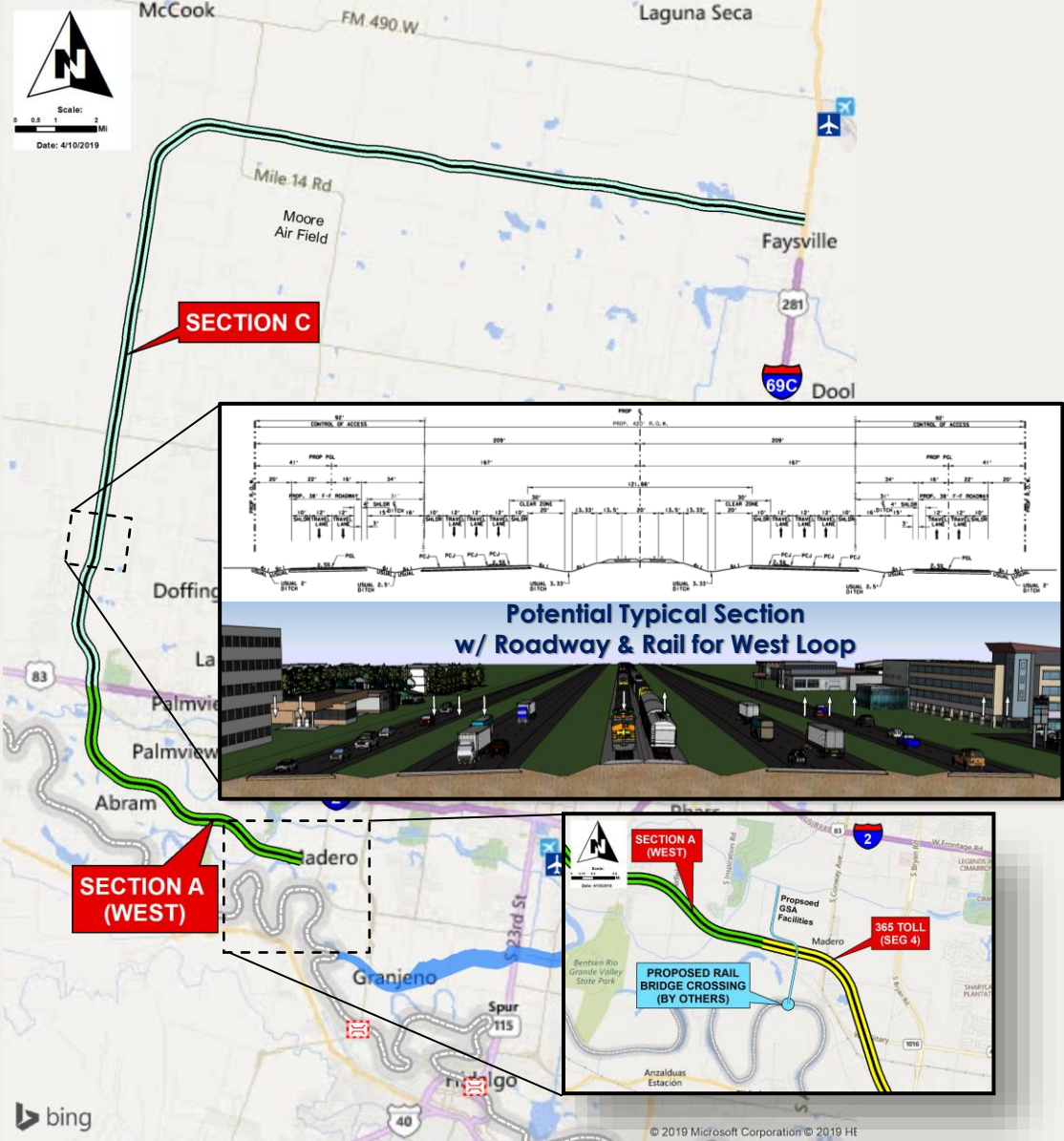
WEST LOOP

SECTION A(WEST) / SECTION C

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

DESCRIPTION:

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

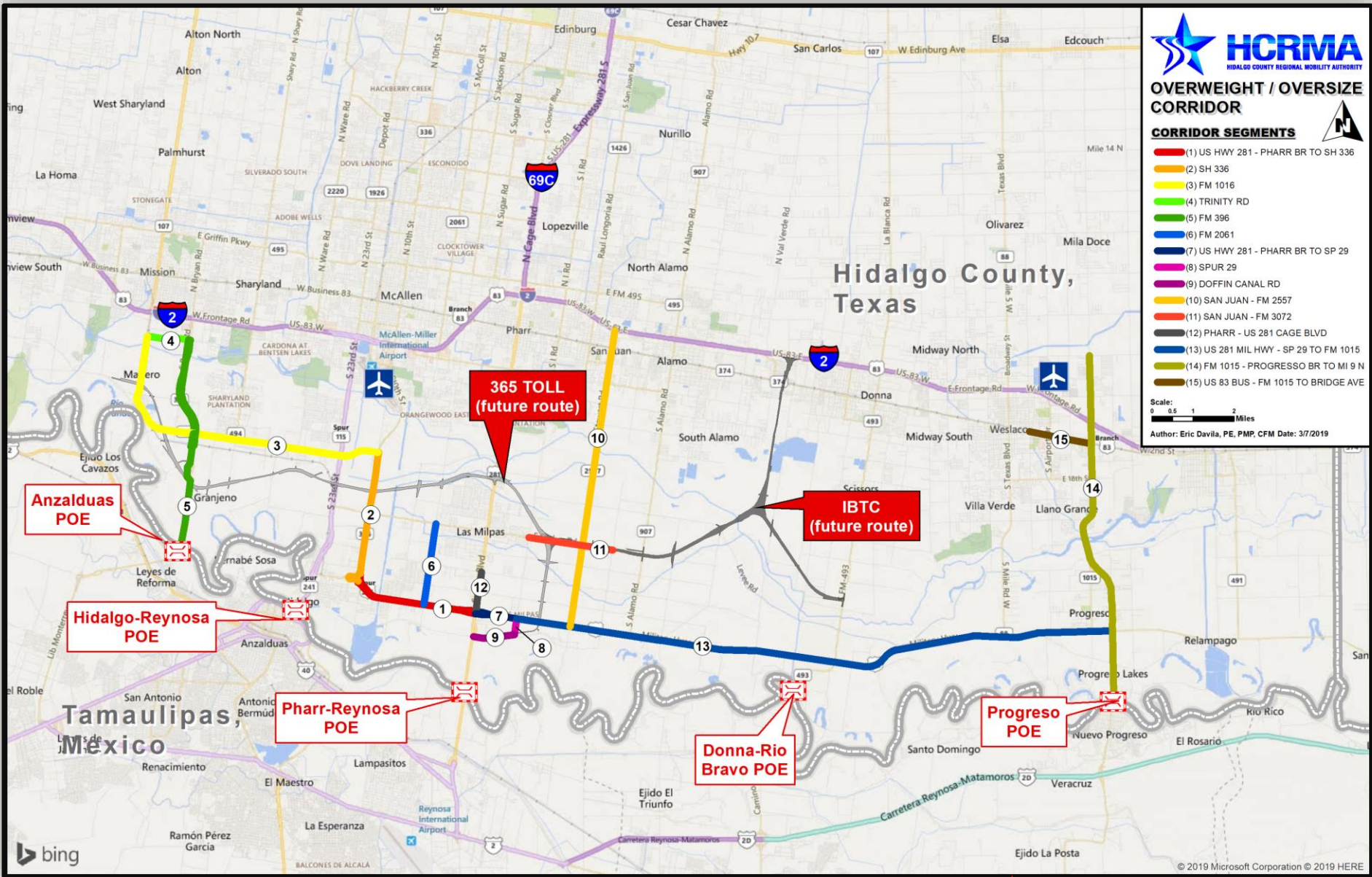


**OVERWEIGHT / OVERSIZE
CORRIDOR**

CORRIDOR SEGMENTS

- (1) US HWY 281 - PHARR BR TO SH 336
- (2) SH 336
- (3) FM 1016
- (4) TRINITY RD
- (5) FM 396
- (6) FM 2061
- (7) US HWY 281 - PHARR BR TO SP 29
- (8) SPUR 29
- (9) DOFFIN CANAL RD
- (10) SAN JUAN - FM 2557
- (11) SAN JUAN - FM 3072
- (12) PHARR - US 281 CAGE BLVD
- (13) US 281 MIL HWY - SP 29 TO FM 1015
- (14) FM 1015 - PROGRESSO BR TO MI 9 N
- (15) US 83 BRD - FM 1015 TO BRIDGE AVE

