

## **AGENDA**

**TECHNICAL ADVISORY COMMITTEE MEETING**  
**THURSDAY, NOVEMBER 18, 2021 – 10:00 AM**  
**RIO GRANDE VALLEY**  
**METROPOLITAN PLANNING ORGANIZATION (RGVMPO)**

**(MEETING WILL BE HELD VITURAL)**

[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 Minutes for:**

**October 14, 2021**

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

**Presenter:**                      **JP Terrazas, TAC Chairman**

**Item Summary:**                      Approval of the October 14, 2021, Regular Meeting minutes contained in Electronic Item “A” will be requested.

**Background:**                      N/A

**2. Consent Agenda**

**2.1 Discussion on the Congestion Study-RFP**

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

**Presenter:**                      **Andrew A. Canon, Executive Director**

**Item Summary:**                      The RGVMPO periodically performs a regional Congestion Study to analyze congestion levels within the region as well as preforms a signal synchronization study to analyze corridor movements and possible improvements that can be made to synchronization of corridors to improve traffic movements. The RGVMPO hopes to analyze 1,000 center line miles as well as 75 signalized intersections for possible recommendations.

**Background:**                      FHWA requires that the RGVMPO performs, at least, bi-annually, a regional congestion study of the region. The study should provide recommendations to address traffic delays and to analyze volume versus capacity as well as other attributes that will provide recommendations to address delay and congestion on a regional basis.

## 2.2 Discussion on the UPWP Financial Amendment

Action                       Possible Action                       Information

**Presenter:**                      **Fernando Cantu, GIS Specialist II**

**Item Summary:**                      Staff will be providing updated information on the FY2022-2023 UPWP Amendment #1.

**Background:**                      RGVMPPO staff has made administrative changes to the FY2022-2023 UPWP and staff is asking to move over funds from FY2022-23 Task 2 into Task 5 in the amount of \$100,000, to be utilized for a Congestion Management Process study. (See Attachments)

## 2.3 Discussion on the FY2023-2026 TIP Text Document

Action                       Possible Action                       Information

**Presenter:**                      **Rudy Zamora Jr., Transportation Planner**

**Item Summary:**                      RGVMPPO Staff is creating the Comprehensive TIP Text Document for FY 2023-2026. Sections will be presented within the meeting packet for your review and consideration. Staff is available for questions and/or concerns.

**Background:**                      The Comprehensive TIP text is an all-inclusive document covering planning aspects that range from the definitions of our planning area to funding programs, public involvement process, public transportation, performance measures, TIP project selection process, and additional supporting information. The text portion of the document is completed before the inclusion of both Highway and Transit TIP tables. A timeline for creation of the FY 2023-2026 TIP is included in the meeting packet, as well.

## 2.4 Discussion on the FY2021 - 2024 TIP & 2045 MTP Amendment, February 2022 Revisions

Action                       Possible Action                       Information

**Presenter:**                      **Rudy Zamora Jr., Transportation Planner**

**Item Summary:**                      The FY 2021-2024 Highway & Transit TIP tables will undergo its last Revision cycle before creation of the new TIP. The MTP will also be updated during this revision cycle. Please submit all Revisions and Administrative Modifications to RGVMPPO staff prior to TAC's approval and final recommendations (January 6, 2022).

**Background:**

The FY 2021-2024 Highway & Transit TIP tables, along with the 2045 MTP will be amended for the February 2022 Revision cycle. Staff will be accepting any amendments to current projects, or submittal of new projects, beginning next Monday, November 1<sup>st</sup>. Our timeline is as follows: TIP revisions will be submitted to TAC on November 18 and December 2 for discussion and consideration. TAC will take final action and approval of the amendments on January 6, 2022. Staff will provide versions of the TIP/STIP update to Policy on December 15<sup>th</sup> for discussion. Final action by TPB will be January 19, 2022. Public involvement shall begin on December 3<sup>rd</sup> after the second review by TAC on the December 2<sup>nd</sup>. As previously mentioned in the email announcement sent by Andrew: Please bear in mind that no additional funds or funding has been identified so staff expects that this revision will be minimal at best, since we just completed a major update.

**2.5 Discussion on Adjustment to Letting Year Construction Cost on 2045 MTP and Funding Projects for Advancement into TIP Years**

Action                       Possible Action                       Information

**Presenter:** Rudy Zamora Jr., Transportation Planner

**Item Summary:** All highway projects programmed outside of TIP fiscal years must distinguish Letting Year Construction Cost from Current Construction Cost. As projects accelerate into TIP years, federal funding should match Current Construction cost while Local Funds cover any additional project costs. Examples will be shared within the meeting packet for presentation.

**Background:** A 4% annual increase in Construction Cost (for every year outside of the TIP) should be accounted for, due to inflation. Currently, our TIP years include FY 2021-2024, so projects in FY 2025 begin accounting for an inflated Letting Year Cost. Once we begin programming for the FY 2023-2026 TIP, Letting Year inflation should be added to projects, beginning in FY 2027. Federal funding assigned to a construction phase should match the Current Construction cost. While project phases remain programmed outside of TIP fiscal years, additional costs should be funded with Local dollars.

**IV. RGVMPPO EXECUTIVE DIRECTORS' REPORT AND UPDATES**

Action       Possible Action       Information

**Presenter: Andrew A. Canon, RGVMPPO**

Item Summary: **Financial Update**

Item Summary: **FY2021 TAC and TPB Meeting Dates Schedules**

Item Summary: **Edinburg New Location Open House Event**

**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: Nancy Sanchez**

**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 “**Virtual Meeting**” of the RGVMPPO Transportation Technical Committee is scheduled for **10:00 am on December 2, 2021.**

**RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION  
TECHNICAL ADVISORY COMMITTEE  
IN PERSON MEETING  
October 14, 2021**

**I) CALL TO ORDER**

Pete Sepulveda, (Cameron County RMA) Chairman called the TAC Meeting to order at 10:00 AM. The TAC Meeting was held in Person at Valley Metro - 510 South Pleasantview Drive – Weslaco.

**II) ROLL CALL**

**RGVTAC Representatives in attendance were as follows:**

<b>MEMBERS PRESENT</b>	
<b>ENTITY</b>	<b>VOTING MEMBERS</b>
City of Mission	JP Terrazas, Chairman
Cameron County	Benjamin Worsham, Vice Chairman
City of Brownsville	Joel Garza
City of Edinburg	Tom Reyna
City of Harlingen	Ana Hernandez
City of McAllen	Yvette Barrera
City of Pharr	Moises Beas
City of San Benito	Rick Guerra (Mayor)
Hidalgo County	Armando Garza, Jr.
TxDOT Pharr District	Melba Schaus
Valley Metro	Maribel Contreras
Cameron County RMA	Pete Sepulveda
Hidalgo County RMA	Eric Davila
Brownsville Metro	Antonio Zubieta
McAllen Metro	Jon Bocanegra
Port of Brownsville	<b>ABSENT</b>
Port of Harlingen	<b>ABSENT</b>
Port Isabel-San Benito Navigation District	<b>ABSENT</b>
Cameron County Spaceport Dev. Corp.	Mark Yates
<b>GUEST</b>	
LRGVDC	
<b>STAFF</b>	
RGVMPO	Andrew A. Canon
RGVMPO	Luis Diaz
RGVMPO	Staff

**III) PUBLIC COMMENTS**

**NONE**

**1. Approval of Minutes**

**Consideration and Action to Approve the Minutes of:**

- September 9, 2021
- September 22, 2021

**Pete Sepulveda (Cameron County RMA) Chairman asked if there were any corrections to the minutes of September 9 and September 22, 2021.**

**City of Harlingen noted one correction to both TAC Meetings, for September 9, and 22, 2021; Carlos Sanchez was in attendance for both meetings. No other corrections were noted to the minutes, City of Edinburg made a motion to approve the Minutes of September 9 and September 22, 2021, with correction. The motion was seconded by Hidalgo County RMA; and upon a vote, the motion carried unanimously.**

## **2. Consent Agenda**

### **2.1 Discussion and Action on Election of Vice Chairman**

Andrew noted that it's been two (2) years, and pursuant to the RGVMPO Bylaws Section 2.03, Terms of Office for both the Chair and the Vice Chair, shall serve two (2) years terms. In any given term, the Chairman shall be from either Cameron County or Hidalgo County with the Vice Chairman being from the other county and succeeding the Chair when the Chair's term is complete. No one can serve twice unless all board members have served at least once.

No discussion took place on this item, Pete Sepulveda, step down as Chairman, and JP Terrazas (Vice Chairman) assumed his role as Chairman of the TAC Committee pursuant to the RGVMPO Bylaws as presented by staff.

**After some discussion on the Election of Vice Chairman, Mr. Sepulveda (Cameron County RMA) made a motion to appoint Benjamin Worsham (Cameron County) as Vice Chairman to the TAC Committee. The motion was seconded by Mr. Reyna (City of Edinburg); and upon a vote, the motion carried unanimously.**

Mr. Worsham acknowledge his nomination and thanked everyone for their support and vote as the new Vice Chairman for the TAC Committee.

Mr. Sepulveda thanked everyone in attendance for their support, guidance, leadership, and commitment while he served as Chairman for the TAC Committee. Reminded TAC members and staff; the objective is for everyone to work towards the same goal and in unity.

Andrew thanked Mr. Sepulveda for his leadership and guidance and did note that a plaque would be presented to Mr. Sepulveda in appreciation for his leadership as Chairman for the RGVMPO TAC Committee at the conclusion of the meeting.

**Mr. Terrazas (Chairman) proceeded to the next item on the TAC Agenda according.**

### **2.2 Discussion and Action on the FY2019 -2020 TASA Program**

Eva Garcia, Planner III/BikePed Program Coordinator, noted that staff continues to monitor the region's transportation alternatives projects to ensure the obligation, and prevent lapsing, of federal funds. This item will highlight recent project updates and propose changes for consideration by the RGVMPO Technical Advisory Committee. FY2019-2020 TASA Program Funds were recently de-obligated during the September 2021 RGVMPO TAC Meeting and Transportation Policy Board Meeting. RGVMPO Staff has met with TxDOT Pharr District Staff, and Local Government Project Sponsors, to discuss the potential re-programming of these funds.

- **Proposing the re-programming of de-obligated funds for the Jackson Hike & Bike Project Phase II - \$400,232.**
- **Original request for TASA funds was \$2,376,000; \$400,232 was awarded during FY2019 HCMPO Program Call.**
- **AFA Amendments were already being discussed to increase the likelihood of obligating funds by the September 2022.**

**After some discussion on this item, HCRMA made a motion to approve the FY2019-2020 TASA Re-Programming of the De-Obligated Funds to the Jackson Hike & Bike Project Phase II as presented by staff. The motion was seconded by the City of McAllen; and upon a vote, the motion passed unanimously.**

### 2.3 Discussion on the 2023-2026 STIP Revision Schedule

Staff provided for informational purposes the November 2022 STIP Revisions Deadline will be predicated on when FHWA / FTA approves the 2033-2026 STIP. September 2023 through May 2024 District, Divisions, and MPOs developing 2025-2028 STIP. (Table provided as follows):

**2023-2026 STIP REVISION SCHEDULE**

<b>Quarterly Revision</b>	<b>Revisions Due into the STIP Portal By:</b>
<b>2022 November Revisions</b>	<b>Tuesday, October 25, 2022 *(tentatively)</b>
<b>2023 February Revisions</b>	<b>Tuesday, January 24, 2023</b>
<b>2023 May Revisions**</b>	<b>Tuesday, April 25, 2023</b>
<b>2023 August Revisions**</b>	<b>Tuesday, July 25, 2023</b>
<b>2023 November Revisions</b>	<b>Tuesday, October 24, 2023</b>
<b>2024 February Revision</b>	<b>Tuesday, January 23,2024</b>
<b>2024 ust Revision</b>	<b>TB</b>

\*The November 2022 STIP Revisions deadline will be predicated on when FHWA/FTA approves the 2023-2026 STIP.

\*\* September 2023 through May 2024 District, and MPOs developing 2025-2028 STIP.

*This item was provided for informational purposes only, no action taken.*

### 2.4 Discussion on the RGV Thoroughfare Plan Amendment

Staff noted that as part of the Yearly RGV Thoroughfare Plan Amendment Process, Staff continues to accept amendments to the RGV Thoroughfare Plan until December 17, 2021. Please keep in mind that all Thoroughfare Plan Amendments must be accompanied by a Thoroughfare Plan Amendment Form and Approved Resolution or Ordinance from the Jurisdictions Governing Body. All submittals should be process using the form on this link: [Thoroughfare Plan Amendment Form](#)

The RGV MPO performs a yearly Thoroughfare Plan Amendment Process. Where planning partners throughout the region are asked to compare their jurisdiction's Right of Way (ROW) data with the [RGV MPOs UMAP Interactive Map](#) Thoroughfare Plan Data and provide any amendments to the data reflected. The 2020 RGV Amendments Thoroughfare Plan was presented and approved on April 13, 2021, by Hidalgo County Commissioner's Court. Thoroughfare Plan received were solely from Hidalgo County Commissioner Precincts 1 and 4.

Staff concluded by letting TAC members present know that Deadline to submit information closely approaching and encourages everyone to keep the December 17, 2021, as a placemat on their calendars as a reminder.

*This item was provided for informational purposes only, no action taken.*

### 2.5 Discussion and Presentation on Resiliency 101

Javier Dominquez, Planner I, noted that the first "Kick-Off Meeting" was held on September 29, 2021, VIA Teams. The goals were to gather Key Stakeholders and information for the formation of a Resiliency Sub-Committee and a Region Wide Plan that will be updated every two (2) years. The Tentative deadline for this Draft Plan is one (1) year from now.

The first Resiliency Meeting was held September 29, 2021, with 21 participants from across the Region, where discussion took place regarding the current plans, timeline, and projects. Invited guest shared their projects to ensure the Region is on the same page. Staff sent out a survey and gathered the results from the attendees to formulate our next steps.

Staff conclude by letting TAC members present know; that staff will be inviting both Hidalgo and Cameron RMA's; as well as key Stakeholders from Starr County to the next Resiliency Meeting.

*This item was provided for informational purposes only, no action taken.*

#### IV. RGVMPD EXECUTIVE DIRECTORS' REPORT AND UPDATES

**Recognition of Chairman** – Staff presented Mr. Pete Sepulveda with a plaque in appreciation for his tenure as Chairman for the TAC Committee from FY2019 to FY2021.

**New Meetings Date for TAC/Policy Committees** – Staff noted that due to the forthcoming holidays and the timeline of having the next STIP revision completed by January 25th, staff is recommending the following TEMPORARY changes to the TAC and TPB meeting schedule.

**TAC MEETINGS:**

November 18, 2021 @ 10 a.m.

December 2, 2021 @ 10 a.m.

January 6, 2022 @ 10 a.m.

**TPB**

December 15, 2021, at 1:30 p.m. (Immediately following LRGVDC Board meeting).

January 19, 2022 @ 1:30 p.m.

TAC Members present also suggested that the TAC meetings continue “Virtual”, for FY2022; however; having at least one “In Person” meeting every (3<sup>rd</sup>) third month.

**After some discussion on this item, City of Edinburg made a motion to recommend TAC /TPB Meeting dates for November/December and January (2022) for approval to the Policy Board and having one TAC “Virtual Meeting” every third month for FY2022. The motion was seconded by HCRMA; and upon a vote, the motion passed unanimously.**

**Financial Update**

Mr. Canon provided the financial update and noted that the current budget continues with a positive trend. **Report filed with the October 14, 2021, RGVMTAC Packet.**

#### V. Status Report

**A. TxDOT Project Status Report**

Melba Schaus, (TxDOT) provided an updated TxDOT Project Status Report within the RGVMPD area, Via Microsoft Teams. The following report included some of many TxDOT Monthly Letting Projects that has been extended from (November 2020 – August 2022). **TxDOT Project Status Report is filed with the October 14, 2021, RGVMTAC 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. **Fuego Toll Tags GO LIVE, October 21, 2021. Cameron County RMA report is filed with the October 14, 2021, RGVMTAC 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 October 14, 2021, RGVMTAC Packet. (Report only, no action taken at this time).**

**D. McAllen Metro**

Jon Ray Bocanegra with McAllen Metro report was provided and is filed with the **October 14, 2021, RGVMTAC 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 October 14, 2021, RGVMTAC Packet. (Report only, no action taken at this time).**

**F. Valley Metro**

Maribel Contreras 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 October 14, 2021, RGVTAC Packet. (Report on, no action taken at this time).**

**IV. NEW OR UNFINISHED BUSINESS**

**Veterans Holiday** – Staff informed TAC Members present that the next TAC Meeting falls on Veteran’s Day, November 11, 2021, and the RGVMPPO Office will be closed in observance of that Holiday. Staff is recommending moving the TAC Meeting to November 18, 2021, and it be held “Virtual”.

*No discussion took place on this item, Cameron County made a motion to hold the November TAC Meeting on November 18, 2021 – as “Virtual Meeting”, as recommended by staff. The motion was seconded by City of San Benito; and upon a vote, the motion passed unanimously.*

**V. ADJOURNMENT:**

*There being no further business to come before the RGVTAC Members, Chairman Terrazas called for a motion to adjourn. Cameron County made a motion to adjourn the meeting at 11:15 AM. The motion was seconded by City of San Benito; and upon a vote, the motion carried unanimously.*

DRAFT

**RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION  
(RGVMPO) LOWER RIO GRANDE VALLEY DEVELOPMENT COUNCIL  
(LRGVDC) 301 W RAILROAD WESLACO, TEXAS 78596**

**REQUEST FOR PROPOSALS (RFP) RFP TITLE: SPRING 2022 CONGESTION  
MANAGEMENT DATA COLLECTION**

**Introduction**

In the past, the RGVMPO has been responsible for gathering the traffic congestion data on its own. The RGVMPO has examined the network of roads and highways in the urbanized areas of Cameron and Hidalgo Counties, which is approximately 500 miles of roadways. The scope of this project is to gather data on congestion levels in the urbanized areas of Cameron and Hidalgo County. This CMP network consists of roadways within the RGVMPO MAB area that are either FHWA functionally classified or identified as a transit route. The information to be gathered, include but is not limited to, the travel times and delays for each identified road segment in the network.

As per the US Department of Transportation 49 CFR Part 26 which mandates to comply with TxDOT's Disadvantaged Business Enterprise DBE requirements, the appropriate documentation has been included at the end of this RFP.

Schedule of Events\*\*

RFP Release	Sunday, December 19, 2021
Deadline for Submittal of Questions	Friday, January 14, 2022@ 4:00pm
(CTZ) Release of Response to Questions	Friday, January 21, 2022
Deadline for Submission of Proposals	Friday, February 11, 2022 @ 5:00 pm (CTZ)
Anticipated award date	March 25, 2022 (subject to change)
Contract Begins	Upon acceptance of the award and starting date is agreed on

\*The LRGVDC and RGVMPO reserve the right, in its sole discretion, to change the above dates. Notices of changes to items directly impacting the Original RFP or proposal process will be submitted to each consultant of record as having received an RFP. Any changes to the timeline will require RGVMPO Policy Committee Approval according to established policy.

SUBMISSION OF PROPOSALS:

Twenty-five (25) original Technical Proposals and One Electronic must be sealed and submitted as the offeror's response, subject to the terms and conditions of this Request for Proposals ("RFP"), to:

(If hand delivered) Asst. Director of Bus. Operations  
LRGVDC  
301 W Railroad  
Weslaco, Texas 78596

RFP Title: Spring 2022 Congestion Management Data Collection

(If Mailed) Asst. Director of Bus. Operations  
LRGVDC  
301 W Railroad  
Weslaco, Texas 78596

RFP Title: Spring 2022 Congestion Management Data Collection

ALL PROPOSALS MUST BE RECEIVED IN THE OFFICES OF THE LRGVDC NO LATER THAN 5:00 P.M. CENTRAL TIME, Friday, February 11, 2022. ***The RGVMPO/LRGVDC is not responsible for lateness or non-delivery of mail, carrier, etc., and the date/time stamp at the receptionist area of the LRGVDC shall be the official time of receipt. Proposals received late will not be returned.***

Proposal contents considered confidential/proprietary by the Offeror, shall be clearly identified and subject to confirmation by the LRGVDC and RGVMPO. Should the material not be deemed confidential/proprietary, the Offeror may withdraw the designated materials from consideration prior to review and the evaluation process.

## Part I GENERAL INFORMATION

### 1.1 Introduction

The RGVMPPO/LRGVDC, in close cooperation with the TxDOT, currently performs the transportation planning for the urbanized areas within the Cameron and Hidalgo County area.

The RGVMPPO/LRGVDC is seeking a qualified consulting firm to collect information and report on congestion levels for the **Spring Season of 2022** within the RGVMPPO study area.

Selected Respondent(s) [“Selected Consultant” or “Consultant”, where singular includes plural of both terms] must be prepared to begin performance of any contract resulting from issuance of this RFP, after **March 25, 2022**.

### 1.2 The RGVMPPO/LRGVDC Responsibilities

The RGVMPPO/LRGVDC shall pay no costs or other amount incurred by any entity in responding to this RFP. The RGVMPPO/LRGVDC reserves the right, in its sole discretion, to select one or more qualified responses to this RFP without discussion of responses with respondents. The RGVMPPO/LRGVDC reserves the right to refuse and reject any and all submitted proposals and to waive any and all formalities or technicalities and to accept the proposal(s) considered the best and most advantageous to the RGVMPPO/LRGVDC.

All proposals will become part of the RGVMPPO/LRGVDC’s official procurement files and will be available for public inspection. The RGVMPPO/LRGVDC will work with the Selected Consultant to help ensure that the Congestion Management Process will be of the highest quality and acceptable to the RGVMPPO/LRGVDC.

### 1.3 Respondent Responsibilities

Qualified, independent consultants are invited to submit proposals in accordance with this RFP. Proposals must address all specifications. Selected Consultant will organize the project under the direction of the RGVMPPO. Selected Consultant will be liable, both individually and severally, for the performance of all obligations under the Congestion Management Process and will not be relieved of non-performance of any subcontractor. Selected Consultant will be the sole point of contract responsibility. The LRGVDC will look solely to the Selected Consultant for performance of the Congestion Management Process.

### 1.4 Point of Contact

Questions concerning this RFP must be made in writing and addressed to the Asst. Director of Bus. Operations, LRGVDC, 301 W. Railroad, Weslaco, Texas 78596, or submitted by Email to [lrgvdc@lrgvdc.org](mailto:lrgvdc@lrgvdc.org). Upon issuance of this RFP, employees and other representatives of the RGVMPPO/LRGVDC will not answer questions or otherwise discuss the contents of this RFP with any potential respondents or their representatives. Failure to observe this restriction may result in disqualification of any subsequent proposal. This restriction does not preclude discussions unrelated to this RFP.

## 1.5 Written Questions and Official Responses

All Inquiries and Questions concerning this RFP must be made in writing and address to the Asst. Director of Bus. Operations no later than Friday, January 14, 2022@ 4:00pm (CTZ). **Telephone inquiries will not be accepted.** Questions may be submitted via Email to [lrgvdc@lrgvdc.org](mailto:lrgvdc@lrgvdc.org) The LRGVDC will post its responses to the questions received by the deadline electronically on the LRGVDC's procurement web page <http://www.lrgvdc.org/procurement.html> on or about Friday January 21, 2022, or as soon thereafter as practical. The LRGVDC will email copies of its official responses to those respondents specifically requesting a copy by E-mail.

If the respondent discovers any ambiguities, conflicts, discrepancies, exclusionary specifications, omissions, or other errors in this RFP, respondent must immediately notify the Asst. Director of Bus. Operations. If a respondent fails to so notify the Asst. Director of Bus. Operations, such respondent submits a proposal at its own risk and under such conditions. If the respondent is awarded the contract, then it is not entitled to additional compensation, relief, or time by reason of the error or its later correction.

## 1.6 Deadline for Submission of Proposals; Copies

Twenty –five (25) original Technical Proposals and one Electronic must be submitted to and received by the LRGVDC Asst. Director of Bus. Operations no later than Friday, February 11, 2022 @ 5:00 pm (CTZ). Faxed responses are not acceptable. Proposals received after the deadline will not be accepted. The LRGVDC will not consider proposals from respondents that do not submit timely proposals. Respondents are solely responsible for verifying the LRGVDC's receipt of their proposals by the deadline specified above. Late proposals will not be considered under any circumstances.

The selected firm should be ready to submit one (1) sealed Cost Proposal at a moment's notice.

## 1.7 Right to Amend, Modify or Withdraw the RFP

The RGVMPO/LRGVDC reserves the right, in its sole discretion, to amend, or modify any provisions of this RFP, or to withdraw this RFP, at any time prior to the award of the Spring 2022 CMP, if it is in the best interest of the LRGVDC and RGVMPO. The decision of the RGVMPO/LRGVDC, or its designee, shall be administratively final in this regard.

## 1.8 Time

The times stated in this document refer to Central Time Zone (CTZ) where appropriate, unless otherwise stated in this document. The LRGVDC's regular office hours are 8:00 a.m. to 5:00 p.m. (CTZ), Monday through Friday, except State and LRGVDC holidays.

## Part II PROJECT SCOPE, DELIVERABLES AND PERFORMANCE CRITERIA

### 2.1 Scope of Services

In the past, the RGVMPPO has been responsible for gathering the traffic congestion data on its own. The RGVMPPO has examined the network of roads and highways in the urbanized areas of Cameron and Hidalgo County, which is approximately 500 miles of roadways.

The scope of this project is to gather data on congestion levels in the urbanized areas of Cameron and Hidalgo County. This CMP network consists of roadways within the RGVMPPO area that are either FHWA functionally classified or identified as a transit route. The information to be gathered, include but is not limited to, the travel times and delays for each identified road segment in the network and to developing a regional synchro model with optimization timings.

The successful consultant must be willing to work with the network during the peak time periods as assigned by the RGVMPPO. The consultant must utilize the “floating car” method to perform the test.

The travel data must be collected when the local schools are in session. This year the RGVMPPO will be collecting the RGVMPPO defined Spring 2022 Season for the CMP.

#### 2.1.1 Schedule and Timeline

The successful consultant must be willing to work with the network during the peak time periods as assigned by the RGVMPPO. The consultant must utilize the “floating car” method to perform the test.

