

AGENDA

TECHNICAL ADVISORY COMMITTEE MEETING
THURSDAY, February 10, 2022 – 10:00 AM
RIO GRANDE VALLEY
METROPOLITAN PLANNING ORGANIZATION (RGVMPO)

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Virtual Meeting

KEN JONES BOARDROOM
301 West Railroad
Weslaco, Tx

- 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.
- IV. **Consent Agenda**

1. **Approval of Minute(s) for:**

December 2, 2021

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

Presenter: **JP Terrazas, TAC Chairman**

Item Summary: Approval of the December 2, 2021, Regular Meeting minutes contained in Electronic Item “A” will be requested.

Background: N/A

January 16, 2022 - No Meeting Held

2. **Discussion and Update on the RGVMPO BikePed Program**

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

Presenter: **Eva Garcia, Planner III: BikePed Program Coordinator**

Item Summary: RGVMPO Staff will report on the current status and upcoming activities of various BikePed projects and programs. The annual update will include information regarding: CAT 9 (TASA) project developments; RGVMPO BPAC Working Groups; RGV Traffic Safety Initiative; RGV Bicycle and Pedestrian Counter Data Program; RGV Transportation Alternatives Facility Inventory; and RGV B-Cycle (BikeShare) Program.

Background: To ensure transparency with the RGVMPPO's policymakers and transportation professionals, RGVMPPO Staff will report on the status of all active transportation alternatives project funded through the RGVMPPO's Category 9 (TASA) funds/apportionment. Additionally, the RGVMPPO Technical Advisory Committee and Transportation Policy Board approved/adopted the RGVMPPO Active Transportation Plan (ATP) in December 2020. In the last year, since its adoption, several initiatives recommended for implementation within the ATP have been progressing, and new initiatives are kicking-off.

3. Discussion and Action on the FY2019-2020 TASA Program

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

Presenter: **Eva Garcia, Planner III: BikePed Program Coordinator**

Item Summary: RGVMPPO Staff continues to review and monitor projects that have been awarded TASA funds. To ensure regional FY 2019 funds are obligated by September 2022, staff has been working with local government agencies to collect project updates. This presentation will highlight project challenges and potential changes that may be considered to amend AFAs, or otherwise provide clarification on how to proceed.

Background: Through the project development process, some challenges and changes have been discussed. RGVMPPO Staff, and our TxDOT partners, intend to continue to ensure transparency with the RGVMPPO's policymakers and transportation professionals. After the presentation, staff will be seeking feedback and guidance from TAC members.

4. Discussion and Action on 2021 Thoroughfare Plan Amendments

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

Presenter: **Luis Diaz, Assistant Director**

Item Summary: The RGVMPPO is presenting the received 2021 Annual Thoroughfare Plan Amendment process submittals for approval supported by a resolution contained in the packet for consideration

Background: The RGVMPPO performs an annual amendment process towards the Rio Grande Valley Thorough Fare Plan Map. The RGV Thoroughfare Map serves a collection of all ROW designations and reservation of facilities of a ROW of 80' or above.

5. Discussion and Action on Federal Functional Classification Requests

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

Presenter: **Luis Diaz, Assistant Director**

Item Summary: The RGVMPO is presenting projects requesting Federal Functional Classification of East Loop CSJ: .

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

6. Discussion and Action on Adopting Safety Targets Established by the Texas Department of Transportation (TXDOT)

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

Presenter: **Miguel Arispe, GIS Specialist II**

Item Summary: Staff is seeking approval to support the 2022 Safety Targets as adopted by TXDOT

Background: Fixing America's Surface Transportation Act requires the implementation of Performance Measures to assist in the transportation planning process. TXDOT has adopted its Strategic Highway Safety Plan and has established targets for 5 Safety Performance measures. The RGVMPO TPB has chosen to support the State's safety performance previously for 2018 through 2021. Staff is seeking approval to continue to do so for the 2022 TXDOT Safety Performance Targets.

7. Discussion and Action on the Draft 2023 UTP CAT 2 Projects

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

Presenter: **Melba Schaus, TxDOT**

Item Summary: A number of Cat 2 Projects in the 2022 UTP have shifted out a year due to fiscal constraint and/or project development. These changes are represented by the red text **(See Attachment)**.

Background: Funding used was based off the 2022 UTP since 2023 UTP funding targets have not yet been provided. Updated information may be available mid to late February.

8. Discussion on GIS Data Requests

Action Possible Action Information

Presenter: Fernando Cantu, GIS Specialist II

Item Summary: We are looking to update our City Limit and ETJ boundary data. We would like to take this opportunity to request all planning partners please provide the most up to date data preferably in GIS Format if not available please provide in PDF format. Deadline to submit: March 4th, 2022

Background: These vital data sets will allow the MPO to plan for the RGV's future transportation needs. Please take a moment to visit our online interactive mapping tool RGVMPO UMAP and please keep in mind that if any data discrepancies are identified; please notify our office to allow us to work amending data to reflect most accurately

9. Discussion on Updates for the FY 2023-2026 TIP Tables & 2045 MTP Amendment # 6 – Scheduling a Project Update Workshop

Action Possible Action Information

Presenter: Rudy Zamora Jr., Transportation Planner II

Item Summary: The FY 2023-2026 Highway & Transit TIP tables will undergo development prior to submitting to TXDOT TP&P for review. All projects selected for inclusion within the new TIP will require an update. The RGVMPO MTP will also need project updates and must be adjusted to account for inflation. A workshop may be scheduled to address concerns and provide guidance regarding project updates. Proposed workshop date and time: **Doodle Poll results pending - (via Microsoft Teams)**

Background: Existing projects (whether programmed into TIP or MTP years) and new projects will require submission of an update. The RGVMPO Project Update Form can be found on our website and a link will be provided via the TAC meeting packet. If TAC members approve a date and time for conducting a workshop, the following material may be covered: Project Update Form, Letting Year vs. Current Construction Cost, Advance Funding Agreements, Funding Projects as they Advance into TIP, and a timetable for the FY 2023-2026 TIP approval.

10. Discussion on Updates from Federal Highway Administration for the Bipartisan Infrastructure Law (BIL). Overview of Highway, Transit, and Other

Action Possible Action Information

Presenter: **Javier Dominguez, Transportation Planner I**

Item Summary: This is the first of many updates from RGVMPPO Staff regarding the newly signed Infrastructure BIL and the verbiage from FHWA and dollar amounts that are allocated on the national and state level to each of the new, expanded, and existing programs.

Background: On August 10th, 2021, the Senate passed the Bipartisan Infrastructure Deal, and it was later passed by the House of Representatives on November 5th, 2021. Ten Days later President Biden signed the BIL into Law and this is the first update from the Federal Highway Administration with numbers on the national and state level.

11. Discussion on a Regional Complete Streets Policy

Action Possible Action Information

Presenter: **Chris Nelson, Transportation Planner I**

Item Summary: RGVMPPO Staff is seeking feedback on a prospective Regional Complete Streets Policy. The Regional Complete Streets Policy is intended to focus on the incorporation of Complete Streets language into MPO planning documents, including the MTP and TIP. Project scoring criteria related to Complete Streets can be developed and incorporated into the scoring system for proposed projects, thus ensuring projects are more equitable to all users of the transportation network.

Background: According to the Bipartisan Infrastructure Law (BIL), SEC. 11206, MPO's must use "not less than 2.5% of the amounts made available to the metropolitan planning organization under Section 104(d) of Title 23, United States Code" to carry out Complete Streets planning activities. Complete Streets Policies have shown to decrease the number of bicycle and pedestrian fatalities, increase the number of bicycle and pedestrian users on streets, and increase connectivity to key destinations for all users.

12. Discussion on MPO Resources for Municipal Complete Streets Policies

Action Possible Action Information

Presenter: Chris Nelson, Transportation Planner I

Item Summary: RGVMPPO Staff is also seeking feedback on providing resources to municipal partners to assist with the development of their own Municipal Complete Streets Policies. Municipal Complete Streets Policies directly contribute to the safety of all transportation system users by improving the design of streets within the city's limits and ETJ.

Background: As previously mentioned, MPO's are required to participate in Complete Streets planning activities. Thus far in the region, only two municipalities have adopted Complete Streets Policies, with a third municipality currently working towards doing so. Providing resources, such as a Complete Streets Handbook, can facilitate the adoption of Municipal Complete Streets Policies.

13. Discussion on Critical Urban Freight Corridor (CUFC) Re-Designations

Action Possible Action Information

Presenter: RGVMPPO Staff

Item Summary: In coordination with TxDOT the RGVMPPO is reviewing designated Critical Urban Freight Corridors (CUFC). CUFC listing is included in meeting packet. Re-designations of current CUFC have a deadline of March 15th to TxDOT.

Background: As part of the 2023 Texas Freight Mobility Plan development, an opportunity to update the Critical Urban Freight Corridors (CUFC) which become part of the National Highway Freight Network. For the 2018 freight plan, Hidalgo submitted a total of 30.61 miles; in addition, Brownsville was selected for 9.15 miles. The combined mileage figure for the RGVMPPO is 39.76 miles.

V. RGVMPPO EXECUTIVE DIRECTORS' REPORT AND UPDATES

Action Possible Action Information

Presenter: Andrew A. Canon, RGVMPPO

Item Summary: Financial Update

Item Summary: CAT 7 Project Scoring

Item Summary: Texas Transportation Forum
February 6-8, 2022
San Antonio

VI. 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

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

VIII. Next Meeting: The next "Virtual Meeting" of the RGVMPPO Technical Advisory Committee is scheduled for **10:00 am on March 10, 2022.**

**RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
IN PERSON MEETING
December 2, 2021**

I) CALL TO ORDER

Ben Worsham, (Cameron County) Vice Chairman called the TAC Meeting to order at 10:00 AM. The TAC Meeting was held “Virtual”.

II) ROLL CALL

RGVTAC Representatives in attendance were as follows:

MEMBERS PRESENT	
ENTITY	VOTING MEMBERS
City of Mission	JP Terrazas, Chairman
Cameron County	Benjamin Worsham, Vice Chairman Crystal Gonzalez (PROXY)
City of Brownsville	Joel Garza (ABSENT)
City of Edinburg	Tom Reyna
City of Harlingen	Carlos Sanchez
City of McAllen	Yvette Barrera
City of Pharr	Moises Beas (ABSENT)
City of San Benito	Rick Guerra (Mayor)
Hidalgo County	Armando Garza, Jr. (ABSENT)
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	ABSENT
Port of Harlingen	ABSENT
Port Isabel-San Benito Navigation District	ABSENT
Cameron County Spaceport Dev. Corp.	ABSENT
GUEST	
LRGVDC	Manuel Cruz
STAFF	
RGVMPO	Andrew A. Canon
RGVMPO	Luis Diaz
RGVMPO	Staff

III) PUBLIC COMMENTS

None

IV) CONSENT AGENDA

1. Approval of Minutes

Consideration and Action to Approve the Minutes of:

- November 18, 2021

Mr. Worsham, Vice Chairman (Cameron County) asked if there were any corrections to the minutes of November 18, 2021.

No other corrections were noted to the minutes of November 18, 2021, City of McAllen made a motion to approve the Minutes of November 18, 2021, as presented by staff. The motion was seconded by TxDOT; and upon a vote, the motion carried unanimously.

2. Discussion on the Congestion Study-RFP

Andrew noted 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 (vs 500); as well as 75 signalized intersections for possible recommendations.

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. Staff concluded by providing the following information:

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	

After some discussion on this item, Vice Chairman Worsham moved on to the next item on the agenda, being this item was only for informational purposes and discussion.

3. Discussion and Action on the UPWP Financial Amendment

Fernando Cantu, GIS Specialist II provided updated information on the FY2022-2023 UPWP Amendment #1. RGVMPO 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 (Attachments Provided).

Also added to the UPWP under "Definition of the Area", was the MAB to include Starr County (MAB), as approved by Governor Abbott and the Transportation Policy Board in FY2021. Under TASK 1.0 "Administration/Management" Was the RGVMPO "Website" to meet all work task criteria, the RGVMPO 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 RGVMPO.

No discussion took place on this item, HCRMA made a motion to approve the UPWP Financial Amendment as presented by staff. The motion was seconded by HCRMA; and upon a vote, the motion carried unanimously.

4. Discussion and Action on the FY2023-2026 TIP Text Document

Rudy noted that staff is creating the Comprehensive TIP Text Document for FY 2023-2026. 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.

The Final FY2023-2026 TIP Text Document sections will be provided to TAC member with final revisions prior to

approval of documents. FY2023 – 2026 TIP Text document was included in meeting packet for review and consideration. Andrew asked TAC members present to provide either positive or affirmative feedback. Staff is available for questions and/or concerns.

TxDOT for informational purposes noted that TxDOT will be providing additional changes to the TIP Text ONLY.

No further discussion took place on this item, HCRMA made a motion to approve the FY2023-2026 TIP Text Document as presented by staff. The motion was seconded by TxDOT; and upon a vote, the motion carried unanimously.

5. Discussion and Action on the FY2021 - 2024 TIP & 2045 MTP Amendment, February 2022 Revisions

Rudy noted that 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 RGVMPO staff prior to presenting to TPB Meeting in (January 19, 2022). All revisions and administrative modifications have been included on both the TIP & MTP tables included in the meeting packet. An action for approval of this item is needed before presenting to TPB.

The FY 2021-2024 Highway & Transit TIP tables, along with the 2045 MTP will be amended for the February 2022 Revision cycle. Staff will provide TIP/STIP/MTP updates to Policy on December 15th for discussion. Final action by TPB will be January 19, 2022. A 30-day public involvement period shall begin on December 3rd and all documentation will be displayed on our website and social media outlets.

Staff concluded by letting TAC members know 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.

No further discussion took place on this item, HCRMA made a motion to approve the FY2021-TIP & 2045 MTP Amendment, February 2022 Revisions as presented by staff. The motion was seconded by City of San Benito; and upon a vote, the motion carried unanimously.

JP Terrazas, Chairman takes over TAC Meeting.

6. Discussion on Transportation Demand Model Data Request

Staff will be coordinating a refresh of the 2014 – 2045 TDM with a new Base Year of 2019 and a Forecast Year of 2050, 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. Staff is requesting from all municipalities within the RGVMPO MAB, to please provide a listing of various projects completed between FY2014 and FY2019; for new facilities, added capacity, raised median, lane reductions, speed changes, directional flow changes and roadway removals or abandonments.

In 2016, regional MPO Staff began work on the regional transportation model (TDM) with a base year of 2014 model for the RGV. 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.

After some discussion on this item, Chairman Terrazas moved on to the next item on the agenda, being this item was only for informational purposes and discussion.