Scale: 0 0.5 1 2 Miles
Author: Eric Davila, PE, PMP, CFM Date: 3/7/2019



▶ **OVERWEIGHT REPORT FOR PERIOD:
JAN 1, 2014 – APR 30, 2021**

OW

Total Permits Issued:	198,000
Total Amount Collected:	\$ 31,103,532
■ Convenience Fees:	\$ 667,332
■ Total Permit Fees:	\$ 30,436,200
– Pro Miles:	\$ 594,000
– TxDOT:	\$ 25,870,770
– HCRMA:	\$ 3,971,430



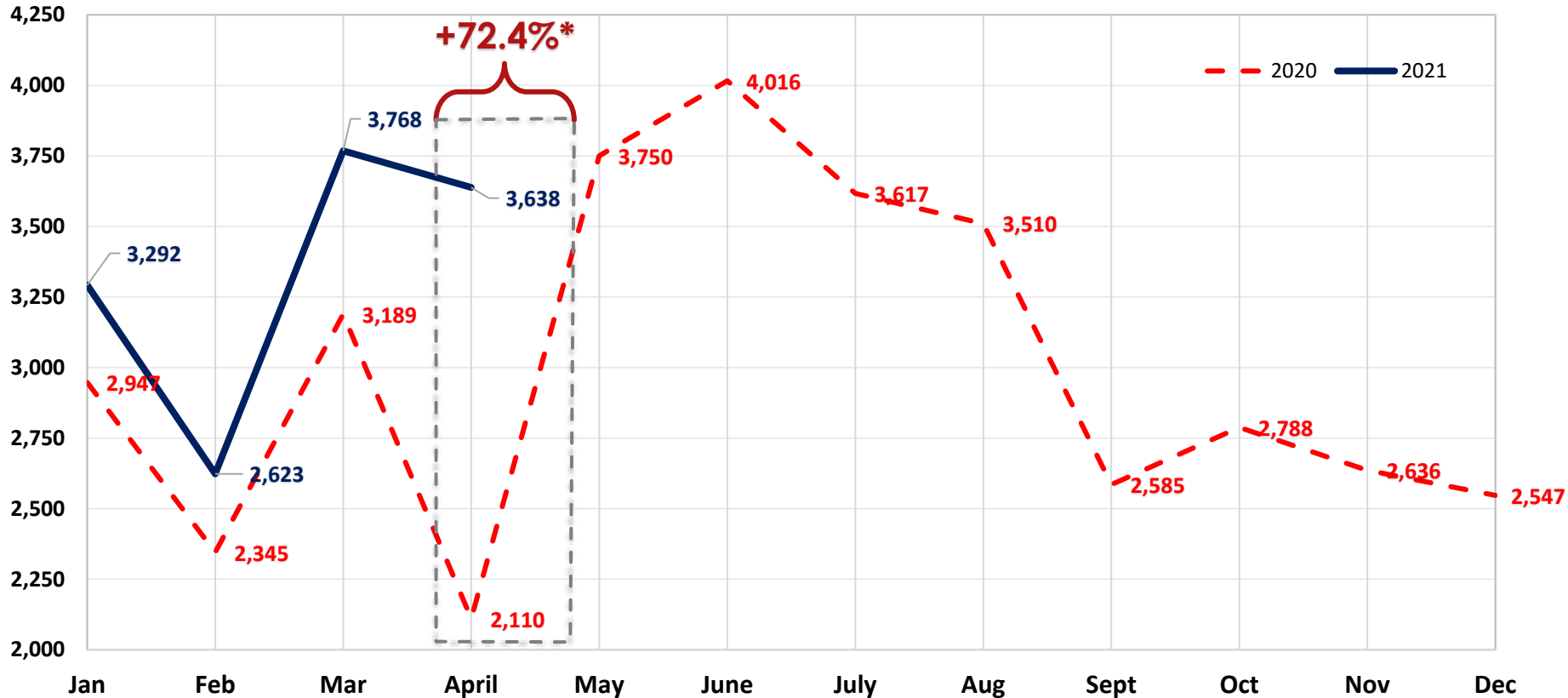
▶ **OVERWEIGHT REPORT FOR PERIOD:
JAN 1, 2021 – APR 30, 2021**

OW

Total Permits Issued:	13,321
Total Amount Collected:	\$ 2,699,372
■ Convenience Fees:	\$ 35,172
■ Total Permit Fees:	\$ 2,664,200
– Pro Miles:	\$ 39,963
– TxDOT:	\$ 2,264,570
– HCRMA:	\$ 359,667



Overweight/Oversized Permit Count 2020 - 2021 Monthly Comparison

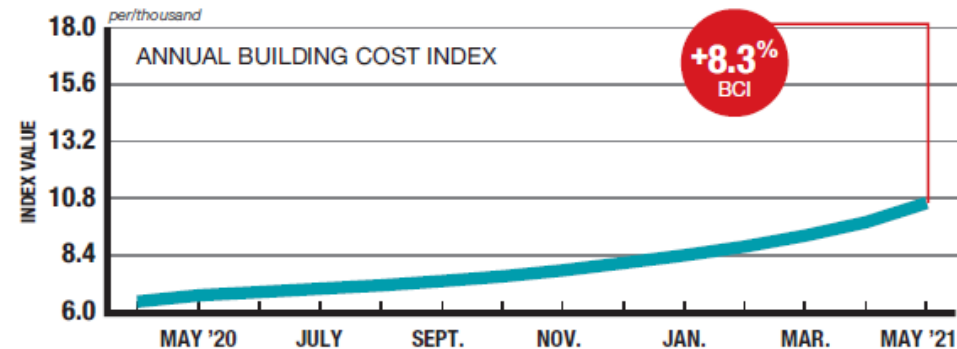
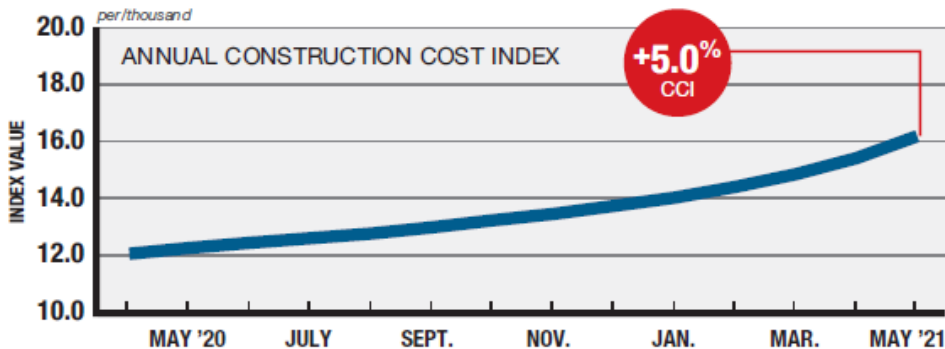
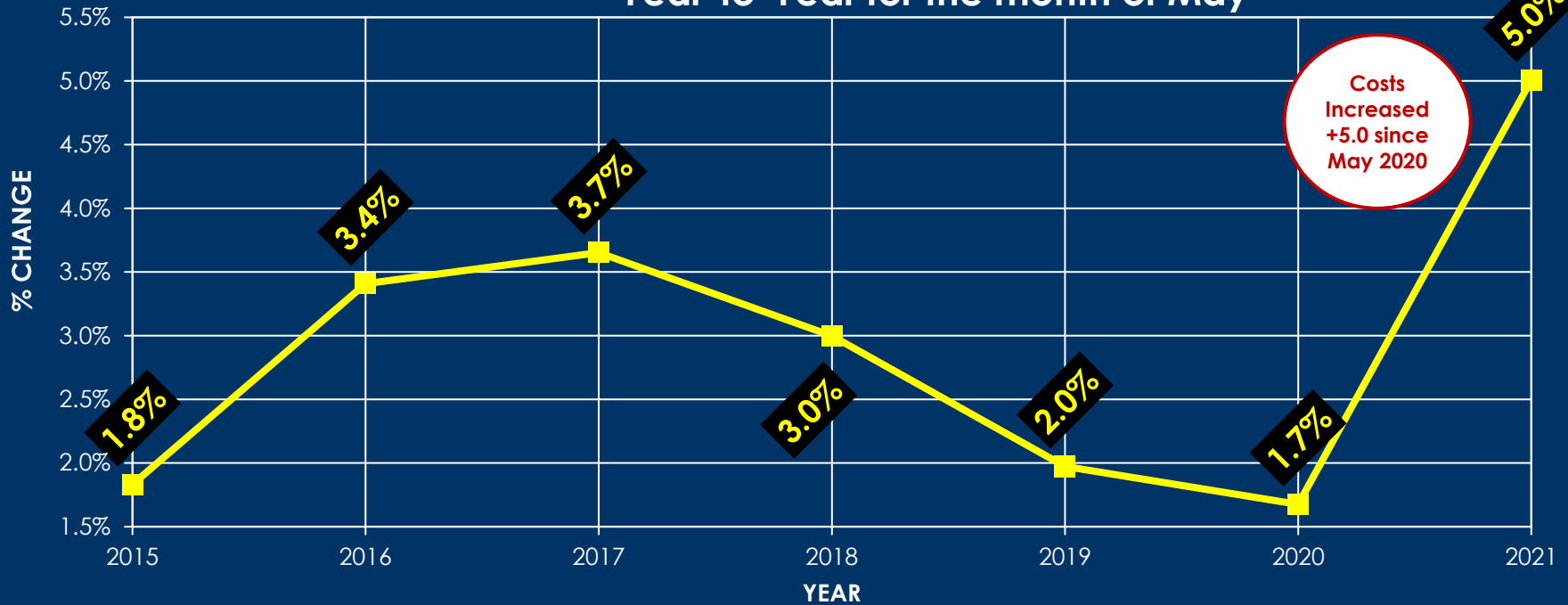