The travel data must be collected when the local schools are in session. This year the RGVMPPO will be collecting the RGVMPPO defined Spring 2022 Season for the CMP.

#### 2.1.2 Test Vehicle

A test vehicle will be used in order to gather the travel times and congestion level data of the roadways within the RGVMPPO area. The test vehicle must perform as the Highway capacity manual definition of one (1) passenger car equivalent. Each roadway test will be tested during the MPO determined peak travel times.

#### 2.1.3 Reporting

The consultant will report on an agreed upon data delivery frequency with the RGVMPPO regarding roadway data collected. The consultant must also deliver the GPS location coordinates in one (1) second intervals in a format compatible with the RGVMPPO’s GIS system. A visual record of all applicable performance measures for the CMP method coded to Arc View 10.x. The raw, processed, and resulting performance measures shall be consistent and compatible with all previous CMP geodatabases.

### 3.1 Evaluation Process

The RGVMPO will establish a Technical Proposal Review Committee (TPRC). The TPRC will be comprised of employees of the RGVMPO and may include other impartial individuals who are non-RGVMPO employees. (i.e. TxDOT and Technical Advisory Committee Members, etc.)

The TPRC members will independently review all proposals for compliance and thoroughness. Upon completion of the independent reviews each TPRC member will individually score each proposal. The Asst. Director of Bus. Operations will then collect all scores and aggregate the scores of all members and rank the technical proposals.

After the technical proposals have been ranked, the TPRC will have the option to interview the top three (3) candidate(s). After the interviews have been conducted, the TC will then prepare and make a recommendation of the top three (3) ranked Technical Proposals to the Policy Committee. After the recommendations have been presented to the Policy Committee, the Policy Committee will have the final decision on the selection of the Technically Preferred Consultant.

### 3.2 Evaluation Criteria

The evaluation criteria will consist of three parts.

#### 3.2.1 Part 1 Scoring of the Technical Proposal

Scoring of the Technical proposal will be based on a one hundred (100) point scale and will be conducted by the Technical Proposal Review Committee.

Categories that will be considered include, but are not limited to, the following:

- The firm's response to the RFP,
- The firm's capability to undertake the project and the utilization of available resources, etc.

Based upon the scores received from this review process, firms will be short-listed. The firms listed in the short-list may be notified as to when they will be requested to participate in the second part of the evaluation process.

#### 3.2.2 Part 2 Oral presentation and Question and Answer Session

The top three (3) ranked firms may be contacted to provide an oral presentation and to provide responses to a question and answer session.

### 3.2.3 Part 3 Final Tabulation

Based upon the aggregated scoring of the written technical proposal, oral presentation, and responses to the question-and-answer session, the top-ranking firm(s) will be recommended, in order of ranking, to the Policy Committee for approval of the selected firm.

The Policy Committee has the final decision on approving the recommendation of the Technical Committee's ranking of firms.

### 3.3 Selection Process

Upon selection of an apparent Selected Consultant by the Policy Board, the RGVMP/ LRGVDC staff will proceed with the contract negotiation and attempt to finalize a contract with the apparent Selected Consultant. The RGVMP anticipates that these negotiations will involve very few issues and will be expedited; however, if a contract cannot be successfully negotiated within a reasonable period of time, contract negotiations will be terminated, and negotiations with the next highest-ranked respondent may commence. This process may continue until a contract is signed or this RFP is withdrawn. However, the LRGVDC and the RGVMP reserves the right, in their sole discretion and at any time upon failure of negotiations, to reissue or withdraw this RFP rather than continue with negotiations. The RGVMP reserves the right to reject any and all proposals.

As soon as possible thereafter the execution of a written contract with the Selected Consultant, all other respondents will be provided with formal notification.

## Part IV DELIVERABLES AND PERFORMANCE CRITERIA

### 4.1 Project Deliverables

The Selected Consultant shall, at a minimum, provide the project deliverables as agreed upon data delivery frequency with the RGVMP regarding the findings of the Congestion Management Process. The report will be delivered in the agreed upon format. The Selected Consultant will do all the data collection and analysis. The Selected Consultant will also deliver a presentation to the RGVMP Technical Committee and Policy Board on the findings on the final product.

## Part V TECHNICAL PROPOSAL REQUIREMENTS

The required contents and limitation for preparation of the technical proposal are described in this section. Failure to provide the requested information or adhere to any state limitations may result in disqualification of the submitted proposal. A total of twenty-five (25) original copies of the technical proposal and One Electronic version must be submitted to the address given in the cover letter.

## 5.1 Requirements

The required contents for the Technical Proposal are presented below in the order they should be incorporated into the submitted document.

### 5.1.1 Understanding of the Proposed Project

This section should demonstrate the consultants' understanding of the project needs, the work required, and any local issues or concerns.

This description should be concise, candid, and is limited to 3 pages in length.

### 5.1.2 Proposed Work Plan

The consultant should present the proposed work plan necessary to complete the work itemized under the scope of service. The proposed work plan should address each of the specific work elements described in the scope of service, but the consultants may propose additional work beneficial to completing the update of the Spring 2022 CMP. Where appropriate, the methodology to be used to accomplish a specific task should be described. There is no page limitation for this section, but consultants are encouraged to be concise.

### 5.1.3 Schedule

A proposed schedule for completing each task should be provided. For each review proposed by the consultant, the schedule shall reflect the maximum allowable review time available to maintain the proposed schedule. The schedule shall also reflect expected dates for deliverables.

### 5.1.4 Firm Qualifications

This section should include a description of the firm's most recent or applicable transportation data collection projects. For each project, a client contact name and phone number should be included for reference purposes. Additionally, the names of the personnel proposed for this project who participated in the listed projects should be provided. This project list is limited to 5 pages.

### 5.1.5 Personnel and Staffing

The consultant should provide an organizational chart for the project and a summary paragraph of the project work to be performed by each proposed staff member. Biographic summaries that highlight the experience relevant to the specific project responsibilities should be provided for all proposed personnel. This section should highlight personnel's experience with the proposed technology. There is a one (1) page limitation for each biographic summary provided.

### 5.1.6 Required Certification and Submittal

This section will contain any certification(s) and assurance(s) as required by TxDOT, the RGVMPO and the Federal Highway Administration (FHWA). If the firm wishes to claim DBE credit the proposal must contain a DBE certificate.

### 5.1.7 Tools, Equipment and Supplies

The consultant shall provide tools, equipment, supplies, materials, employees, management, and any other item or services as may be necessary in order to enable the consultant to provide the services required under the scope of service.

## 5.2 Items available to the Selected Consultant

The items available to the consultant from the RGVMPO are as follows:

- A list of Transit Routes within the scope of the study
- List of the roadways with the scope of study (approx. 500 centerline miles)
- Previous CMP results
- Schedule indicating the peak times for each roadway segment.

## Part VI TECHNICAL PROPOSAL FORMAT

### 6.1 Introduction

Proposals must be complete; failure to provide all required information may result in disqualification of the proposal. Conciseness and clarity of content is required; vague and general proposals will be considered non-responsive and will result in disqualification. Proposal pages must be numbered and contain an organized, paginated table of contents corresponding to the section and pages.

The objectives of the technical portion of the respondent's proposal are to demonstrate:

- The experience and expertise of respondent's personnel and respondent's subcontractor personnel to complete all required deliverables under the Contract.
- Respondent's ability to logically plan and complete their reviews; and
- Respondent's ability to successfully deliver their review results.

Respondent must demonstrate their understanding of the critical elements of a performance review by specifically addressing and describing respondent's approach to providing the required, service and deliverable listed; the staffing and state resources that will be devoted and required to fulfill each task; the proposed time schedule required to complete each task.

## 6.2 General Organization of Proposal Contents

### 6.2. A Transmittal Letter

Respondent must submit with its proposal a transmittal letter that identifies the entity submitting the proposal and includes a commitment by the entity to provide the services required by the LRGVDC and the RGVMPPO. The transmittal letter must state that the proposal is valid for ninety (90) days for the deadline for delivery of the proposals to the LRGVDC. Any proposal containing a term of less than ninety (90) days for acceptance from this deadline will be rejected as nonresponsive.

The transmittal letter must be signed by a person legally authorized to bind the respondent to the representations as set forth in the response. In the case of a joint proposal, each part must sign the transmittal letter. Respondent also must indicate, in its transmittal letter, why it believes that it is the most qualified respondent to provide the requisite services.

### 6.2.B Executive Summary

Respondent must provide an executive summary of its proposal and a representation that the proposal addresses all of the requirements of this RFP. The executive summary must not exceed four (4) pages and must represent a full and concise summary of the contents of the proposal. The executive summary must not include any information concerning the cost of the proposal. Respondent must identify any services that are beyond those specifically requested. If respondent is providing services that do not meet the specific requirements of this RFP, but in the opinion of the respondent are equivalent or superior to those specifically requested, any such differences must be noted in the executive summary. However, failure to provide the services specifically required may result in disqualification of the proposal. The executive summary must include the consultant's understanding of the project.

### 6.2.C Proposed Subcontractor(s) Identifying Information and Statements

Proposals must identify any subcontractors, and outline the contractual relationship between Selected Consultant, respondent and each joint respondent or proposed subcontractor. Respondent must also, if selected for award of the contract, provide the LRGVDC with a copy of any proposed subcontract at least thirty (30) days in advance. The LRGVDC reserves the right, in its sole judgment and discretion, to approve or disprove any such subcontract. Respondent must provide statements from each of its proposed subcontractors, signed by an individual authorized to legally obligate each subcontractor, attesting to the fact that it will provide the services as represented in respondent's proposal. Respondent must disclose, at the LRGVDC's request, any information regarding proposed subcontractors.

### 6.2.D Cost Proposal To be submitted in a separate and sealed envelope at a later date.

Respondent must include with its proposal all proposed costs for the Plan, including personnel costs, travel, and all other out of pocket expenses required to perform the Plan. Respondent must include in its cost proposal all costs and expenses associated with its attendance at and participation in, all meetings as requested in this RFP.

Proposed costs must be detailed by proposed respondent and subcontractor personnel to provide services under the Plan Contract. Selected Consultant must provide any equipment, software, data communication lines, or other materials required to complete the Project.

The LRGVDC reserves the right in its sole discretion, to require the Selected Consultant to post a performance bond. The total cost subject to evaluation will not include the cost of a performance bond.

## Part VII COST PROPOSAL FORMAT AND REQUIREMENTS

The technically preferred respondent must identify each person and their firm (respondent or subcontractor); the proposed hourly rates and number of hours for each person by content section; the total number of hours, fees, and other expenses for each person; and the total costs. The Cost Proposal must include all costs that the respondent proposes to be authorized for payment by the LRGVDC under the Plan contract. Cost Proposal will be broken down and include a breakdown Profit Rate from Overhead.

## Part VIII GENERAL TERMS AND CONDITIONS

### 8.1 Rejection of Proposal Response

The LRGVDC may reject a proposal response if:

- The consultant misstates or conceals any material fact in the proposal.
- The consultant does not strictly conform to law or the requirements of the RFP.

The LRGVDC may reject any and all proposal responses and may reject any part of a proposal response. The LRGVDC may also waive any irregularities in any response whenever it is deemed in the best interest of the LRGVDC to do so.

### 8.2 Withdrawal or Modification of Proposal Responses

Proposal responses may be withdrawn or modified prior to the deadline for submission if the request to do so in writing and on the letterhead of the consultant. Persons bearing such requests must show positive identification of authorization to submit the request. Proposal responses and requests for withdrawal or modification received after the deadline for submission of responses will not be accepted.

### 8.3 Clarification/Exceptions to Proposal Specifications

Any consultant in doubt as to the true meaning of the specifications, or other proposal documents or any part thereof, may submit a request for clarification to LRGVDC on or before **Friday, January 14, 2022@ 4:00pm (CTZ)**. All such requests shall be made in writing and the person submitting the request shall be responsible for its prompt delivery.

Any interpretation of proposal documents, if made, will be by Addendum duly issues. A copy of such Addendum will be posted on the LRGVDC procurement website <http://www.lrgvdc.org/procurement.html>. The LRGVDC will not be responsible for any other explanation or interpretation of the specifications made or given prior to the award of the contract.

Prospective consultants are advised that the required bidder's conference is the forum through which prospective consultants are invited to offer comments and suggestions for consideration by the LRGVDC.

### 8.4 Protest Procedures

A written complaint must be sent by certified mail to LRGVDC's Asst. Director of Bus. Operations within seven (7) business days and shall identify the following:

- Name, mailing address and business phone number of the complainant
- Appropriate identification of the RFP being questioned
- A precise statement of reasons for the protest
- Supporting exhibits, evidence or documents to substantiate any claims

The protest must be based on an alleged violation of LRGVDC's procurement procedures, a violation of Federal or State law (if applicable), or a violation of applicable contract agreements to which LRGVDC is a party. Failure to receive a procurement contract award from LRGVDC, in and of itself, does not constitute a valid protest.

LRGVDC will provide a response to the protest within fourteen (14) business days that clearly states its position regarding the protest.

### 8.5 Commencement of Work

Commencement of work will begin once the Notice to Proceed has been issued.

### 8.6 Inquiries and Administrative Guidance Questions on

this RFP must be made in writing to:

Asst. Director of Bus. Operations  
Lower Rio Grande Valley Development Council  
301 W Railroad  
Weslaco, Texas 78596  
Or Emailed to [lrgvdc@lrgvdc.org](mailto:lrgvdc@lrgvdc.org)

Copies of all correspondence of a contractual nature should be sent clearly marked on both the document as well as the covering envelope with the RFP Name.  
Deadline for questions and inquiries will be Friday, January 14, 2022@ 4:00pm (CTZ). LRGVDC will issue replies and any other changes by addendum (amendment) and will be posted on the LRGVDC procurement website <http://www.lrgvdc.org/procurement.html>. All such addenda (amendments) issued by LRGVDC prior to the time that proposals are received shall be considered part of the RFP, and the respondents must be required to consider and acknowledge receipt of such in their proposals.

Only replies by formal written addenda (amendments) must be binding. Oral and other interpretations or clarifications will be without legal effect. The respondent must acknowledge receipt of all addenda (amendments) by completing and emailing the Addendum Response Form to LRGVDC at [lrgvdc@lrgvdc.org](mailto:lrgvdc@lrgvdc.org).

The information provided herein is intended to assist consultants in the preparations of proposals necessary to properly respond to this RFP. The RFP is designed to provide interested consultants with sufficient basic information to submit proposals meeting minimum requirements but is not intended to limit a proposal's content or to exclude any relevant or essential data there from. Consultants are at liberty and are encouraged to expand upon the specifications to evidence service capability under any proposal.

Part IX LOWER RIO GRANDE VALLEY DEVELOPMENT COUNCIL  
CONTRACT CONTACT FORM

Contact for Contract Administration

For use in the event that your firm receives a contract as a result of this RFP, please designate on the attached form, the person whom the LRGVDC may contact, during the period of the contract, for prompt action on matters pertaining to your administration of the contract.

AUTHORIZED ADMINISTRATOR:

NAME: \_\_\_\_\_ TITLE: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

TELEPHONE NO.: \_\_\_\_\_ FAX: \_\_\_\_\_

INTERNET EMAIL ADDRESS: \_\_\_\_\_

.....

Contact for Authorized Negotiator

The person designated below will be authorized to negotiate terms, conditions, and pricing on behalf of your firm until a contract is awarded and can contractually commit your firm.

AUTHORIZED NEGOTIATOR:

This person is authorized to contractually commit your firm.

NAME: \_\_\_\_\_ TITLE: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

TELEPHONE NO.: \_\_\_\_\_ FAX: \_\_\_\_\_

INTERNET EMAIL ADDRESS: \_\_\_\_\_

<b>Sec.</b>	<b>Contract Clause</b>	<b>Applicability to Type of Contract</b>
1.	Fly America Requirements	When Transportation Paid FTA Funds
2.	Buy America Requirements	Value > 100K for Goods, Rolling Stock
3.	Seismic Safety Requirements	New Construction/Additions
4.	Energy Conservation Requirements	All
5.	Lobbying	Construction, A/E, Services, Rolling Stock
6.	Access to Records and Reports	Construction, A/E, Services, Rolling Stock
7.	Federal Changes	All
8.	Recycled Products	Value > 10K In Fiscal Year
9.	Davis-Bacon and Copeland Anti- Kickback Acts	Construction > \$2000
10.	Contract Work Hours and Standards Act	Construction > \$2000, Stock, Operational > \$2,500
11.	No Government Obligation Third Parties	All
12.	Program Fraud and False or Fraudulent Statements and Related Acts	All
13.	Termination	Value > 10K
14.	Government-Wide and Suspension (Non- procurement)	Value > 25K
15.	Privacy Act	All
16.	Civil Rights Requirements	All
17.	ADA Access Requirements	All
18.	Patent and Rights in Data	Research Projects Only
19.	Disadvantaged Business Enterprise (DBE)	All
20.	Incorporation of FIA Terms	All
21.	Metric Requirements	Sealed Bid Procurements, Stock, Construction
22.	Conformance with National Architecture	Contracts and Solicitations ITS projects only
23.	Corridor Preservation	Right of Way Development
24.	Veterans Employment	Capital Projects

## A. DBE PROGRAM COMPLIANCE FORMS

### 49 CFR PART 26

The following Proposal conditions apply to this United States Department of Transportation assisted contract. Submission of a proposal by a prospective Contractor shall constitute full acceptance of these Proposal conditions.

#### REQUIRED CONTRACT CLAUSES (49 CFR 26.13) UTILIZATION OF DISADVANTAGED BUSINESS ENTERPRISES

Lower Rio Grande Valley Development Council will ensure that the following clauses are included in each DOT assisted contract and subcontract:

- I) Policy - It is the policy of LRGVDC that Disadvantaged Business Enterprises shall have the maximum practicable opportunity to participate in the performance of contracts. Consequently, the DBE requirements of 49 CFR Part 26, do apply to this agreement. Proposers shall use sufficient and reasonably good faith efforts to carry out this policy in the award of their subcontracts to the fullest extent, consistent with the efficient performance of this contract.
- II) DBE Obligation - The contractor agrees to ensure that Disadvantaged Business Enterprises as defined in 49 CFR Part 26, Subpart D, have the maximum opportunity to participate in the performance of contracts and subcontracts. In this regard, all contractors shall take necessary and reasonable steps in accordance with 49 CFR Part 26 to ensure that Disadvantaged Business Enterprises have the maximum opportunity to compete for and perform contracts. Contractors shall not discriminate on the basis of race, color, national origin or sex.
- III) Contract Goal - If the contractor is not a DBE, then the Proposer/proposer agrees that the DBE goal for this Contract will be met by subcontracts or by joint ventures with DBE's. The goal set forth for this Contract is 3% of the final Contract price, including amendments and modifications. The amount of DBE participation will be determined by the dollar value of the work performed and/or supplies furnished by DBE firms as compared to the total value of all work performed and/or supplies furnished under this Contract. The contractor shall have met this goal if the contractor's DBE participation meets or exceeds this goal.

In cases where work is added to the contract by modification such that additional DBE participation is necessary to meet this goal, the Contractor shall increase the participation of one or more firms listed on the —Schedule of DBE Participation or submit additional DBE firms to meet the goal. In cases where work is deleted from the Contract, the goal shall be applicable to the new Contract amount. The Contractor shall be permitted to meet the goal by revising its DBE participation, provided, however, that the revision shall not result in DBE participation that is less than the original goal.

- IV) Compliance - All Proposers, potential contractors, or sub-contractors for this contract are hereby notified that failure to carry out the policy and the DBE obligation, as set forth above, shall constitute a breach of contract which may result in non-selection; termination of the contract; or such other remedy as deemed appropriate by LRGVDC. Agreements between a Proposer/proposer and a DBE, in which the DBE promises not to provide sub-contracting quotations to other PROPOSERS/PROPOSERS, are prohibited.

- V) Sub-contract Clauses - All Proposers and potential contractors hereby assure that they will include the above clauses in all sub-contracts which offer further sub-contracting opportunities.
- VI) Acceptable Good Faith Efforts - “Good faith efforts” means efforts to achieve a DBE goal or other requirements of LRGVDC’s DBE Program Plan which by their scope, intensity, and appropriateness to the objective, can reasonably be expected to fulfill the goal program requirement. If any Proposer fails to meet the DBE goals for this solicitation, the Proposer shall submit, with the Proposal, proof of good faith efforts, using the guideline listed in Appendix A of 49 CFR 26, along with a written statement of efforts made and reasons for not meeting said goals.

## General Instructions

### IMPORTANT! READ CAREFULLY!

All Proposers/contractors shall complete and submit, with their Proposals, DBE Forms 1, 2, and 3.

Each subcontractor listed on DBE Form 1 shall complete and sign DBE Form 2 and DBE Form 3 as a DBE Subcontractor.

Business Contractors seeking to participate as DBEs must be certified at the time of Proposal submittal. Lower Rio Grande Valley Development Council does not certify DBEs. Please check with your state's DBE office.

Proposers who fail to achieve the contract goal(s) stated in the Proposal document must provide (with the Proposal) an explanation as to why the goal was not achieved and documentation demonstrating that a "Good Faith Effort" was made by the Proposer as outlined in DBE Form 4.

Contractors may duplicate as many forms as needed. All DBE Program questions should be directed to the Lower Rio Grande Valley Development Council, 301 W. Railroad, Weslaco TX, 78596.

DBE Forms 1, 2, and 3 must be submitted with the Proposal in order to be eligible to receive a contract award. If there are sub-contractors listed, the sub-contractor must fill out DBE Form 3.

The Proposer must provide documentation and explanation as to why the DBE goal as was not achieved by filling out DBE Form 4.

LRGVDC FORM (A)

DBE FORM 1

SPRING 2022 CONGESTION MANAGEMENT DATA  
COLLECTION DBE SCHEDULE OF DBE PARTICIPATION

Name of Proposer: \_\_\_\_\_

Project: \_\_\_\_\_

Project No.: \_\_\_\_\_

Proposal No: \_\_\_\_\_

Total Proposal Amount: \_\_\_\_\_

NAME OF DBE SUBCONTRACTOR	ADDRESS (COUNTY,	TYPE OF WORK SUBCONTRACTE	DBE	SUBCONTRACT VALUE
				\$
				\$
				\$
				\$
				\$
				\$

DBE PARTICIPATION TOTAL VALUE \$

The attainment of DBE participation goals for this contract will be measured as a percentage of the total dollar value of the contract.

The undersigned will enter into a formal agreement with the DBE Subcontractors identified herein for work listed in this schedule conditioned upon execution of a contract with

LRGVDC  
FORM (A) DBE FORM 2  
SPRING 2022 CONGESTION MANAGEMENT DATA  
DBE SUBCONTRACTOR IDENTIFICATION

(Reproduce as necessary)

I HEREBY DECLARE AND AFFIRM THAT I AM THE\_(Title - Owner, President, etc.) and duly authorized representative of\_(Name of Firm) and I hereby declare and affirm that I am a certified DBE.

\_\_\_\_\_  
(Signed)

\_\_\_\_\_  
(Printed)

This firm has current DBE certification from the following agencies and/or state(s):

\_\_\_\_\_  
\_\_\_\_\_

A copy of the current certification letter notifying the firm that it has been DBE certified must be attached to this form.

LRGVDC  
FORM (A) DBE FORM 3  
SPRING 2022 CONGESTION MANAGEMENT DATA  
LETTER OF INTENT TO PERFORM AS A SUBCONTRACTOR

TO: \_\_\_\_\_ (Name of General Contractor Proposing)

PROJECT:

The undersigned intends to perform work in connection with the above project.

The status of the undersigned is confirmed on the attached DBE Contractor Identification (DBE FORM 2).

The undersigned is prepared to perform the following described work in connection with the above project:

\_\_\_\_\_

(Specify in detail, work items or parts thereof to be performed)

\_\_\_\_\_

\_\_\_\_\_

at the following price: \$\_\_\_\_\_.

The undersigned agrees to enter into a contract with you to perform the above work, if you are awarded the prime contract.

\_\_\_\_\_

(Date) (Telephone No.)

\_\_\_\_\_

(Name of DBE Subcontractor)

By:

---

(Firm Address)

Name:

---

(City and State)

---

(Signature)

---

(Typed)

Title:

---

LRGVDC  
FORM (A) DBE  
FORM 4

SPRING 2022 CONGESTION MANAGEMENT DATA  
COLLECTION UNAVAILABILITY CERTIFICATION

I, \_\_\_\_\_, of \_\_\_\_\_

certify on the dates below that

I invited the following DBE Subcontractor(s) to Proposal work items to be performed on XXX

<u>DATE OF REQUEST D B E</u>	<u>NAME OF SUBCONTRACTOR</u>	<u>ITEMS</u>
------------------------------	------------------------------	--------------

_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

The following Subcontractors submitted Proposals, which were not the low responsible Proposal:

\_\_\_\_\_ \$ \_\_\_\_\_

\_\_\_\_\_ \$ \_\_\_\_\_

\_\_\_\_\_ \$ \_\_\_\_\_

\_\_\_\_\_ \$ \_\_\_\_\_

\_\_\_\_\_ \$ \_\_\_\_\_



# FY 2022-23 Unified Planning Work Program

DRAFT December 15, 2021



Amendment #1 Revised December 15, 2021

“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 21<sup>st</sup> 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 21<sup>st</sup> 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 4<sup>th</sup>, 2015, is the first federal law in over ten years to provide long-term funding for surface transportation. It authorizes funding for highway infrastructure, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail and research technology and statistics programs. FAST Act 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 named the Rio Grande Valley Metropolitan Planning Organization (RGVMPO). On May 14, 2019, Governor Greg Abbott signed and approved the re-designation and creation of the RGVMPO and on June 26, 2019 the RGVMPO Policy Board held its first official meeting. By-laws and Chairman 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 RGV MPO 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 23<sup>rd</sup>, 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 percentage 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 19<sup>th</sup>, 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 on October 29, 2021 it was approved by Governor Greg Abbott. 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 RGVMPPO’s website to meet all work task criteria, the RGVMPPO needs to migrate from an outdated content management system to a more astute time efficient content management system that will support the needs of the RGVMPPO. The RGVMPPO will consult with Civica the current website provider who will work with RGVMPPO staff to design and develop an updated 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 RGV MPO staff to expand in the direction of 13 to 16 individuals. Since that study, the RGV MPO has hired 4 more staff members, including Planners and GIS Specialist, to increase the staff count from 8 to 12.