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

Financial Update

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

Estimated Impact – Highlighted for Texas – Andrew provided the following information to TAC Members present:

INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)		GOVERNMENT AFFAIRS DIVISION FEDERAL AFFAIRS SECTION	
Estimated Total Funds for Texas Over Five Years (FY22-FY26)		Estimated Funds for Texas in FY22	
Highway Contract Authority	\$26.891 billion	Highway Contract Authority	\$5.168 billion
General Fund Advanced Appropriations	\$145 million	General Fund Advanced Appropriations	\$385 million
Rural Transit	\$450 million	Rural Transit	\$86 million
General Aviation Airports	\$390 million	General Aviation Airports	\$78 million
Ferry Boats and Terminals	\$35 million	Ferry Boats and Terminals	\$21 million
Total	\$28.7 billion	Total	\$5.528 billion
Annual FY Average	\$5.7 billion	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.

FY2021 TAC /Policy Meeting Dates Schedule – 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. (Staff will be reaching out to the TAC Chairman on whether this meeting is will be held.

TPB

- December 15, 2021, at 1:30 p.m. (Immediately following LRGVDC Board meeting).
- January 19, 2022 @ 1:30 p.m.

Edinburg New Location Open House Event – Staff will be sent invitations to TAC and Policy Members to attend the RGVMPPO Open House Event scheduled for December 16, 2021, at 6PM. Staff acknowledged those sponsors received to date. Please contact or email sponsorship form to staff as soon as able, and RSVP attendance to the Open House.

VI) STATUS REPORTS

A. TxDOT Project Status Report

Melba Schaus, (TxDOT) provided an updated TxDOT Project Status Report within the RGVMPPO 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 December 2, 2021, RGVTAC Packet. (Report only, no action taken at this time).*

B. Cameron County RMA

Pete Sepulveda (Cameron County RMA) provided an updated presentation Via Microsoft Teams on projects that are currently within the Cameron County RMA. All projects are moving forward as scheduled. *Cameron County RMA report is filed with the December 2, 2021, RGVTAC Packet. (Report only, no action taken at this time).*

C. Hidalgo County RMA

Eric Davila, PE, (Hidalgo County RMA) provided an updated presentation Via Microsoft Teams on projects that are currently within the Hidalgo County RMA. *The Hidalgo County RMA monthly report is filed with the December 2, 2021, RGVTAC Packet. (Report only, no action taken at this time).*

D. McAllen Metro

Jon Ray Bocanegra provided an updated report Via Microsoft Teams for McAllen Metro. This report includes ongoing ridership. *The report is filed with the December 2, 2021, RGVTAC Packet. (Report only, no action taken at this time).*

E. Brownsville / Island Metros

Antonio Zubieta provided an updated report Via Microsoft Teams which included the Brownsville Metro and Island Metro. These reports include on-going connecting community projects and combined ridership. *The reports are filed with December 2, 2021, RGVTAC 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 December 2, 2021, RGVTAC Packet. (Report on, no action taken at this time).*

VII) NEW OR UNFINISHED BUSINESS

RGVMPPO Office will be Closed for the Holidays:

Christmas - Thursday and Friday – December 23rd and 24th, 2021

New Year's Eve – Monday – January 3rd, 2022

TAC Meeting – Next TAC Meeting is scheduled for January 6, 2022 – 10:00 AM (Virtually)

Ribbon Cutting – City of McAllen invited TAC Members to The Official Opening of Bicentennial Boulevard Extension (Freddy Gonzalez to SH107) - December 8, 2021 – 10:00 AM.

CAT 7 Balances – Staff noted that several RGVMPPO Staff members will be meeting with Peggy Thurin (TxDOT) in Austin (December 8-9, 2021) to discuss CAT 7 Balance

Workshop Still Pending – Chairman asked that staff setup a date soon, maybe at the beginning of next FY2022 to discuss: 1) Adjustment to Letting Year Construction Cost on 2045 MTP; and 2) Funding Projects for Advancement into TIP Years.

VIII) ADJOURNMENT:

There being no further business to come before the RGVTAC Members, Chairman Terrazas called for a motion to adjourn. HCRMA made a motion to adjourn the meeting at 10:45 AM. The motion was seconded by City of San Benito; and upon a vote, the motion carried unanimously.

RGVMPO Transportation Alternatives Projects

This table reflects how the region's federally appropriated Transportation Alternatives (TA/TAP/TASA; also known as Category 9) funds have been programmed through the MPO's competitive application process. Project costs do not reflect any 'overrun' costs identified through project development.

AWARDED FY2017-2018									
CSJ #	PROJECT NAME	PROJECT SPONSOR	FEDERAL AWARD	FED %	STATE (Indirect + EDC)	TX %	LOCAL (Incl. DSC)	LG %	TOTAL PROJECT COST
0921-02-389	Pedestrian Safety Wellness Plan	Pharr	\$ 134,000	44%	\$ 13,538	4%	\$ 158,100	52%	\$ 305,638
0921-02-390	Vision Zero Planning Study	McAllen	\$ 120,000	64%	\$ 7,995	4%	\$ 60,000	32%	\$ 187,996
0921-02-393*	Donna Sidewalk Project	Donna	\$ 272,593	66%	\$ 78,131	19%	\$ 59,289	14%	\$ 410,013
<i>* - projects eligible to receive EDC (Economically Disadvantaged Counties Program Funds) assistance</i>									
AT RISK OF LAPSING FUNDS			\$ 526,593	63%	\$ 99,664	9%	\$ 277,389	28%	\$ 903,647

LINKS TO REFERENCES:

RGVMPO MTP

AWARDED FY2019-2020									
CSJ #	PROJECT NAME	PROJECT SPONSOR	FEDERAL AWARD	FED %	STATE (Indirect + EDC)	TX %	LOCAL (Incl. DSC)	LG %	TOTAL PROJECT COST
0921-02-430	Hidalgo County Mobility Plan	LRGVDC	\$ 264,000	66%	\$ 17,589	4%	\$ 115,500	30%	\$ 397,089
0921-02-431	Jackson Rd. Hike & Bike Trail	McAllen	\$ 400,232	11%	\$ 151,817	4%	\$ 2,958,543	82%	\$ 3,510,592
0921-02-432*	PSJA Tri-City Ped. Safety, Phase II	Pharr	\$ 1,296,136	56%	\$ 112,377	5%	\$ 898,439	33%	\$ 2,306,952
0921-06-322	Brownsville to Los Fresnos Connect	Brownsville	\$ 512,000	45%	\$ 55,860	5%	\$ 575,697	50%	\$ 1,143,557
0921-06-324	Brownsville to LF Connect, Phase II	Brownsville	\$ 512,000	45%	\$ 55,647	5%	\$ 570,497	50%	\$ 1,138,144
0921-06-325*	North High School Park Connection	Los Fresnos	\$ 308,810	66%	\$ 58,106	12%	\$ 99,326	21%	\$ 466,242
0921-06-326	Olmito Sidewalks	Cameron Co.	\$ 318,965	72%	\$ 23,171	5%	\$ 99,278	22%	\$ 441,414
0921-06-327	Las Palmas Sidewalks	Cameron Co.	\$ 301,168		TBD		\$ 20,750	6%	\$ 321,918
0921-02-480	Hike & Bike Trail + Bike Racks	UTRGV	\$ 285,300	60%	\$ 19,826	4%	\$ 171,518	36%	\$ 476,644
<i>Pending full execution of AFA (Advanced Funding Agreement), or AFA Amendment, which may significantly change the numbers seen here.</i>									
OBLIGATE FUNDS BY SEPTEMBER 2023 (FY2023)			\$ 4,198,611		\$ 494,393		\$ 5,509,548		\$ 10,202,552

AWARDED FY2021-2022									
CSJ #	PROJECT NAME	PROJECT SPONSOR	FEDERAL AWARD	FED %	Pending AFA for State Costs	TX %	LOCAL Pending DSC	LG %	TOTAL PROJECT COST
0921-02-495	Elsa Getting Connected	Elsa	\$ 46,920		TBD		\$ 22,080		\$ 69,000
0921-02-496	Bridge Street BikePed Plan	Hidalgo	\$ 70,000		TBD		\$ 17,500		\$ 87,500
0921-02-497	Freddy Gonzalez Trail	Edinburg	\$ 699,996		TBD		\$ 299,998		\$ 999,994
0921-06-349	Arroyo Colorado Phase III Study	Harlingen	\$ 141,568		TBD		\$ 37,632		\$ 179,200
0921-06-350	West Rail Trail - Amenities	Brownsville	\$ 900,000		TBD		\$ 225,000		\$ 1,125,000
0921-06-351*	Bejarano-McFarland-Gonzalez Trail Ext.	Port Isabel	\$ 435,300		TBD		\$ 306,525		\$ 741,825
<i>These recently awarded projects are in the process of submitting PIFs and SPAs for the development of an AFA.</i>									
OBLIGATE FUNDS BY SEPTEMBER 2025 (FY2025)			\$ 2,293,784		TBD		\$ 908,735		\$ 3,202,519

The RGVMPO TASA Competitive Application Process is being evaluated and reviewed by the RGVMPO BPAC to identify potential improvement for the **FY2023-2024 TASA Call for Projects**. Information will be disclosed as it becomes available.

To decrease the risk of lapsing funds, Project Sponsors are encouraged to maintain communication with TxDOT Pharr Dist. & RGVMPO Staff to address questions about federal requirements, discuss potential concerns/challenges, provide project updates/changes and ensure the obligation of funds.

CSJ 0921-02-432

Remove proposed sidewalk on N. Alamo Rd. between Acacia and Business 83



CSJ 0921-02-432

Remove proposed sidewalk on Stewart Rd. between Carroll Rd. and Business 83

To be completed in Phase I, CSJ 0921-02-391



2021 Rio Grande Valley Thoroughfare Plan Amendments

ID	Entity:	Roadway Name:	Limits From:	Limits To:	Current Right of Way Type	Request Right of Way Type	Amendment Information:
1	City of Edinburg	Trenton Rd.	I-69C (US 281)	Raul Longoria Dr. (FM 1426)	*Existing	*Existing	Reducing from 120' ROW to 100' Minor Arterial
2	City of McAllen	E Yuma	S 2nd	S McColl	*New	*Existing	Removing from Thoroughfare Plan reducing to 60'
3	Hidalgo County Precinct 1	Baker Road	Progreso City Limits	Dead End	*Existing	*Existing	Reducing from 120' to 100'
4	Hidalgo County Precinct 1	Hutto Road	Donna City Limits	Mile 9 North	*Existing	*Existing	Reducing from 100' to 80'
5	Hidalgo County Precinct 1	Mile 9 North	Hutto Road	Goolie Road	*Existing	*Existing	Reducing from 120' to 80'
6	Hidalgo County Precinct 4	Jaguar Drive	FM 907	Terry Road	*Expansion	*Expansion	Removing from Thoroughfare Plan reducing to 60'
7	Hidalgo County Precinct 4	CANTON RD	RAUL LONGORIA RD (FM1426)	ALAMO RD (FM907)	*Expansion	*Expansion	Upgrading from 80' to 100'



IMPROVING MORE THAN JUST ROADS

February 1, 2022

Andrew A. Canon
Executive Director
Rio Grande Valley MPO
617 W. University Dr.
Edinburg, Texas 78539

Re: **East Loop**
South Port Connector to I69E – 12.2 mi
CSJ: 0921-06-315 & 0921-06-288

Dear Andrew:

The purpose of this correspondence is to formally request the Functional Classification (FC) of the subject project from the RGVMPPO and subsequently FHWA. The CCRMA is requesting the project be classified as a Minor Arterial.

Justification

The East Loop Project consists of the construction of a 12.2 mile two to six-lane roadway from South Port Connector Road to I-69E (U.S. 77/83) and the Veterans International Bridge at Los Tomates. The project was previously FC as a proposed Major Collector, but TxDOT removed all of the proposed corridors from their mapping system. The project includes the construction of a two to six-lane divided highway from the South Port Connector to the Veterans International Bridge and I-69E (U.S. 77/83) partially on existing and new location. Currently the 2.1-mile segment of the East Loop Corridor that serves to connect the Port of Brownsville to SH4 is in the 2019 to 2021 TxDOT STIP and has been constructed.

This will be the single continuous route from the land port of entry to the seaport in the region and serve for truck traffic and hazardous cargo to have a dedicated route in the region. The project is intended to serve both existing developments (commercial and residential) along the roadway and traffic circulation in higher density residential, and commercial/industrial areas. Connecting roadways serve to penetrate residential neighborhoods. The project will serve to distribute and channel trips between local roads and arterials and will propose a higher design speed and more signalized intersections to facilitate safety.

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

Mr. Andrew Canon
Executive Director, RGVMPPO
February 1, 2022
Page 2

The East Loop project would serve to connect and penetrate residential neighborhoods for a corridor extending over 12.2 miles in a highly urbanized area in Brownsville. The proposed design speed is 65 and the project will include an urban section with a median and signalized intersections at all major crossings where warranted.

The CCRMA is currently in development of the PS&E and Environmental Documents. To proceed the CCRMA respectfully requests that the East Loop project be Functionally Classified as a Minor Arterial roadway.

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

- Attachment A - Location Map
- Attachment B - Traffic Data
- Attachment C - Proposed FC Map (Dashed Line) – Includes segments that are FC on existing location.
- Attachment D – RGVMPPO TIP / MTP Documents
- Attachment E – TxDOT STIP Documents