Notes:

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 3,638 represents an +72.4% increase compared to the same month in 2020—and in this case the increase is largely due to the shut down of the border region at the start of the pandemic in April 2020.

▶ CONSTR. ECONOMICS MAY 2021

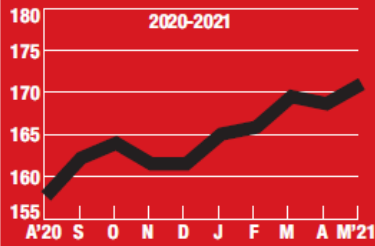
Construction Cost Index (CCI) Change (%)
Year-to-Year for the month of May



CONCRETE BLOCK

+1.4%

MONTHLY PRICES INCREASED 1.4%, WHILE YEARLY PRICES ROSE 8.7%.

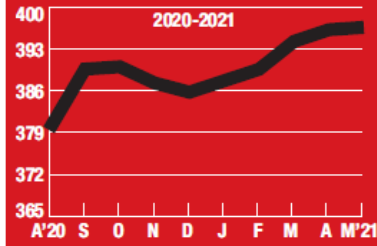


1992=100

READY-MIX CONCRETE

+0.1%

READY-MIX CONCRETE PRICES INCREASED 0.1% SINCE LAST MONTH.

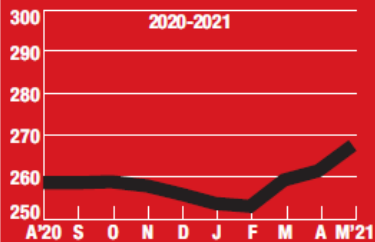


1992=100

ASPHALT PAVING

+2.4%

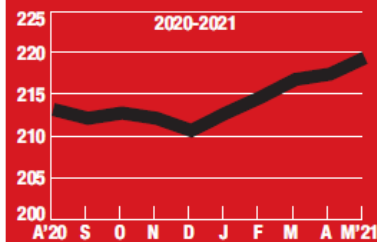
ASPHALT PRICES ROSE 2.4% THIS MONTH, WHILE YEARLY PRICES ARE UP 4%.



PORTLAND CEMENT

+0.9%

MONTHLY PRICES FOR PORTLAND CEMENT INCREASED 0.9% THIS MONTH.



20-CITY AVERAGE

ITEM	UNIT	\$PRICE	%MONTH	%YEAR
ASPHALT PAVING				
PG 58	TON	423.07	+2.4	+4.0
Cutback, MC800	TON	384.63	+3.8	+2.2
Emulsion, RAPID SET	TON	359.73	+1.3	+0.7
Emulsion, SLOW SET	TON	370.52	+1.2	+0.6
PORTLAND CEMENT				
Type one	TON	152.89	+0.9	+3.9
MASONRY CEMENT				
70-lb bag	TON	11.15	-0.5	+2.3
CRUSHED STONE				
Base course	TON	12.68	+0.3	+0.7
Concrete course	TON	11.83	-0.1	+0.5
Asphalt course	TON	14.10	+1.2	+8.2
SAND				
Concrete	TON	10.57	+0.5	+1.3
Masonry	TON	12.64	+0.4	+2.1
READY-MIX CONCRETE				
3,000 psi	CY	127.44	+0.1	+7.3
4,000 psi	CY	141.87	-0.6	+1.2
5,000 psi	CY	187.17	-1.8	-2.3
CONCRETE BLOCK				
Normal weight: 8" x 8" x 16"	C	159.82	+1.4	+8.7
Lightweight: 8" x 8" x 16"	C	159.47	+1.5	-7.2
12" x 8" x 16"	C	198.81	+0.6	+8.6