## **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](http://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.

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 19<sup>th</sup>, 2015 and taking effect on September 1<sup>st</sup>, 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**

<b>Subtask</b>	<b>Responsible Agency</b>	<b>Transportation Planning Funds (TPF) <sup>1</sup></b>	<b>FTA Sect. 5307</b>	<b>Local</b>	<b>Total</b>
<b>1.1</b>	<b>MPO</b>	<b>\$ 1,387,085.50</b>	\$0	\$0	<b>\$ 1,387,085.50</b>
<b>1.2</b>	<b>MPO, Brownsville</b>	<b>\$ 168,638.32</b>	\$16,000	\$4,000	<b>\$ 188,638.32</b>
<b>1.3</b>	<b>MPO</b>	<b>\$ 4,289.66</b>	\$0	\$0	<b>\$ 4,289.66</b>
<b>1.4</b>	<b>MPO</b>	<b>\$ 130,924.70</b>	\$0	\$0	<b>\$ 130,924.70</b>
<b>1.5</b>	<b>MPO</b>	<b>\$ 103,393.32</b>	\$0	\$0	<b>\$ 103,393.32</b>
1.6	Brownsville	\$0	\$24,000	\$6,000	\$ 30,000.00
<b>TOTAL</b>		<b>\$1,794,331.50</b>	<b>\$40,000</b>	<b>\$10,000</b>	<b>\$ 1,844,331.50</b>

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 2050 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) in effort to assist 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 2016, regional MPO Staff began work on a regional transportation model (TDM) with a base year of 2014 model for the Rio Grande Valley (RGV). RGVMPO Staff will coordinate a refresh of the previous 2014 – 2045 TDM with a new base year of 2019 and a forecast year of 2050 working alongside the Texas Department of Transportation, and the Transportation Planning and Programming Division to assure a true reflection of traffic movement throughout the valley region is collected. MPO staff will attend training courses pertaining to various computer programs and/or databases utilized by the RGVMPO for TDM development and operation. RGVMPO Staff in coordination with TxDOT previously contracted a consultant to aide in the development of the overall Rio Grande Valley Regional Travel Demand Model (TDM) which produced a 2045 forecasted TDM. The RGV MPO will seek consultant services to aide in developing the refresh of the current 2014 – 2045 TDM with a new base year of 2019 and a forecast year of 2050. The scope of work will include but not be limited to; 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, Hidalgo and Starr County's 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**

<b>Subtask</b>	<b>Responsible Agency</b>	<b>Transportation Planning Funds (TPF) <sup>1</sup></b>	<b>FTA Section 5307</b>	<b>Local</b>	<b>Total</b>
<b>2.1</b>	<b>MPO</b>	<b>\$132,638.32</b>	\$0	\$0	<b>\$132,638.32</b>
<b>2.2</b>	<b>MPO</b>	<b>\$75,793.32</b>	\$0	\$0	<b>\$75,793.32</b>
<b>2.3</b>	<b>MPO, TPP</b>	<b>\$127,379.96</b>	\$0	\$0	<b>\$127,379.96</b>
<b>2.4</b>	<b>MPO, Cities</b>	<b>\$113,689.98</b>	\$0	\$0	<b>\$113,689.98</b>
<b>2.5</b>	<b>Brownsville</b>	<b>\$0.00</b>	\$24,000	\$6,000	<b>\$30,000.00</b>
<b>TOTAL</b>		<b>\$449,501.58</b>	<b>\$24,000.00</b>	<b>\$6,000.00</b>	<b>\$479,501.58</b>

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

<b>Subtask</b>	<b>Responsible Agency</b>	<b>Transportation Planning Funds (TPF) <sup>1</sup></b>	<b>FTA Section 5307</b>	<b>Local</b>	<b>Total</b>
<b>3.1</b>	<b>MPO, TxDOT, Cities</b>	<b>\$77,093.32</b>	<b>\$0</b>	<b>\$0</b>	<b>\$77,093.32</b>
<b>3.2</b>	<b>MPO, TxDOT, Cities</b>	<b>\$171,684.98</b>	<b>\$0</b>	<b>\$0</b>	<b>\$171,684.98</b>
<b>3.3</b>	<b>Brownsville</b>	<b>\$0</b>	<b>\$32,000.00</b>	<b>\$8,000.00</b>	<b>\$ 40,000.00</b>
<b>TOTAL</b>		<b>\$248,778.30</b>	<b>\$32,000.00</b>	<b>\$8,000.00</b>	<b>\$288,778.30</b>

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 RGVMPPO, 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 RGVMPPO 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 RGVMPPO 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 RGVMPPO, 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 RGVMPPO 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 RGVMPPO 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. RGVMPO 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 RGVMPO 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 RGVMPPO 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 RGVMPPO adopted the 2020-2045 MTP in December of 2020. As required by MAP-21, the RGVMPPO 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**

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

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 RGVMPO.

### **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 (Sunshine Strip) and Commerce Street 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 RGVMPO 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 RGVMPO staff for the placing and collecting of traffic data.

**E. FUNDING SUMMARY**

**Task 5 – FY2022-2023**

<b>Subtask</b>	<b>Responsible Agency</b>	<b>Transportation Planning Funds (TPF) <sup>1</sup></b>	<b>FTA Section 5307</b>	<b>Local</b>	<b>Total</b>
<b>5.1</b>	<b>MPO Regional Transit Plan</b>	<b>\$37,896.66</b>	\$0	\$0	<b>\$37,896.66</b>
<b>5.2</b>	<b>MPO TxDOT</b>	<b>\$18,948.34</b>	\$0	\$0	<b>\$18,948.34</b>
<b>5.3</b>	<b>Consultant CMP</b>	<b>\$389,796.66</b>	\$0	\$0	<b>\$389,796.66</b>
<b>5.4</b>	<b>MPO Corridor Study</b>	<b>\$175,000.00</b>	\$0	\$0	<b>\$175,000.00</b>
<b>5.5</b>	<b>MPO Traffic Counts</b>	<b>\$18,948.34</b>	\$0	\$0	<b>\$18,948.34</b>
<b>TOTAL</b>		<b>\$640,590.00</b>			<b>\$640,590.00</b>

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

TABLE 1 – RGVMPO

UPWP Task	FTA Task	Description	TPF <sup>1</sup> 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	\$224,750.79	\$12,000.00	\$3,000.00	\$239,750.79
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	\$0.00	\$0.00	\$305,923.28
5.0		Special Studies	\$438,846.67	\$0.00	\$0.00	\$438,846.67
		<b>Total</b>	<b>\$1,991,075.64</b>	<b>\$48,000.00</b>	<b>\$12,000.00</b>	<b>\$2,051,075.64</b>

### <sup>1</sup>TRANSPORTATION PLANNING FUNDS

<b>FHWA (PL-112 &amp; FTA 5303)<sup>2</sup></b>	<b>\$ 2,041,075.64</b>
<b>Carryover</b>	<b>\$ 0.00</b>
<b>TOTAL TPF</b>	<b>\$ 2,041,075.64</b>
<b>TOTAL 5307</b>	<b>\$ 60,000.00</b>

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 – RGVMPPO

UPWP Task	FTA Task	Description	TPF <sup>1</sup> 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	\$224,750.79	\$12,000.00	\$3,000.00	\$239,750.79
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	\$0.00	\$0.00	\$305,923.28
5.0		Special Studies	\$201,743.33	\$0.00	\$0.00	\$201,743.33
		<b>Total</b>	<b>\$1,753,972.3</b>	<b>\$48,000.00</b>	<b>\$12,000.00</b>	<b>\$1,813,972.30</b>

#### <sup>1</sup>TRANSPORTATION PLANNING FUNDS

FHWA (PL-112 & FTA 5303) <sup>2</sup>	<b>\$ 1,753,972.30</b>
Carry-Over	<b>\$ 0</b>
<b>TOTAL TPF</b>	<b>\$ 1,753,972.30</b>
<b>TOTAL 5307</b>	<b>\$ 60,000.00</b>

<sup>2</sup>Estimate 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**  
 617 West University Drive – Edinburg, Texas 78539  
 (956) 628-3481 – 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><b>Chairperson- Honorable Eddie Treviño, Jr. – Judge</b></p> <p>Cameron County <a href="mailto:etrevino@co.cameron.tx.us">etrevino@co.cameron.tx.us</a></p>	 <p><b>Vice-Chairperson- Honorable David L Fuentes</b></p> <p>Hidalgo County-Comm Prescient 1 <a href="mailto:david.fuentes@co.hidalgo.tx.us">david.fuentes@co.hidalgo.tx.us</a></p>	 <p><b>Frank Parke, Jr.</b></p> <p>Cameron County RMA <a href="mailto:fparker@parker-logistics.com">fparker@parker-logistics.com</a></p>
 <p><b>Honorable – Trey Mendez – Mayor</b></p> <p>City of Brownsville <a href="mailto:Trey.mendez@cob.us">Trey.mendez@cob.us</a></p>	 <p><b>Honorable – Richard Molina – Mayor</b></p> <p>City of Edinburg <a href="mailto:Richmolina11@gmail.com">Richmolina11@gmail.com</a></p>	 <p><b>Honorable – Chris Boswell – Mayor</b></p> <p>City of Harlingen <a href="mailto:cboswell@southtexlaw.com">cboswell@southtexlaw.com</a></p>
 <p><b>Honorable – Javier Villalobos – Mayor</b></p> <p>City of McAllen <a href="mailto:jvillalobos@mcallen.net">jvillalobos@mcallen.net</a></p>	 <p><b>Honorable – Armando O'Caña – Mayor</b></p> <p>City of Mission <a href="mailto:mayor@missiontexas.us">mayor@missiontexas.us</a></p>	 <p><b>Honorable- Mayor Ricardo "Rick" Guerra</b></p> <p>City of San Benito <a href="mailto:rguerra2@cityofsanbenito.com">rguerra2@cityofsanbenito.com</a></p>
 <p><b>Honorable Ambrosio “Amon” Hernandez- Mayor</b></p> <p>City of Pharr <a href="mailto:mayor@pharr-tx.gov">mayor@pharr-tx.gov</a></p>	 <p><b>S. David Deanda, Jr.</b></p> <p>Hidalgo County RMA <a href="mailto:David.deanda@hcrma.net">David.deanda@hcrma.net</a></p>	 <p><b>Honorable Eloy Vera Judge</b></p> <p>Starr County <a href="mailto:eloy.vera@co.starr.tx.us">eloy.vera@co.starr.tx.us</a></p>
 <p><b>Pedro “Pete” Alvarez, P.E.</b></p> <p>TxDOT Phar District – Engineer <a href="mailto:Pedro.alvarez@txdot.gov">Pedro.alvarez@txdot.gov</a></p>	 <p><b>Maribel Contreras</b></p> <p>Valley Metro – Executive Director <a href="mailto:Mcontreras@lrgvdc.org">Mcontreras@lrgvdc.org</a></p>	 <p><b>Andrew Canon</b></p> <p>RGVMPO – Executive Director <a href="mailto:acanon@rgvmppo.org">acanon@rgvmppo.org</a></p>

## **APPENDIX B**

### **RGVMPO METROPOLITAN AREA BOUNDARY MAP**

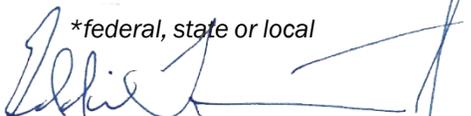


**APPENDIX C**  
**DEBARMENT CERTIFICATION**

## 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

7-14-21

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, RGVMPPO Policy Board

Chairman, RGVMPPO Policy Board

Title

Rio Grande Valley MPO

Agency

7/14/20  
Date

**APPENDIX E**

**CERTIFICATION OF COMPLIANCE**

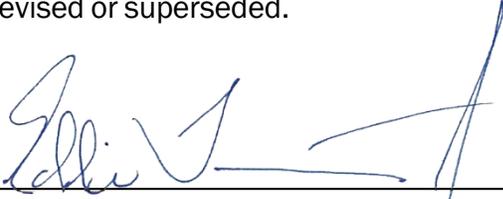
CERTIFICATION OF COMPLIANCE

I, **AMBROSIO "AMOS" HERNANDEZ, CHAIRMAN** \_\_\_\_\_

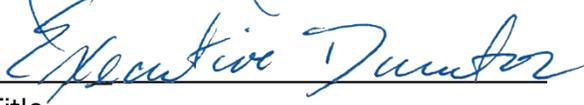
(Name and Position, Typed or Printed)

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

\_\_\_\_\_  
District Engineer

7-14-21  
\_\_\_\_\_  
Date

\_\_\_\_\_  
Metropolitan Planning Organization  
Policy Board Chairperson

\_\_\_\_\_  
Chairperson

7-14-21  
\_\_\_\_\_  
Date

**APPENDIX H**

**TECHNICAL ADVISORY COMMITTEE (TAC)**  
**MEMBERSHIP**  
**AND**  
**TECHNICAL SUBCOMMITTEES**

## Technical Advisory Committee (TAC) Membership

RIO GRANDEMETROPOLITANPLANNING ORGANIZATON

617 West University Drive – Edinburg, Texas 78539

(956) 628-3481 – Office Number

**Technical Advisory Committee (TAC)**

**Members**

<p><b>JP Terrazas, P.E.</b> Chairman City of Mission <a href="mailto:jpterras@missiontexas.us">jpterras@missiontexas.us</a></p>	<p><b>Benjamin L. Worsham, P.E.</b> Vice Chairman Cameron County <a href="mailto:benjamin.worsham@co.cameron.tx.us">benjamin.worsham@co.cameron.tx.us</a></p>	<p><b>Pete Sepulveda, Jr.</b> Chairman Cameron County RMA <a href="mailto:psepulveda@ccrma.org">psepulveda@ccrma.org</a></p>
<p><b>Joel Garza</b> City of Brownsville <a href="mailto:joel.garza@cob.us">joel.garza@cob.us</a></p>	<p><b>Tomas D Reyna</b> City of Edinburg <a href="mailto:treyana@cityofedinburg.com">treyana@cityofedinburg.com</a></p>	<p><b>Carlos Sanchez</b> City of Harlingen <a href="mailto:csanchez@myharlingen.us">csanchez@myharlingen.us</a></p>
<p><b>Yvette Barrera</b> City of McAllen <a href="mailto:ybarrera@mcallen.net">ybarrera@mcallen.net</a></p>	<p><b>Daniel Chavez-</b> Commissioner City of Pharr <a href="mailto:Commissioner4@pharr-tx.gov">Commissioner4@pharr-tx.gov</a></p>	<p><b>Manuel De La Rosa</b> City of San Benito <a href="mailto:mdelarosa@cityofsanbenito.com">mdelarosa@cityofsanbenito.com</a></p>
<p><b>Armando Garza</b> Hidalgo County <a href="mailto:armando.garzajr.@co.hidalgo.tx.us">armando.garzajr.@co.hidalgo.tx.us</a></p>	<p><b>Eric Davila</b> Hidalgo County RMA <a href="mailto:Eric.davila@hcrma.net">Eric.davila@hcrma.net</a></p>	<p><b>Melba Schaus</b> TXDOT (Pharr District) <a href="mailto:Melba.schaus@txdot.gov">Melba.schaus@txdot.gov</a></p>
<p><b>Nancy Sanchez</b> Valley Metro <a href="mailto:Nsanchez@lrgvdc.org">Nsanchez@lrgvdc.org</a></p>	<p><b>Antonio Zubieta</b> City of Brownsville <a href="mailto:Antonio.Zubieta@brownsvilletx.gov">Antonio.Zubieta@brownsvilletx.gov</a></p>	<p><b>Jon Ray Bocanegra</b> McAllen Metro <a href="mailto:jbocanegra@mcallen.net">jbocanegra@mcallen.net</a></p>
<p><b>Alan Johnson</b> Port of Harlingen <a href="mailto:Alanjohnson7@me.com">Alanjohnson7@me.com</a></p>	<p><b>Mark Yates</b> Cameron Co. Spaceport Dev. Corp <a href="mailto:Mark.yates@co.cameron.tx.us">Mark.yates@co.cameron.tx.us</a></p>	<p><b>Ariel Chavez III</b> Port of Brownsville <a href="mailto:achavez@portofbrownsville.com">achavez@portofbrownsville.com</a></p>
<p>Port Isabel – San Benito Nav. District</p>	<p><b>Pete Sepulveda, Jr.</b> Chairman Cameron County RMA <a href="mailto:psepulveda@ccrma.org">psepulveda@ccrma.org</a></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><b>Joel Garza</b> Mobility Director City of Brownsville</p> <p>Alternate: Frank Gudino</p>	<p><b>Larry Ayala</b> Assistant Director of Public Works City of Edinburg</p>	<p><b>Andy Vigstol</b> City Engineer City of Harlingen</p> <p>Alternate: Javier Mendez</p>
<p><b>Marlen Garza</b> Asst. Director of Engineering City of McAllen</p> <p>Alternate: Rosvel Hinojosa</p>	<p><b>Omar Anzaldua</b> City Engineer City of Pharr</p> <p>Alternate: Cynthia Garza</p>	<p><b>Craig Wuensche</b> Landscape Architect TxDOT Pharr District</p> <p>Alternate: Joseph E. Leal</p>
<p><b>Frank Jaramillo</b> Transportation Planner Valley Metro</p>	<p><b>Michael Padgett</b> Citizen At-Large</p>	<p><b>Ana Adame</b> Bicycle World RGV</p>
<p><b>Richard Cavin</b> Citizen At-Large</p>	<p><b>Rene A. Ballesteros</b> Museum of South Texas History</p>	<p><b>Eudy Carrillo</b> Citizen At-Large</p>
<p><b>Javier de Leon</b> Park Superintendent TPWD Estero Llano Grande State Park</p>	<p><b>Christine Donald</b> Outdoor Recreation Planner USFWS Santa Ana National Wildlife Refuge</p>	<p><b>Dr. Rose Gowen</b> <b>Chair</b> Community Health Advocate</p>
<p><b>Michael McNew</b> <b>Vice Chair</b> 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 Rio Grande Valley 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  
617 West University Drive  
Edinburg, Texas 78539

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**



TASK NAME	UPWP TASK	UPWP Budget	FY 2022 Budget	Adjusted Amount	FY 2022
					ADJUSTED BUDGET
MPO Administration	1.1	\$1,387,085.50	\$693,542.75		\$693,542.75
Public Participation Plan	1.2	\$168,638.32	\$84,319.16		\$84,319.16
Training for TAC & TPC	1.3	\$4,289.66	\$2,144.83		\$2,144.83
Computer Purchases	1.4	\$130,924.70	\$65,462.35		\$65,462.35
Staff Development	1.5	\$103,393.32	\$51,696.66		\$51,696.66
Demographic Data	2.1	\$132,638.32	\$66,319.16		\$66,319.16
Title VI Civil Rights Evaluation	2.2	\$75,793.32	\$37,896.66		\$37,896.66
Model Work	2.3	\$227,379.96	\$113,689.98	\$50,000.00	\$63,689.98
Land Use Map	2.4	\$113,689.98	\$56,844.99		\$56,844.99
Service Coordination	3.1	\$77,093.32	\$38,546.66		\$38,546.66
Planning Assistance	3.2	\$171,684.98	\$85,842.49		\$85,842.49
Project Selection Criteria	4.1	\$37,896.66	\$18,948.33		\$18,948.33
Bike And Pedestrian	4.2	\$304,773.28	\$152,386.64		\$152,386.64
Truck Route & Freight Planning	4.3	\$37,896.66	\$18,948.33		\$18,948.33
County Thoroughfare Plan	4.4	\$38,146.66	\$19,073.33		\$19,073.33
Metropolitan Transportation Plan	4.5	\$193,133.30	\$96,566.65		\$96,566.65
Regional Transit Plan	5.1	\$37,896.66	\$18,948.33		\$18,948.33
Incident Management & Safety Study	5.2	\$18,948.34	\$9,474.17		\$9,474.17
Congestion Data Collection	5.3	\$289,796.66	\$144,898.33	\$100,000.00	\$244,898.33
Corridor Study	5.4	\$175,000.00	\$156,051.67		\$156,051.67
Traffic Counts	5.5	\$18,948.34	\$9,474.17		\$9,474.17
<b>Totals</b>		<b>\$3,745,047.94</b>	<b>\$1,941,075.64</b>		<b>\$1,991,075.64</b>

TASK NAME	UPWP TASK	UPWP Budget	FY 2023 Budget	Adjusted Amount	FY 2023
					ADJUSTED BUDGET
MPO Administration	1.1	\$1,387,085.50	\$693,542.75		\$693,542.75
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Incident Management & Safety Study	5.2	\$18,948.34	\$9,474.17		\$9,474.17
Congestion Data Collection	5.3	\$289,796.66	\$144,898.33		\$144,898.33
Corridor Study	5.4	\$175,000.00	\$18,948.33		\$18,948.33
Traffic Counts	5.5	\$18,948.34	\$9,474.17		\$9,474.17
<b>Totals</b>		<b>\$3,745,047.94</b>	<b>\$1,803,972.30</b>		<b>\$1,753,972.30</b>

# Discussion on the FY 2023-2026 TIP Text Document

Item 2.3

Transportation Improvement Program

FY 2023-2026

## 2023-2026 Transportation Improvement Program (TIP)

For the Rio Grande Valley  
Metropolitan Planning Organization

Adopted by Transportation Policy Board:



Transportation Improvement Program

FY 2023-2026

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& RESOLUTIONS |

**The following sections of the Comprehensive TIP text have been revised and shared for your review. The remaining sections and programming tables are pending corrections and/or creation but will be completed prior to the Thanksgiving holiday. A final draft will be presented at our next TAC meeting, December 2<sup>nd</sup>.**

## **TIP PROJECT SELECTION PROCESS**

The selection of projects for the Surface Transportation Program (STP), Transportation Alternatives Set-Aside (TASA) and Proposition 1, 2, and 7 funds, is the ultimate responsibility of the RGVMPPO's Transportation Policy Board (TPB). As part of the selection process, the TPB has assigned specific duties to the Technical Advisory Committee (TAC) and Bicycle-Pedestrian Advisory Committee as critical analysts toward project selection. RGVMPPO staff utilizes a project scoring system for Category 7 – Metropolitan Mobility and Rehabilitation funded projects. Category 2 – Metropolitan and Urban Corridor projects, along with categories 1,4,8,10,11, & 12 are scored by TXDOT. A ranking of projects is comprised based on their score and priority, ultimately leading to programming within the short-range TIP and/or long-range MTP. Federal transit funding is based on an appropriations process from the United States Congress. Each year, the U.S. Department of Transportation's Federal Transit Administration (FTA) distributes the state's annual appropriation to fund a variety of transit-related activities. All grants are awarded on a reimbursement basis and expenses must be incurred before FTA disburses the federal funds. MPO staff collaborates with regional transit providers to prioritize projects for inclusion to the Transit TIP.

The Lower Rio Grande Valley Development Council (LRGVDC) is the designee for public transportation funds, as well as the recipient for the Urban Area Formula program. The RGVMPPO is responsible for notifying eligible local entities of funding availability, publicizing the planning and project selection process, and coordinating a competitive selection. This selection process of projects using public transportation funds is approved by the Transportation Policy Board. As part of the selection process, the RGVMPPO utilizes project selection criteria, critique and analysis from advisory committees, and overall judgement from TPB members who represent our local governments, TXDOT-Pharr District, regional mobility authorities, and ports of entry. Selection criteria address gaps in current service within targeted communities and considers geographic distribution to encourage levels of diverse geographic disbursement. Projects selected must show evidence of broad solicitation for input (coordination planning process). The RGVMPPO ensures that the Regional Public Transportation Plan is in coordination and supports the projects applying for funding.

For programming into short- and long-range planning documents, Category 7 Funding allocation should be assigned to projects designated as Off-System; while On-System projects are approved on a case-by-case basis by the Transportation Policy Board. At least 25% of the less predictable funding allocation (i.e., Trends Modeling, indexing gasoline, etc.) also be assigned to Off-System projects with the remaining 75% assigned to On-System projects (state roadways). Each entity shall submit a RGVMPPO TIP/MTP Update Form, identifying project status through various facets of project development (Environmental Clearance, ROW Acquisition, Design, Project Costs, etc.) while MPO staff and TXDOT conduct a scoring process and seek guidance from advisory committees. Projects will be scheduled in accordance with timelines submitted by entities and financial constraints; however actual letting of the projects will be on a first come first served basis.

Project selection procedures vary from locations within a transportation management area (TMA) versus a non-TMA, as well as which type of federal funding is involved. According to 23 C.F.R. Part 450, a TMA will require collaboration between the commission, MPO, and/or public transportation operator to select projects for implementation (with use of federal funds) on an approved TIP. In designated TMA's an MPO, in consultation with the state's DOT and public transportation operators, shall select all federally funded projects, except those listed on the National Highway System (NHS) and projects funded under bridge, interstate maintenance, safety, or federal lands highways.

The practice for project selection is currently evolving due to Federal and State restraints. One initiative of the Texas Transportation Commission is to develop and implement a performance-based planning and programming process dedicated to providing the executive and legislative branches of government with indicators that quantify and qualify progress toward attaining all department goals and objectives established by the legislature and the commission. The commission by rule shall develop and implement performance metrics and performance measures as part of 1) the review of strategic planning in the statewide transportation plan, rural transportation plans, and unified transportation programs; 2) the evaluation of decision-making on projects selected for funding in the unified transportation program and statewide transportation improvement program; 3) the evaluation of project delivery for projects in the department's letting schedule. The Transportation Commission shall adopt and review performance metrics and measures to: 1) assess how well the transportation system is performing and operating in accordance with the requirements of 23 USC Section 134 or 135; 2) provide the department, legislature, stakeholders, and public with information to support decisions in a manner that is accessible and understandable to the public; 3) assess the effectiveness and efficiency of transportation projects and service; 4) demonstrate transparency and accountability; 5) address other issues the commission considers necessary.

In accordance with legislation, planning organizations shall develop their own project recommendation criteria, which must include consideration of: 1) projected improvements to congestion and safety; 2) projected effects on economic development opportunities for residents of the region; 3) available funding; 4) effects on the environment including air quality; 5) socioeconomic effects, including disproportionately high and adverse health or environmental effects on minority or low-income neighborhoods; 6) any other factors deemed appropriate by the planning organization. The planning partners of our Rio Grande Valley region convene regularly to accomplish the goals stipulated through legislation. This group conveys the importance of implementing project selection, based on the performance measures and values adopted by RGVMPPO, where projects are selected based on this process, or whether a project was selected circumventing this process, due to a significant external factor which makes it necessary and critical for the region. In which case the RGVMPPO will provide a detailed reasoning for endorsing such projects.