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

Sincerely,




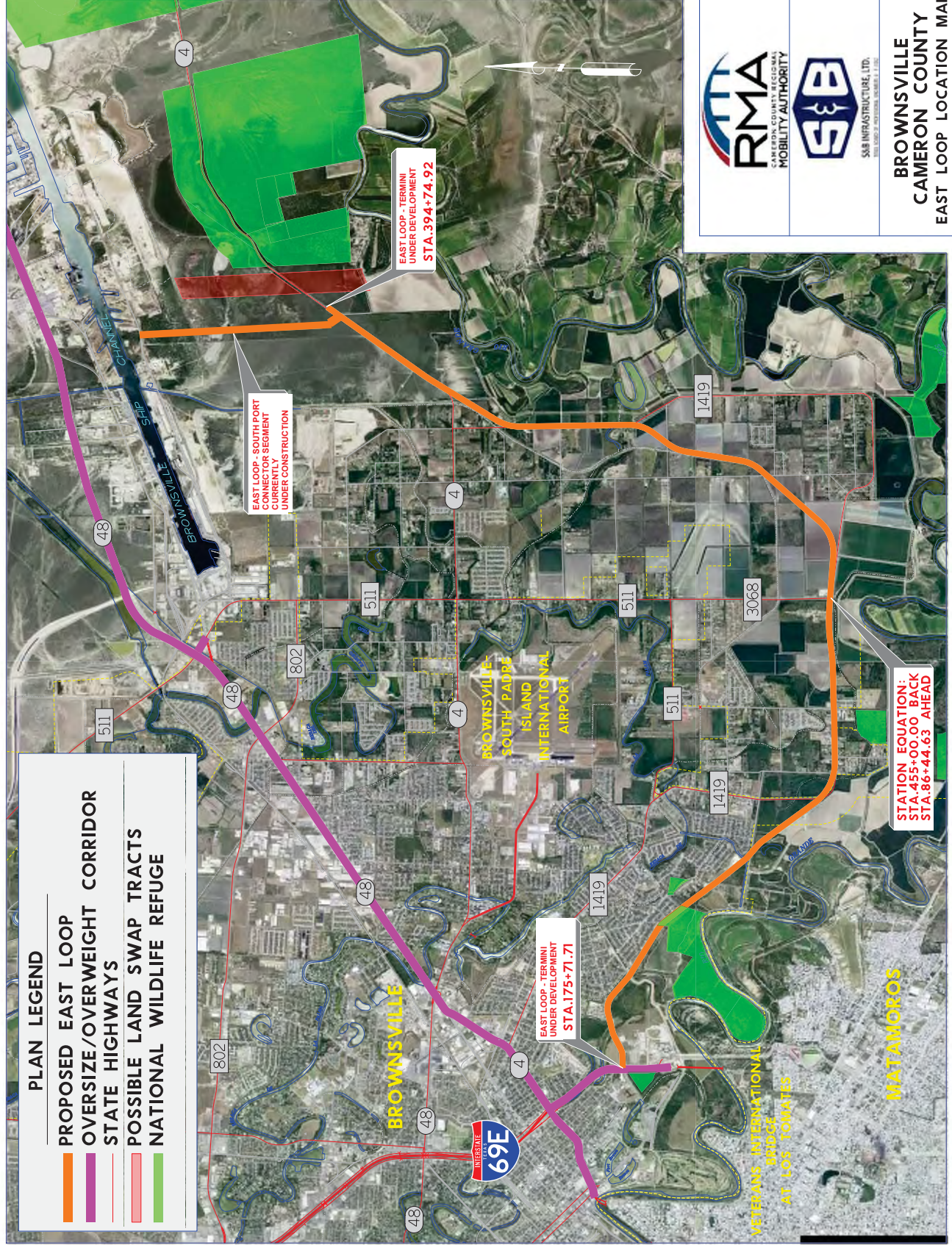
Pete Sepulveda, Jr.
Executive Director

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

Attachment A

PLAN LEGEND

-  PROPOSED EAST LOOP
-  OVERSIZE/OVERWEIGHT CORRIDOR
-  STATE HIGHWAYS
-  POSSIBLE LAND SWAP TRACTS
-  NATIONAL WILDLIFE REFUGE



EAST LOOP - SOUTH PORT
CURRENTLY
UNDER CONSTRUCTION

EAST LOOP - TERMINI
UNDER DEVELOPMENT
STA. 394+74.92

EAST LOOP - TERMINI
UNDER DEVELOPMENT
STA. 175+71.71

STATION EQUATION:
STA. 455+00.00 BACK
STA. 86+44.63 AHEAD



**BROWNSVILLE
CAMERON COUNTY
EAST LOOP LOCATION MAP**

Attachment B

-DRAFT V1-

SH 32 (East Loop) Traffic Projections

Prepared by:



Submitted to:



February 2018

SH 32 (East Loop) Traffic Projections

Prepared For:



Prepared By:



Draft Report Version 1

February 2018



INTERIM REVIEW ONLY

Preliminary Submittal. Not intended for permit, bidding, or construction.

Engineer: Behruz Paschai-Awwal

P.E. Serial No: 104752

Date: January 19, 2018

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Acronyms & Abbreviations

AADT	Average Annual Daily Traffic
ADT	Average Daily Traffic
BPR	Bureau of Public Roads
CCRMA	Cameron County Regional Mobility Authority
C&M	C&M Associates, Inc.
FM #	Farm-to-Market Road #
HSBMPO	Harlingen-San Benito Metropolitan Planning Organization
I-#	Interstate Highway #
LRGV	Lower Rio Grande Valley
SBI	S&B Infrastructure, Ltd.
SH #	State Highway #
TAHD	Traffic Analysis Highway Design
TAZ	Traffic Analysis Zone
TCDS	Traffic Counts Database System
TDM	Travel Demand Model
TPP	Transportation Planning and Programming Division
TTI	Texas Transportation Institute
TxDOT	Texas Department of Transportation
US #	U.S. Route #
V/C	Volume Over Count Ratio
VDF	Volume-Delay Function

Section 1

INTRODUCTION

C&M Associates (C&M) has been retained by S&B Infrastructure, Ltd. (SBI) to develop daily traffic projections for State Highway 32 (SH 32, or East Loop) in Cameron County, TX. The Cameron County Regional Mobility Authority (CCRMA) has chosen Option C for the development of SH 32 traffic projections. In this option, the CCRMA will approve the developed projections with minimal input from the Transportation Planning and Programming Division (TPP) of the Texas Department of Transportation (TxDOT).

The proposed SH 32 corridor falls within the limits of the Lower Rio Grande Valley (LRGV) travel demand model (TDM) developed by the Texas Transportation Institute (TTI) for TxDOT. The LRGV model is a trip-based TDM developed in the TransCAD environment and used by C&M to produce traffic split shares when needed.

C&M used the standard TPP methodology to develop the SH 32 traffic projections and subsequently used the TDM to estimate traffic rerouting after construction of SH 32. This method relies on historical growth rates and traffic counts to produce future forecasts. The traffic count data used in the analysis were obtained from the following sources:

- TxDOT's Traffic Count Database System (txdot.ms2soft.com)
- TxDOT's planning maps
(http://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html)

1.1. Project Description

SH 32 is divided into two projects: SH 32 West—from U.S. Route 77/83 (US 77/83) to Farm-to-Market Road 3068 (FM 3068)—and SH 32—from FM 3068 on FM 1419 to SH 4 (until intersecting with the connector to the proposed Port International Bridge).

SH 32 West comprises the following two segments:

1. CSJ 3626-01-001: From US 77/83 to Paloma Blanca Drive
2. CSJ 1426-01-037: From Paloma Blanca Drive to FM 3068

SH 32 comprises the following four segments:

1. CSJ 3626-02-001: From FM 3068 to FM 3550
2. CSJ 1426-01-043: From FM 3550 to FM 3551
3. CSJ 3626-03-001: From FM 3551 to SH 4
4. CSJ 0039-10-076: From SH 4 to Proposed Port Connector

1. INTRODUCTION

Figure 1-1 illustrates the project's alignment. The scope of the present report by C&M is to develop traffic projections for Opening Year 2020, Future Year 2040, and Pavement Design Year 2050. It was assumed that the proposed Port International Bridge will not be constructed within the traffic projection period.



Figure 1-1. Project Location Map

1.2. Organization of the Report

The remainder of this report is organized as follows:

- Section 2 presents details regarding the existing data used in this study.
- Section 3 presents the LRGV structure and model results.
- Section 4 presents C&M's traffic projection methodology and the resultant projections.

Section 2

EXISTING INFORMATION

This section presents an overview and analysis of relevant existing traffic information within the study area. This information was either obtained from available online data sources or provided by the CCRMA or TxDOT.

2.1. Existing Roadway Network

The CCRMA is planning to improve and upgrade the transportation infrastructure in Cameron County, TX. These plans will support economic development, improve quality of life, and increase safety. The proposed SH 32 corridor is intended to reduce truck traffic on Interstate Highway 69 E (I-69E) and SH 48, which currently serves the Port of Brownsville. These and other major facilities within the study area are summarized below.

Interstate Highway 69. I-69 is a north–south freeway that crosses Texas, Tennessee, Mississippi, Michigan, Louisiana, Kentucky, Indiana, and Arkansas. In southern Texas, I-69 has three alignments: I-69E, I-69C, and I-69W. The I-69E starts from the Veterans International Bridge at Brownsville and continues north to Raymondville. I-69E has a four- to six-lane cross section with auxiliary lanes through the Brownsville area. The speed limit varies between 60 and 70 mph in the study area.

State Highway 4 (International Boulevard/Boca Chica Boulevard). SH 4 is an east–west state highway that runs from the Gateway International Bridge in Brownsville, TX to the Gulf of Mexico. SH 4 is a four-lane road with a center turn lane until South Indiana Avenue (FM 511). Afterwards, it turns into a two-lane roadway. The speed limit varies between 35 and 55 mph.

State Highway 48. SH 48 is an east–west state highway that starts from US 281 and ends at SH 100. It is a four-lane roadway with center turn lanes west of I-69E. It then turns into a six-lane roadway with a center turn lane until SH 4. Afterwards, it becomes a four-lane road with a center turn lane until Padre Island Highway. Traveling eastward, it becomes a four-lane divided roadway followed by a four-lane undivided section closer to its terminus. The speed limit varies between 35 and 75 mph.

FM 1419 (Southmost Boulevard). This road starts at SH 4 just west of Downtown Brownsville and continues eastward, following a U-shaped alignment, and again ends at SH 4 at the eastern city limits. The road has a four-lane cross section with a middle turn lane until Monsees Road. Afterwards, it turns into a two-lane road. The speed limit varies between 35 and 55 mph along this road.

2.2. TxDOT Annual Average Daily Traffic (AADT)

The traffic counts used in this study were obtained from TxDOT’s Traffic Count Database System (TCDS). The count locations within the study area are shown in Figure 2-1.

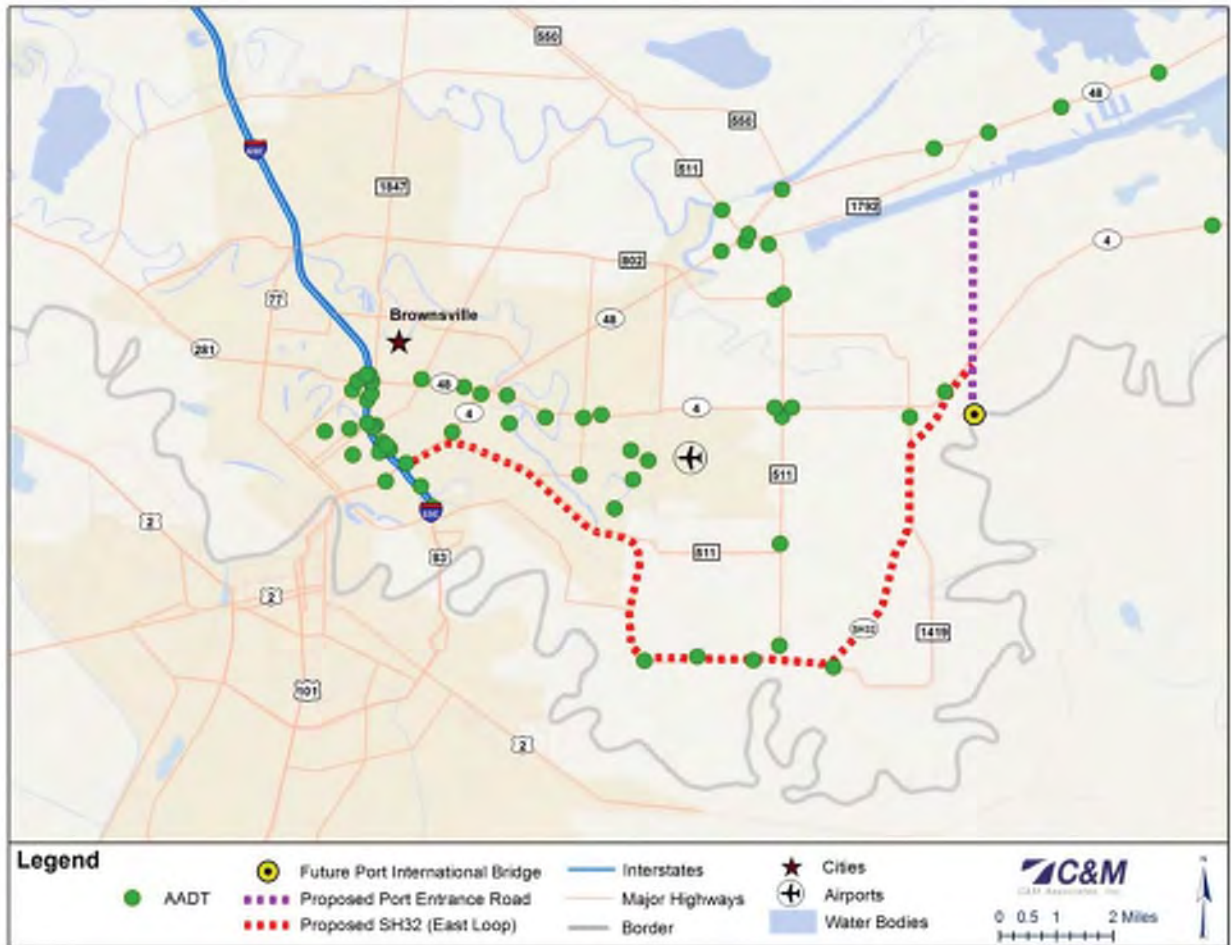


Figure 2-1. Study Area TxDOT Traffic Count Stations

Table 2-1 compares TxDOT’s 2015 and 2016 AADT counts at select locations. The daily traffic on I-69E has shown significant growth between 2015 and 2016, in the range of 11.1 to 17.2 percent. SH 4 has also shown high growth ranging from 2.8 to 17.5 percent during the same time period. The growth pattern on SH 48 varies in different segments and is its highest east of I-69E, with 8.7 percent growth. The 2016 traffic counts and the corresponding truck traffic percentages, K factors, and D factors are presented in Table 2-2.

Table 2-1. Study Area AADT Comparisons

Location	AADT		Growth
	2015	2016	2015–2016
I-69E north of Veterans Intl. Bridge	9,361	10,967	17.2%
I-69E north of East University Blvd.	24,963	29,156	16.8%
I-69E north of Mc Davitt Blvd.	47,896	54,133	13.0%
I-69E north of SH 48	48,189	54,557	13.2%
I-69E at FM 802	61,377	68,301	11.3%
I-69E north of E Alton Blvd.	62,136	69,056	11.1%
I-69E north of I-169	50,878	60,335	18.6%
I-69E south of SH 100	49,070	58,548	19.3%
SH 4 east of I-69E	29,843	34,203	14.6%
SH 4 south of SH 48	26,409	27,141	2.8%
SH 4 east of SH 48	32,045	34,400	7.3%
SH 4 west of FM 511	10,503	11,517	9.7%
SH 4 east of FM 1419	326	383	17.5%
FM 1419 west of Tulipan St.	23,294	23,030	-1.1%
FM 1419 east of Villa Bonita St.	15,768	16,027	1.6%
FM 1419 south of SH 4	870	2,233	156.7%
SH 48 east of BUS 77	17,544	18,111	3.2%
SH 48 west of I-69E	18,791	20,432	8.7%
SH 48 west of SH 4	41,219	40,713	-1.2%
SH 48 north of SH 4	30,766	30,490	-0.9%
SH 48 west of FM 511	19,258	19,490	1.2%
SH 48 east of FM 1792	12,035	12,613	4.8%
SH 48 west of SH 100	6,733	6,866	2.0%

Source: TxDOT ms2soft

Table 2-2. Study Area AADTs, Truck Shares, K Factors, and D Factors (2016)

Location	ADT	Truck %	K	D
I-69E north of Veterans Intl. Bridge	10,967	16%	8%	59%
I-69E north of East University Blvd.	29,156	11%	9%	53%
I-69E north of Mc Davitt Blvd.	54,133	8%	9%	65%
I-69E north of SH 48	54,557	8%	9%	65%
I-69E at FM 802	68,301	7%	9%	65%
I-69E north of E Alton Blvd.	69,056	7%	9%	65%
I-69E north of I-169	60,335	7%	9%	65%
I-69E south of SH 100	58,548	7%	9%	65%
SH 4 east of I-69E	34,203	3%	12%	68%
SH 4 south of SH 48	27,141	3%	8%	52%
SH 4 east of SH 48	34,400	3%	8%	50%
SH 4 west of FM 511	11,517	6%	10%	64%
SH 4 east of FM 1419	383	7%	10%	71%
FM 1419 west of Tulipan St.	23,030	1%	9%	52%
FM 1419 east of Villa Bonita St.	16,027	5%	9%	50%
FM 1419 south of SH 4	2,233	7%	18%	52%
SH 48 east of BUS 77	18,111	3%	8%	52%
SH 48 west of I-69E	20,432	3%	8%	53%
SH 48 west of SH 4	40,713	3%	8%	50%
SH 48 north of SH 4	30,490	3%	8%	52%
SH 48 west of FM 511	19,490	3%	9%	64%
SH 48 east of FM 1792	12,613	4%	11%	70%
SH 48 west of SH 100	6,866	10%	11%	59%

2.3. Corridor Schematics

The corridor schematics used in the present study were prepared by SBI for SH 32 and SH 32 West (dated March 9, 2017), as presented in Appendix A. From west to east, the SH 32 corridor intersects with I-69E, Valor Street, East Avenue, Azucena Avenue, Calle Milpa Verde, Monsees Road, Southmost Boulevard, Paloma Blanca, George Saenz Road, S Dakota Avenue, Dave Drive, FM 3068, FM 1049, Browne Road, Duckberry Road, Florida Road, SH 4, and the future Port International Bridge access road.