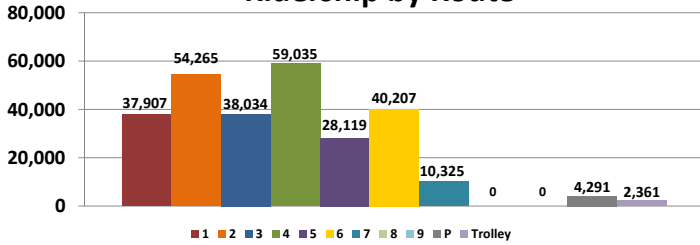
FY 2020-2021 METRO MCALLEN

OCTOBER 1, 2020 thru MARCH 31, 2021 Ridership and Fares

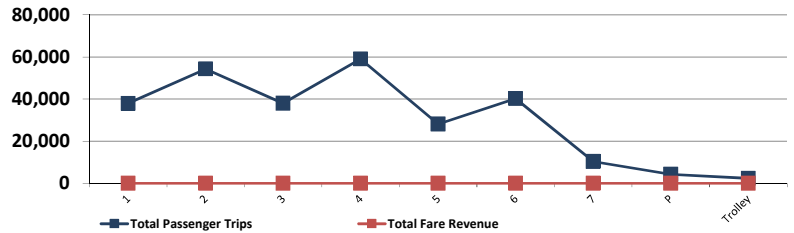
TOTAL RIDERSHIP= 237,621

TOTAL ANNUAL FARE REVENUE= \$2

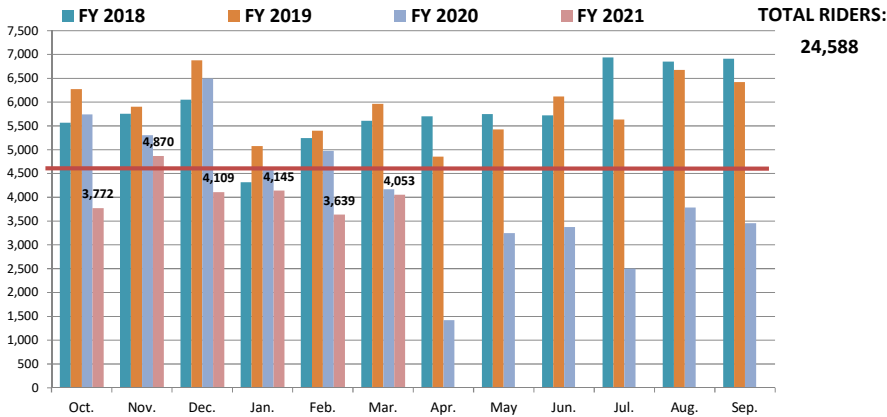
Ridership by Route



Route Summary



SERVICE EXTENSION - YTD Ridership



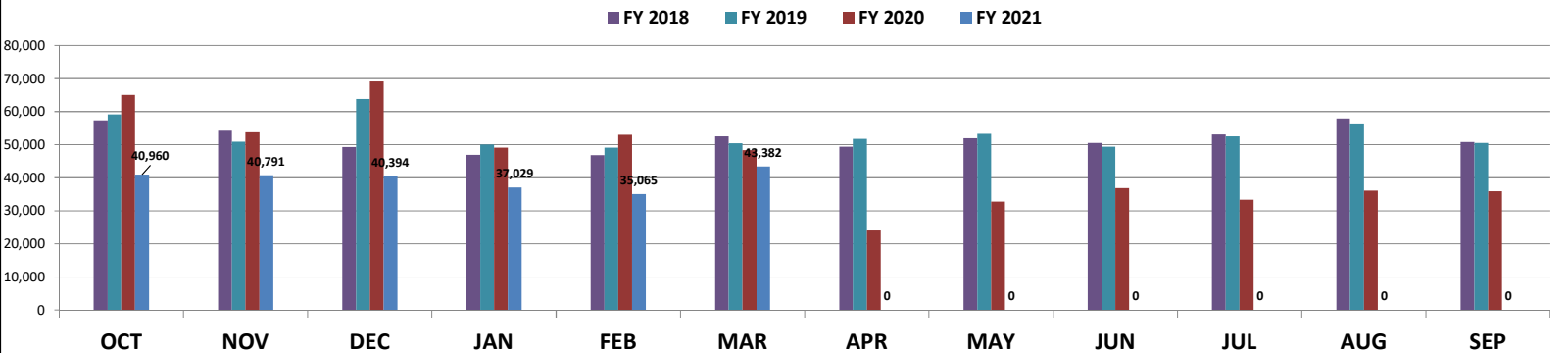
MONDAY-SATURDAY 6:00PM - 9:00PM
&
SUNDAY 8:00PM - 6:00PM
ROUTES



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	4,145	3,639	4,053							24,588
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



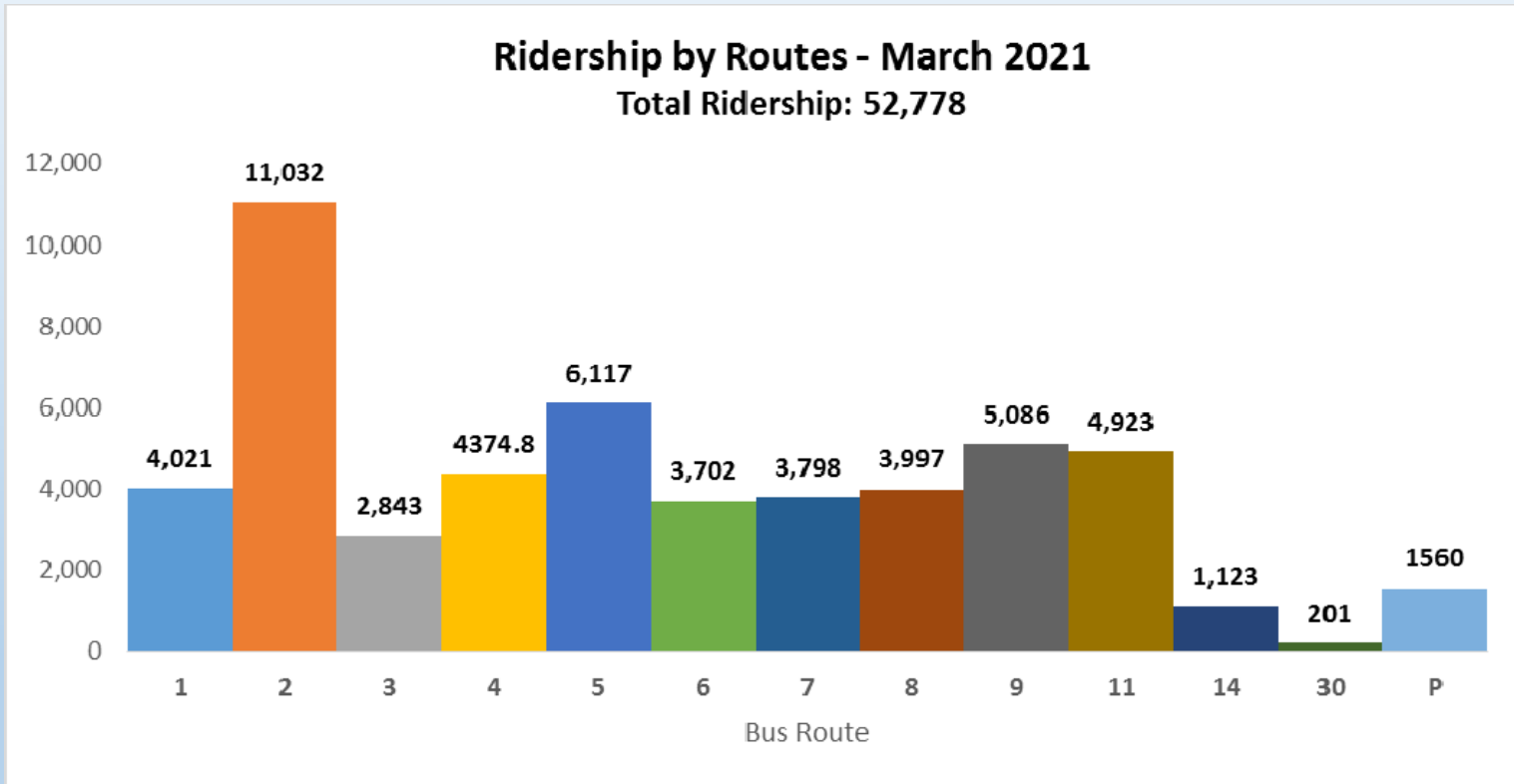
Fiscal Year	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	TOTAL	%Change
FY 2018	57,362	54,208	49,299	46,919	46,832	52,501	49,400	51,919	50,509	53,107	57,952	50,802	620,809	-10%
FY 2019	59,124	50,893	63,768	50,089	49,104	50,408	51,768	53,334	49,413	52,514	56,433	50,512	637,360	3%
FY 2020	64,986	53,801	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	37,029	35,065	43,382	0	0	0	0	0	0	237,621	-56%