## **TIP MODIFICATION AND AMENDMENT POLICIES AND PROCEDURES**

Federal planning regulations 23 CFR Part 450 allows states and MPOs to make minor adjustments to TIPs and STIPs without a formal public involvement process at either the local or state level. Under 23 CFR Part 450.328, a TIP is subject to modification at any time consistent with the procedures established for its development and approval. A Statewide Transportation Improvement Program (STIP) revision is required for major changes in project details. An example of comparing a STIP Revision to an Administrative Amendment is listed below, along with detailed examples of revisions and modifications:

## STIP Revision vs STIP Administrative Amendment



### STIP Revision aka Amendment :

*Amendment* means a revision that involves a **major** change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Requires public review and comment, re-demonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving "non-exempt" projects in nonattainment and maintenance areas).

### STIP Administrative Amendment:

*Administrative modification* means a **minor** revision that includes minor changes to project/ project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/ project phase initiation dates. An administrative modification is a revision that does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

## CHANGES THAT **DO NOT** REQUIRE A STIP REVISION

- ▶ Change in CSJ
- ▶ Change in estimated federal cost resulting in a total project cost of less than \$1.5 million
- ▶ Change in letting date
- ▶ Change from one state funding category to another state-funding category
- ▶ Change in the project limits for a state-funded project
- ▶ Change in TIP year for a state-funded project
- ▶ Change in project scope of work for a state-funded project
- ▶ Change in one federal funding category to another federal category
- ▶ Addition of a project to a Statewide Program (using a Statewide CSJ)

## CHANGES THAT REQUIRE A STIP REVISION—Breaking a Business Rule

- Adding federally funded projects
- Adding regionally significant state or locally-funded projects locally-funded for illustrative purposes unless there are environmental or AQ impacts)
- Change in the project scope of work
- Change in the project limits
- Changes from state funding category to federal funding category (same as adding a federally funded project)
- If the MPO's project selection procedures do not provide for selecting projects in the second or third years, a change in TIP year would require a revision
- Change in Transit Grantees for FTA Section 5310 projects
- Changes in an estimated federal cost exceeding 50% and resulting in a revised total cost exceeding \$1,499,999. An amendment is not required when a change in estimated federal cost results in a total project cost of under \$1,500,000. This point is clarified by examples presented on the next page.

## CHANGES THAT REQUIRE A STIP REVISION - continued

Initial Cost	Revised Cost	Amendment Needed
\$800,000	\$1,450,000	No (increase > 50%, revised cost < \$1,499,999)
\$800,000	\$1,550,000	Yes (increase > 50%, revised cost > \$1,499,999)
\$1,500,000	\$2,200,000	No (increase < 50%, revised cost > \$1,499,999)
\$1,500,000	\$2,300,000	Yes (increase > 50%, revised cost > \$1,499,999)
\$14,000,000	\$20,000,000	No (increase < 50%, revised cost > \$1,499,999)
\$20,000,000	\$32,000,000	Yes (increase > 50%, revised cost > \$1,499,999)

- If project changes types of lanes (same as project scope of work changing) examples:

(HOV / E x L)— HOV / Tolloed Express Lanes

(HOV) - HOV Lanes

(E x L) - Express Lanes

(ML / T) - Tolloed Managed Lanes

(-C) - Concurrent Lanes

(-R) - Reversible Lanes

- Removing or adding a phase of work, e.g., PE, Construction or ROW (same as change in the project scope of work)

Amendments to TIP documents require abiding to the MPO's Public Participation Plan. A call for project revisions and amendments is announced by MPO staff. A timeline consisting of project submittal deadlines, meeting dates, beginning to end of public involvement, and the ultimate approval date of all necessary documentation, is shared with members of TAC and TPB. Fulfilling the obligation of project sponsors, the region's local governments will inform MPO staff of project removal, major revisions to cost, funding, and/or project scope, movements in programmed fiscal years, and new project phases for inclusion. A scoring process is utilized when prioritizing/ranking of projects seeking federal funding. The MPO is responsible for ranking Category 7 - Metropolitan Mobility and Rehabilitation projects, while TXDOT ranks larger on-system projects. Category 9 – Transportation Alternatives Set-Aside funds are distributed by the MPO through project calls held every two years. The project selection process involves the Bicycle Pedestrian Advisory Committee, who scores project submittals and recommends potential recipients to TAC & TPB. Category 9 projects are listed within the MTP and included within an appendix to the Comprehensive TIP document.

To permit adequate public review and comment, amendments to the TIP are introduced and discussed at TAC & TPB meetings, while public involvement is either held virtually or in-person, at various locations within the planning boundary. The 30-day public involvement period is announced and hosted by RGVMPO as an effort to maintain transparency with members of the community. A summary of updates is comprised while executing changes to highway & transit TIP tables. The individual TIP project entries are labeled appropriately, depicting revisions and/or administrative changes where needed. Both the Summary of Updates and TIP tables are displayed during Public Involvement, inevitably leading to presentation and discussion with TAC & TPB members. Once highway and transit TIP tables are approved by TPB, MPO staff will upload required documentation to the E-STIP online Portal, while executing administrative modifications as necessary. All projects listed on the TIP must be consistent with RGVMPO's MTP and TXDOT's online databases – the E-STIP Portal and TXDOT Connect.

## **YEAR OF EXPENDITURE**

The FAST-Act requires planning documents (such as the STIP, MTP, and TIP) maintain financial plans that reflect “year of expenditure dollars” (YOE) for revenue and project cost estimates when adopted, approved, or amended. The project cost is subject to 4 % inflation rate per annum on Highway & Transit Projects outside of the 4-year TIP. To determine YOE trends, the RGVMPO utilizes a combination of data sources: TxDOT Highway Cost Index, and historical trends of inflationary rates. To determine total project cost, the RGVMPO utilizes information provided by TxDOT and local governments as follows:

- ROW cost - obtained cost from ROW section and/or Advanced Funding Agreements.
- PE Cost - obtained Preliminary Engineering cost from our consultant management section, projects done in house were given a standard 4.9% of the construction estimate cost
- CE Cost & Contingencies Cost - obtained percentages from our District Design Engineer, the breakdown is as follows:
  - Projects less than \$2 M = 7.5% CE, 7% Contingencies \$2.0 M to \$10.0 M = 5% CE, 6.5%
  - Contingency costs are no longer eligible for funding through Category 7 and must be absorbed by the project developer
- Indirect Cost - As per Design Division, Pharr District has a rate of 6.2% of the construction estimate cost

## **AIR QUALITY ISSUES**

The Clean Air Act of 1990 places several requirements on communities to maintain and improve urban air quality. In response to the Act, the U.S. Department of Transportation has identified those communities in the nation with poor air quality as non-attainment areas and those with good air quality are classified as attainment areas. U.S. EPA conformity requirements 10 CFR 51 require air quality in non-attainment and maintenance areas for significant projects funded with federal funds. The RGVMPO MAB is currently in attainment under all categories of the National Ambient Air Quality Standards, according to the EPA classification.

## **AMERICANS WITH DISABILITIES ACT (ADA)**

The Americans with Disabilities Act (ADA) was designated to establish equal rights for persons with disabilities. The ADA requires municipalities to develop programs that do not discriminate against persons with disabilities solely based on a physical or mental disability. The Act addresses several areas including employment, public services, nondiscrimination in the private sector, and telecommunications access. The RGVMPO shall include persons with disabilities in the development of its employment programs and public programs and facilities. The RGVMPO and the Texas Department of Transportation are dedicated to making sure that all projects comply with the Americans with Disabilities Act (ADA) of 1990. All construction contracts or projects emphasize ADA requirements for all projects in the TIP.

## Item 2.4

### Discussion on the FY 2021 - 2024 TIP & 2045 MTP Amendment, February 2022 Revisions

- Staff will be accepting any amendments to current projects, or submittal of new projects, beginning:
  - November 1<sup>st</sup>
- TIP revisions will be submitted to TAC for discussion and consideration on:
  - November 18 and December 2
- TAC will take final action and approval of the amendments on:
  - January 6, 2022
- Staff will provide versions of the TIP/STIP update for discussion to Policy on:
  - December 15<sup>th</sup>
- Final action by TPB will be on:
  - January 19, 2022
- Public involvement shall begin on **December 3<sup>rd</sup>** after the second review by TAC on the **December 2<sup>nd</sup>**.

## Item 2.4 – Continued

- **Links to our planning documents:**
  - **2021-2024 Highway & Transit TIP: Rio Grand Valley MPO - Transportation Improvement Program (rgvmppo.org)**
  - **2045 MTP: Rio Grand Valley MPO - 2020 - 2040 MTP (rgvmppo.org)**
  - **Project Update Forms: Rio Grand Valley MPO - 2020 - 2040 MTP (rgvmppo.org)**



## Adjustment to Letting Year Construction Cost on 2045 MTP

- Prior to official approval of the new FY 2023-2026 TIP, the FY 2020-2045 MTP will be revised to properly depict Letting Year Construction Cost for individual project phases.
- Currently, the MTP displays an inflated Letting Year Construction Cost for project phases outside of TIP fiscal years - 2021-2024.
  - Currently, beginning in FY 2025, a 4% annual increase in Construction Cost is accounted for inflation.
  - For example, a Construction phase in FY 2026 will display a Letting Year Construction Cost inflated by 8%. A project programmed in FY 2031 will display an inflated Letting Year Cost by 28%.
  - The same method will be utilized upon creation of the new 2023-2026 TIP. Project phases programmed outside of FY 2026 will show an inflated Letting Year Construction Cost.



## Funding Projects for Advancement into TIP Years



As projects accelerate toward letting and move into TIP fiscal years, only Current Construction Cost may be federally funded.

- Funding for project phases outside of the TIP may need to show additional Local dollars to accommodate inflation.
- Once these projects are eligible for acceleration, and move into TIP years, the inflated cost will decrease.
- Local contribution will be adjusted to match costs accordingly.
- Federal funding amounts should remain fixed, avoiding Advance Funding Agreement amendments.

# Advance Funding Agreements (AFA)

- Federal Funding assigned to a Construction phase should cover Current Construction cost, up to the amount that was approved. In some cases, Local Governments (LG) will need to cover the remaining cost with Local funding.
- If the amount of federal funding listed on the TIP/MTP does not match an executed AFA, an amendment may be needed.

## Project Budget Estimates

Description	Total Estimated Cost	Federal Participation		State Participation		Local Participation	
		%	Cost	%	Cost	%	Cost
Preliminary Engineering (100% LG)	\$250,000	0%	\$0	0%	\$0	100%	\$250,000
Environmental (100% LG)	\$10,000	0%	\$0	0%	\$0	100%	\$10,000
Construction (Rider 11B)	\$8,000,000	80%	\$6,400,000	20%	\$1,600,000	0%	\$0
Construction (100% LG)	\$4,000,000	0%	\$0	0%	\$0	100%	\$4,000,000
Construction Engineering (100% LG)	\$150,000	0%	\$0	0%	\$0	100%	\$150,000
<b>Subtotal</b>	<b>\$12,410,000</b>		<b>\$6,400,000</b>		<b>\$1,600,000</b>		<b>\$4,410,000</b>
Engineering Direct State Costs	\$22,100	0%	\$0	0%	\$0	100%	\$22,100
Environmental Direct State Costs	\$8,840	0%	\$0	0%	\$0	100%	\$8,840
Right of Way Direct State Costs	\$6,630	0%	\$0	0%	\$0	100%	\$6,630
Utility Direct State Costs	\$6,630	0%	\$0	0%	\$0	100%	\$6,630
Construction Direct State Costs	\$243,000	0%	\$0	0%	\$0	100%	\$243,000
Indirect State Costs	\$560,932	0%	\$0	100%	\$560,932	0%	\$0
<b>Subtotal</b>	<b>\$848,132</b>		<b>\$0</b>		<b>\$560,932</b>		<b>\$287,200</b>
<b>TOTAL</b>	<b>\$13,258,132</b>		<b>\$6,400,000</b>		<b>\$2,160,932</b>		<b>\$4,697,200</b>

# Project Updates for MTP & TIP

Currently, with TIP fiscal years 2021-2024: An advanced project, from FY 2026 to 2023, will fund the Current Construction without adding inflation. The Letting Year cost will decrease and equal the amount of Current Cost.

If this project remains in FY 2026: Letting Year Cost remains at: \$12,960,000 (with 8% inflation) but federal funds will only cover Current Cost.



**RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION  
TRANSPORTATION IMPROVEMENT PROGRAM DOCUMENT**

DATE: 7/7/2021 SPONSOR: RIVER COUNTY: OCEAN CURRENT FY: 2026  
 Revision: [ ] LIMITS FROM: BANKS ST. TO: SHORE DR. LET DATE: 2023  
(NORTH/WEST LIMIT) (SOUTH/EAST LIMIT)

PROJECT NAME: VESSEL RD.  PRE ENG  CON ENG  ROW ACQ  CONST

TOTAL PROJECT COST: \$ 13,481,250 YOE: \$ 12,000,000  ON SYSTEM  OFF SYSTEM

PRELIM ENGINEERING: \$ 612,500 CONSTRUCTION COST: \$ 12,000,000 CONTINGENCIES: \$ 248,750

ROW ACQUISITION: [ ] CONSTRUCTION ENG: \$ 620,000 INDIRECT COST: \$ [ ]

TOTAL PROJECT COST IS IN: Letting Year FUNCTIONALLY CLASSIFIED: Principla Arterial

CAT FUNDING: CAT 7  
 AMOUNT: \$ 12,000,000 \$ [ ] \$ [ ] \$ [ ]

**PROJECT DESCRIPTION / PROJECT UPDATE**

CSJ NUMBER: 0050-05-050 MPO PROJECT NUMBER: RGV050  
 WIDEN FROM 2 TO 4 LANE RURAL

\*REQUEST TO ACCELERATE PROJECT INTO FY 2023, IF POSSIBLE  
 CURRENT LETTING YEAR (FY 2026) CONSTRUCTION COST: \$12,960,000  
 LOCAL FUNDS (\$960,000) WILL COVER INFLATION UNTIL ADVANCED INTO TIP YEARS

**STATUS OF DESIGN**

TXDOT YES  NO  CONSULTANT SELECTED YES  NO

STATUS OF SCHEMATIC 0%  30%  60%  90%  100%

STATUS OF PS&E 0%  30%  60%  90%  100%

**STATUS OF ENVIRONMENTAL**

SCOPING MEETING: COMPLETED  PENDING  ENV DOC TYPE: CATEGORICAL  ENVIRONMENTAL  ENVIRONMENTAL  STATEMENT

PUBLIC INVOLVEMENT: NOTICE AND OPPORTUNITY TO COMMENT  PUBLIC MEETING  OPPORTUNITY FOR PUBLIC HEARING  PUBLIC HEARING

ENVIRONMENTAL CLEARANCE ANTICIPATED DATE/RECEIVED 12/2022 ENVIRONMENTAL COMPLETED 0%  30%  60%  90%  100%

**STATUS OF RIGHT OF WAY ACQUISITION**

IS ROW REQUIRED YES  NO  ROW COMPLETED 0%  30%  60%  90%  100%

PARCELS REQUIRED: 110 PARCELS ACQUIRED: [ ]

STATUS OF COMPENSABLE UTILITY COORDINATION [ ]

**STATUS OF ADVANCE FUNDING AGREEMENT**

EXECUTED  DATE: [ ] PENDING

COMMENT: [ ]

**CONTACT INFO**

NAME: WITTY IDEAS EMAIL: witid@aol.com PHONE: 555-5556

REVISED: 6/29/21

# Upcoming Updates to TIP & MTP

- **February 2022 Quarterly Revisions – TIP fiscal years 2021-2024**
  - Any projects outside of FY 2024 will necessitate identifying a Letting Year Construction cost: 4% annually
- **Creation and Adoption of the FY 2023 UTP**
  - Adjustments to project costs and funding will be applied as needed. Once approved, AFA's may be executed for projects programmed between fiscal years 2023-2032.
- **Creation and Adoption of the FY 2023-2026 TIP**
  - Any projects outside of FY 2026 will require an inflated Letting Year Construction cost: 4% annually



## RIO GRANDE VALLEY MPO FY 2022-2023 UPWP

TASK NAME	UPWP		FY 2022	Adjusted Amount	FY 2022 ADJUSTED	October	November	December 2021	January	February	March	April	May	June	July	August	September	FY 2022	FY 2022
	TASK	UPWP Budget	Budget		BUDGET	2021	2021		2022	2022	2022	2022	2022	2022	2022	2022	TOTAL	BALANCE	
MPO Administration	1.1	\$1,387,085.50	\$693,542.75		\$693,542.75	\$31,310.61												\$31,310.61	\$662,232.14
Public Participation Plan	1.2	\$168,638.32	\$84,319.16		\$84,319.16	\$572.20												\$572.20	\$83,746.96
Training for TAC & TPC	1.3	\$4,289.66	\$2,144.83		\$2,144.83	\$0.00												\$0.00	\$2,144.83
Computer Purchases	1.4	\$130,924.70	\$65,462.35		\$65,462.35	\$750.00												\$750.00	\$64,712.35
Staff Development	1.5	\$103,393.32	\$51,696.66		\$51,696.66	\$2,077.36												\$2,077.36	\$49,619.30
Demographic Data	2.1	\$132,638.32	\$66,319.16		\$66,319.16	\$0.00												\$0.00	\$66,319.16
Title VI Civil Rights Evaluation	2.2	\$75,793.32	\$37,896.66		\$37,896.66	\$0.00												\$0.00	\$37,896.66
Model Work	2.3	\$227,379.96	\$113,689.98		\$113,689.98	\$0.00												\$0.00	\$113,689.98
Land Use Map	2.4	\$113,689.98	\$56,844.99		\$56,844.99	\$11,016.29												\$11,016.29	\$45,828.70
Service Coordination	3.1	\$77,093.32	\$38,546.66		\$38,546.66	\$472.02												\$472.02	\$38,074.64
Planning Assistance	3.2	\$171,684.98	\$85,842.49		\$85,842.49	\$9,709.83												\$9,709.83	\$76,132.66
Project Selection Criteria	4.1	\$37,896.66	\$18,948.33		\$18,948.33	\$0.00												\$0.00	\$18,948.33
Bike And Pedestrian	4.2	\$304,773.28	\$152,386.64		\$152,386.64	\$1,416.08												\$1,416.08	\$150,970.56
Truck Route & Freight Planning	4.3	\$37,896.66	\$18,948.33		\$18,948.33	\$156.13												\$156.13	\$18,792.20
County Thoroughfare Plan	4.4	\$38,146.66	\$19,073.33		\$19,073.33	\$0.00												\$0.00	\$19,073.33
Metropolitan Transportation Plan	4.5	\$193,133.30	\$96,566.65		\$96,566.65	\$708.04												\$708.04	\$95,858.61
Regional Transit Plan	5.1	\$37,896.66	\$18,948.33		\$18,948.33	\$0.00												\$0.00	\$18,948.33
Incident Management & Safety Study	5.2	\$18,948.34	\$9,474.17		\$9,474.17	\$0.00												\$0.00	\$9,474.17
Congestion Data Collection	5.3	\$289,796.66	\$144,898.33		\$144,898.33	\$0.00												\$0.00	\$144,898.33
Corridor Study	5.4	\$175,000.00	\$156,051.67		\$156,051.67	\$0.00												\$0.00	\$156,051.67
Traffic Counts	5.5	\$18,948.34	\$9,474.17		\$9,474.17	\$0.00												\$0.00	\$9,474.17
<b>Totals</b>		<b>\$3,745,047.94</b>	<b>\$1,941,075.64</b>		<b>\$1,941,075.64</b>	<b>\$58,188.56</b>	<b>\$0.00</b>	<b>\$58,188.56</b>	<b>\$1,882,887.08</b>										

TASK NAME	UPWP		FY 2023	Adjusted Amount	FY 2023 ADJUSTED	October	November	December 2022	January	February	March	April	May	June	July	August	September	FY 2023	FY 2023
	TASK	UPWP Budget	Budget		BUDGET	2022	2022		2023	2023	2023	2023	2023	2023	2023	2023	2023	2023	TOTAL
MPO Administration	1.1	\$1,387,085.50	\$693,542.75		\$693,542.75														
Public Participation Plan	1.2	\$168,638.32	\$84,319.16		\$84,319.16														
Training for TAC & TPC	1.3	\$4,289.66	\$2,144.83		\$2,144.83														
Computer Purchases	1.4	\$130,924.70	\$65,462.35		\$65,462.35														
Staff Development	1.5	\$103,393.32	\$51,696.66		\$51,696.66														
Demographic Data	2.1	\$132,638.32	\$66,319.16		\$66,319.16														
Title VI Civil Rights Evaluation	2.2	\$75,793.32	\$37,896.66		\$37,896.66														
Model Work	2.3	\$227,379.96	\$113,689.98		\$113,689.98														
Land Use Map	2.4	\$113,689.98	\$56,844.99		\$56,844.99														
Service Coordination	3.1	\$77,093.32	\$38,546.66		\$38,546.66														
Planning Assistance	3.2	\$171,684.98	\$85,842.49		\$85,842.49														
Project Selection Criteria	4.1	\$37,896.66	\$18,948.33		\$18,948.33														
Bike And Pedestrian	4.2	\$304,773.28	\$152,386.64		\$152,386.64														
Truck Route & Freight Planning	4.3	\$37,896.66	\$18,948.33		\$18,948.33														
County Thoroughfare Plan	4.4	\$38,146.66	\$19,073.33		\$19,073.33														
Metropolitan Transportation Plan	4.5	\$193,133.30	\$96,566.65		\$96,566.65														
Regional Transit Plan	5.1	\$37,896.66	\$18,948.33		\$18,948.33														
Incident Management & Safety Study	5.2	\$18,948.34	\$9,474.17		\$9,474.17														
Congestion Data Collection	5.3	\$289,796.66	\$144,898.33		\$144,898.33														
Corridor Study	5.4	\$175,000.00	\$18,948.33		\$18,948.33														
Traffic Counts	5.5	\$18,948.34	\$9,474.17		\$9,474.17														
<b>Totals</b>		<b>\$3,745,047.94</b>	<b>\$1,803,972.30</b>		<b>\$1,803,972.30</b>	<b>\$0.00</b>													

FY 2020	Task	Adjusted upwp	Total Spent	% of adjust. Budget spent	Amount we should've spent		FY 2021 Task	Adjusted upwp	Total Spent	% of adjust. Budget spent	Amount we should've spent	
					spent	Difference					spent	Difference
1		\$897,165.75	\$34,710.17	3.87%	\$74,764	\$40,054	1	\$897,165.75	\$0.00	0.00%	\$0	\$0
2		\$274,750.79	\$11,016.29	4.01%	\$22,896	\$11,880	2	\$274,750.79	\$0.00	0.00%	\$0	\$0
3		\$124,389.15	\$10,181.85	8.19%	\$10,366	\$184	3	\$124,389.15	\$0.00	0.00%	\$0	\$0
4		\$305,923.28	\$2,280.25	0.75%	\$25,494	\$23,213	4	\$305,923.28	\$0.00	0.00%	\$0	\$0
5		\$338,846.67	\$0.00	0.00%	\$28,237	\$28,237	5	\$201,743.33	\$0.00	0.00%	\$0	\$0
<b>Totals</b>		<b>\$1,941,075.64</b>	<b>\$58,188.56</b>	<b>3.00%</b>	<b>\$161,756.30</b>	<b>\$103,567.74</b>	<b>Totals</b>	<b>\$1,803,972.30</b>	<b>\$0.00</b>	<b>0.00%</b>	<b>\$0.00</b>	<b>\$0.00</b>

FY 20-21	Task	Adjusted UPWP	Total Spent	% of adjust. Budget spent	Amount we should've spent	
					spent	Difference
1		\$1,794,331.50	\$34,710.17	1.93%	\$74,764	\$40,054
2		\$549,501.58	\$11,016.29	2.00%	\$22,896	\$11,880
3		\$248,778.30	\$10,181.85	4.09%	\$10,366	\$184
4		\$611,846.56	\$2,280.25	0.37%	\$25,494	\$23,213
5		\$540,590.00	\$0.00	0.00%	\$22,525	\$22,525
<b>Totals</b>		<b>\$3,745,047.94</b>	<b>\$58,188.56</b>	<b>1.55%</b>	<b>\$156,043.66</b>	<b>\$97,855.10</b>

### Estimated Total Funds for Texas Over Five Years (FY22-FY26)

Highway Contract Authority	\$26.893 billion
General Fund Advanced Appropriations	\$945 million*
Rural Transit	\$450 million
General Aviation Airports	\$390 million
Ferry Boats and Terminals	\$35 million
<b>Total</b>	<b>\$28.7 billion</b>
Annual FY Average	\$5.7 billion

\*EV Charging Stations: \$407.8 million; Bridge Replacement and Rehabilitation: \$537.2 million

### Estimated Funds for Texas in FY22

Highway Contract Authority	\$5.168 billion
General Fund Advanced Appropriations	\$189 million
Rural Transit	\$86 million
General Aviation Airports	\$78 million
Ferry Boats and Terminals	\$7.1 million
<b>Total</b>	<b>\$5.528 billion</b>

Average funding increase per year above FY 2021: \$1.14 billion



### Designates I-14 from Texas to Georgia as a High Priority Corridor as Future Interstate

- Per amendment offered by Senator Cruz and Senator Warnock (D-GA).

### Two New Funding Categories (Apportionments within the Highway Program)

#### 1. Carbon Reduction Program:

- \$6.42 billion over 5 years distributed via formula for all states (Texas: \$642M over 5 years).
- Requires States to develop a carbon reduction strategy within two years.
- Makes the reduction of transportation emissions an eligible use under all apportioned funding categories to states.

#### 2. Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program:

- \$7.3 billion over 5 years distributed via formula to all states (Texas: \$792M over 5 years).
- Funds apportioned to a State for the PROTECT program must be obligated for resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.
  - Of note, there is also \$1.4 billion over five years for competitive discretionary grants for the PROTECT Program.