Section 3

TRAVEL DEMAND MODEL

For the present study, C&M adopted the Harlingen-San Benito Metropolitan Planning Organization's (HSBMPO) TDM. The HSBMPO TDM is a trip-based model developed in the TransCAD environment. It is based on the LRGV TDM developed by TTI for TxDOT.

The HSBMPO TDM was only used to determine the diversion shares at SH 32 intersections and to estimate the increased demand due to the construction of the SH 32 corridor. The traffic projections were developed using TPP's standard methodology of historical growth rates, which is explained in more detail in Section 4.

This section presents an overview of the TDM platform referenced in this study.

3.1. TDM Overview

C&M obtained the following files for this study:

- HSBMPO TDM data:
 - Roadway network for year 2035
 - Daily trip table for year 2035 (not by mode) and assignment results
 - Traffic analysis zone (TAZ) structure
 - Demographic data:
 - Total population
 - Household population, median household income
 - Employment by sector
 - Basic
 - Retail
 - Service
 - Educational
 - Employment at special generators
- HSBMPO model output PDFs:
 - Roadway volumes and volume over count (V/C) ratios for years 2004, 2009, 2030, and 2035

3. TRAVEL DEMAND MODEL

As shown in Figure 3-1, the model's TAZ layer includes a total of 1,414 zones (internal, external, and reserve zones) that cover two counties—Hidalgo and Cameron—with a total area of approximately 2,600 square miles. The link network in the TDM is shown in Figure 3-2. The Bureau of Public Roads (BPR) function is used as the volume-delay function (VDF).

The total number of daily trip generated in the region is 4,913,345 in year 2035. The model platform uses TripCal5 and ATOM2 for trip generation and trip distribution. The total population of the modeling area is forecasted to grow to 1,055,394 by year 2035, with a total employment of 245,888.

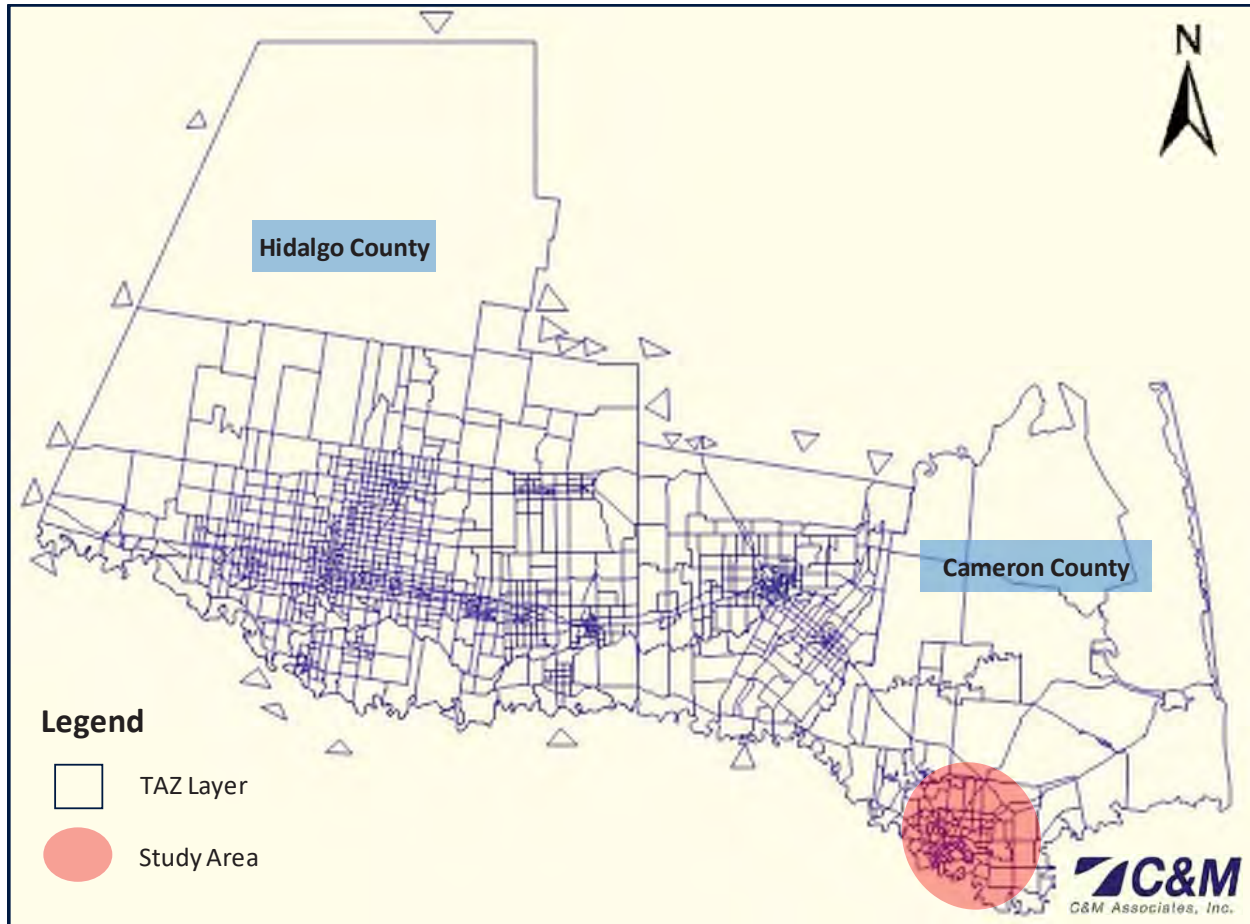


Figure 3-1. HSBMPO Zone Structure

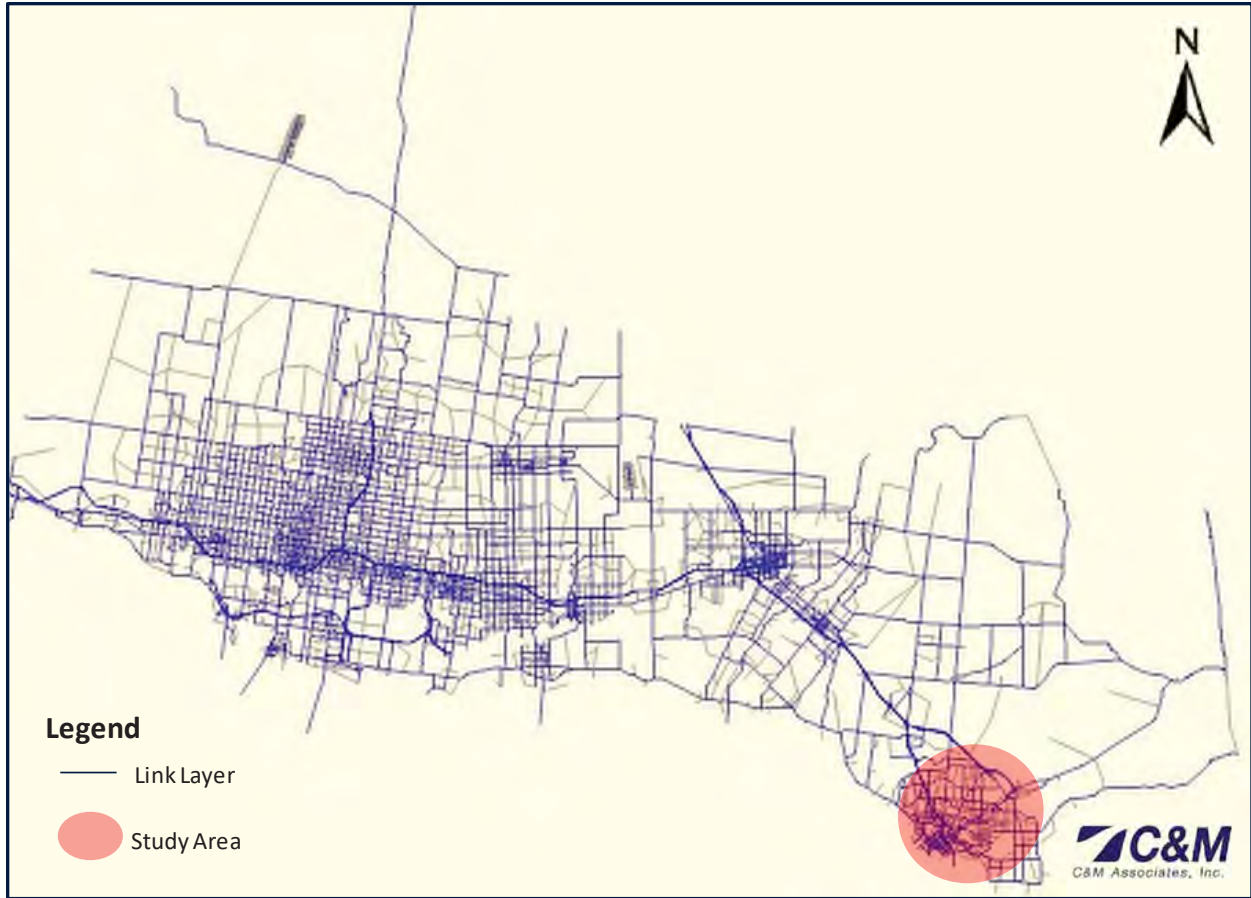


Figure 3-2. HSBMPO Link Network

Section 4

TRAFFIC PROJECTIONS

This section presents C&M's methodology for developing traffic projections for the SH 32 (East Loop) corridor. The section also includes an explanation of the adopted TPP methodology and the corresponding analysis of historical traffic counts, as well as a description of how the traffic projections were adjusted to account for increased demand due to traffic shifting onto the proposed SH 32.

4.1. Traffic Growth Rate Development

The standard TPP methodology for corridor traffic projections consists of using 20-year regression-derived growth rates and calculating opening, design, and pavement design years based on the Pivot method. This standard methodology allows for rerouting traffic to a new corridor by making engineering judgements and local observations. For this study, C&M relied on the HSBMPO TDM for calculating traffic diverted to the proposed SH 32 corridor, latent demand, and traffic on SH 32 that is associated with major cross streets. The TPP methodology is explained in more detail below.

Historical Traffic Counts. TxDOT provides annual counts at specific points along the regional highway system. TPP methodology recommends 20 years as the range of historical counts required for analysis. TxDOT's TCDS has traffic count data for I-69E from 1999 to 2016. It also includes historical data on Southmost Boulevard, S. Indiana Avenue, S. Oklahoma Avenue, SH 4 (Boca Chica Boulevard), and SH 48. The TCDS also includes 2016 counts on several other roadways in the vicinity of the proposed SH 32 corridor.

Existing Traffic Counts. 2016 is considered the existing traffic counts year for the purposes of this analysis. The existing year traffic volumes are used as the basis for future projections even beyond the pivot year.

Growth Rate Post-Pivot Year. TPP methodology states to use the pre-20/pivot year growth rate if it is less than 2.0 percent; otherwise, the post-20/pivot year is typically greater than 2.0 percent.

Pivot Method. TPP uses the Pivot method to calculate average daily traffic (ADT) projections. The Pivot Year, which is the existing traffic counts year (Counts Year) plus 20 years, is the last year in which the initial growth rate is used. All ADT calculations are based on the existing year volumes.

The standard equation for traffic projections prior to the Pivot Year is as follows:

$$\text{Analysis Year ADT} = (\text{Count Year ADT}) * [1 + (\text{Analysis Year} - \text{Count Year}) * (\leq 20\text{-year G.R.}/100)]$$

The Pivot Year ADT equation is as follows:

$$\text{Pivot Year ADT} = (\text{Count Year ADT}) * [1 + (\text{Pivot Year} - \text{Count Year}) * (\leq 20\text{-year G.R.}/100)]$$

4. TRAFFIC PROJECTIONS

The Post-Pivot Year ADT equation is as follows:

$$\text{Post-Pivot Year ADT} = (\text{Count Year ADT}) * [1 + (\text{Pivot Year} - \text{Count Year}) * (\leq 20\text{-year G.R.}/100) + (\text{Analysis Year} - \text{Pivot Year}) * (> 20\text{-Year G.R.}/100)]$$

4.2. Existing Traffic Counts

All analyses, comparisons, and growth rates are based on 2016 traffic counts obtained from the TCDS. Table 4-1 presents the 2016 traffic counts (AADT) on I-69E in the vicinity of the project corridor and the calculated growth rates for each location. The average growth rate on the southern end of the I-69E corridor is 2.2 percent per year based on the 2016 traffic counts. The growth rate will be reduced to 2.0 percent per year beyond year 2036. These growth rates are also appropriate for other count locations along the proposed corridor as calculated through the TCDS historical counts.

Table 4-1. I-69E Historical Traffic Counts (AADT) and Growth Rates

Year	North of Mc Davitt Blvd. (Station 31H91)	South of Morelos St. (Station 31H92)	North of SH 48 (Station 31H93)
1999	27,000	55,000	56,000
2000	27,000	46,000	53,000
2001	40,000	51,000	61,000
2002	44,000	57,000	66,000
2003	39,000	49,000	58,000
2004	58,000	66,000	71,000
2005	59,260	66,650	72,450
2006	55,710	59,870	42,600
2007	67,000	71,000	74,000
2008	64,500	65,000	73,000
2009	62,000	74,000	81,000
2010	60,000	60,000	80,000
2011	68,000	78,000	90,000
2012	57,000	67,000	78,000
2013	56,573	67,019	73,032
2014	60,324	60,461	81,674
2015	54,419	54,690	73,586
2016	60,600	56,281	85,653
Low Linear Growth	1.2%	0.0%	0.8%
Forecast Growth	2.5%	1.0% (2.0%)	2.2%
High Linear Growth	3.8%	2.2%	3.2%
Slope	1689.44	654.77	1675.91
Intercept	38994.51	55766.2	56310.06
Average Growth Rate		2.2%	

Vehicle classifications were obtained from Station HP965 on US 77/I-69E located north of FM 732, as shown in Table 4-2.