Brownsville Metro & Island Metro Transit Reports





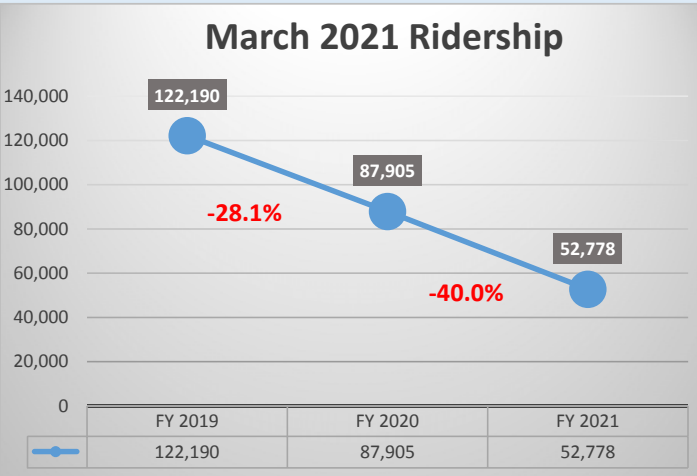
Brownsville Metro



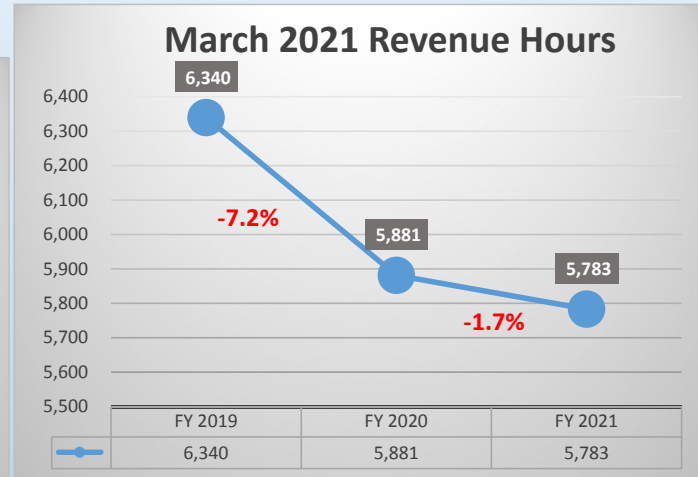


Brownsville Metro

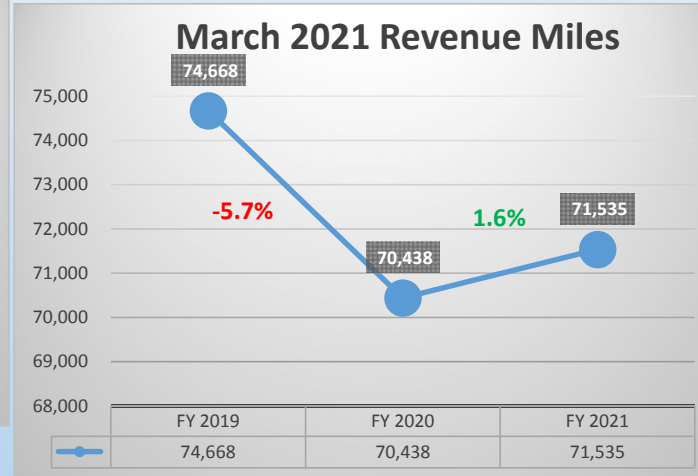
March 2021 Ridership



March 2021 Revenue Hours



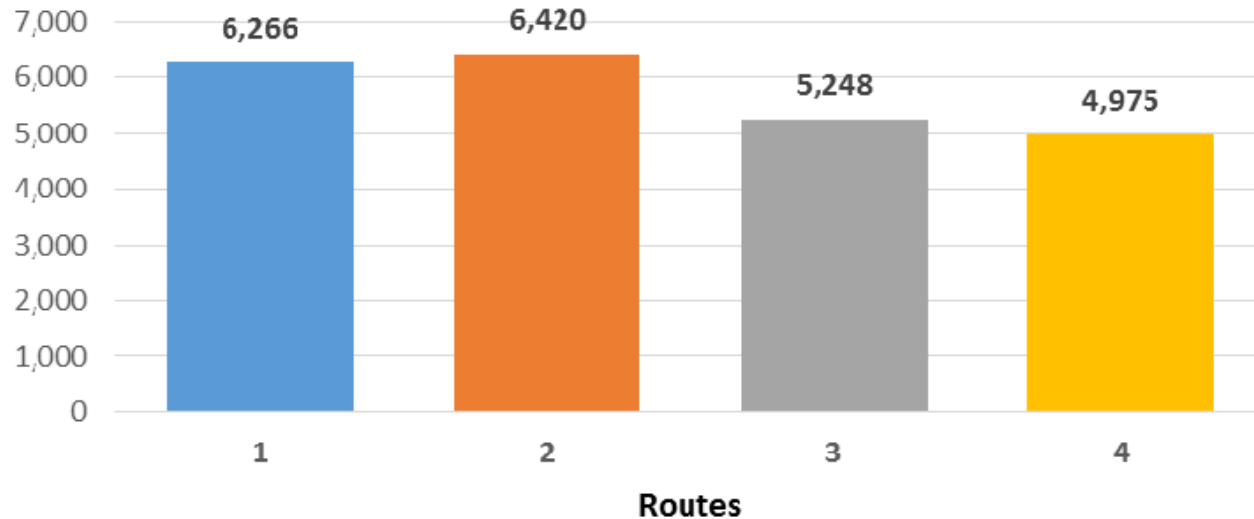
March 2021 Revenue Miles





Island Metro

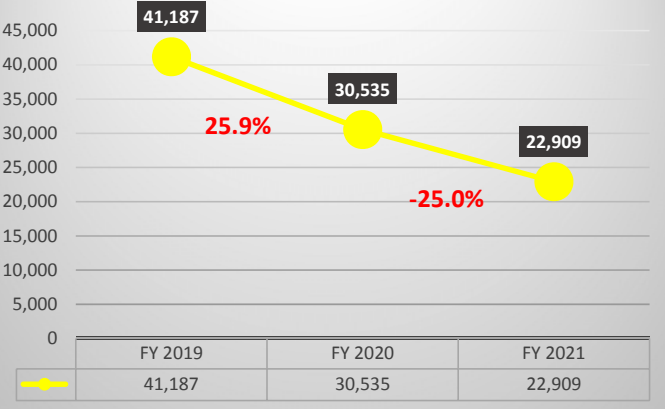
Ridership by Routes - March 2021
Total Ridership: 22,909