### Nationwide Supplemental Bridge Funding

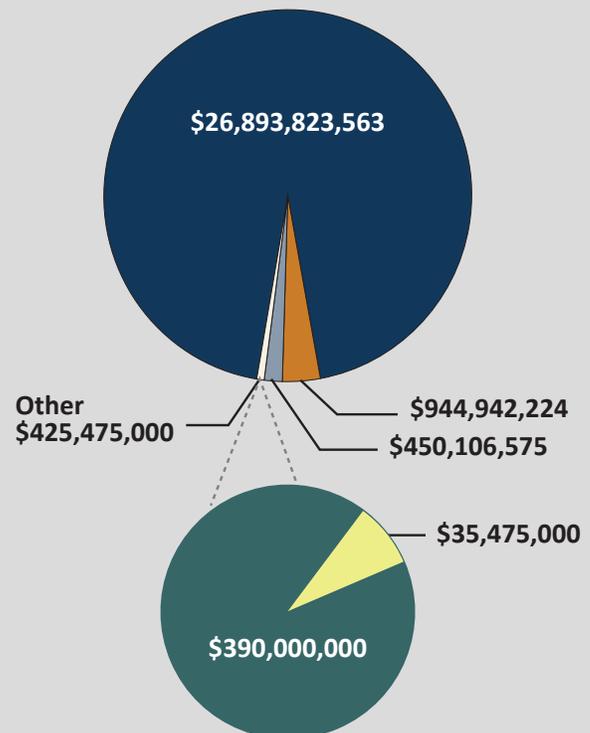
\$27.5 billion over 5 years for a bridge replacement, rehabilitation, preservation, protection, and construction program, to be distributed annually in equal amounts.

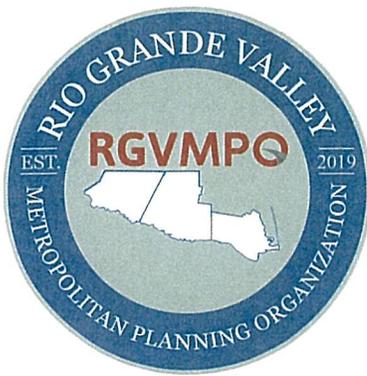
- Formula distribution for this program is more favorable to Texas than prior formulas.

### Largest New Discretionary Grant Programs: Five Year Nationwide Totals

- \$9.235 billion for Bridge Investment Program grants.
- \$7.5 billion for RAISE grants.
- \$5 billion for National Infrastructure Project Assistance (Megaprojects) grants.
  - Allows for single-year or multi-year grant agreements for large surface transportation projects in various modes.

### Estimated TxDOT funding through IIJA FY 2022-FY 2026





# RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION

617 W. University Dr., Edinburg, TX 78539  
(956) 682-3481

## PLANNING PARTNERS:

MAYOR AMBROSIO HERNANDEZ  
CHAIRMAN  
CITY OF PHARR

JUDGE EDDIE TREVIÑO, JR.  
VICE CHAIRMAN  
CAMERON COUNTY

CAMERON COUNTY RMA

CITY OF BROWNSVILLE

CITY OF EDINBURG

CITY OF HARLINGEN

CITY OF McALLEN

CITY OF MISSION

CITY OF SAN BENITO

HIDALGO COUNTY

HIDALGO COUNTY RMA

TxDOT (PHARR DISTRICT)

VALLEY METRO

STAFF:  
ANDREW A. CANON  
EXECUTIVE DIRECTOR

EX-OFFICIO:  
RIO GRANDE VALLEY  
PARTNERSHIP

RGVMPO

Transportation Policy Board (TPB)  
Technical Advisory Committee (TAC)

RE: shift in meeting schedule

Due to the forthcoming holidays and the timeline of having the next STIP revision completed by January 25<sup>th</sup>, staff is recommending the following TEMPORARY changes to the TAC and TPB meeting schedule.

### TAC

November 18, 2021 @ 10 a.m.

December 2, 2021 @ 10 a.m.

January 6, 2022 @ 10 a.m.

### TPB

December 15, 2021, at 1:30 p.m. immediately following LRGVDC Board meeting.

January 19, 2022 @ 1:30 p.m.

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

November 18, 2021

## TxDOT Monthly Letting Update (Projects within Rio Grande Valley MPO Area)

### PROJECTS HAVE LET IN October 2021

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

### PROJECTS TO BE LET IN November 2021

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL-CS-Southmost Nature Trail 0921-06-280	CAM	Manzano St to La Posado St	Construct 10' Concrete Trail	\$299,498 / \$0.00	CAT 7
LL-FM 1926 1804-01-068	HID	@ FM 1926 (23 <sup>rd</sup> 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 <sup>rd</sup> 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 <sup>rd</sup> St) & Ebony Ave	Addition of East, North & Southbound Center Turn Lanes	\$119,088 / \$0.00	CAT 7

### PROJECTS TO BE LET IN December 2021

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
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-PSJA Tri-City Ped Safety Improvement 0921-02-391	HID	Within the Cities of Alamo & Pharr	New Construction Safety Improvements	\$2,014,506 / \$0.00	CAT 3 & 9
LL-Cano Hike & Bike 0921-02-392	HID	Cano St & Freddy Gonzalez St	Installation of Solar Powered Lighting Along Cano Walking Trail	\$534,400 / \$0.00	CAT 3 & 9

### PROJECTS TO BE LET IN February 2022

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

*Disclaimer: Work in Progress and Subject to Change*

November 18, 2021

**PROJECTS TO BE LET IN June 2022**

<b>Hwy</b>	<b>CO</b>	<b>Limits</b>	<b>Description</b>	<b>Estimate / Low Bid</b>	<b>Funding Categories</b>
LL – FM 1926 1804-01-072	HID	@SS 115 (23 <sup>rd</sup> 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

**PROJECTS TO BE LET IN July 2022**

<b>Hwy</b>	<b>CO</b>	<b>Limits</b>	<b>Description</b>	<b>Estimate / Low Bid</b>	<b>Funding Categories</b>
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
FM 491 0861-01-068	HID	FM 1425 to CR 1390	Reconstruct and Widen Roadway with 4ft shoulders	\$4,284,358 / \$0.00	CAT 8

**PROJECTS TO BE LET IN August 2022**

<b>Hwy</b>	<b>CO</b>	<b>Limits</b>	<b>Description</b>	<b>Estimate / Low Bid</b>	<b>Funding Categories</b>
LL-Anzalduas Int'l Bridge 0921-02-379	HID	Port of Entry North Bound	Inbound Commercial Inspection Pre-Cleared Cargo Traffic	\$36,056,462 / \$0.00	CAT 10 & 3
LL-City of Pharr & City of Alamo 0921-02-432	HID	Within the City of Pharr & Alamo	PSJA TriCity Pedestrian Improvements (Phase II)	\$2,196,840 / \$0.00	CAT 9 & 3
LL-Anzalduas Int'l Bridge 0921-02-303	HID	At Anzalduas International Bridge Port of Entry – South Bound	Construct South Bound Inspection Station	\$12,008,326 / \$0.00	CAT 10, 7, 11 & 3
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

PHARR DISTRICT MASTER LETTING PLAN - FY 2020 + <<FOR INTERNAL TxDOT PHARR DISTRICT USE ONLY>> (JS Revised 11-9-2021)

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 8	Cat 3 Local	STATEWIDE FUND 6 TOTALS			

Construction Lettings																			
Sep-21	CAM	FM 1419	1426-01-054	Seal Coat	FM 3068 to FM 511		\$ 205,960	\$ 205,960				\$ -				\$ -	\$ -	\$ -	\$ 205,960
	CAM	FM 1419	1426-01-055	Seal Coat	FM 511 to SH 4		\$ 305,288	\$ 305,288				\$ -				\$ -	\$ -	\$ -	\$ 305,288
	CAM	FM 509	2369-01-029	Seal Coat	FM 508 to FM 106		\$ 122,803	\$ 122,803											\$ 122,803
	CAM	FM 509	2369-01-030	Seal Coat	Bus 77 to FM 800 IH 69E		\$ 105,678	\$ 105,678											\$ 105,678
	CAM	FM 800	1136-02-054	Seal Coat	FM 3067 to FM 1479		\$ 161,396	\$ 161,396											\$ 161,396
	CAM	SH 345	0630-01-055	Seal Coat	FM 1561 to FM 106		\$ 191,883	\$ 191,883											\$ 191,883
	CAM	FM 3248	2717-01-029	Seal Coat	IH-69E to FM 1847		\$ 205,648	\$ 205,648											\$ 205,648
	CAM	FM 733	0872-03-012	Seal Coat	Bus 83 to Tio Cano Lake Cross		\$ 129,848	\$ 129,848											\$ 129,848
	CAM	FM 506	0872-02-020	Seal Coat	Willacy/Cameron C.L. to SH 107		\$ 267,736	\$ 267,736											\$ 267,736
	CAM	FM 506	0872-04-031	Seal Coat	SH 107 to IH-2		\$ 383,696	\$ 383,696											\$ 383,696
	CAM	FM 506	0872-04-032	Seal Coat	IH-2 to Bux 83		\$ 33,795	\$ 33,795											\$ 33,795
	CAM	FM 506	0872-02-033	Seal Coat	FM 3067 to US 281		\$ 149,132	\$ 149,132											\$ 149,132
	CAM	SS 486	1065-02-038	Seal Coat	IH-69E to Bus 77		\$ 75,035	\$ 75,035											\$ 75,035
	CAM	FM 3067	3094-03-007	Seal Coat	FM 506 to FM 800		\$ 100,585	\$ 100,585											\$ 100,585
	CAM	FM 1847	1801-02-019	Seal Coat	FM 2925 to FM 106		\$ 307,398	\$ 307,398											\$ 307,398
	CAM	FM 1847	1801-01-051, etc	Seal Coat	FM 2893 to SH 550		\$ 866,608	\$ 866,608											\$ 866,608
	CAM	FM 1847	1801-01-052	Seal Coat	SH 550 to FM 3248		\$ 228,190	\$ 228,190											\$ 228,190
	HID	FM 2221	2416-02-006	Seal Coat	US 83 to 6.244 Mi N. of US 83		\$ 373,032	\$ 373,032											\$ 373,032
	HID	FM 2221	0669-03-027	Seal Coat	6.244 Mi N. of US 83 to FM 492		\$ 379,203	\$ 379,203											\$ 379,203
	HID	FM 492	0862-01-060	Seal Coat	FM 2221 to Bus 83		\$ 353,753	\$ 353,753											\$ 353,753
	HID	>FM 3071	3096-01-007	Seal Coat	FM 1925 to SH 107		\$ 99,092	\$ 99,092											\$ 99,092
	HID	>FM 1015	1228-02-030	Seal Coat	Hidalgo/Willacy C.L. to SH 107		\$ 559,908	\$ 559,908											\$ 559,908
	HID	>FM 491	0861-01-064	Seal Coat	SH 107 to Mile 10 N Rd.		\$ 411,328	\$ 411,328				\$ -			\$ -		\$ -	\$ -	\$ 411,328
	HID	>FM 493	0863-03-034	Seal Coat	SH 186 to FM 2812 (South Leg)		\$ 483,147	\$ 483,147											\$ 483,147
	HID	>FM 493	0863-03-035	Seal Coat	FM 1925 to SH 107		\$ 111,836	\$ 111,836											\$ 111,836
	HID	>FM 490	0860-01-019	Seal Coat	US 281 to FM 493		\$ 332,475	\$ 332,475											\$ 332,475
							\$ -	\$ 6,944,453	\$ 6,944,453	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,944,453
Oct-21	HID	FM 3072	3098-01-016	Rehabilitation	FM 2061 to Veterans Rd.		\$ 6,196,268	\$ 6,196,268				\$ -			\$ -		\$ -	\$ -	\$ 6,196,268
							\$ 6,196,268	\$ -	\$ 6,196,268	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,196,268
Nov-21	CAM	FM 1846	1065-02-039	Rehabilitation	San Jose Ranch Road to BUS 77		\$ 3,830,858	\$ 3,830,858											\$ 3,830,858
							\$ 3,830,858	\$ -	\$ 3,830,858	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,830,858
Apr-22	HID	IH 69C	0255-08-108,etc	Overlay	Nolana Ave to Sprague St		\$ -	\$ 5,901,288	\$ 5,901,288			\$ -			\$ -		\$ -	\$ -	\$ 5,901,288
							\$ -	\$ 5,901,288	\$ 5,901,288	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,901,288
Jun-22	HID	FM 907	1586-01-079	Rehabilitation	FM 3072 to US 281		\$ 4,557,981	\$ -	\$ 4,557,981			\$ -			\$ -		\$ -	\$ -	\$ 4,557,981
							\$ 4,557,981	\$ -	\$ 4,557,981	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,557,981
Jul-22	HID	>Bus 83	0039-04-130, etc.	Improve Traffic Signal	@ Victoria Rd.		\$ -	\$ -	\$ -			\$ -	\$ 154,057		\$ 154,057		\$ -	\$ -	\$ 154,057

PHARR DISTRICT MASTER LETTING PLAN - FY 2020 + <<FOR INTERNAL TxDOT PHARR DISTRICT USE ONLY>> (JS Revised 11-9-2021)

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 8	Cat 3 Local	STATEWIDE FUND 6 TOTALS			
	CAM	FM 3069	3093-01-002	Reconstruct and Widen Roadway with 4-ft Shoulders to address Lane Departures and Safety	FM 510 to FM 2480								\$ 4,830,356		\$ 4,830,356			\$ 4,830,356
	CAM	>BUS 77	0039-12-264	Improve Traffic Signal	@ FM 1846 / SS 486	\$ -	\$ -	\$ -				\$ -	\$ 188,102		\$ 188,102			\$ 188,102
	CAM	>BUS 77	0039-12-265	Install Intersection Flashing Beacon	@ Iowa Gardens Road	\$ -	\$ -	\$ -				\$ -	\$ 188,102		\$ 188,102			\$ 188,102
	CAM	>BUS 77	0039-12-266	Install Intersection Flashing Beacon	@ Camino Real Blvd/Yoakum St	\$ -	\$ -	\$ -				\$ -	\$ 54,652		\$ 54,652			\$ 54,652
	CAM	>BUS 77	0039-10-087	Improve Traffic Signal	@ US 281/SH48	\$ -	\$ -	\$ -				\$ -	\$ 154,057		\$ 154,057			\$ 154,057
	HID	>FM 492	0862-01-065	Improve Traffic Signal	@ SH 495	\$ -	\$ -	\$ -				\$ -	\$ 154,057		\$ 154,057			\$ 154,057
	HID	>FM 493	0863-03-039	Improve Traffic Signal	@ FM 1925	\$ -	\$ -	\$ -				\$ -	\$ 154,057		\$ 154,057			\$ 154,057
	CAM	>FM 509	2369-01-031	Improve Traffic Signal	@ Russell Ln / Haine Dr	\$ -	\$ -	\$ -				\$ -	\$ 154,057		\$ 154,057			\$ 154,057
	HID	>FM 907	1586-01-086	Improve Traffic Signal	@ Mile 17 N Rd	\$ -	\$ -	\$ -				\$ -	\$ 154,057		\$ 154,057			\$ 154,057
	HID	>FM 907	1586-01-087	Improve Traffic Signal	@ Wisconsin Rd	\$ -	\$ -	\$ -				\$ -	\$ 154,057		\$ 154,057			\$ 154,057
	HID	>FM 1423	1427-01-046	Improve Traffic Signal	@ SH 495	\$ -	\$ -	\$ -				\$ -	\$ 154,057		\$ 154,057			\$ 154,057
	HID	>FM 2812	2831-01-015	Install Intersection Flashing Beacon	@ Cesar Chavez Rd	\$ -	\$ -	\$ -				\$ -	\$ 51,867		\$ 51,867			\$ 51,867
	HID	>IH 2	0039-18-125	Improve Traffic Signal	@ SHS 433	\$ -	\$ -	\$ -				\$ -	\$ 188,103		\$ 188,103			\$ 188,103
	HID	>IH 69C	0255-07-147	Improve Traffic Signal	@ SH 107	\$ -	\$ -	\$ -				\$ -	\$ 188,103		\$ 188,103			\$ 188,103
	CAM	>IH 69E	0039-16-071	Install Pedestrian Signal	@ E. 14th St.	\$ -	\$ -	\$ -				\$ -	\$ 188,103		\$ 188,103			\$ 188,103
	HID	>Various (Hidalgo County)	0921-02-482	Improve Traffic Signal	Various Locations in Hidalgo County	\$ -	\$ -	\$ -				\$ -	\$ 563,149		\$ 563,149			\$ 563,149
	HID	>UP 281	0255-09-104	Improve Traffic Signal	@ SS115	\$ -	\$ -	\$ -				\$ -	\$ 188,103		\$ 188,103			\$ 188,103
	HID	Various (Hidalgo County)	0921-02-483	Install Warning/Guide Signs, Install Pavement Markings	Various Locations in Hidalgo County	\$ -	\$ -	\$ -				\$ -	\$ 726,537		\$ 726,537			\$ 726,537
	HID	FM 491	0861-01-068	Reconstruct and Widen Roadway with 4-ft Shoulders	FM 1425 to CR 1390							\$ 4,284,358		\$ 4,284,358			\$ 4,284,358	
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,871,991	\$ -	\$ 12,871,991	\$ -	\$ -	\$ 12,871,991
Aug-22	CAM	SH 107	0342-03-037	Rehabilitate Existing Roadway	Louisiana St. to Hooks E. Hodges St.	\$ 4,322,165	\$ -	\$ 4,322,165				\$ -	\$ -		\$ -			\$ 4,322,165
	HID	Nittler Rd. - West Bridge	0921-02-445, etc.	Reconstruct Bridge	1.25 Miles West of FM 88 (NBI: 21-109-0-AA03-41-004)	\$ -	\$ -	\$ -				\$ 600,000	\$ -		\$ 600,000			\$ 600,000
	HID	>Nittler Rd. - East Bridge	0921-02-446	Reconstruct Bridge	.2 Miles West of FM 88 (NBI: 21-109-0-AA03-41-005)	\$ -	\$ -	\$ -				\$ 600,000	\$ -		\$ 600,000			\$ 600,000
						\$ 4,322,165	\$ -	\$ 4,322,165	\$ -	\$ -	\$ -	\$ 1,200,000	\$ -	\$ -	\$ 1,200,000	\$ -	\$ -	\$ 25,850,878
								\$ 31,753,013	\$ -	\$ -	\$ -	\$ 1,200,000	\$ 12,871,991	\$ -	\$ -	\$ -	\$ -	\$ 45,825,004

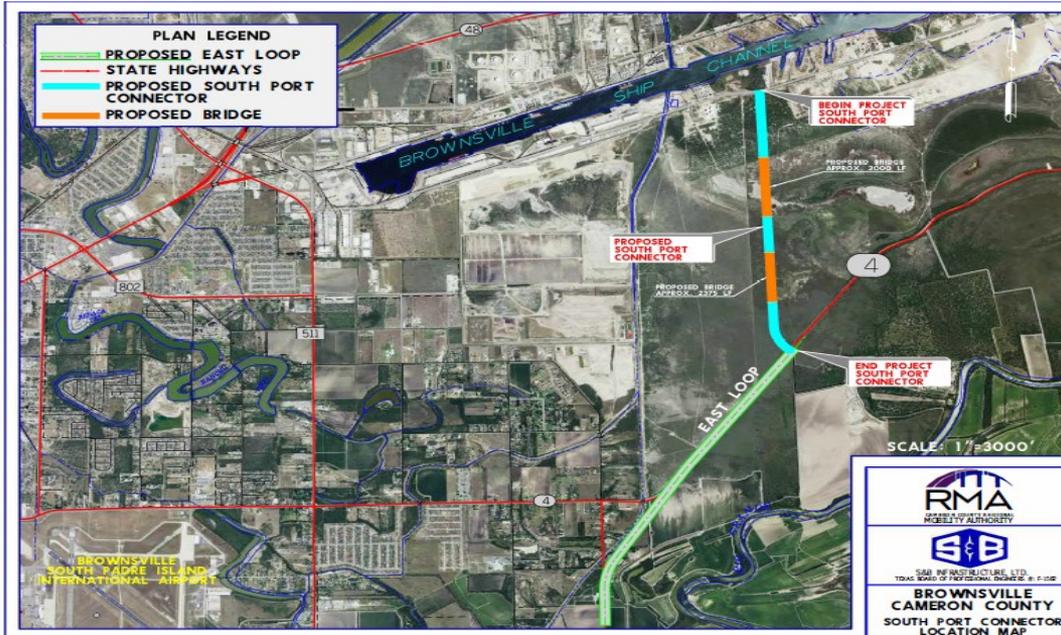
CCRMA  
Project Status Presentation  
RGVMPO Technical Advisory Committee

November 18, 2021



# South Port Connector

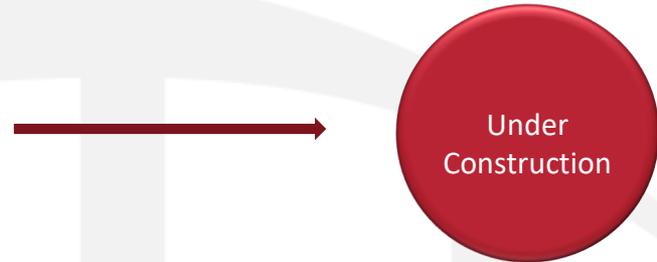
## CSJ: 0921-06-288



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

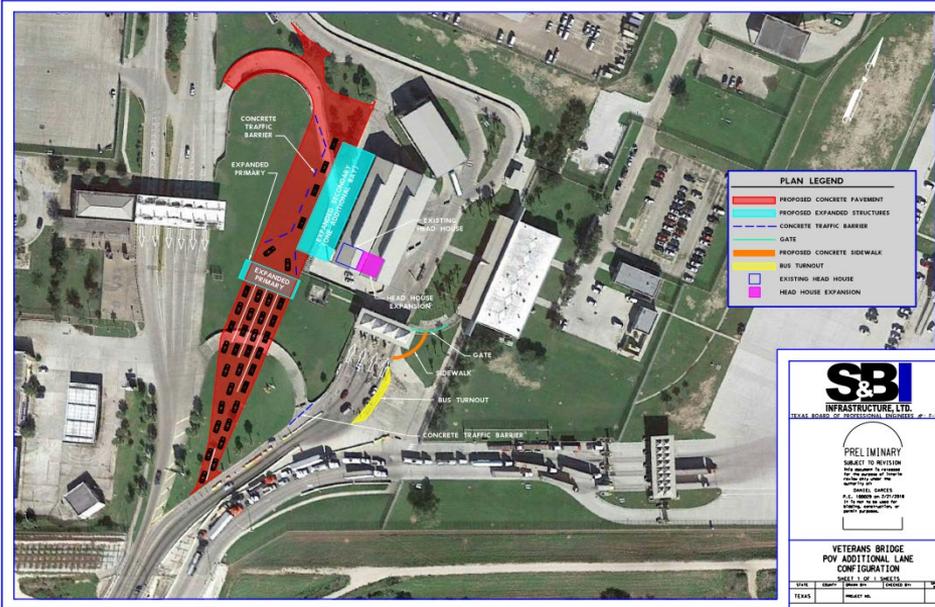
### Recent Activity:

- Currently Under Construction - 95% Complete
- Estimated Completion Date – December 2021



# Veterans POV Expansion

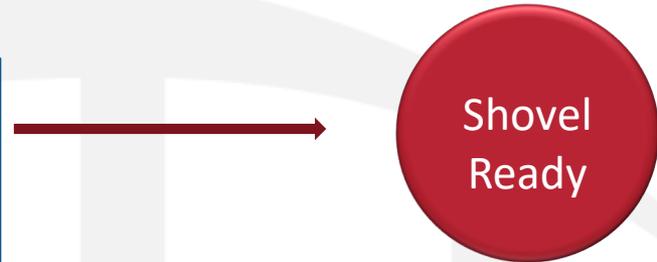
## CSJ: 0921-06-313



### 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
- Pending Trade Fair Agreement & TIP Amendment for FY 2022 Letting

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



# SH 550 GAP 2 Project

## CSJ: 0684-01-068



SH 550

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

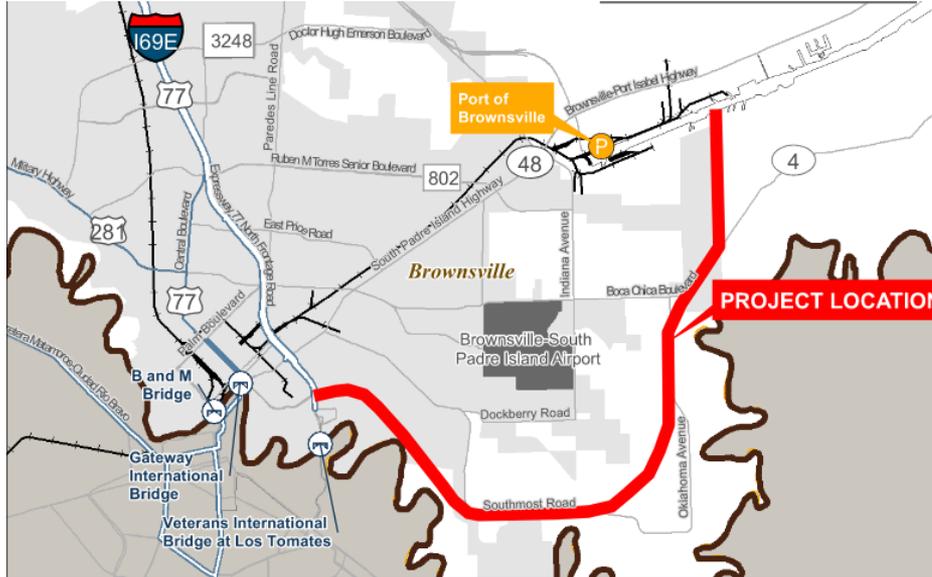
**Recent Activity:**

- 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 Railroad Bridge Alternatives



# East Loop

## CSJ: 0921-06-315



1	<b>Environmental</b>	- 80% complete
2	<b>Preliminary Engineering</b>	✓
3	<b>ROW &amp; Utilities:</b>	- In Process
4	<b>Design</b>	- Under Design
5	<b>Funding</b>	- 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
- Pending August/November 2021 TIP Amendment
- CCRMA is Proceeding with 100% Local Funding for PS&E to Expedite

# Flor De Mayo Bridge

## CSJ: TBD



### Recent Activity:

- Included in Border Master Plan- High Impact Project
- Feasibility study Complete
- Submitted Presidential Permit Application to DOS

1

**Environmental** - Underway

2

**Preliminary Engineering** - Underway

3

**ROW & Utilities:**



4

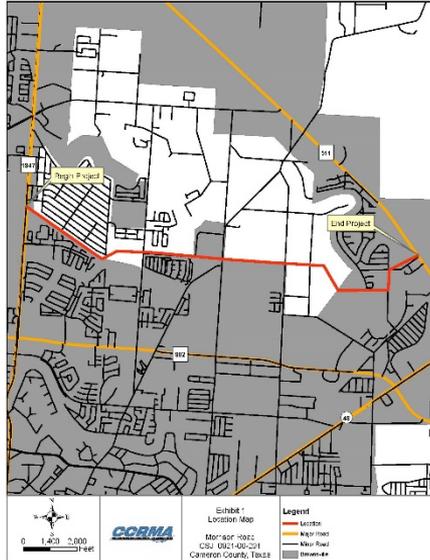
**Design** - Pending

5

**Funding** - Pending

# 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	<b>Environmental</b>	- 95% Complete
2	<b>Preliminary Engineering</b>	✓
3	<b>ROW &amp; Utilities:</b>	✓
4	<b>Design</b>	- Pending
5	<b>Funding</b>	✓

### Recent Activity:

- Included in Border Master Plan- Medium Impact Project
- 95% PS&E complete.
- Virtual Public Meeting Held August 11, 2020
- ROW 100% in place, Utilities Adjusted.