Table 4-2. Vehicle Classification for I-69E (at Station HP695)

Start Time	Motor-cycle	Car	Pickup	Bus	2A SU	3A SU	>3A SU	<5A 2U	5A 2U	>5A 2U	<6A >2U	6A >2U	>6A >2U	14	15	TOTAL
12:00 AM	3	423	69	1	3	0	0	0	39	1	0	0	0	0	0	539
1:00 AM	1	232	30	1	7	2	0	3	30	0	0	0	0	0	0	306
2:00 AM	0	189	38	1	1	1	0	2	31	0	0	0	0	0	0	263
3:00 AM	0	154	41	5	10	0	0	4	33	0	1	0	0	0	0	248
4:00 AM	0	275	68	4	13	2	0	3	22	0	2	0	0	0	0	389
5:00 AM	1	631	111	4	31	5	0	8	62	1	2	1	0	0	0	857
6:00 AM	2	1,525	354	7	37	5	1	9	67	0	2	1	0	0	0	2,010
7:00 AM	8	3,255	784	7	65	18	2	12	118	4	0	0	0	0	0	4,273
8:00 AM	7	2,745	627	12	59	23	1	8	143	6	0	0	0	0	0	3,631
9:00 AM	1	2,338	602	5	68	26	1	12	185	2	1	1	0	0	0	3,242
10:00 AM	3	2,356	627	9	71	22	1	15	172	2	0	0	0	0	0	3,278
11:00 AM	8	2,410	623	10	66	20	1	12	181	5	1	0	0	0	0	3,337
12:00 PM	8	2,538	572	4	80	28	2	9	140	8	0	0	0	0	0	3,389
1:00 PM	4	2,602	751	6	70	23	0	13	144	2	0	0	0	0	0	3,615
2:00 PM	7	2,789	679	8	60	23	1	13	122	4	0	0	0	0	0	3,706
3:00 PM	1	2,764	681	17	67	25	2	18	130	5	0	0	0	0	0	3,710
4:00 PM	5	3,200	798	12	64	19	1	9	122	3	0	0	0	0	0	4,233
5:00 PM	6	3,965	859	5	58	20	2	21	112	1	0	0	0	0	0	5,049
6:00 PM	10	2,929	618	6	35	11	1	11	108	4	3	0	0	0	0	3,736
7:00 PM	7	2,049	492	5	27	14	1	11	84	4	0	0	0	0	0	2,694
8:00 PM	11	1,619	353	10	15	2	0	7	82	0	4	0	0	0	0	2,103
9:00 PM	4	1,443	292	5	13	2	0	1	64	0	0	0	0	0	0	1,824
10:00 PM	3	1,043	209	6	4	3	0	2	68	0	0	0	0	0	0	1,338
11:00 PM	0	732	178	2	1	4	0	0	50	0	0	0	0	0	0	967
TOTAL	100	44,206	10,456	152	925	298	17	203	2,309	52	16	3	0	0	0	58,737

4.3. Traffic Projections

The traffic projections were developed by following the steps listed below, using both available traffic counts and the TDM runs.

- 1) Start from 2016 traffic counts (AADT) provided by TxDOT (ms2soft interface) at available locations in the TDM.
- 2) Estimate the missing 2016 counts by growing the 2014 counts obtained from the Urban Traffic Maps at growth rates calculated from neighboring traffic count locations.
- 3) Develop the 2016 roadway network and trip tables.
- 4) Run the TDM for year 2016 with the existing network configuration.
- 5) Run the TDM for year 2016 with SH 32 and the proposed Port Connector included in the network.

4. TRAFFIC PROJECTIONS

- 6) Calculate the ratio of the model run results in step 5 over step 4 (this ratio represents the rerouting of traffic due to the construction of SH 32).
- 7) Apply the rates calculated in step 6 to their corresponding 2016 traffic counts; at this stage, we have an estimate of the 2016 counts had SH 32 been constructed.
- 8) Use the turning movement percentages from the TDM model run in step 5 to get an estimate of the daily intersection turning movements. The approach volumes are kept constant, as calculated in step 7, and necessary turning movement adjustments are performed where needed.
- 9) Reroute all truck traffic (16%) from the Veteran's Bridge Border Crossing onto SH 32 and then to the Port using the new Port Connector.
- 10) Grow the 2016 traffic to 2020 and thereafter to 2040 and 2050 using the calculated historical growth rates.

The SH 32 daily traffic projections for years 2020, 2040, and 2050 are shown in Figure 4-1 through Figure 4-9.

The Traffic Analysis Highway Design (TAHD) tables are presented in Table 4-3 through Table 4-6.

The section locations are illustrated in Figure 4-10.

4. TRAFFIC PROJECTIONS

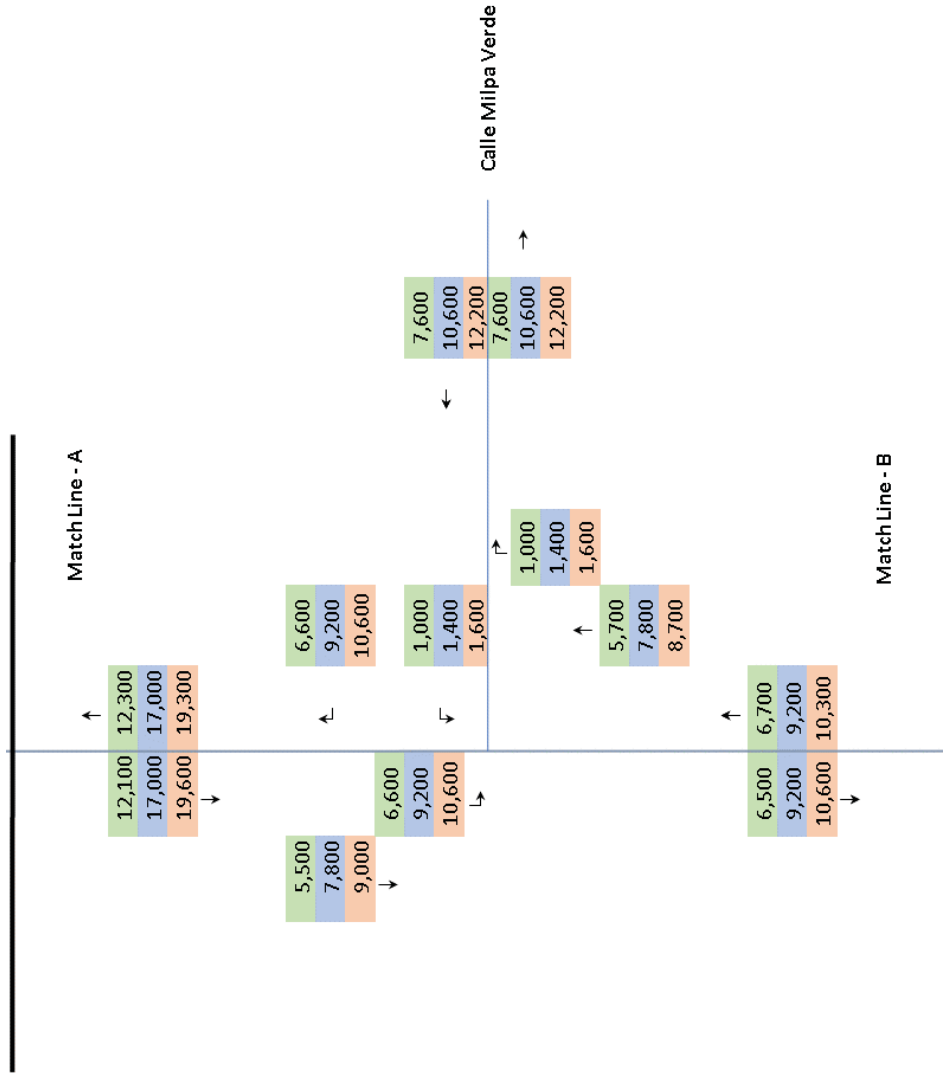


Figure 4-2. SH 32 AADT Projections (2020, 2040, 2050)

4. TRAFFIC PROJECTIONS

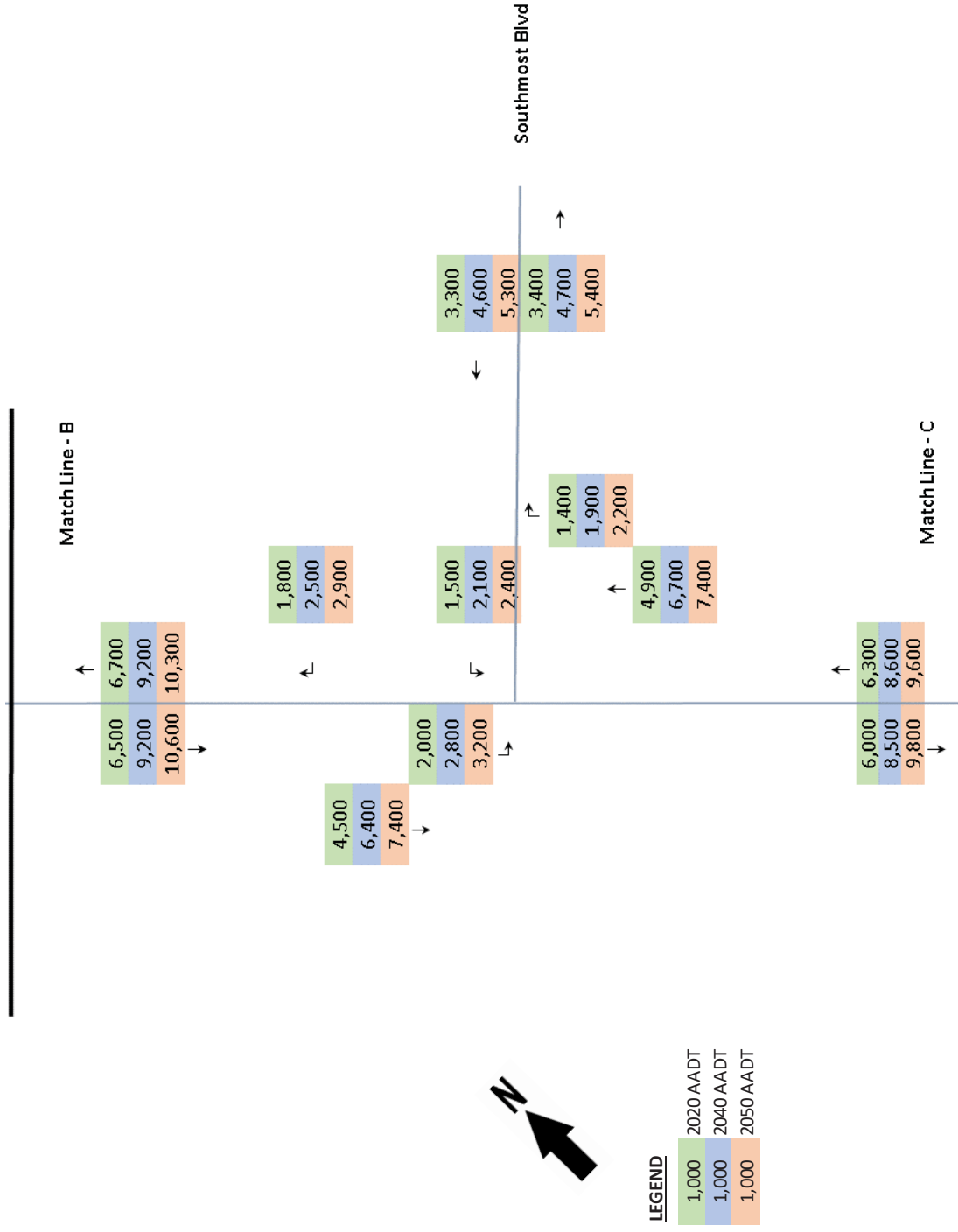


Figure 4-3. SH 32 AADT Projections (2020, 2040, 2050)

4. TRAFFIC PROJECTIONS

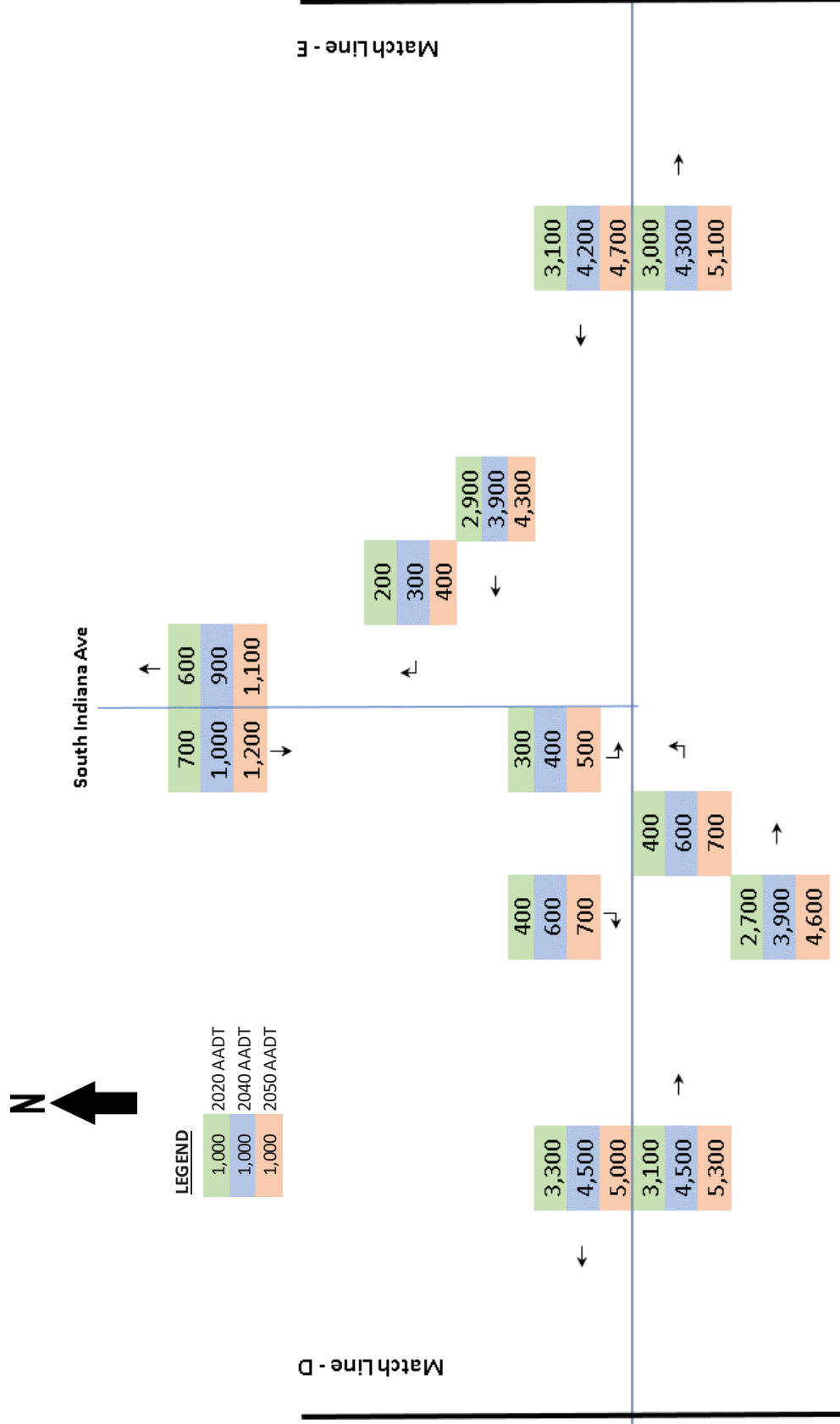


Figure 4-5. SH 32 AADT Projections (2020, 2040, 2050)