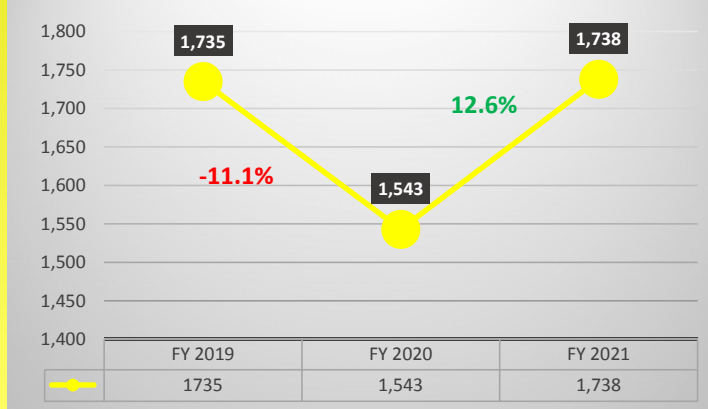


Island Metro

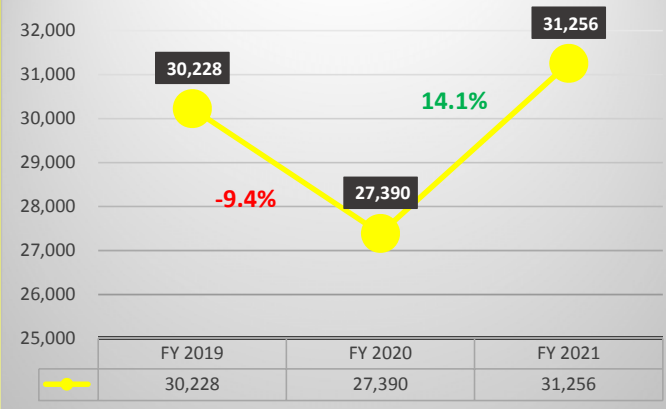
March 2021 Ridership



March 2021 Revenue Hours



March 2021 Revenue Miles

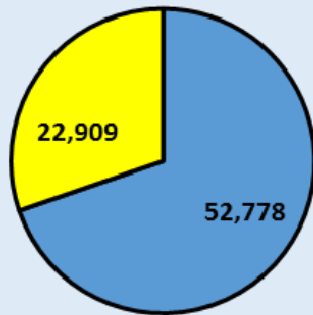




Combined Ridership

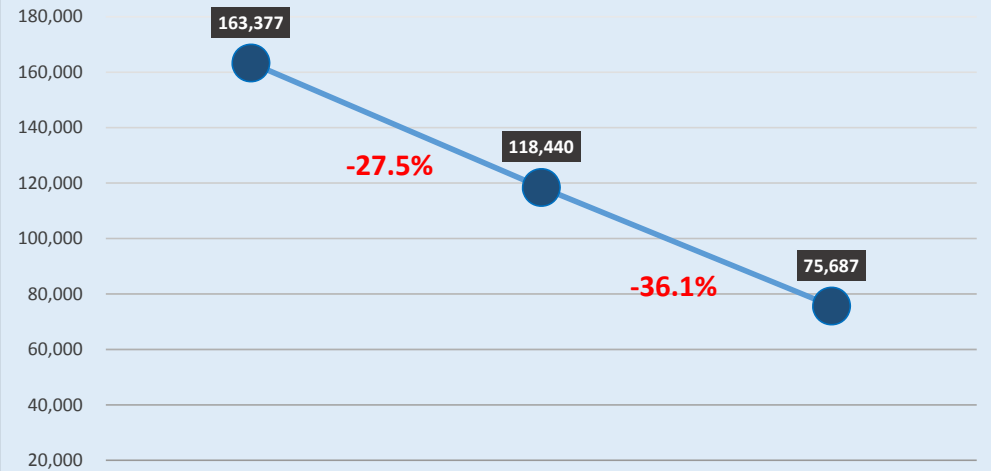


March 2021 Total Ridership 75,687



■ Brownsville Metro ■ Island Metro

March Ridership



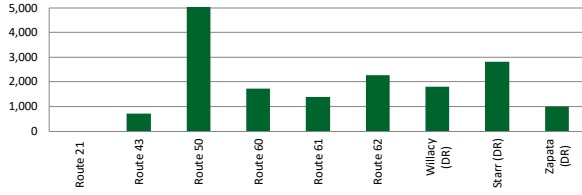
	FY 2019	FY 2020	FY 2021
March Ridership	163,377	118,440	75,687

Thank You

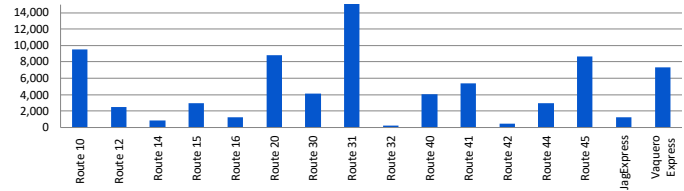


LOWER RIO GRANDE VALLEY DEVELOPMENT COUNCIL
Valley Metro Service Summary
FY 2021 March

RURAL
Ridership by Route

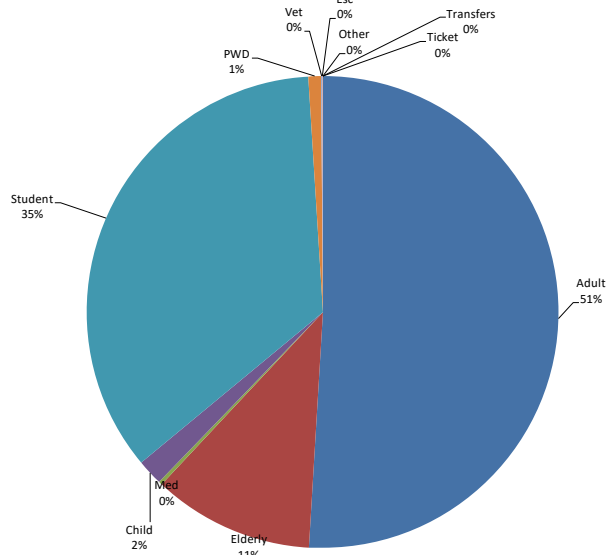


URBAN
Ridership by Route



	Route	Total Passenger Trips	Route Activity	Area(s) Served
RURAL	Route 21	0	0%	Sullivan City, West Hidalgo County
	Route 43	697	1%	South Cameron County
	Route 50	16,339	14%	Brownsville, Port Isabel
	Route 60	1,717	1%	Roma, Rio Grande City
	Route 61	1,392	1%	Rio Grande City
	Route 62	2,269	2%	Rio Grande City
	Willacy (DR)	1,788	1%	Willacy County
	Starr (DR)	2,798	2%	Starr County
	Zapata (DR)	1,002	1%	Zapata County
Metro Express	11,390	9%	Rio Grande Valley	
URBAN	Route 10	9,508	8%	Edinburg
	Route 12	2,486	2%	Edcouch, Elsa, Edinburg
	Route 14	831	1%	Edinburg
	Route 15	2,928	2%	Edinburg
	Route 16	1,236	1%	Edinburg
	Route 20	8,798	7%	Mission
	Route 30	4,124	3%	Pharr, San Juan
	Route 31	18,984	16%	Hidalgo County
	Route 32	264	0%	Donna
	Route 40	4,034	3%	Harlingen
	Route 41	5,368	4%	Harlingen
	Route 42	443	0%	San Benito
	Route 44	2,965	2%	Primera, La Feria, Santa Rosa
	Route 45	8,675	7%	Cameron County
	JagExpress	1,254	2%	Weslaco, Pharr, McAllen
	Vaquero Express	7,281	6%	Edinburg
	Hidalgo	202	0%	City of Hidalgo
TOTAL	118,773	100%		

Ridership
Breakdown by Category



FY 2020 Sept-March
544,891

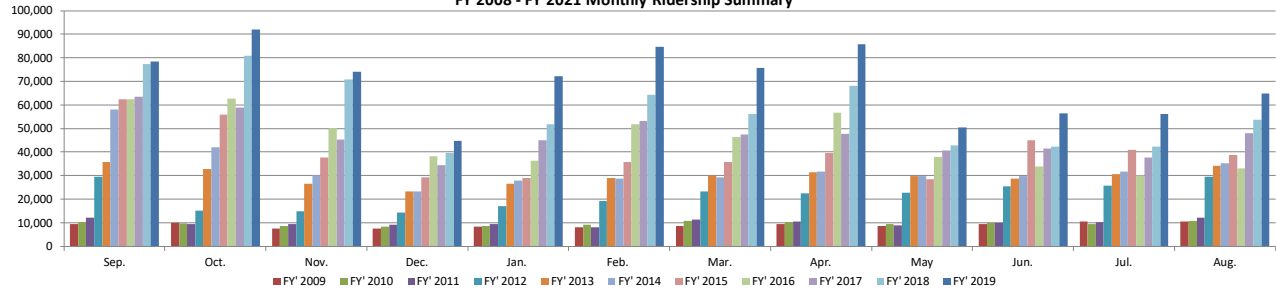
YEAR TO DATE RIDERSHIP REPORT
FY 2021 Sept-March
118,773

DIFFERENCE
-426,118

% DIFFERENCE
-78%

* 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	16,620	14,593	19,261	0	0	0	0	0	116,337	-718,569	-86%
Monthly Change from Previous FY	-61,294	-75,036	-58,386	-28,637	-55,579	-69,969	-56,343	-85,670	-50,318	-56,330	-56,234	-64,773	-718,569	18,367	2%
% Change	-78%	-82%	-79%	-64%	-77%	-83%	-75%	-100%	-100%	-100%	-100%	-135%	-128%	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