# FM 509

## CSJ: 0921-06-254



- |   |                                |           |
|---|--------------------------------|-----------|
| 1 | <b>Environmental</b>           | - Pending |
| 2 | <b>Preliminary Engineering</b> | - Pending |
| 3 | <b>ROW &amp; Utilities:</b>    | - Pending |
| 4 | <b>Design</b>                  | - Pending |
| 5 | <b>Funding</b>                 | ✓         |

### Recent Activity:

- Included in Border Master Plan- Medium Impact Project
- Transportation Commission Approved On-System Minute Order - May 2021
- TxDOT has funded the project fully in the 2021 UTP
- Functional Classification under review by FHWA
- CCRMA will utilize 100% Local Funds for Preliminary Engineering to expedite

# SPI 2<sup>nd</sup> Access

## CSJ: TBD



### Recent Activity:

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

1

**Environmental** - Underway

2

**Preliminary Engineering** - Underway

3

**ROW & Utilities:** - Pending

4

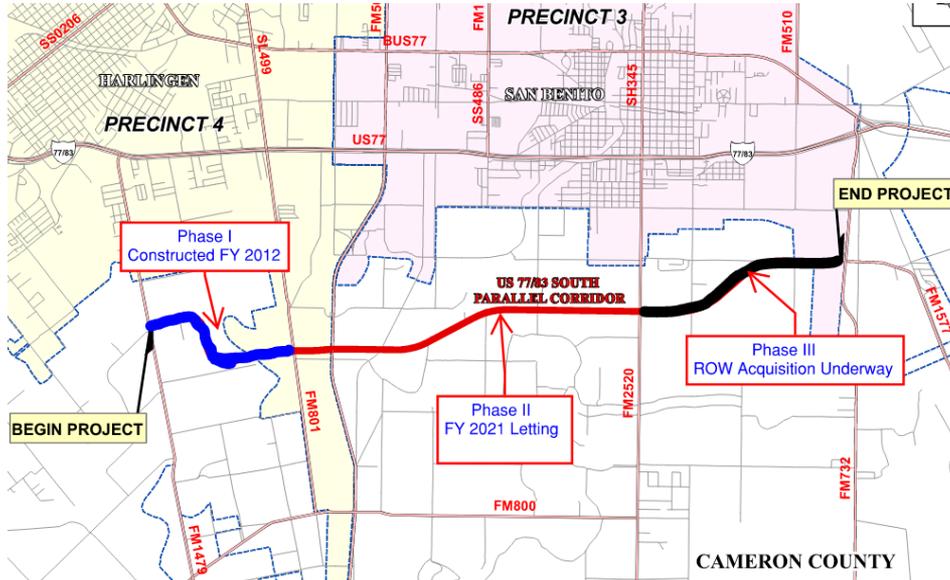
**Design** - Pending

5

**Funding** - Pending

# S. Parallel Corridor Phase II

## CSJ: 0921-06-252



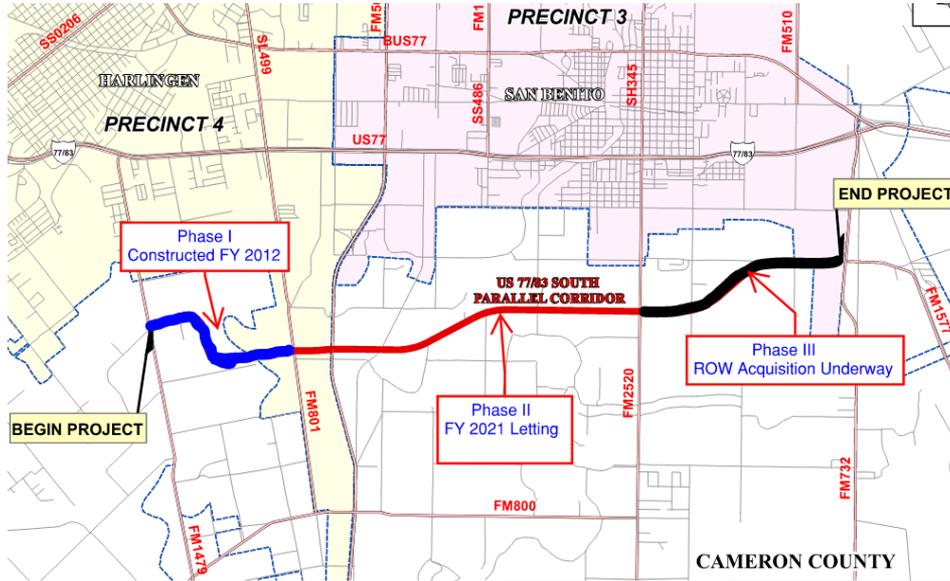
1	Environmental	✓
2	Preliminary Engineering	✓
3	ROW & Utilities:	✓
4	Design	✓
5	Funding	✓

### 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 using Local Funds
- Utility Coordination Underway using Local Funds
- Needs Funding to construct the entire 10-Mile Corridor to a 5-Lane Urban Section

# US 281 Connector

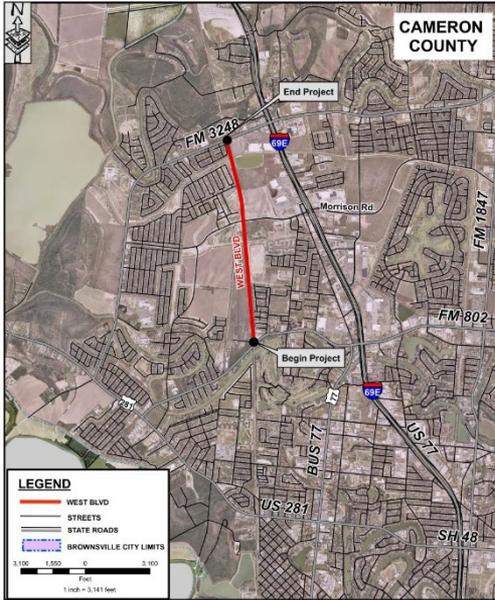


1	<b>Environmental</b>	- Pending
2	<b>Preliminary Engineering</b>	- Pending
3	<b>ROW &amp; Utilities:</b>	- Pending
4	<b>Design</b>	- Pending
5	<b>Funding</b>	- Pending

## 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:



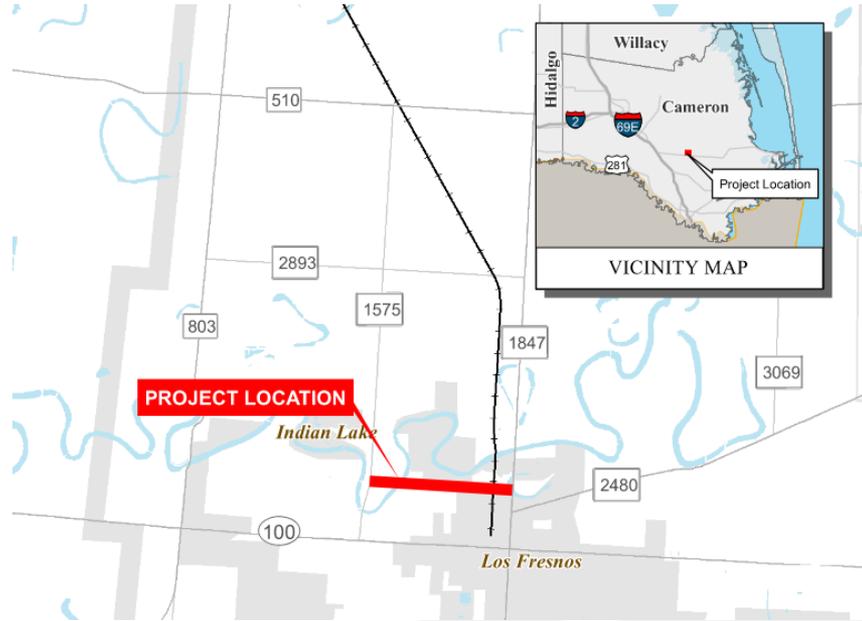
- 1 **Environmental** - Underway
- 2 **Preliminary Engineering** - Underway
- 3 **ROW & Utilities:** ✓
- 4 **Design** - Pending
- 5 **Funding** ✓

### 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 | <b>Environmental</b>           | - Underway |
| 2 | <b>Preliminary Engineering</b> | - Underway |
| 3 | <b>ROW &amp; Utilities:</b>    | ✓          |
| 4 | <b>Design</b>                  | - Pending  |
| 5 | <b>Funding</b>                 | ✓          |

### Recent Activity:

- Construction 100% Funded in 2021 UTP
- DCC held on September 14, 2020
- Schematics at 90%
- Environmental at 75%



# U.S. 77 – I69E Plan

## Fully Funded by TxDOT - 2021 UTP



#	CSJ	HWY	Current XS <sup>2</sup>	Limits	Description	EST. CONSTRUCTION COST (M)	EST. TOTAL COST <sup>3</sup>	MILES	FUNDING STATUS <sup>5</sup>	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
<b>Total</b>						<b>\$1,085.2</b>	<b>\$1,302.3</b>	<b>103.8</b>		

Included in Border Master Plan

# U.S. 77 – I69E Plan

## Fully Funded by TxDOT - 2021 UTP



#	CSJ	HWY	Current XS <sup>2</sup>	Limits	Description	EST CONST COST (\$M)	EST TOTAL COST (\$M)	MILES	FUNDING STATUS <sup>5</sup>	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

- FUEGO Tag live October 21, 2021
- 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 2<sup>nd</sup> 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 NOVEMBER 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

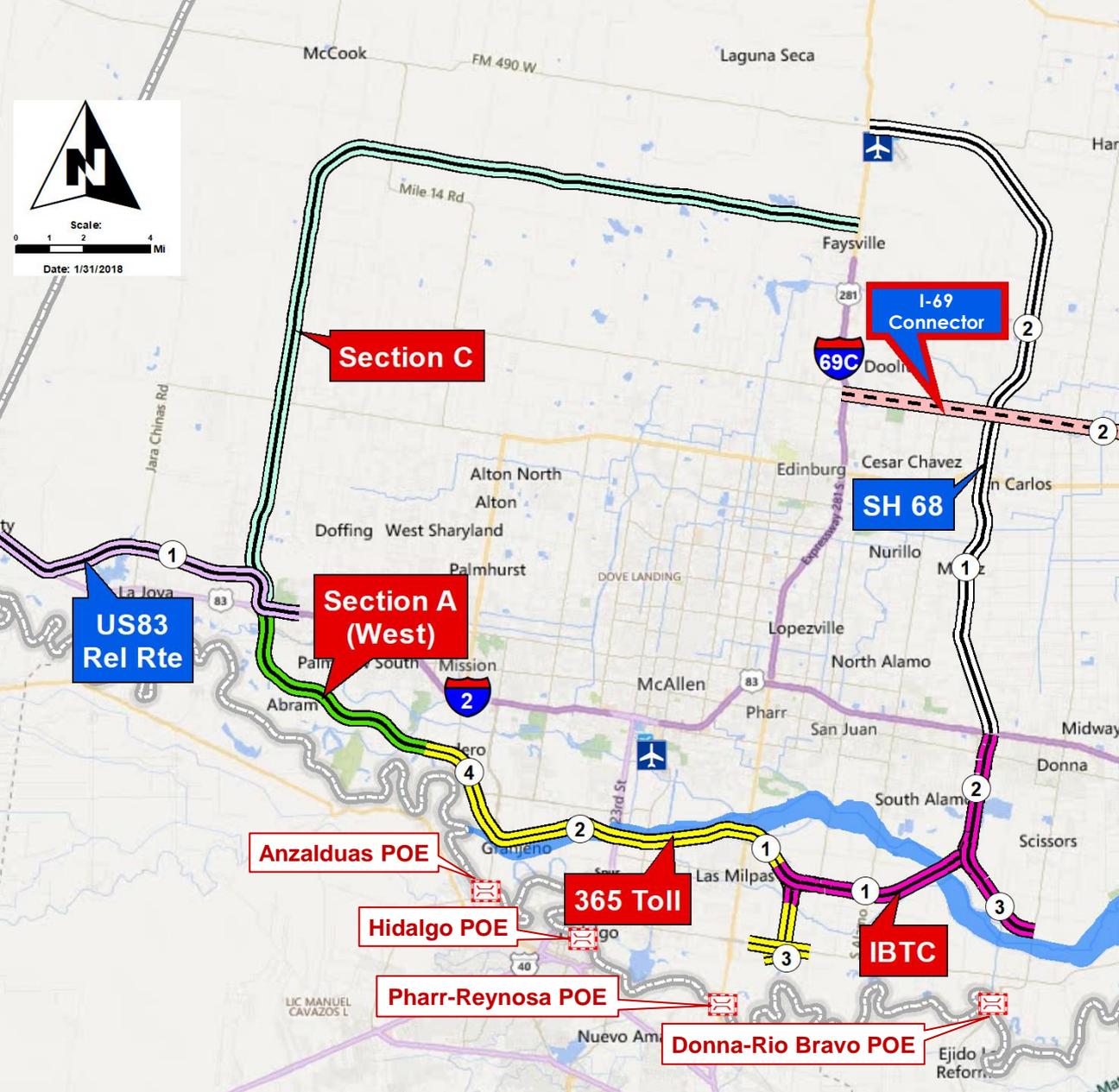
### MISSION STATEMENT:

“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



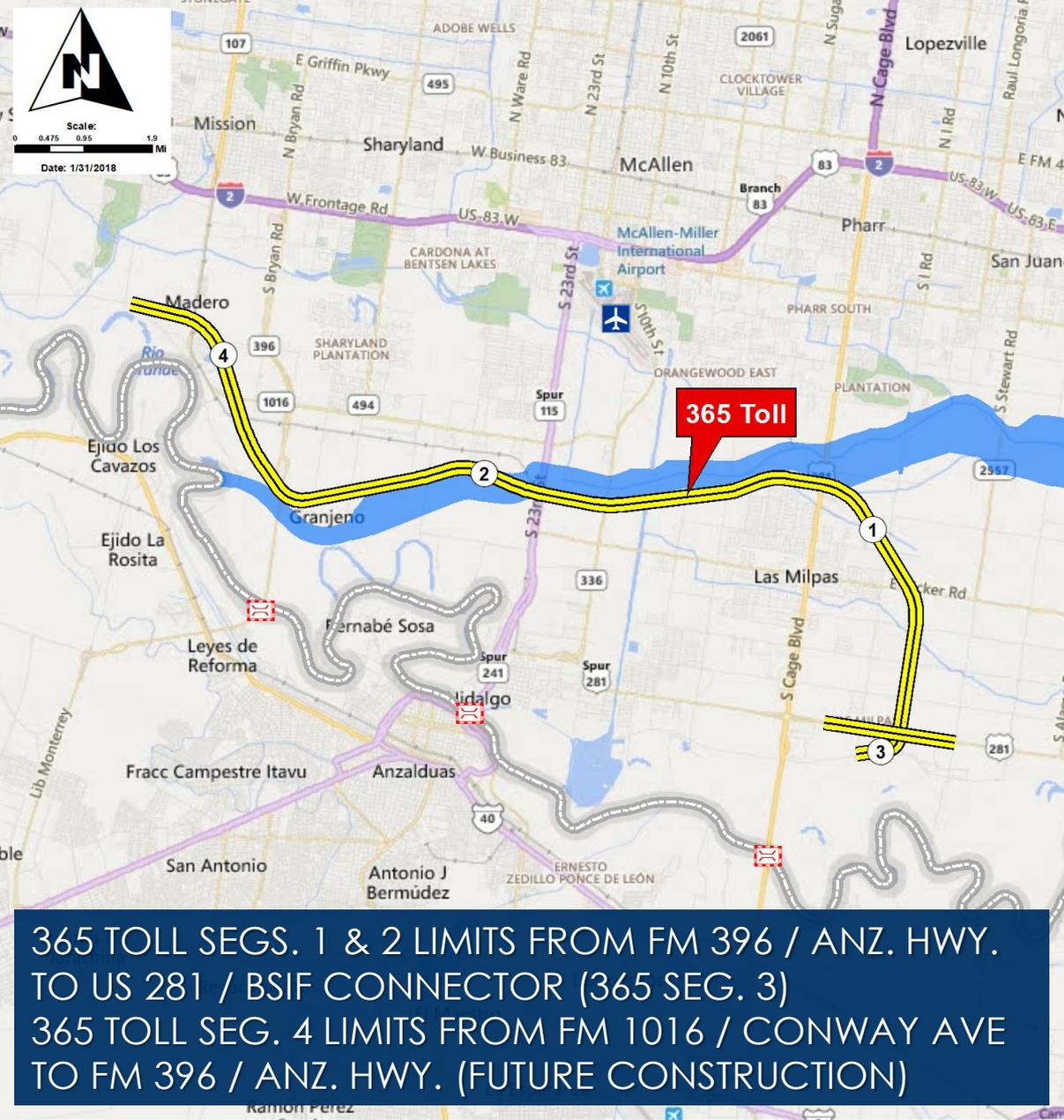
# SYSTEM WIDE

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

## ► **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. On 06/2021 a 2<sup>nd</sup> FAA was granted to assign the gap funding contingent upon successful contract execution and sale of toll revenue bonds.
  - IBTC: funds 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)





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



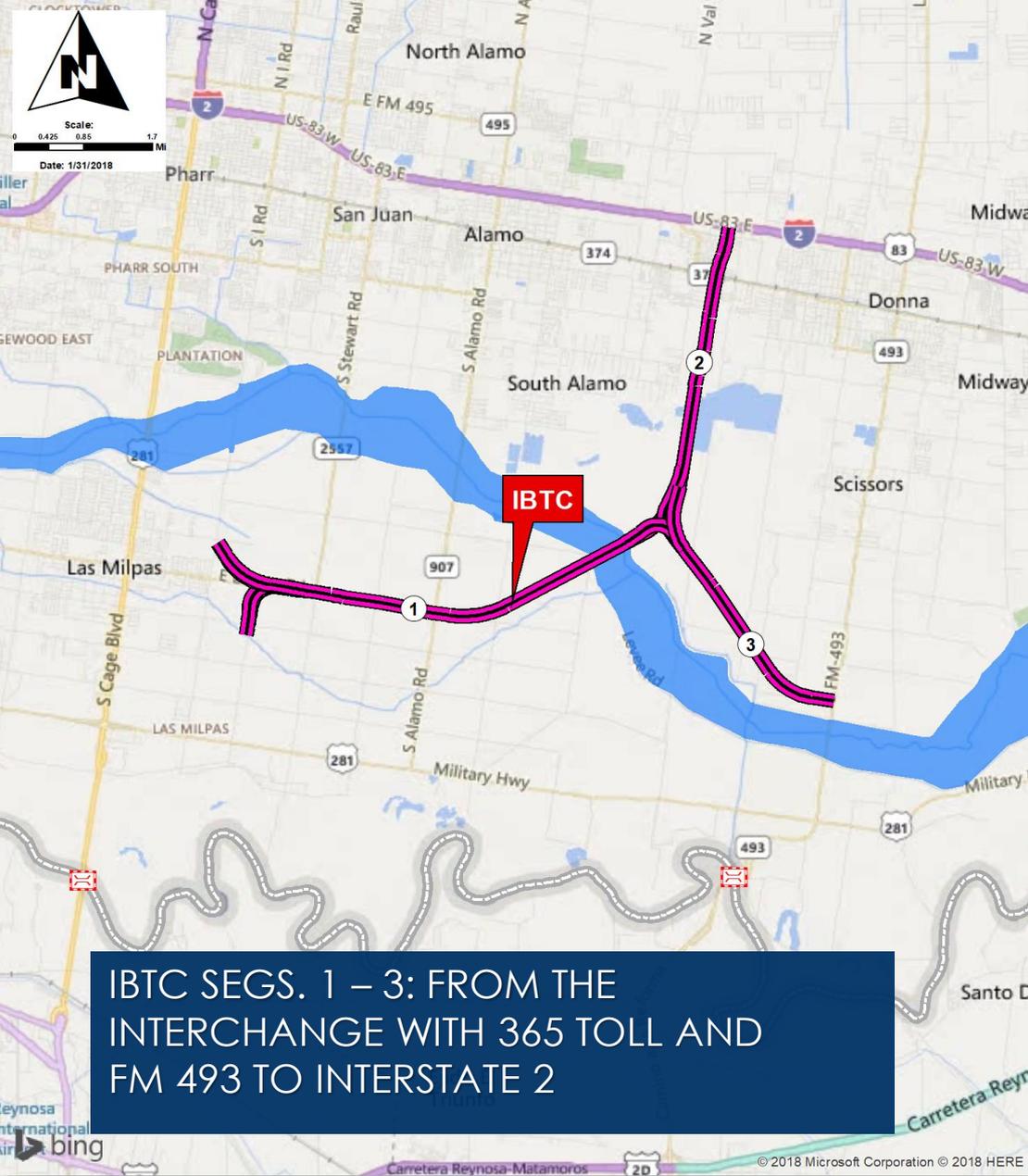
# 365

# TOLL

## ► SCHEDULE:

- ~~Early 08/2021~~, TxDOT provides “release to advertise”
- ~~08/08/2021 - 10/13/2021~~, HCRMA advertises the 365 Toll (66 days), hold prebid 08/31/2021, and opened bids 10/13/2021,
- ~~10/19/2021~~, HCRMA Approved Award of Contract,
- 11/08/2021**, TxDOT concurred with award of contract,
- 11/10/2021 - 12/01/2021**, initiate - finalize CO#1
- 12/08/2021**, Potential HCRMA Board approval of CO#2,
- 01/04/2022 - 01/14/2022**, HCRMA meets with rating agencies, prices bonds,
- 02/10/2022**, HCRMA closes toll revenue bonds,
- 03/2022**, Commence 42-month construction, and
- 09/2025**, Open to traffic.





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



**MAJOR MILESTONES:**

OBTAINED EA ENV CLASSIFICATION: 11/2017

SCHEMATIC APPROVED: 11/2021

EST. NEPA CLEARANCE: 02/2022

EST. OPEN: MID 2027



# ▶ 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 (Remaining)																									█	█	█	█	█	█	█	█	█	█	█	█
Plans, Specs., & Estimates																									█	█	█	█	█	█	█	█	█	█	█	█
Utility Coord / Relocation																									█	█	█	█	█	█	█	█	█	█	█	█
Constr. Contract Letting Phase																																				
Constr. Award / Commence																																				

CONSTRUCTION FROM 2024-2027



## ▶ 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 approved: Project Description, Hazmat, Historic Resources, Public Meeting Summary Report, Waters of the US, Archaeological Resources, Noise Report, Archaeological Mitigation Plan, and CIC Report .
- ❑ Submitting Final EA before Thanksgiving 2021 to obtain a Sufficient for Processing (SFP )notice to then schedule a Public Hearing January 2022.

## ▶ OTHER:

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





# I-69 Connector

**(COLLABORATION W/ TXDOT, CCRMA, AND HCRMA)**

## DESCRIPTION:

- ▶ PROJECT LENGTH ~27 MILES
- ▶ FROM I-69C IN HIDALGO COUNTY TO I-69-E IN CAMERON COUNTY
- ▶ KEY PARALLEL CORRIDOR TO I-2 WITH IMPORTANCE TO MOBILITY PROJECTS BY TXDOT, CCRMA AND HCRMA
- ▶ TXDOT COMMITTED SUPPLEMENTAL DEVELOPMENT AUTHORITY FUNDS FOR THE ENTIRE 27 MILE CORRIDOR AS AN EXPRESSWAY FACILITY.
- ▶ TXDOT HAS COMMITTED TO FUNDING THE DEVELOPMENT OF THE SCHEMATIC DESIGN AND ENVIRONMENTAL DOCUMENTS.
- ▶ FEASIBILITY STUDIES KICKED OFF WITH A STAKEHOLDER MEETING OCT 2019.
- ▶ PUBLIC MEETING ON FEASIBILITY STUDIES HELD 12/2019 AND 11/2021.