4. TRAFFIC PROJECTIONS

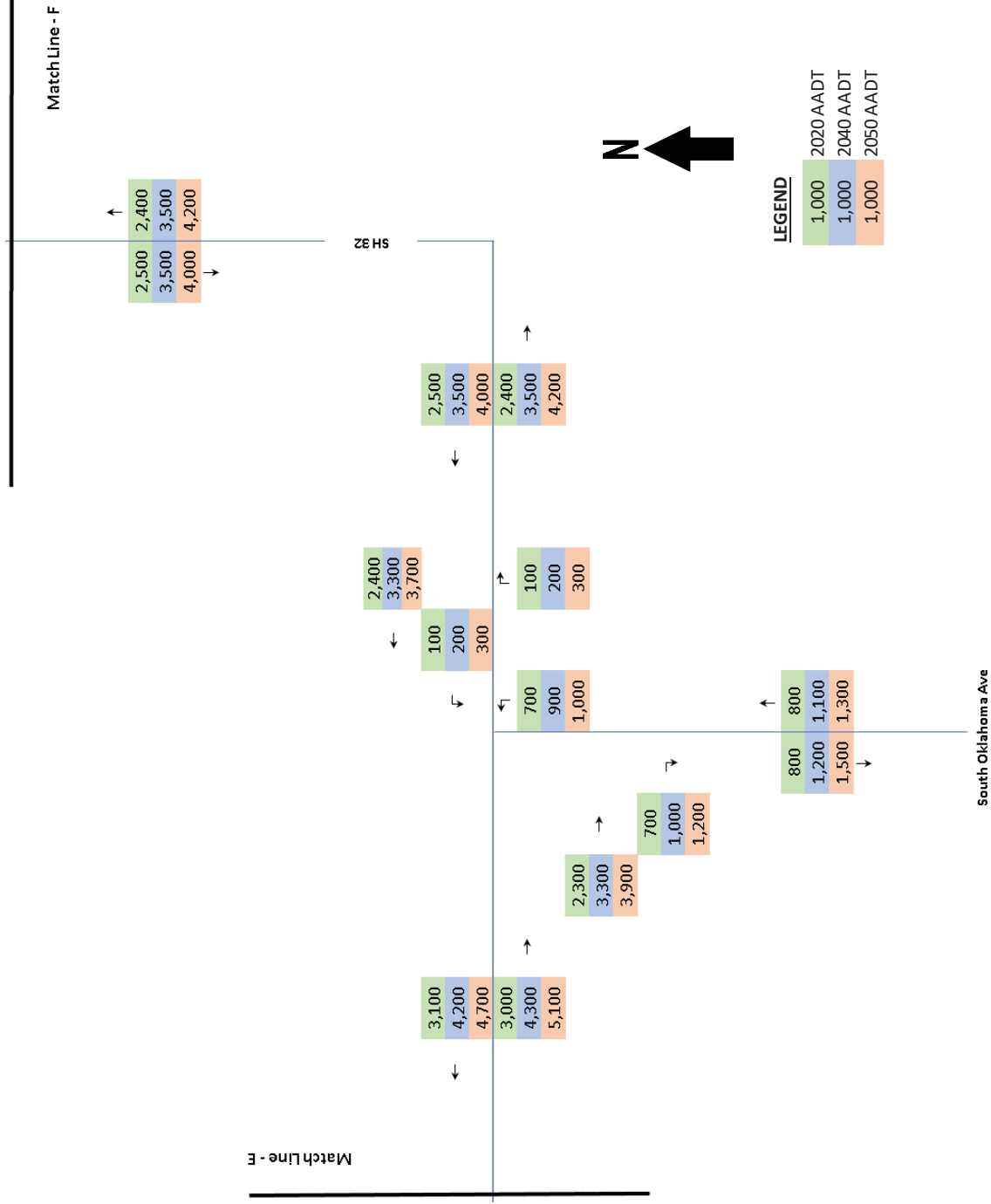


Figure 4-6. SH 32 AADT Projections (2020, 2040, 2050)

4. TRAFFIC PROJECTIONS

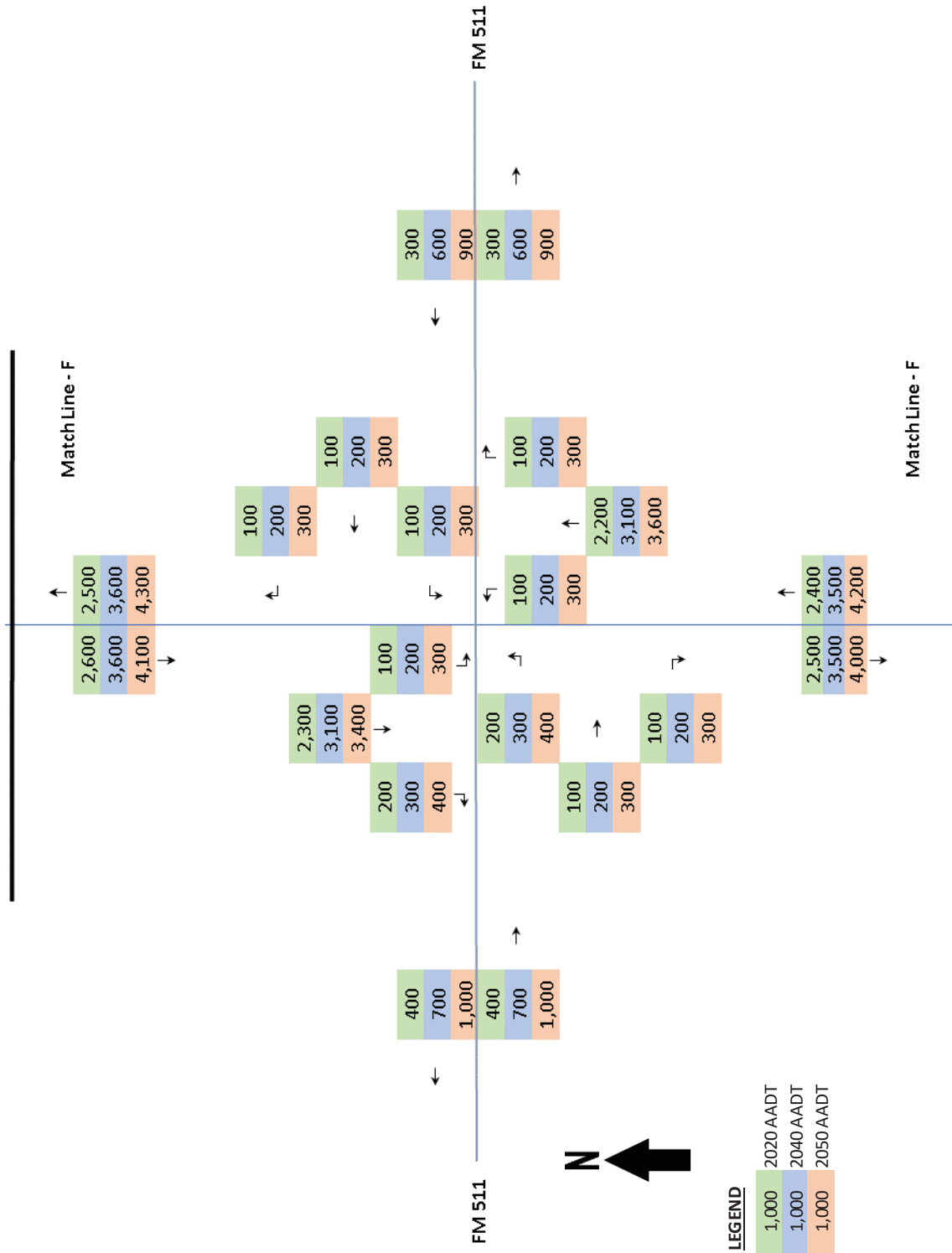


Figure 4-7. SH 32 AADT Projections (2020, 2040, 2050)

4. TRAFFIC PROJECTIONS

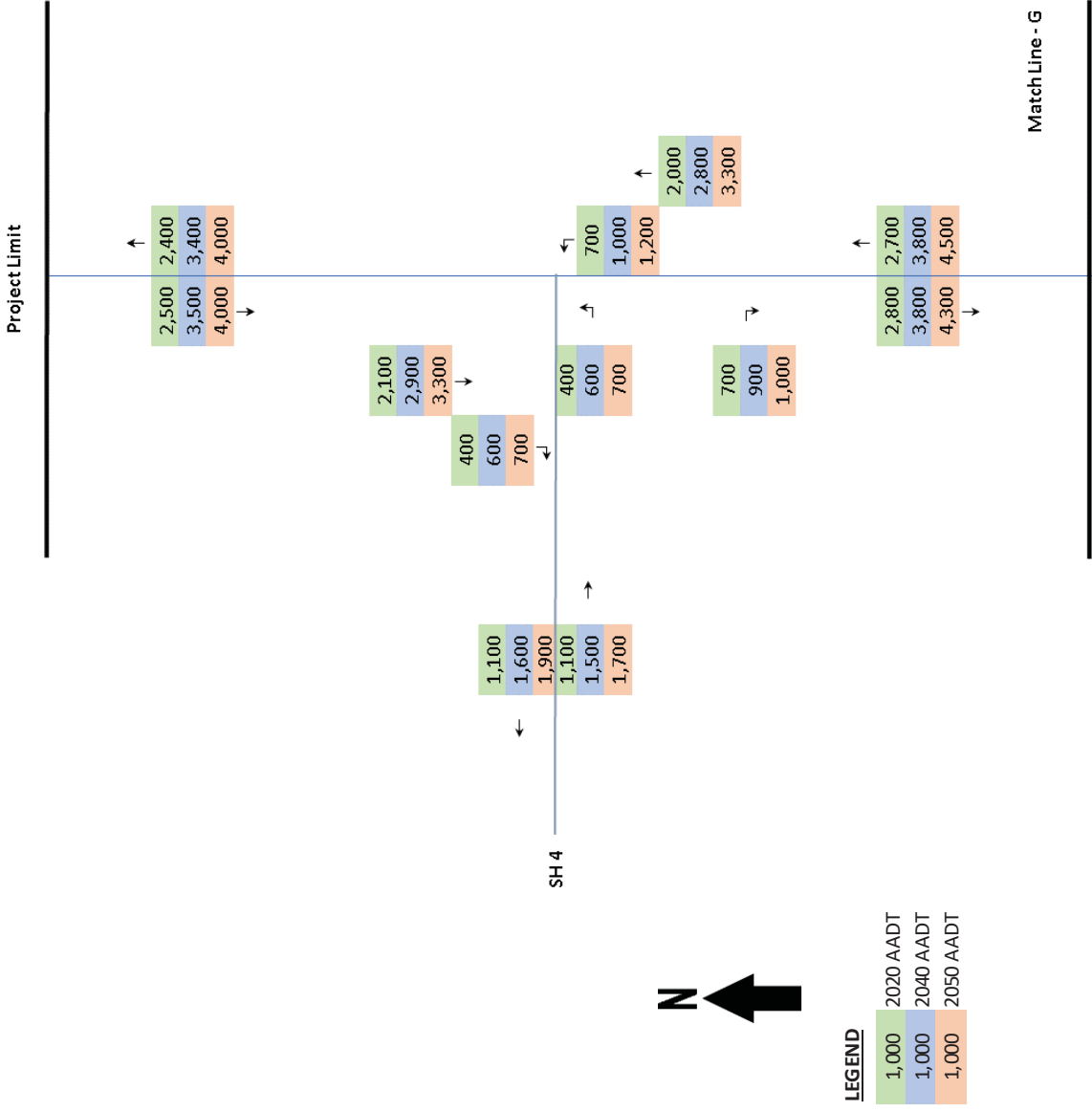


Figure 4-9. SH 32 AADT Projections (2020, 2040, 2050)

Table 4-3. TAHD for Proposed SH 32 West – CSJ 3626-01-001, Section 1

TRAFFIC ANALYSIS FOR HIGHWAY DESIGN

Pharr District

January 18, 2018

									Total Number of Equivalent 18K Single Axle Load Applications One Direction Expected for a 20 Year Period (2020-2040)											
Description of Location	Average Daily Traffic		Dir Dist %	K Factor	Percent Trucks		ATHWLD	Percent Tandem Axles in ATHWLD	Flexible Pavement	S N	Rigid Pavement	SLAB								
	2020	2040			ADT	PHV														
	Base Year																			
<u>Proposed SH 32 (West)</u> <u>CSJ 3626-01-001</u> <u>Section 1</u> From US77/83 To East Ave Cameron County									40,800	56,600	60-40	10.0	16.9	13.0	TBD	TBD	TBD	TBD	TBD	TBD
Data for Use in Air & Noise Analysis																				
Vehicle Class		Base Year																		
		% of ADT	% of DHV																	
Light Duty		83.1		87.0																
Medium Duty		3.0		2.3																
Heavy Duty		13.9		10.7																
									Total Number of Equivalent 18K Single Axle Load Applications One Direction Expected for a 20 Year Period (2020-2050)											
Description of Location	Average Daily Traffic		Dir Dist %	K Factor	Percent Trucks		ATHWLD	Percent Tandem Axles in ATHWLD	Flexible Pavement	S N	Rigid Pavement	SLAB								
	2020	2050			ADT	PHV														
	Base Year																			
<u>Proposed SH 32 (West)</u> <u>CSJ 3626-01-001</u> <u>Section 1</u> From US77/83 To East Ave Cameron County									40,800	64,700	60-40	10	16.9	13.0	TBD	TBD	TBD	TBD	TBD	