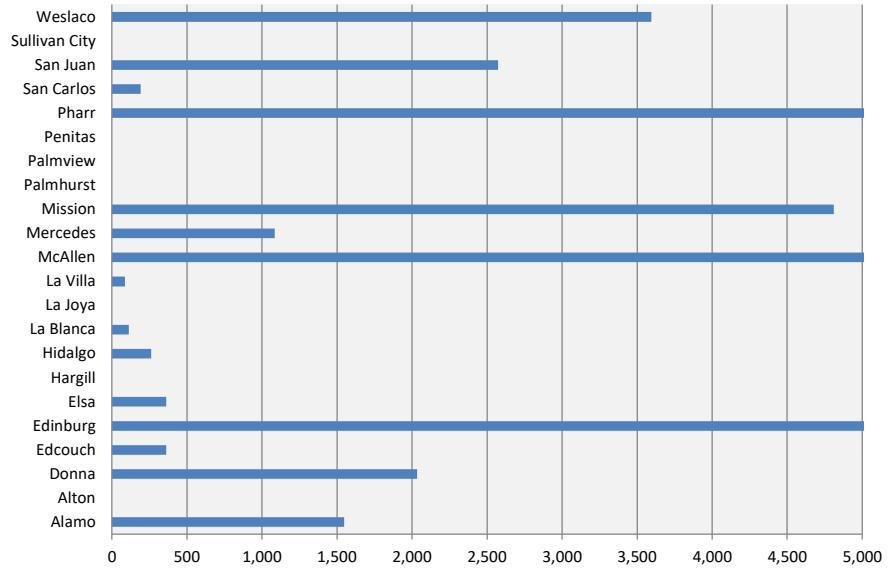
SERVICE EFFICIENCY
Passengers per revenue mile = 0.20 State Avg. = .15
Passengers per revenue hour = 5.44 State Avg. = 2.96

Distribution of Ridership

Hidalgo County

Alamo	1,547
Alton	0
Donna	2,034
Edcouch	361
Edinburg	18,941
Elsa	362
Hargill	0
Hidalgo	261
La Blanca	113
La Joya	0
La Villa	87
McAllen	18,445
Mercedes	1,084
Mission	4,810
Palmhurst	0
Palmview	0
Penitas	0
Pharr	5,015
San Carlos	191
San Juan	2,573
Sullivan City	0
Weslaco	3,595
Total	59,419

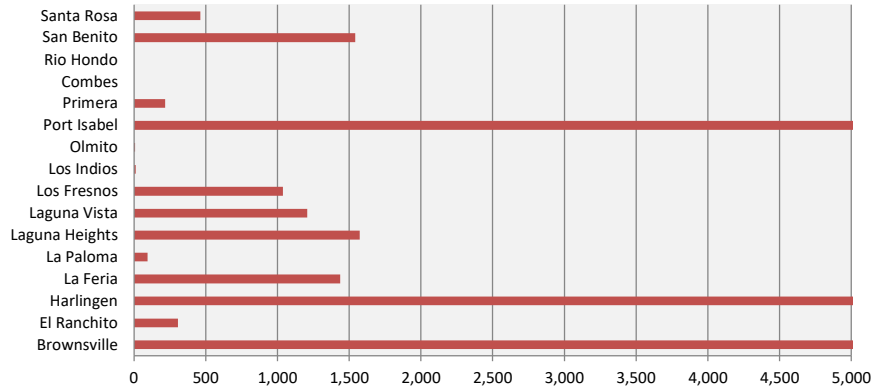
Hidalgo County by Cities



Cameron County

Brownsville	17,740
El Ranchito	306
Harlingen	13,549
La Feria	1,437
La Paloma	94
Laguna Heights	1,572
Laguna Vista	1,208
Los Fresnos	1,038
Los Indios	12
Olmito	7
Port Isabel	6,827
Primera	217
Combes	0
Rio Hondo	0
San Benito	1,542
Santa Rosa	462
Total	46,011

Cameron County by Cities



Willacy County

Total 1,788

Starr County

Total 8,176

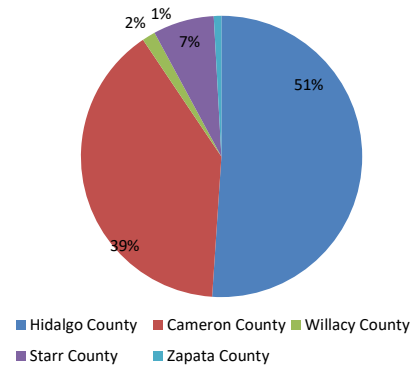
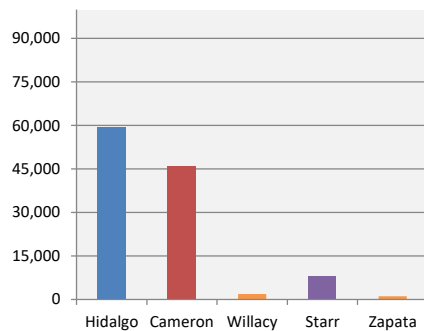
Zapata County

Total 1,002

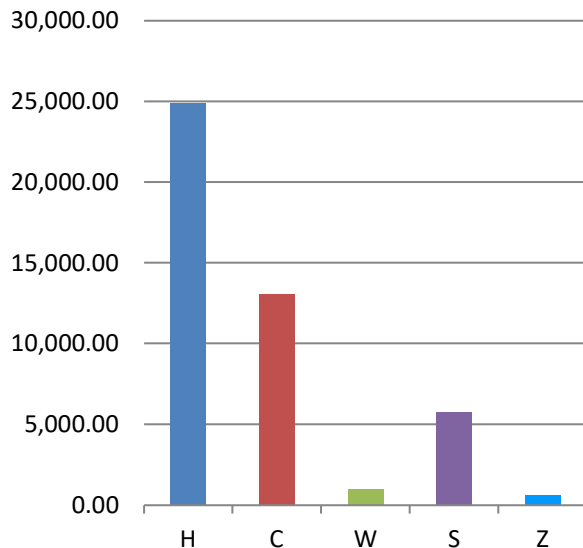
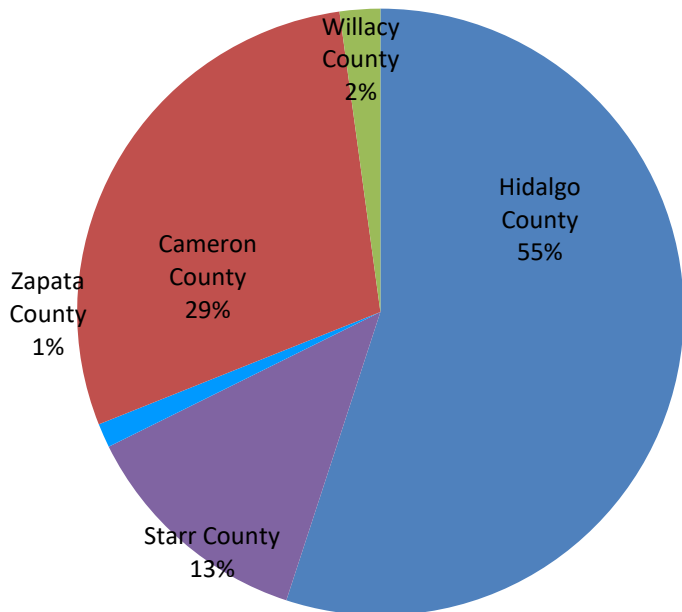
SYSTEM TOTAL