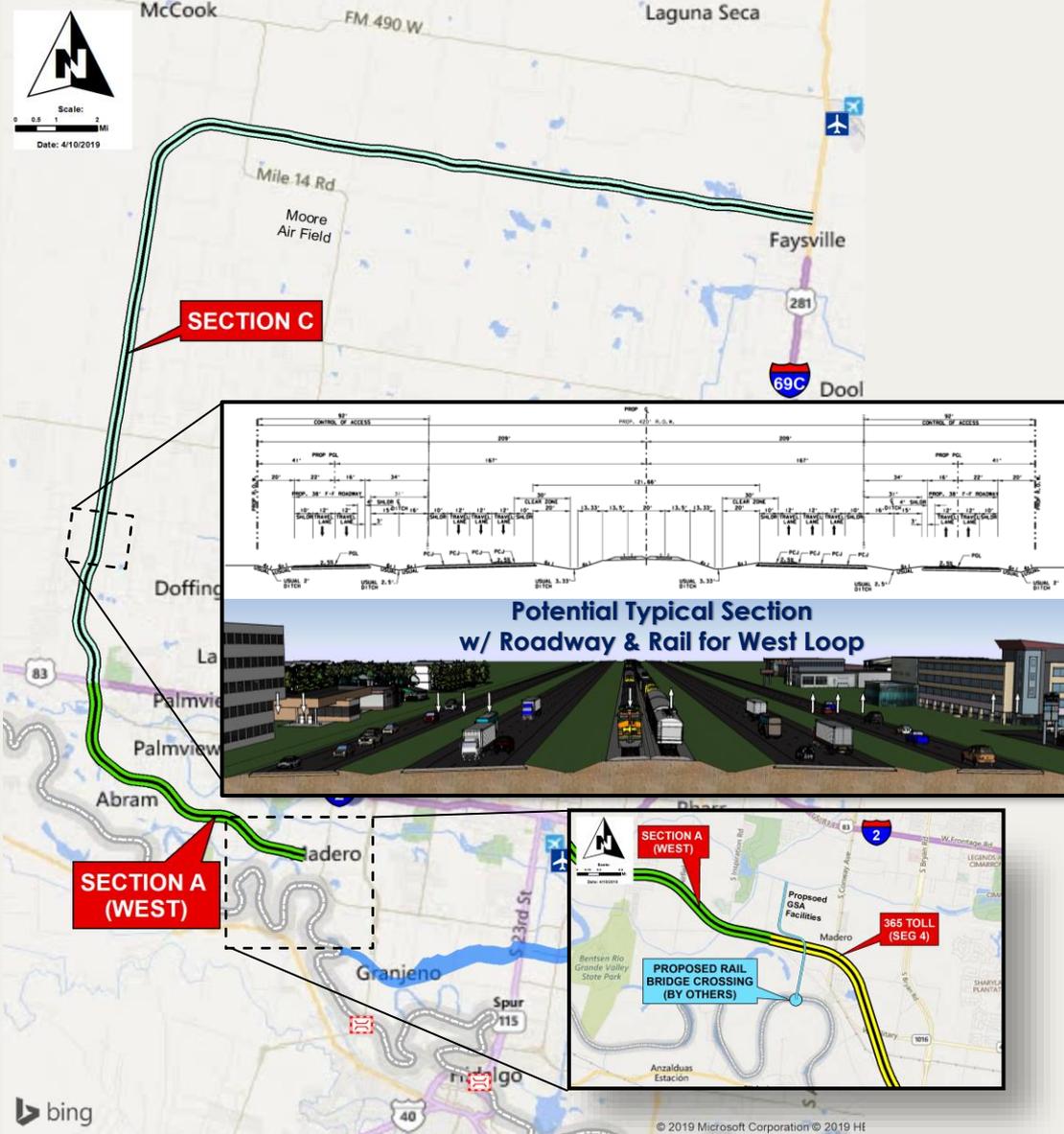
# WEST LOOP

## SECTION A(WEST) / SECTION C

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

### DESCRIPTION:

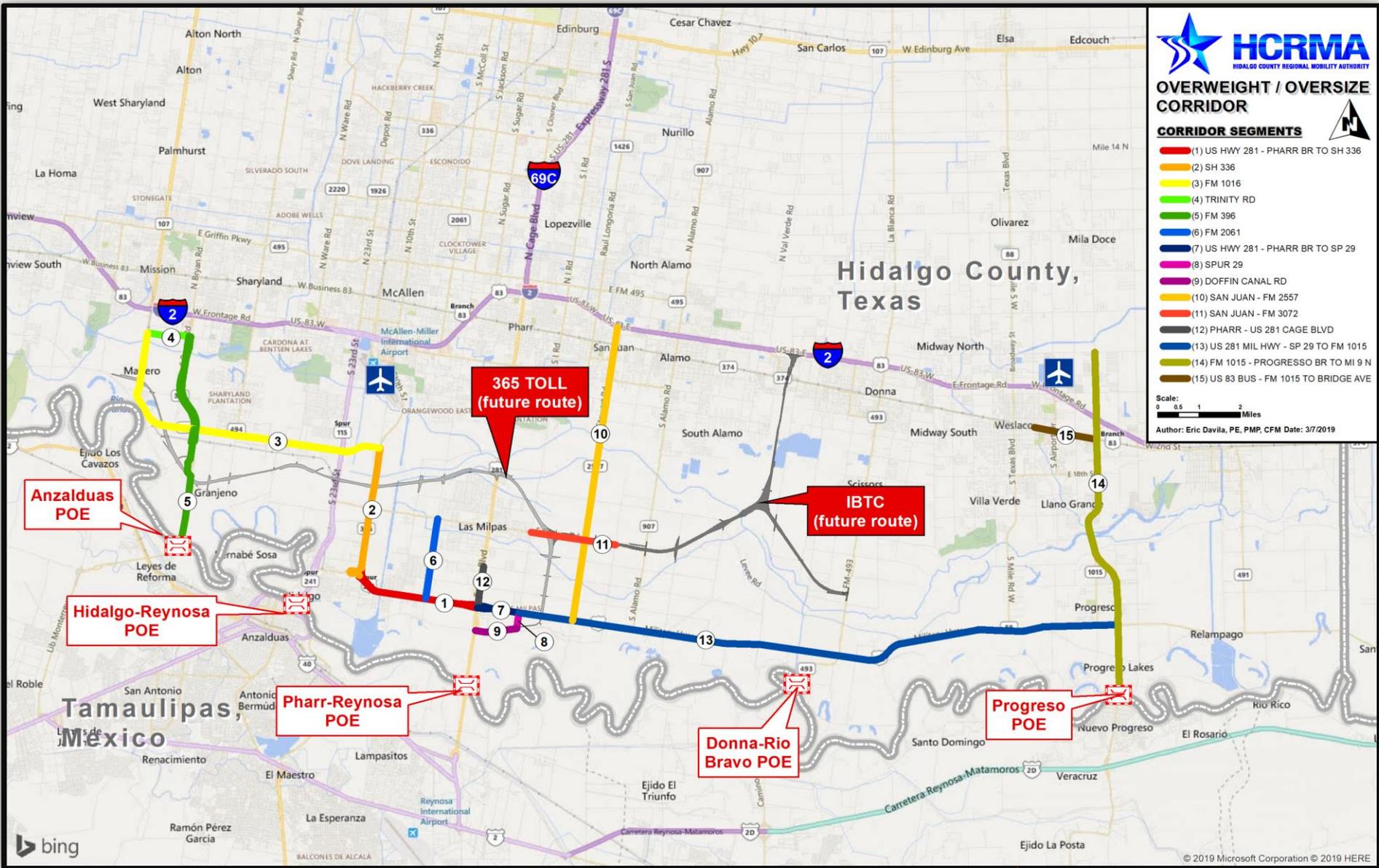
- ▶ COMBINED PROJECT LENGTH: 38 MILES FROM FM 1016 / CONWAY AVE (MISSION/MADERO) TO I-69C (NORTH EDINBURG)
- ▶ LIKELY TO BE CLASSIFIED AS AN ENVIRONMENTAL IMPACT STATEMENT (EIS) NEPA DOCUMENT (36 TO 48 MONTHS)—TO BE ENGAGED AFTER IBTC ENV.
- ▶ POTENTIAL FOR CLASS I RAIL WITHIN THE ROW PENDING DEVELOPMENTS 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"
- ▶ FEASIBILITY STUDIES ONGOING.



**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 BUS - 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 NOV 2021:  
JAN 1, 2014 – OCT 31, 2021**

**OW**

<b>Total Permits Issued:</b>	<b>184,679</b>
<b>Total Amount Collected:</b>	<b>\$ 28,404,160</b>
■ <b>Convenience Fees:</b>	<b>\$ 632,160</b>
■ <b>Total Permit Fees:</b>	<b>\$ 27,772,000</b>
– Pro Miles:	\$ 554,037
– TxDOT:	\$ 23,606,200
– HCRMA:	\$ 3,611,763



▶ **OVERWEIGHT REPORT FOR NOV 2021:  
JAN 1, 2021 – OCT 31, 2021**

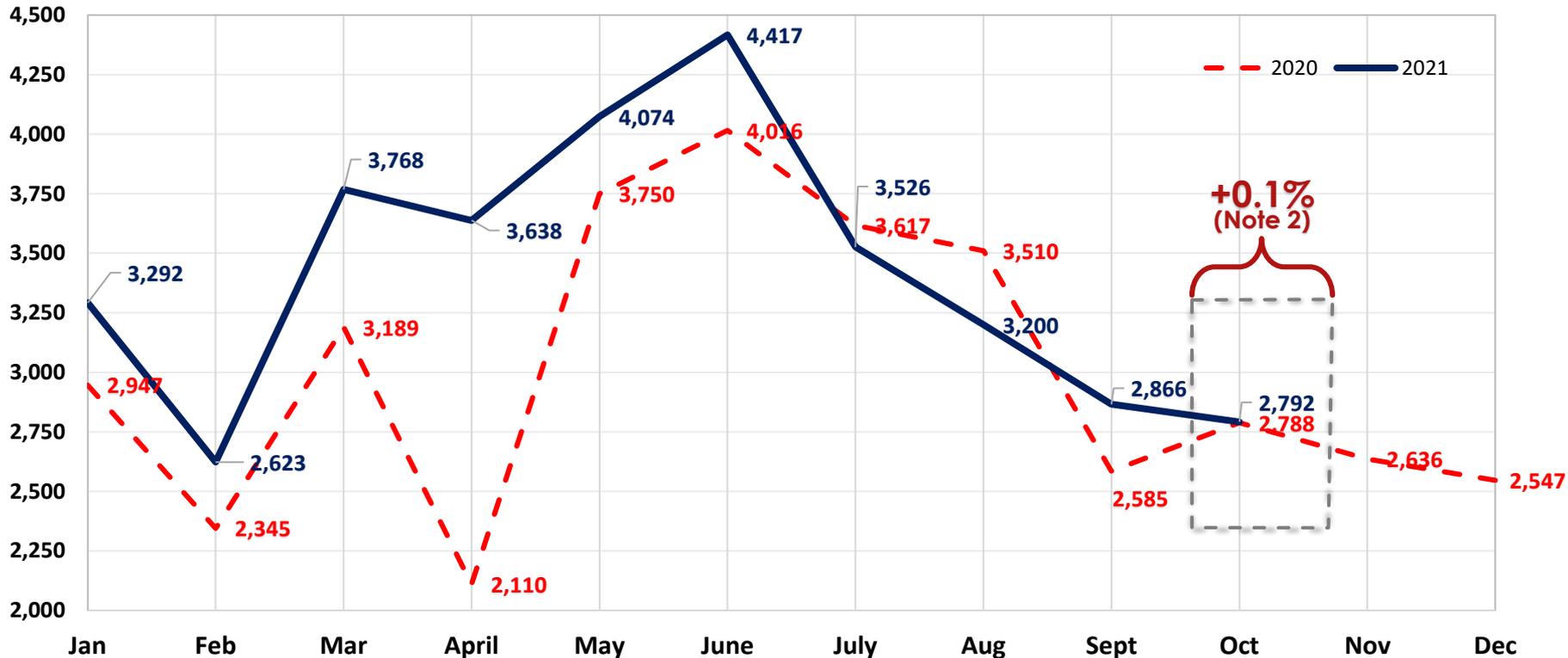
**OW**

<b>Total Permits Issued:</b>	<b>36,040</b>
<b>Total Amount Collected:</b>	<b>\$ 7,330,148</b>
■ <b>Convenience Fees:</b>	<b>\$ 122,148</b>
■ <b>Total Permit Fees:</b>	<b>\$ 7,208,000</b>
– Pro Miles:	\$ 108,120
– TxDOT:	\$ 6,126,800
– HCRMA:	\$ 973,080



# ▶ OVERWEIGHT REPORT FOR NOV 2021: JAN 1, 2021 – OCT 31, 2021

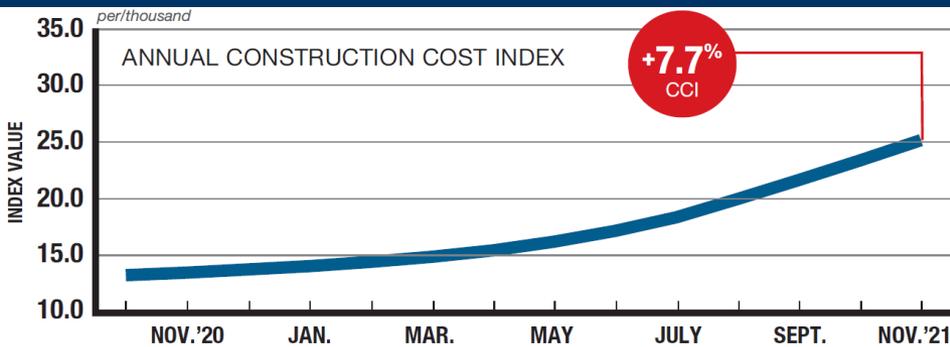
Overweight/Oversized Permit Count  
2020 - 2021 Monthly Comparison



Notes:

1. The permit count for 2020 (36,040) ended with a +6.7% increase compared to 2019 (33,790).
2. Monthly permit count of 2,792 represents a +0.1% increase compared to the same month in 2020.

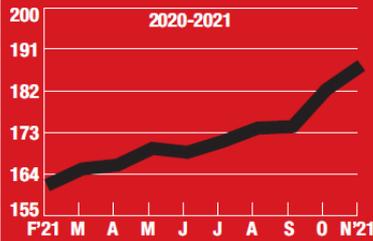
## Construction Cost Index (CCI) Change (%) Year-to-Year for the current month



## CONCRETE BLOCK

**+1.1%**

MONTHLY PRICES INCREASED 1.1%, WHILE YEARLY PRICES ROSE 17.4%.

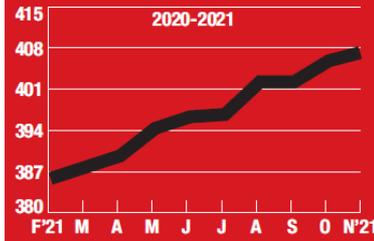


1992=100

## READY-MIX CONCRETE

**+0.5%**

READY-MIX CONCRETE PRICES INCREASED 0.5% SINCE LAST MONTH.

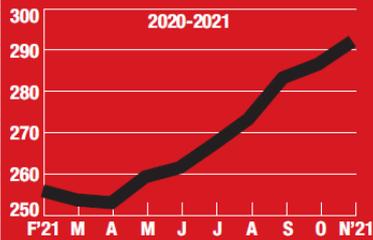


1992=100

## ASPHALT PAVING

**+0.6%**

ASPHALT PRICES ROSE 0.6% THIS MONTH, WHILE YEARLY PRICES ARE UP 18.1%.

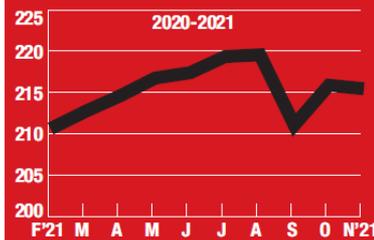


1992=100

## PORTLAND CEMENT

**+0.2%**

MONTHLY PRICES FOR PORTLAND CEMENT ROSE 0.2% IN NOVEMBER.



1992=100

## 20-CITY AVERAGE

ITEM	UNIT	\$PRICE	%MONTH	%YEAR
<b>ASPHALT PAVING</b>				
PG 58	TON	461.88	+0.6	+18.1
Cutback, MC800	TON	390.13	+0.4	+6.0
Emulsion, RAPID SET	TON	365.73	+0.5	+3.0
Emulsion, SLOW SET	TON	379.11	+0.5	+3.9
<b>PORTLAND CEMENT</b>				
Type one	TON	152.17	+0.2	+2.9
<b>MASONRY CEMENT</b>				
70-lb bag	TON	11.06	+0.3	+1.4
<b>CRUSHED STONE</b>				
Base course	TON	14.35	+0.7	+14.0
Concrete course	TON	13.46	+0.3	+14.1
Asphalt course	TON	14.47	+0.7	+4.0
<b>SAND</b>				
Concrete	TON	11.71	+1.8	+12.1
Masonry	TON	13.88	+0.6	+11.3
<b>READY-MIX CONCRETE</b>				
3,000 psi	CY	132.23	+0.5	+6.4
4,000 psi	CY	144.17	-0.2	+2.8
5,000 psi	CY	182.53	+0.1	-3.8
<b>CONCRETE BLOCK</b>				
Normal weight: 8" x 8" x 16"	C	177.03	+1.1	+17.4
Lightweight: 8" x 8" x 16"	C	165.236	+1.5	-4.5
12" x 8" x 16"	C	250.825	+5.8	+36.9

SOURCE: ENR



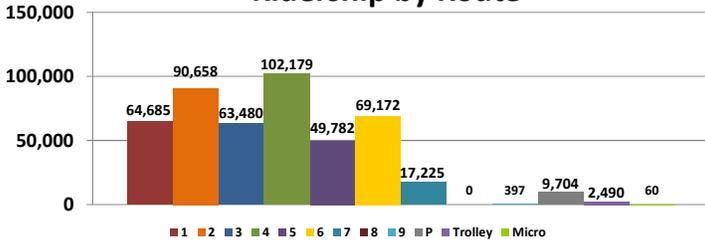
# FY 2020-2021 METRO MCALLEN

## OCTOBER 1, 2020 thru SEPTEMBER 30, 2021 Ridership and Fares

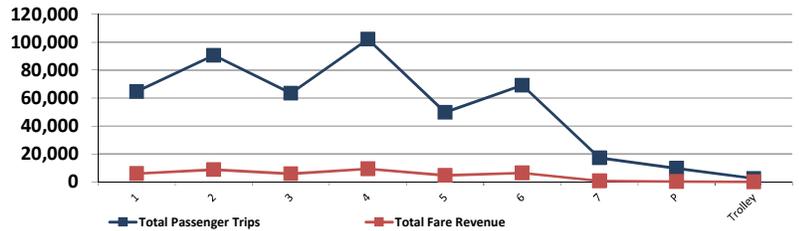
TOTAL RIDERSHIP= 469,833

TOTAL ANNUAL FARE REVENUE= \$45,890

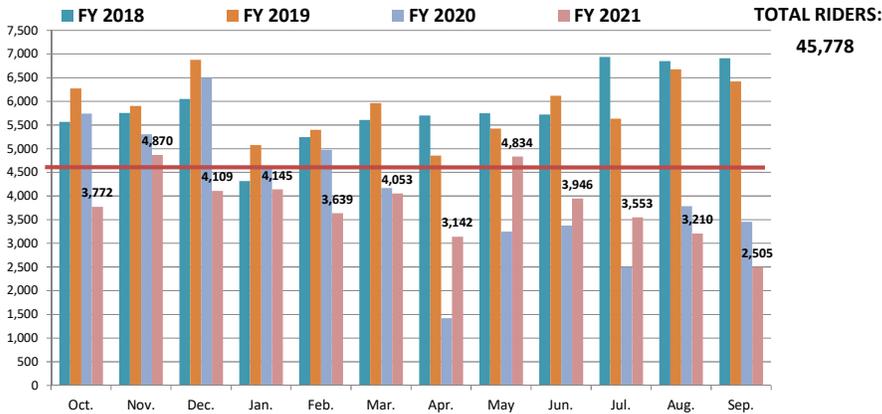
### Ridership by Route



### Route Summary



## SERVICE EXTENSION - YTD Ridership



TOTAL RIDERS:  
45,778

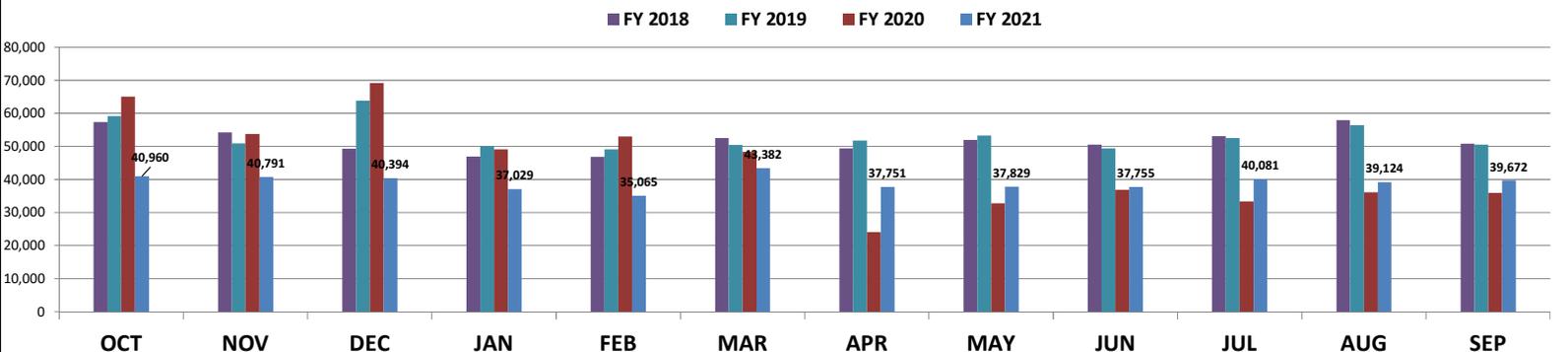
MONDAY-SATURDAY 6:00PM - 9:00PM  
&  
SUNDAY 8:00PM - 6:00PM  
ROUTES



### MONTHLY RIDERSHIP OF SERVICE EXPANSION

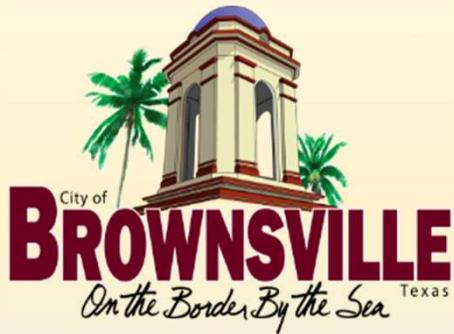
Fiscal Year	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	TOTAL
FY 2018	5,566	5,750	6,052	4,318	5,245	5,607	5,700	5,747	5,718	6,937	6,847	6,910	70,397
FY 2019	6,271	5,901	6,875	5,077	5,397	5,963	4,853	5,425	6,114	5,632	6,674	6,422	70,606
FY 2020	5,742	5,306	6,493	4,634	4,971	4,172	1,420	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	3,142	4,834	3,946	3,553	3,210	2,505	45,778
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



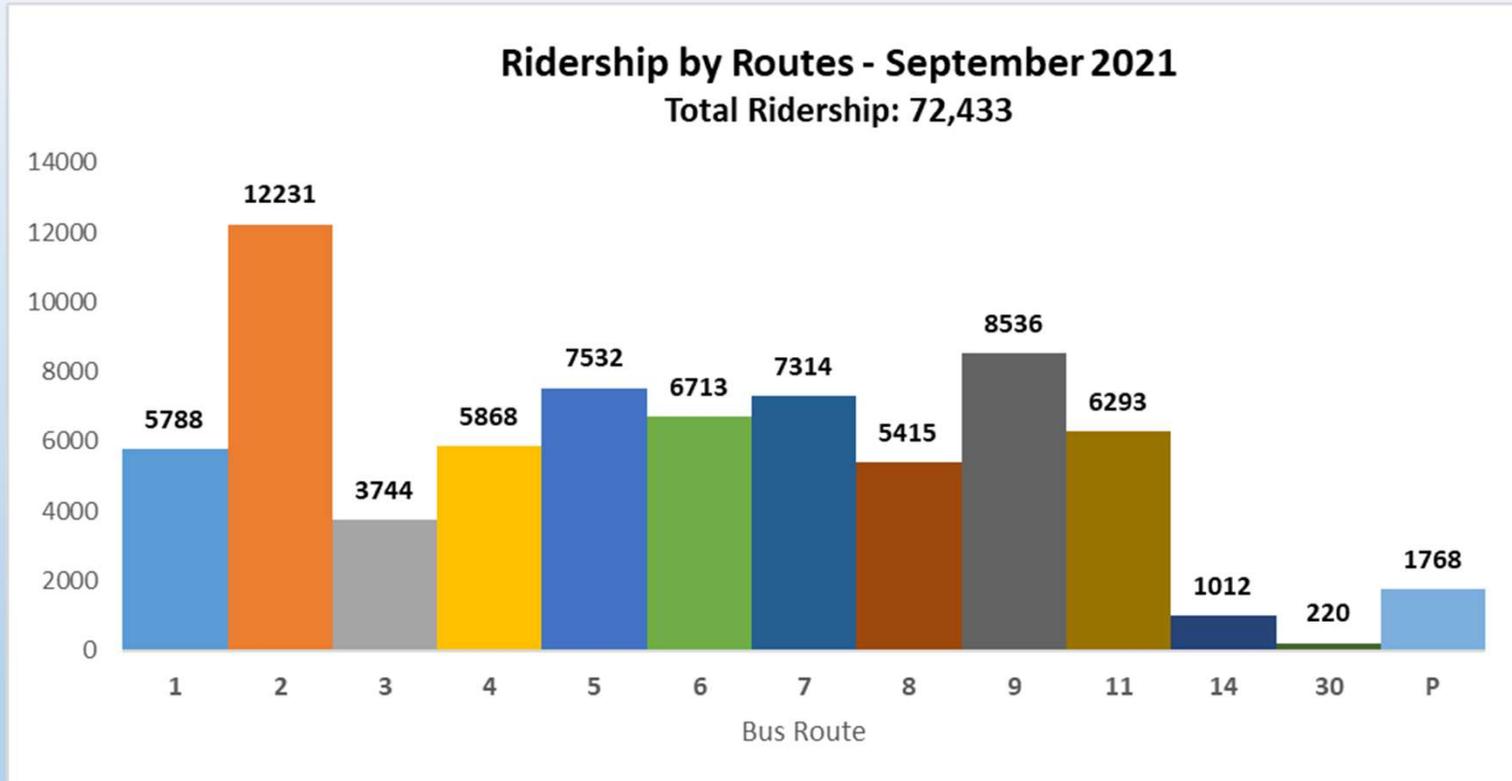
Fiscal Year	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	TOTAL	%Change
FY 2018	57,362	54,208	49,299	46,919	46,832	52,501	49,400	51,919	50,509	53,107	57,952	50,802	620,809	-10%
FY 2019	59,124	50,893	63,768	50,089	49,104	50,408	51,768	53,334	49,413	52,514	56,433	50,512	637,360	3%
FY 2020	64,986	53,801	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	37,751	37,829	37,755	40,081	39,124	39,672	469,833	-13%