Table 4-4. TAHD for Proposed SH 32 West – CSJ 3626-01-001, Section 2

TRAFFIC ANALYSIS FOR HIGHWAY DESIGN

Pharr District

January 18, 2018

Description of Location		Average Daily Traffic		Dir Dist %	K Factor	Percent Trucks		ATHWLD	Percent Tandem Axles in ATHWLD	Single Axle Load Applications One Direction Expected for a 20 Year Period (2020-2040)			
		2020	2040			ADT	PHV			Flexible Pavement	S N	Rigid Pavement	SLAB
		Base Year				Base Year							
<u>Proposed SH 32 (West)</u> <u>CSJ 3626-01-001</u> <u>Section 2</u> From East Ave To Paloma Blanca Dr Cameron County		24,400	34,000	60-40	10.0	28.3	21.8	TBD	TBD	TBD	TBD	TBD	TBD
Data for Use in Air & Noise Analysis													
Vehicle Class		Base Year											
		% of ADT		% of DHV									
Light Duty		71.7		78.2									
Medium Duty		5.0		3.9									
Heavy Duty		23.2		17.9									
Description of Location		Average Daily Traffic		Dir Dist %	K Factor	Percent Trucks		ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18K Single Axle Load Applications One Direction Expected for a 20 Year Period (2020-2050)			
		2020	2050			ADT	PHV			Flexible Pavement	S N	Rigid Pavement	SLAB
		Base Year				Base Year							
<u>Proposed SH 32 (West)</u> <u>CSJ 3626-01-001</u> <u>Section 2</u> From East Ave To Paloma Blanca Dr Cameron County		24,400	38,900	60-40	10	28.3	21.8	TBD	TBD	TBD	TBD	TBD	TBD

4. TRAFFIC PROJECTIONS

Table 4-5. TAHD for Proposed SH 32 West – CSJ 1426-01-037

TRAFFIC ANALYSIS FOR HIGHWAY DESIGN

Pharr District

January 18, 2018

Description of Location		Average Daily		Base Year			ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18K Single Axle Load Applications One Direction Expected for a				
		2020	2040	Dir Dist %	K Factor	Percent			Flexible Pavement	S N	Rigid Pavement	SLAB	
						ADT							PHV
<u>Proposed SH 32 (West)</u> <u>CSJ 1426-01-037</u> From Paloma Blanca Dr To FM 3068 Cameron County		12,300	17,100	60-40	10.0	57.0	43.9	TBD	TBD	TBD	TBD	TBD	TBD
Data for Use in Air & Noise Analysis													
Vehicle Class		Base Year											
		% of ADT		% of DHV									
Light Duty		43.0		56.1									
Medium Duty		10.2		7.8									
Heavy Duty		46.9		36.1									
Description of Location		Average Daily		Base Year			ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18K Single Axle Load Applications One Direction Expected for a				
		2020	2050	Dir Dist %	K Factor	Percent			Flexible Pavement	S N	Rigid Pavement	SLAB	
						ADT							PHV
<u>Proposed SH 32 (West)</u> <u>CSJ 1426-01-037</u> From Paloma Blanca Dr To FM 3068 Cameron County		12,300	19,400	60-40	10	57.0	43.9	TBD	TBD	TBD	TBD	TBD	TBD

Table 4-6. TAHD for Proposed SH 32 – All CSJs

TRAFFIC ANALYSIS FOR HIGHWAY DESIGN

Pharr District

January 18, 2018

Description of Location		Average Daily		Base Year			ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18K Single Axle Load Applications One Direction Expected for a						
		2020	2040	Dir Dist %	K Factor	Percent			Flexible Pavement	S N	Rigid Pavement	SLAB			
						ADT							PHV		
<u>Proposed SH 32</u> <u>All CSJs</u> From FM 3068 To SH 4 Cameron County		6,400	9,000	60-40	10.0	57.0	43.9	TBD	TBD	TBD	TBD	TBD	TBD		
Data for Use in Air & Noise Analysis															
Vehicle Class		Base Year													
		% of ADT		% of DHV											
Light Duty		43.0		56.1											
Medium Duty		10.2		7.8											
Heavy Duty		46.9		36.1											
Description of Location		Average Daily		Base Year			ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18K Single Axle Load Applications One Direction Expected for a						
		2020	2050	Dir Dist %	K Factor	Percent			Flexible Pavement	S N	Rigid Pavement	SLAB			
						ADT							PHV		
<u>Proposed SH 32</u> <u>All CSJs</u> From FM 3068 To SH 4 Cameron County		6,400	10,300	60-40	10	57.0	43.9	TBD	TBD	TBD	TBD	TBD	TBD		

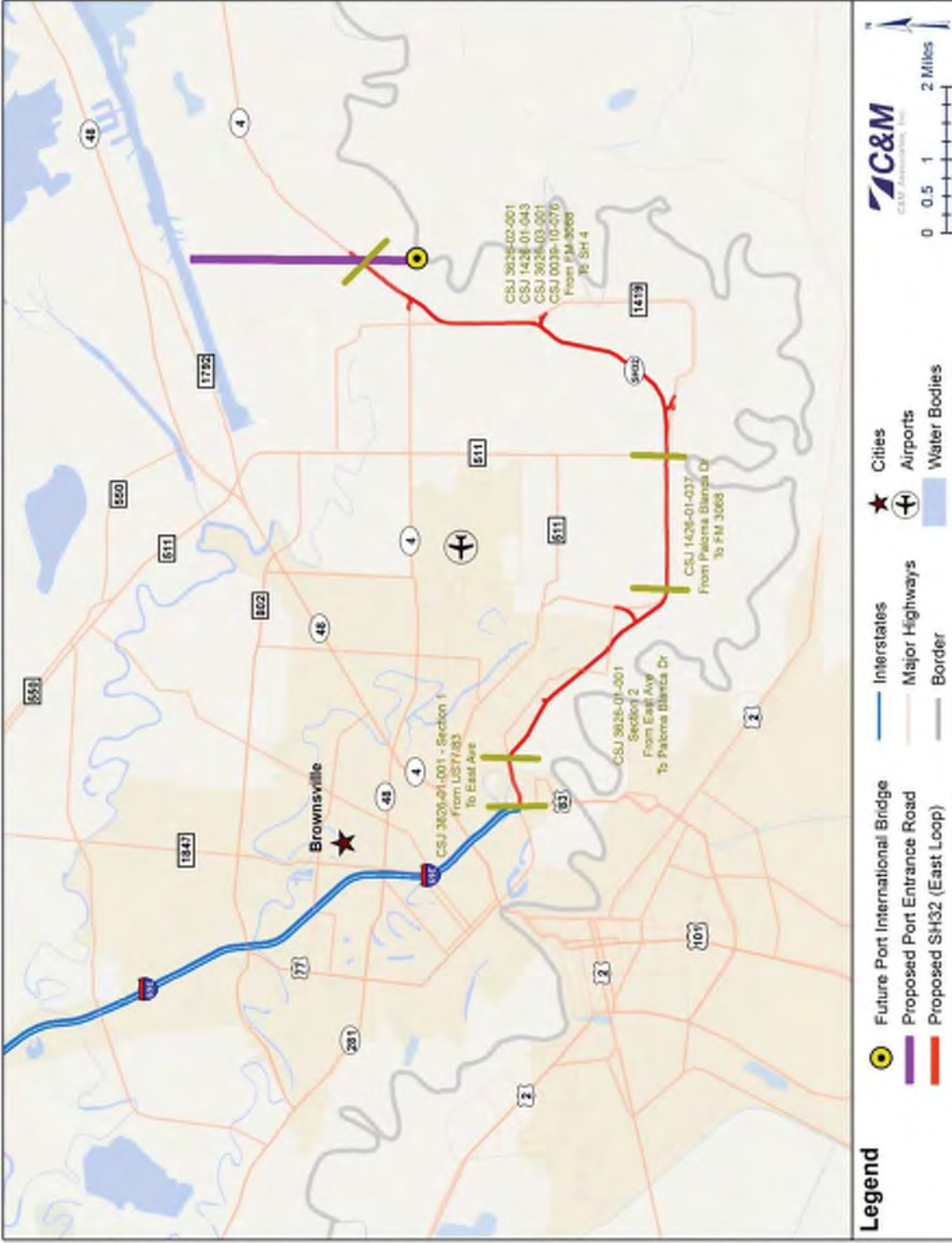
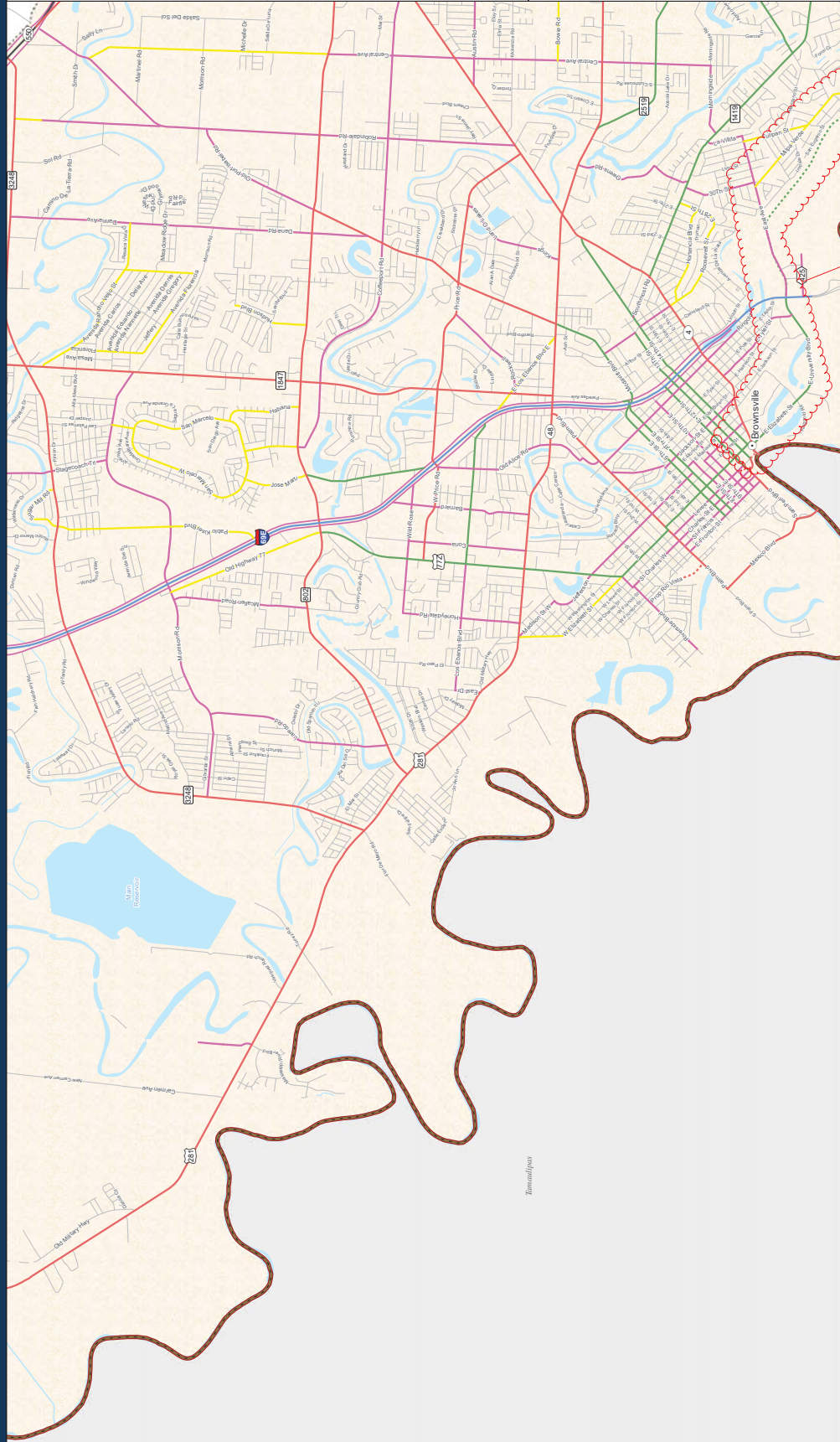


Figure 4-10. SH 32 ESAL Section Locations

SH 32 (East Loop)
 Traffic Projections
 DRAFT V1

Attachment C

2010 Functional Classification - Brownsville - Sheet 6



City

- Community
- Incorporated City

Functional Classification

- Interstate
- Principal Arterial - Other Freeways and Expressways
- Principal Arterial - Other
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- Proposed

Boundaries

- County
- Adjusted 2010 Small Urban Area (SUA)
- Adjusted 2010 Urbanized Area (UA)
- Adjusted 2010 Large Urban Area (LUA)
- MPO Planning Boundary

Notes:

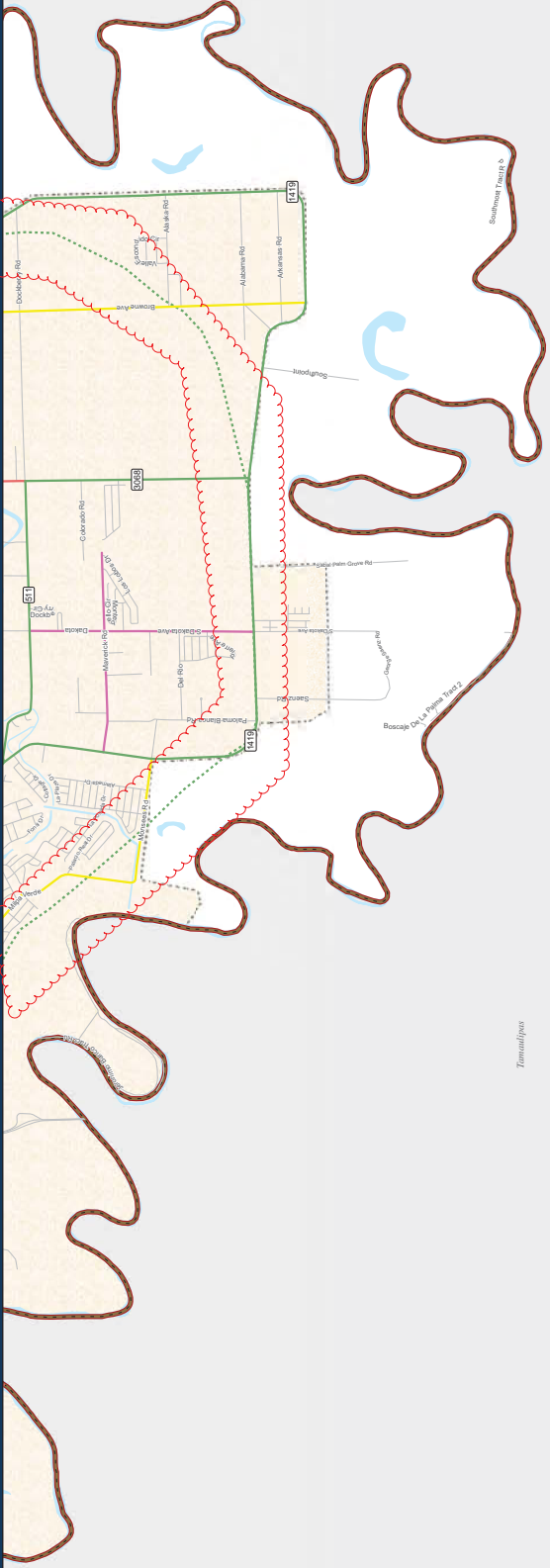


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 July 31, 2015

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2010 Functional Classification - Brownsville - Sheet 8