116,396

Ridership by County



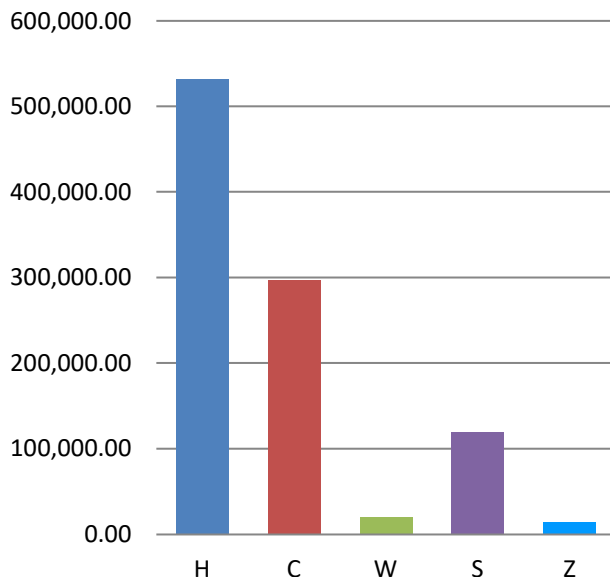
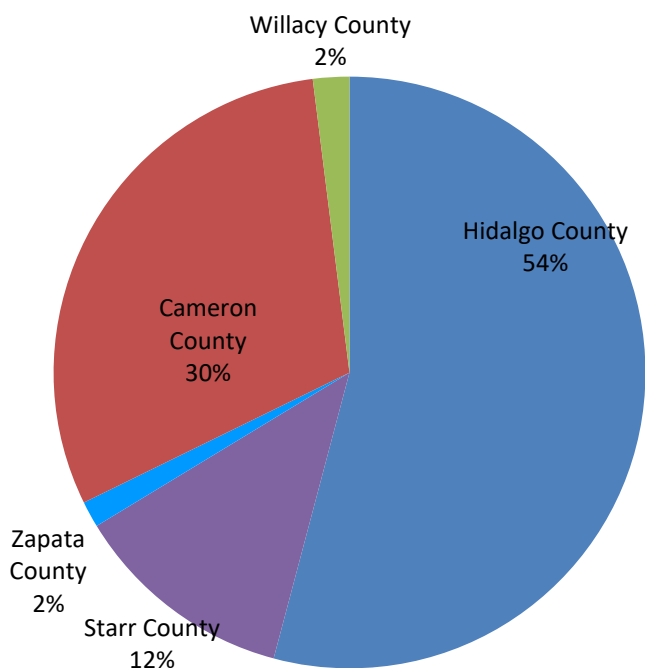
Distribution of Revenue Hours



Revenue Hours Provided

Hidalgo County	24,849.00
Starr County	5,717.00
Zapata County	579.54
Cameron County	13,041.00
Willacy County	976.00
Total Revenue Hours	45,162.54

Distribution of Revenue Miles



Revenue Miles Provided

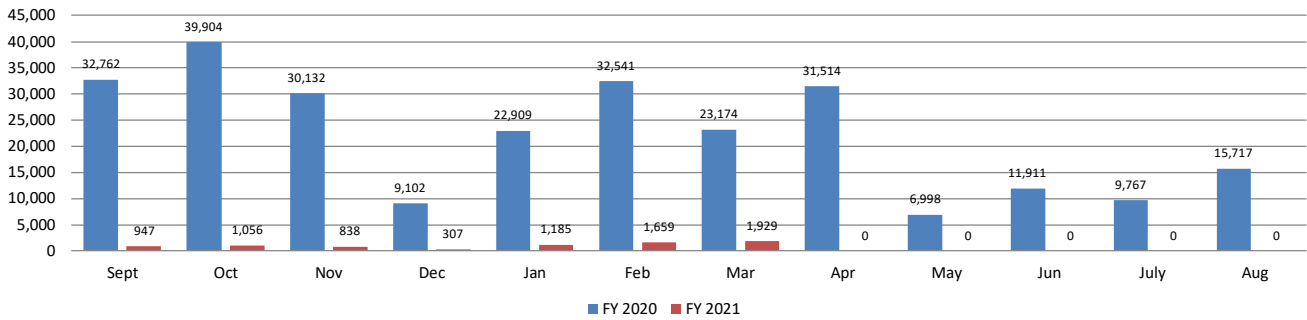
Hidalgo County	531,182
Starr County	119,549
Zapata County	14,026
Cameron County	296,806
Willacy County	19,597
Total Revenue Miles	981,160



**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	0	0	0						1
12	27	51	52	34	53	33	31						281
14	66	62	47	17	39	26	83						340
15	0	0	0	1	1	1	4						7
16	0	0	0	0	0	0	0						0
20	0	0	1	0	4	0	0						5
21	0	0	0	0	0	0	0						0
30	0	0	0	0	0	0	0						0
31	0	0	0	0	0	0	0						0
32	0	0	0	0	0	0	0						0
40	0	0	0	0	0	0	0						0
41	0	0	0	0	0	0	0						0
42	0	0	0	0	0	0	0						0
44	0	0	0	0	0	0	0						0
45	1	3	2	0	0	0	0						6
50	0	0	0	0	0	0	0						0
Vaquero Express	853	940	735	255	1,088	1,599	1,811						7,281
Total	947	1,056	838	307	1,185	1,659	1,929	0	0	0	0	0	7,921
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	-21,724	-30,882	-21,245	-31,514	-6,998	-11,911	-9,767	-15,717	

2020 - 2021 Valley Metro Routes UTRGV Student Passenger Count





**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	0	0						0
12	8	1	0	1	2	0	0						12
14	0	0	0	0	0	0	0						0
15	0	0	0	0	0	0	0						0
16	0	0	0	0	0	0	0						0
20	0	0	0	0	0	0	0						0
30	0	0	4	0	0	0	1						5
31	43	52	58	43	56	51	46						349
32	0	0	0	0	0	0	0						0
40	0	0	0	0	0	0	0						0
41	0	0	0	0	0	0	0						0
42	0	0	0	0	0	0	0						0
44	3	3	6	3	0	0	0						15
45	0	0	0	0	0	0	0						0
60	17	21	13	10	0	0	4						65
61	9	0	6	0	0	6	6						27
62	6	0	0	0	0	4	2						12
DR-RGC	0	0	0	0	0	0	0						0
Purpleline	22	16	0	0	0	0	0						38
Greenline	166	231	124	44	42	80	47						734
Total	274	324	211	101	100	141	106	0	0	0	0	0	1,257
Non Valley Metro Routes													
Yellowline	97	100	60	21	28	55	42						403
Park & Ride	0	0	0	0	0	0	0						0
Total	97	100	60	21	28	55	42	0	0	0	0	0	403
Grand Total	371	424	271	122	128	196	148	0	0	0	0	0	1,660
Change Over Previous Month			-153	-149	6	68	-48	-148	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	12	281	2,193	2,486
Route 31 Business 83	349	0	18,635	18,984
Purple Line	38		17	55
Yellow Line	403		0	403
Green Line	734		1,779	2,513
Park & Ride	0		0	0
Route 60 Greenline Roma	65		1,652	1,717
Route 61 RGC West	27		1,365	1,392
Route 62 RGC East	12		2,257	2,269
DR-RGC	0		2,798	2,798
Vaquero Express		7,281	0	7,281
Total	1,640	7,562	30,696	39,898

Connecting Service

Routes	Connection	STC	UTRGV	General Public	Total
Route 10 Edinburg - McAllen	12, 31	0	1	9,507	9,508
Route 14 UTRGV VABL	12	0	340	491	831
Route 15 Edinburg	12	0	7	2,921	2,928
Route 20 Mission - McAllen	31	0	5	8,793	8,798
Route 30 Pharr San Juan - Edinburg	31	5	0	4,119	4,124
Route 32 Donna International Bridge	31	0	0	264	264
Route 40 Harlingen Medical	31	0	0	4,034	4,034
Route 41 Harlingen Retail	31	0	0	5,368	5,368
Route 42 San Benito Harlingen	31	0	0	443	443
Route 44 La Feria/Santa Rosa/Primera	31	15	0	2,950	2,965
Route 45 Cameron Career Connection	31	0	6	8,669	8,675
Total		20	359	47,559	47,938

Total Service

	STC	UTRGV	General Public	Total
Grand Total	1,660	7,921	78,255	87,836



**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	0	0						0
12	0	0	0	0	0	0	0						0
14	0	0	0	0	0	0	0						0
31	0	0	0	0	2	0	0						2
40	0	0	0	0	0	0	0						0
41	0	0	0	0	0	0	0						0
42	0	0	0	0	0	0	0						0
43	0	0	0	0	0	0	0						0
44	6	4	7	3	1	0	1						22
45	9	16	10	6	11	2	1						55
50	0	0	0	0	0	0	0						0
Willacy	0	0	0	0	0	0	0						0
Total	15	20	17	9	14	2	2	0	0	0	0	0	79

Change Over Previous Month	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	July	Aug	
		5	-3	-8	5	-12	0	-2	0	0	0	0	-15

TSTC Student Ridership