# Brownsville Metro & Island Metro Transit Reports





# Brownsville Metro



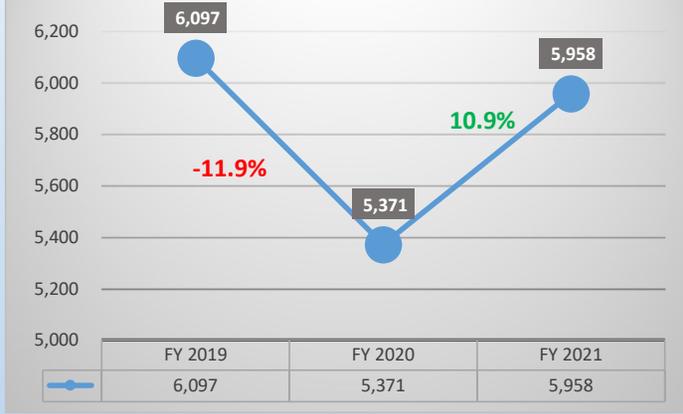


# Brownsville Metro

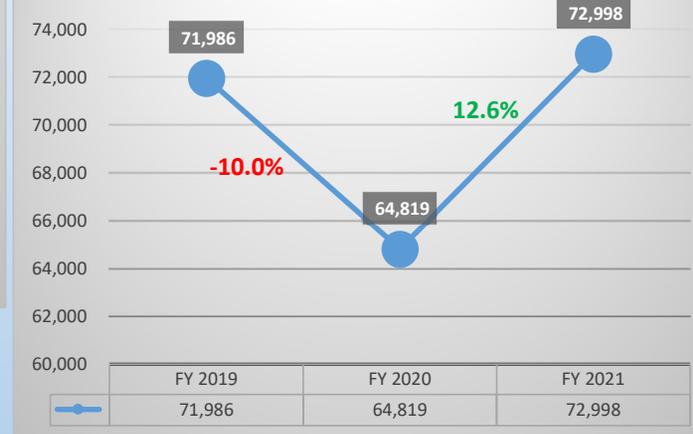
### September 2021 Ridership



### September 2021 Revenue Hours



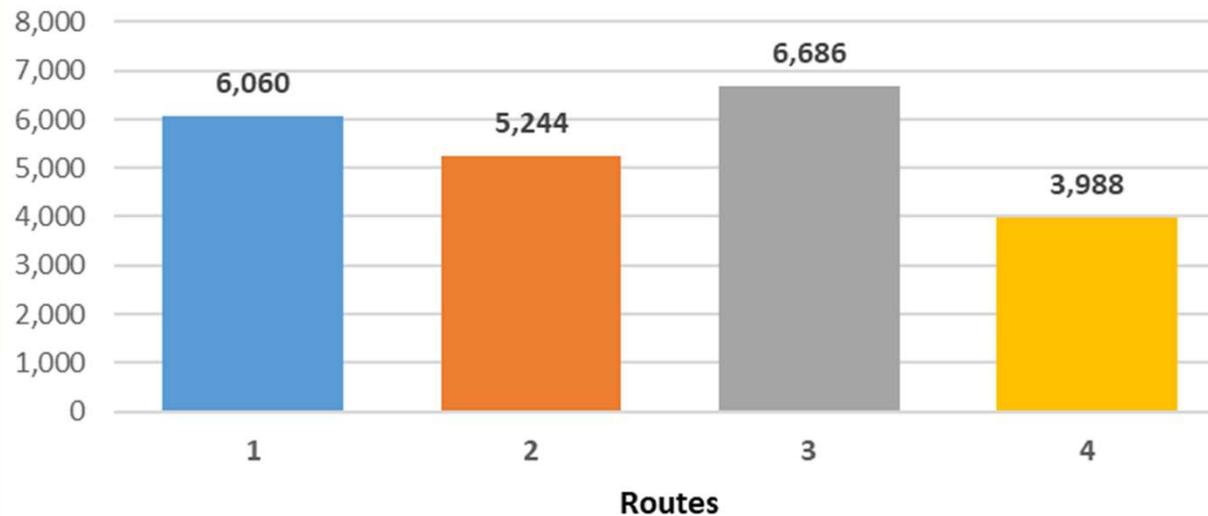
### September 2021 Revenue Miles





# Island Metro

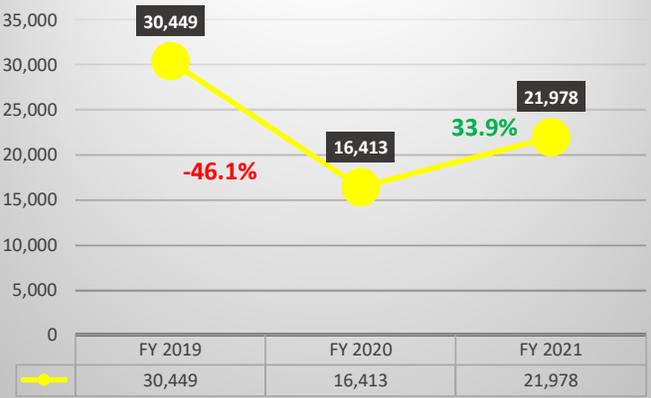
**Ridership by Routes - September 2021**  
**Total Ridership: 21,978**



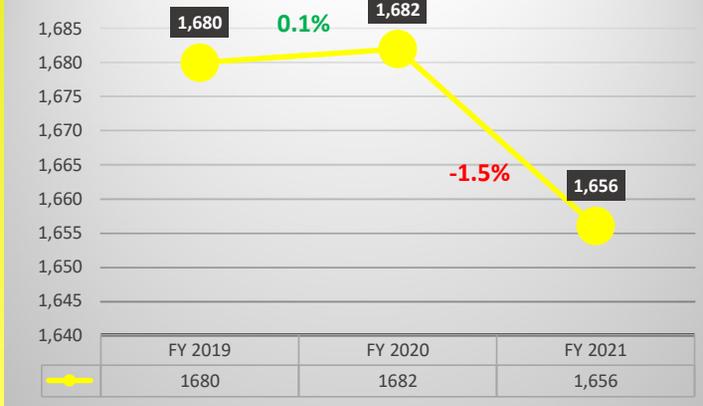


# Island Metro

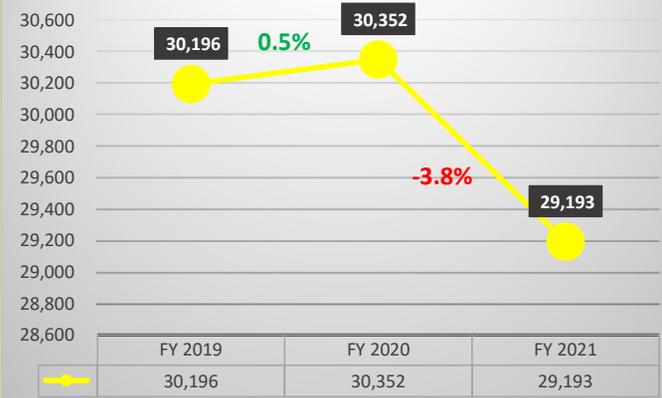
September 2021 Ridership



September 2021 Revenue Hours



September 2021 Revenue Miles

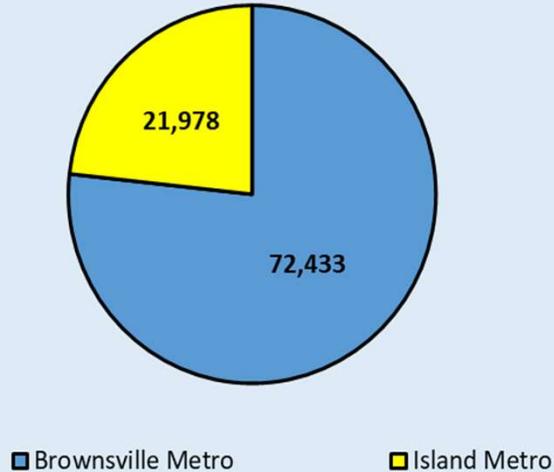




# Combined Ridership



September 2021 Total Ridership  
94,411



September Ridership

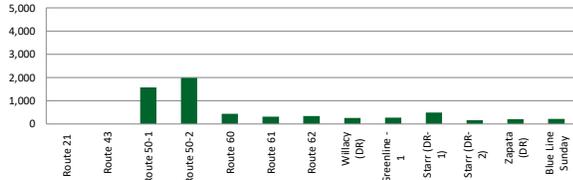


**Thank You**

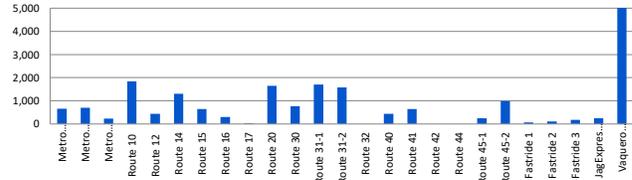


**LOWER RIO GRANDE VALLEY DEVELOPMENT COUNCIL**  
**Valley Metro Service Summary**  
**FY 2022 September**

**RURAL**  
**Ridership by Route**

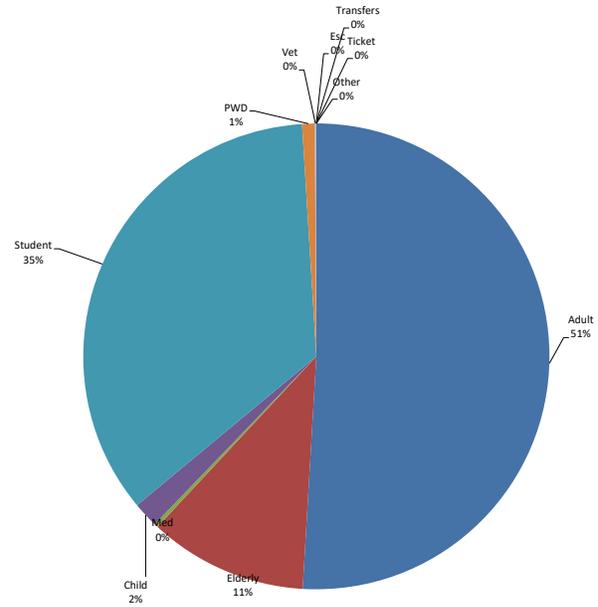


**URBAN**  
**Ridership by Route**



	Route	Total Passenger Trips	Route Activity	Area(s) Served
<b>RURAL</b>	Route 21	0	0%	Sullivan City, West Hidalgo County
	Route 43	0	0%	South Cameron County
	Route 50-1	1,580	4%	Brownsville, Port Isabel
	Route 50-2	1,984	5%	Brownsville, Port Isabel
	Route 60	432	1%	Roma, Rio Grande City
	Route 61	318	1%	Rio Grande City
	Route 62	349	1%	Rio Grande City
	Willacy (DR)	263	1%	Willacy County
	Greenline - 1	273	1%	Rio Grande City
	Starr (DR-1)	484	1%	Starr County
	Starr (DR-2)	161	0%	Starr County
	Zapata (DR)	206	0%	Zapata County
<b>URBAN</b>	Blue Line Sunday	221	1%	Brownsville, Port Isabel
	Metro Express RL-1	665	2%	Rio Grande Valley
	Metro Express RL-2	713	2%	Rio Grande Valley
	Metro Express RL-3	233	1%	Rio Grande Valley
	Route 10	1,838	4%	Edinburg
	Route 12	443	1%	Edcouch, Elsa, Edinburg
	Route 14	1,314	3%	Edinburg
	Route 15	657	2%	Edinburg
	Route 16	304	1%	Edinburg
	Route 17	26	0%	Edinburg
	Route 20	1,660	4%	Mission
	Route 30	772	2%	Pharr, San Juan
	Route 31-1	1,700	4%	Cameron-Hidalgo County
	Route 31-2	1,577	4%	Hidalgo-Cameron County
	Route 32	0	0%	Donna
	Route 40	440	1%	Harlingen
	Route 41	643	2%	Harlingen
	Route 42	0	0%	San Benito
	Route 44	0	0%	Primera, La Feria, Santa Rosa
	Route 45-1	255	1%	Cameron County
Route 45-2	987	2%	Cameron County	
Fastride 1	76	0%	Edinburg	
Fastride 2	118	0%	Hidalgo County	
Fastride 3	178	0%	Cameron County	
JagExpress YL	256	1%	Weslaco, Pharr, McAllen	
Vaquero Express	21,078	50%	Edinburg	
Hidalgo	34	0%	City of Hidalgo	
<b>TOTAL</b>	<b>42,238</b>	<b>100%</b>		

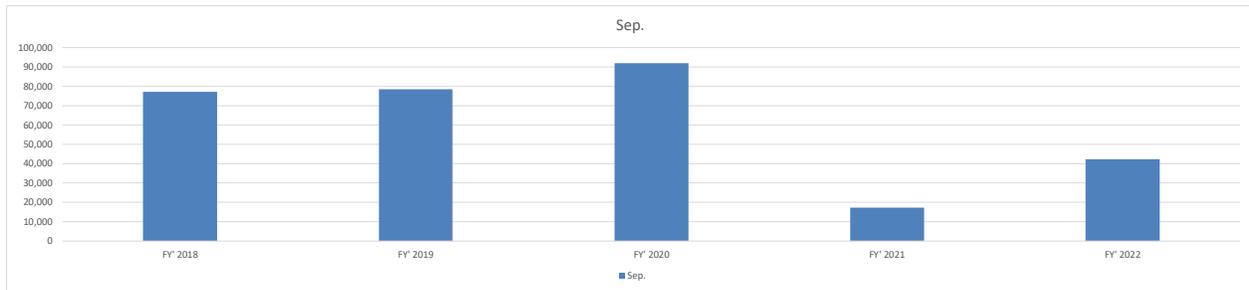
**Ridership Breakdown by Category**



**YEAR TO DATE RIDERSHIP REPORT**

FY 21 September Total 17,146	Year to Date - September 2021 42,238	Increase/Decrease 25,092	% DIFFERENCE 146%
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\* Rural service - service in rural low -population areas outside of urbanized areas  
 \* Urban service- service between or within urbanized areas



Fiscal Year	Sep.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Total	Difference	%Change
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	19,330	15,751	16,072	16,200	14,611	19,300	16,407	16,367	18,082	18,244	21,818	209,748	-409,818	-66%
FY 2022	42,238	0	0	0	0	0	0	0	0	0	0	0	42,238	25,092	146%
Monthly Change from Previous FY	25,092														
% Change	146%														

**URBANIZED PERFORMANCE MEASURES\***

**COST EFFECTIVENESS**  
 Cost per revenue mile =  
 Cost per revenue hour =  
 Cost per passenger =

\$2.40 State Avg. = \$4.85  
 \$46.22 State Avg. = \$73.39  
 \$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

**NONURBANIZED PERFORMANCE MEASURES\***

**COST EFFECTIVENESS**  
 Cost per revenue mile =  
 Cost per revenue hour =  
 Cost per passenger =

\$3.03 State Avg. = \$2.99  
 \$71.08 State Avg. = \$59.91  
 \$14.83 State Avg. = \$20.21

**SERVICE EFFICIENCY**

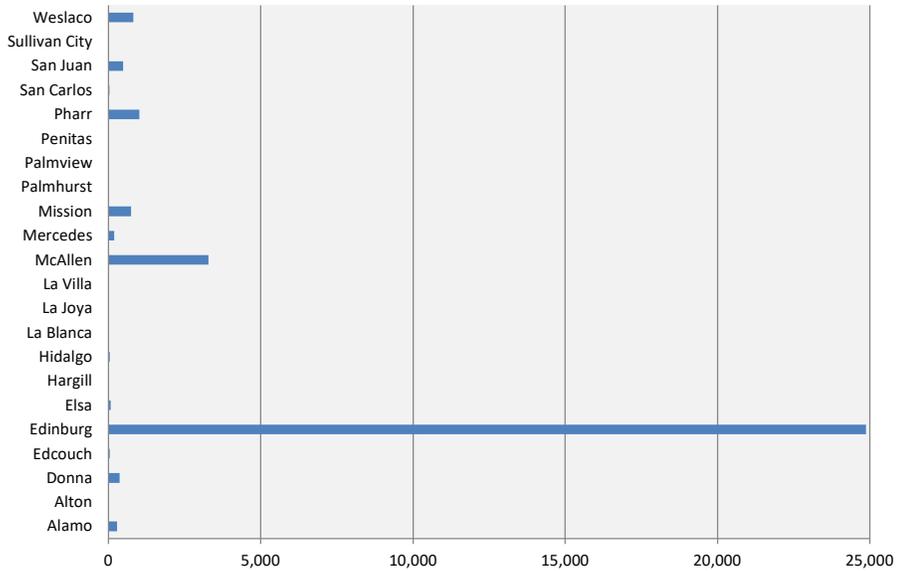
Passengers per revenue mile = 0.20 State Avg. = .15  
 Passengers per revenue hour = 5.44 State Avg. = 2.96

## Distribution of Ridership

### Hidalgo County

Alamo	278
Alton	0
Donna	364
Edcouch	42
Edinburg	24,881
Elsa	68
Hargill	0
Hidalgo	34
La Blanca	4
La Joya	0
La Villa	8
McAllen	3,276
Mercedes	182
Mission	739
Palmhurst	0
Palmview	0
Penitas	0
Pharr	1,014
San Carlos	29
San Juan	478
Sullivan City	0
Weslaco	809
<b>Total</b>	<b>32,206</b>

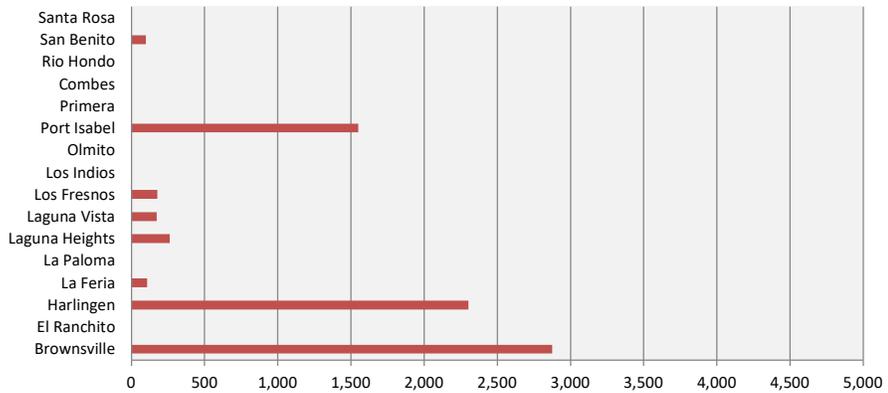
### Hidalgo County by Cities



### Cameron County

Brownsville	2,875
El Ranchito	0
Harlingen	2,303
La Feria	109
La Paloma	0
Laguna Heights	261
Laguna Vista	174
Los Fresnos	176
Los Indios	0
Olmito	0
Port Isabel	1,549
Primera	0
Combes	0
Rio Hondo	0
San Benito	99
Santa Rosa	0
<b>Total</b>	<b>7,546</b>

### Cameron County by Cities



### Willacy County

**Total 263**

### Starr County

**Total 2,017**

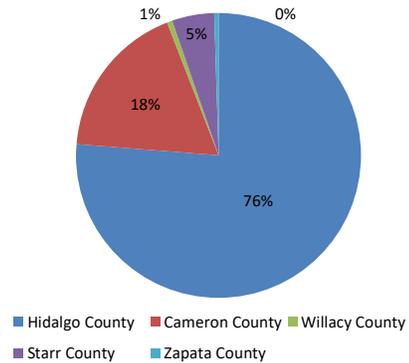
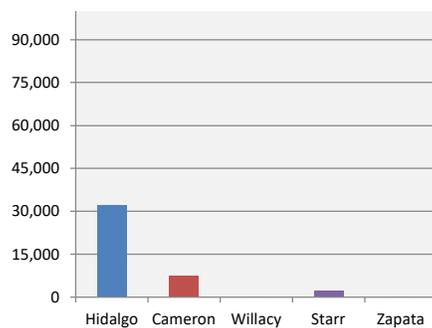
### Zapata County

**Total 206**

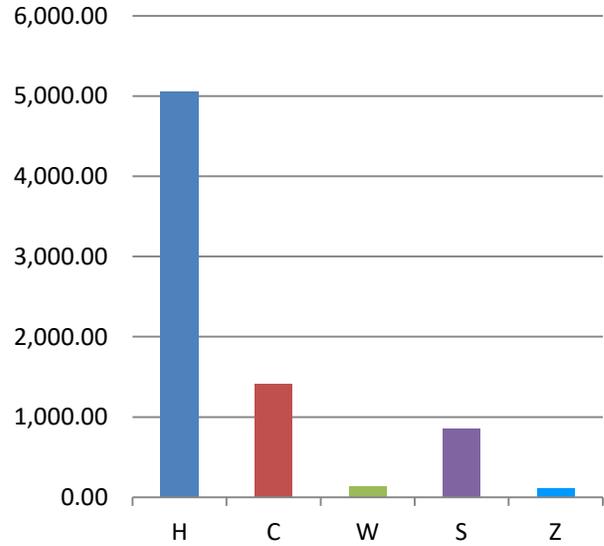
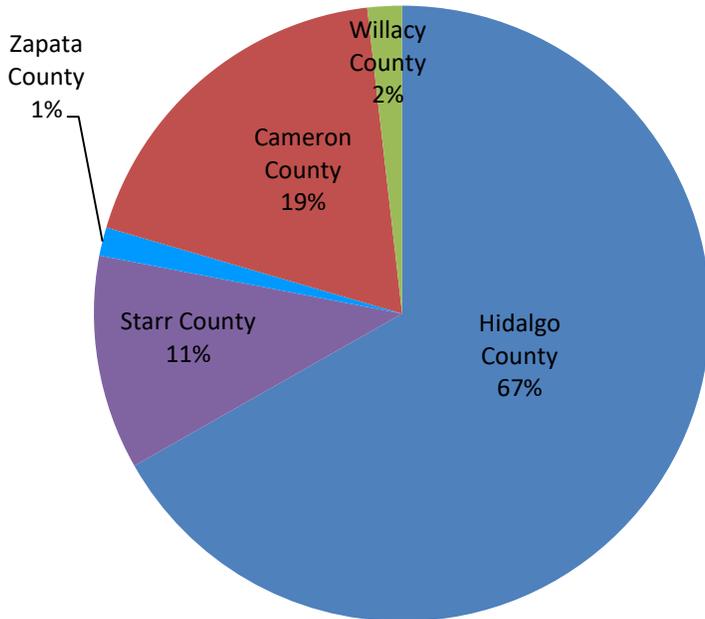
### SYSTEM TOTAL

**42,238**

### Ridership by County

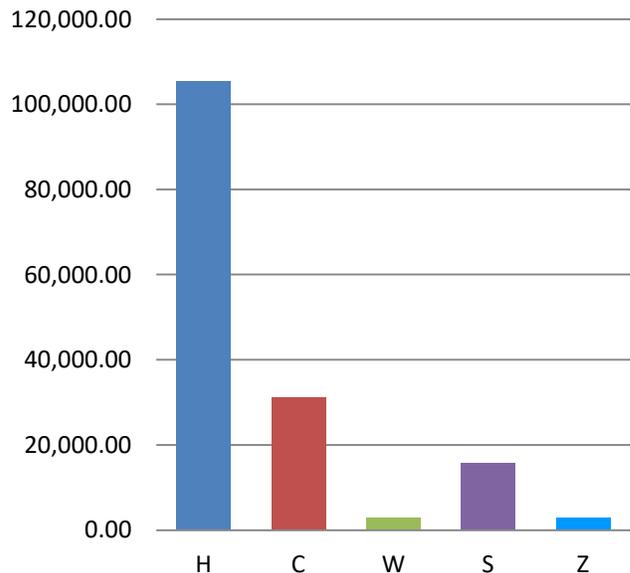
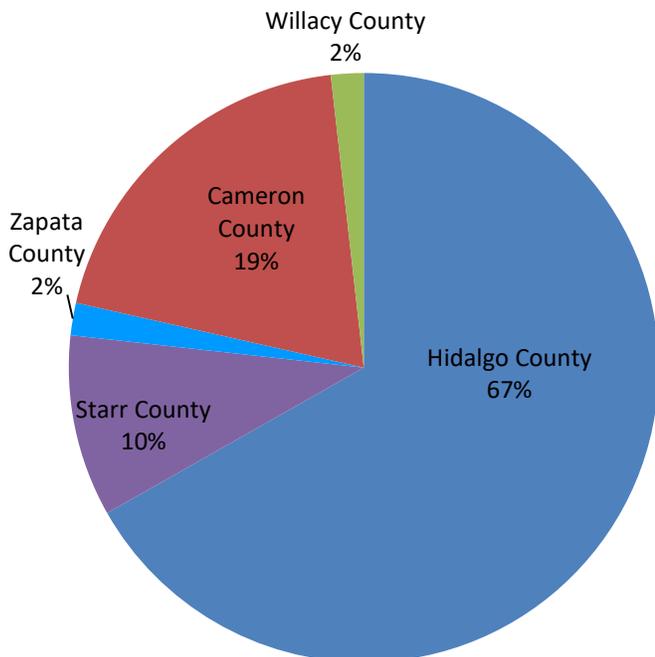


## Distribution of Revenue Hours



Revenue Hours Provided	
Hidalgo County	5,055.21
Starr County	852.07
Zapata County	112.59
Cameron County	1,415.24
Willacy County	136.50
<b>Total Revenue Hours</b>	<b>7,571.61</b>

## Distribution of Revenue Miles



Revenue Miles Provided	
Hidalgo County	105,455
Starr County	15,765
Zapata County	2,807
Cameron County	31,072
Willacy County	2,808
<b>Total Revenue Miles</b>	<b>157,907</b>



FY 2021-2022 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
12	0												0
14	0												0
31-1	0												0
31-2	0												0
40	0												0
41	0												0
42	0												0
43	0												0
44	0												0
45-1	9												9
45-2	30												30
50-1	0												0
50-2	1												1
FastRide-3	0												0
Willacy	0												0
<b>Total</b>	<b>40</b>	<b>0</b>	<b>40</b>										

Change Over Previous Month	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Total
		-40	0	0	0	0	0	0	0	0	0	0	-40

TSTC Student Ridership