City

- Community (white circle)
- Incorporated City (circle with dot)

Functional Classification

- Interstate (blue line)
- Principal Arterial - Other Freeways and Expressways (black line)
- Principal Arterial - Other (red line)
- Minor Arterial (green line)
- Major Collector (purple line)
- Minor Collector (yellow line)
- Local (grey line)
- Proposed (dashed line)

Boundaries

- County (dotted line)
- Adjusted 2010 Small Urban Area (SUA) (light green shaded area)
- Adjusted 2010 Urbanized Area (UA) (light purple shaded area)
- Adjusted 2010 Large Urban Area (LUA) (light yellow shaded area)
- MPO Planning Boundary (red dashed line)

Notes:

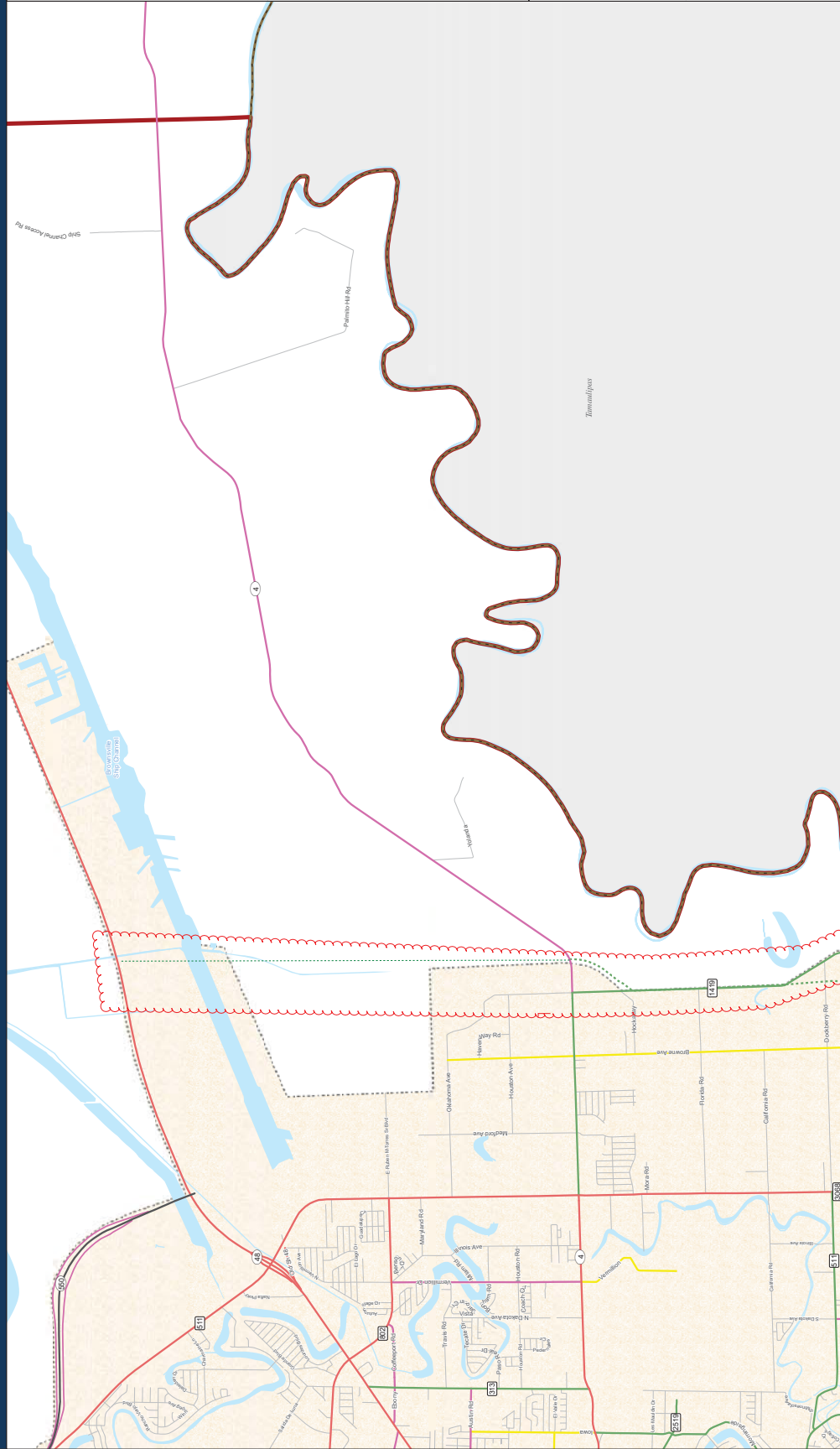


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2010 Functional Classification - Brownsville - Sheet 7



- City**
- Community
 - ⊙ Incorporated City
- Functional Classification**
- Interstate
 - Principal Arterial - Other Freeways and Expressways
 - Principal Arterial - Other
 - Minor Arterial
 - Major Collector
 - Minor Collector
 - Local
 - Proposed
- Boundaries**
- County
 - ▨ Adjusted 2010 Small Urban Area (SUA)
 - ▩ Adjusted 2010 Urbanized Area (UA)
 - ▧ Adjusted 2010 Large Urban Area (LUA)
 - ▭ MPO Planning Boundary

Notes:



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Texas Department of Transportation
 Transportation Planning and Programming Division
 Data Analysis, Mapping and Reporting Branch
 July 31, 2015



Attachment D

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
RIO GRANDE VALLEY MPO - HIGHWAY PROJECTS
FY 2024

2021-2024 STIP		11/2021 Revision: Approved 11/22/2021							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
PHARR	RIO GRANDE VALLEY	CAMERON	0921-06-163	2024	SPI 2nd Acc	E	SOUTH PADRE ISLAND	\$ 20,600,000	
LIMITS FROM SH 100, across the Laguna Madre						PROJECT SPONSOR CCRMA			
LIMITS TO PR 100						REVISION DATE 11/2021			
PROJECT DESCR Construct 4 lane roadway with elevated bridge						MPO PROJ NUM BMPO-SPI2			
REMARKS E= Preliminary Engineering Pending Functional Classification						FUNDING CAT(S) 3LC			
P7						PROJECT HISTORY Added Project Phase			
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	15,000,000	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	5,600,000		3LC	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20,600,000	\$ 20,600,000
CONSTR \$	400,000,000		TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20,600,000	\$ 20,600,000
CONST ENG \$	18,000,000								
CONTING \$	0								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	459,200,000								
2021-2024 STIP		11/2021 Revision: Approved 11/22/2021							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
PHARR	RIO GRANDE VALLEY	CAMERON	0921-06-315	2024	CS	C	BROWNSVILLE	\$ 96,636,662	
LIMITS FROM On EAST LOOP, from I-69						PROJECT SPONSOR CCRMA			
LIMITS TO SH 4						REVISION DATE 11/2021			
PROJECT DESCR Construction of 4 to 6 lane roadway, partially on new location						MPO PROJ NUM BMPO-E4			
REMARKS Pending Functional Classification						FUNDING CAT(S) 3LC			
P7						PROJECT HISTORY Added Project Phase			
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	3,875,000	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	5,600,000		3LC	\$ 0	\$ 0	\$ 0	\$ 0	\$ 96,636,662	\$ 96,636,662
CONSTR \$	96,636,662		TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 96,636,662	\$ 96,636,662
CONST ENG \$	4,831,833								
CONTING \$	4,900,000								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	5,044,434								
TOTAL CST \$	217,524,591								
2021-2024 STIP		11/2021 Revision: Approved 11/22/2021							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
PHARR	RIO GRANDE VALLEY	HIDALGO	0921-02-363	2024	CS	C,E	PHARR	\$ 6,993,000	
LIMITS FROM On I Rd. from .4 miles South of Rancho Blanco Rd.						PROJECT SPONSOR CITY OF PHARR			
LIMITS TO Dicker Rd.						REVISION DATE 11/2021			
PROJECT DESCR WIDEN FROM 2 TO 4 LANE						MPO PROJ NUM HC-12ac			
REMARKS E = Preliminary Engineering *CRRSAA - Coronavirus Response and Relief Supplemental App. Act funds: \$2,413,582						FUNDING CAT(S) 3LC,7			
P7						PROJECT HISTORY Highway, Limits, Description, Costs and Funding Revised			
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	308,700	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0		7	\$ 3,109,134	\$ 0	\$ 0	\$ 777,284	\$ 0	\$ 3,886,418
CONSTR \$	6,300,000		7_CRRSAA	\$ 2,413,582	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,413,582
CONST ENG \$	693,000		3LC	\$ 0	\$ 0	\$ 0	\$ 0	\$ 693,000	\$ 693,000
CONTING \$	760,408		TOTAL	\$ 5,522,716	\$ 0	\$ 0	\$ 777,284	\$ 693,000	\$ 6,993,000
INDIRECT \$	725,312								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	15,780,420								

Attachment E

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
RIO GRANDE VALLEY MPO - HIGHWAY PROJECTS
FY 2024

2021-2024 STIP		11/2021 Revision: Approved 11/22/2021							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
PHARR	RIO GRANDE VALLEY	CAMERON	0921-06-163	2024	SPI 2nd Acc	E	SOUTH PADRE ISLAND	\$ 20,600,000	
LIMITS FROM SH 100, across the Laguna Madre						PROJECT SPONSOR CCRMA			
LIMITS TO PR 100						REVISION DATE 11/2021			
PROJECT DESCR Construct 4 lane roadway with elevated bridge						MPO PROJ NUM BMPO-SPI2			
REMARKS E= Preliminary Engineering Pending Functional Classification						FUNDING CAT(S) 3LC			
P7 ssification						PROJECT HISTORY Added Project Phase			
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	15,000,000	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	5,600,000		3LC	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20,600,000	\$ 20,600,000
CONSTR \$	400,000,000		TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 20,600,000	\$ 20,600,000
CONST ENG \$	18,000,000								
CONTING \$	0								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	459,200,000								

2021-2024 STIP		11/2021 Revision: Approved 11/22/2021							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
PHARR	RIO GRANDE VALLEY	CAMERON	0921-06-315	2024	CS	C	BROWNSVILLE	\$ 96,636,662	
LIMITS FROM On EAST LOOP, from I-69						PROJECT SPONSOR CCRMA			
LIMITS TO SH 4						REVISION DATE 11/2021			
PROJECT DESCR Construction of 4 to 6 lane roadway, partially on new location						MPO PROJ NUM BMPO-E4			
REMARKS Pending Functional Classification						FUNDING CAT(S) 3LC			
P7						PROJECT HISTORY Added Project Phase			
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	3,875,000	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	5,600,000		3LC	\$ 0	\$ 0	\$ 0	\$ 0	\$ 96,636,662	\$ 96,636,662
CONSTR \$	96,636,662		TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 96,636,662	\$ 96,636,662
CONST ENG \$	4,831,833								
CONTING \$	4,900,000								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	5,044,434								
TOTAL CST \$	217,524,591								

2021-2024 STIP		11/2021 Revision: Approved 11/22/2021							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
PHARR	RIO GRANDE VALLEY	HIDALGO	0921-02-363	2024	CS	C,E	PHARR	\$ 6,993,000	
LIMITS FROM On I Rd. from .4 miles South of Rancho Blanco Rd.						PROJECT SPONSOR CITY OF PHARR			
LIMITS TO Dicker Rd.						REVISION DATE 11/2021			
PROJECT DESCR WIDEN FROM 2 TO 4 LANE						MPO PROJ NUM HC-12ac			
REMARKS E = Preliminary Engineering *CRRSAA - Coronavirus Response and Relief Supplemental App. Act funds: \$2,413,582						FUNDING CAT(S) 3LC,7			
P7						PROJECT HISTORY Highway, Limits, Description, Costs and Funding Revised			
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	308,700	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0		7	\$ 3,109,134	\$ 0	\$ 0	\$ 777,284	\$ 0	\$ 3,886,418
CONSTR \$	6,300,000		7_CRRSAA	\$ 2,413,582	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,413,582
CONST ENG \$	693,000		3LC	\$ 0	\$ 0	\$ 0	\$ 0	\$ 693,000	\$ 693,000
CONTING \$	760,408		TOTAL	\$ 5,522,716	\$ 0	\$ 0	\$ 777,284	\$ 693,000	\$ 6,993,000
INDIRECT \$	725,312								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	15,780,420								

**FY2022 STRATEGIC HIGHWAY SAFETY PLAN (SHSP)
PERFORMANCE TARGETS**

Performance Measures and Target Setting – The Texas Transportation Commission (TTC) adopted Minute Order 115481 in May of 2019, directing the Texas Department of Transportation (TxDOT) to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. TxDOT has modified its performance measures and target calculations accordingly.

Performance Targets:

Target: Total number of traffic fatalities

2022 Target: To decrease the expected rise of fatalities to not more than a five-year average of 3,563 fatalities in 2022. The 2022 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2018	3,648	FARS
2019	3,615	ARF
2020	3,896	CRIS
2021	3,384	Target
2022	3,272	Target
2022 Target expressed as 5-year average		3,563

As noted in the table above, the calendar year target for 2022 would be 3,272 fatalities.

Target: Total number of serious injuries

2022 Target: To decrease the expected rise of serious injuries to not more than a five-year average of 16,677 serious injuries in 2022. The 2022 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2018	14,975	CRIS
2019	15,855	CRIS
2020	14,656	CRIS
2021	18,835	Target
2022	19,065	Target
2022 Target expressed as 5-year average		16,677

As noted in the table above, the calendar year target for 2022 would be 19,065 serious injuries.

FY2022 STRATEGIC HIGHWAY SAFETY PLAN (SHSP)
PERFORMANCE TARGETS

Target: Fatalities per 100 million vehicle miles traveled

2022 Target: To decrease the expected rise of fatalities per 100 MVMT to not more than a five-year average of 1.27 fatalities per 100 MVMT in 2022. The 2022 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2018	1.29	FARS
2019	1.25	ARF
2020	1.33	CRIS
2021	1.24	Target
2022	1.23	Target
2022 Target expressed as 5-year average		1.27

As noted in the table above, the calendar year target for 2022 would be 1.23 fatalities per 100 MVMT.

Target: Serious Injuries per 100 million vehicle miles traveled

2022 Target: To decrease the serious injuries per 100 MVMT to not more than a five-year average of 5.76 serious injuries per 100 MVMT in 2022. The 2022 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2018	5.31	CRIS
2019	5.50	CRIS
2020	5.00	CRIS
2021	6.51	Target
2022	6.47	Target
2022 Target expressed as 5-year average		5.76

As noted in the table above, the calendar year target for 2022 would be 6.47 serious injuries per 100 MVMT.

FY2022 STRATEGIC HIGHWAY SAFETY PLAN (SHSP)
PERFORMANCE TARGETS

Target: Total number of non-motorized fatalities and serious injuries

2022 Target: To decrease the expected rise of non-motorized fatalities and serious injuries to not more than a five year average of 2,367 non-motorized fatalities and serious injuries in 2022. The 2022 Target expressed as a 5-year average would be as follows:

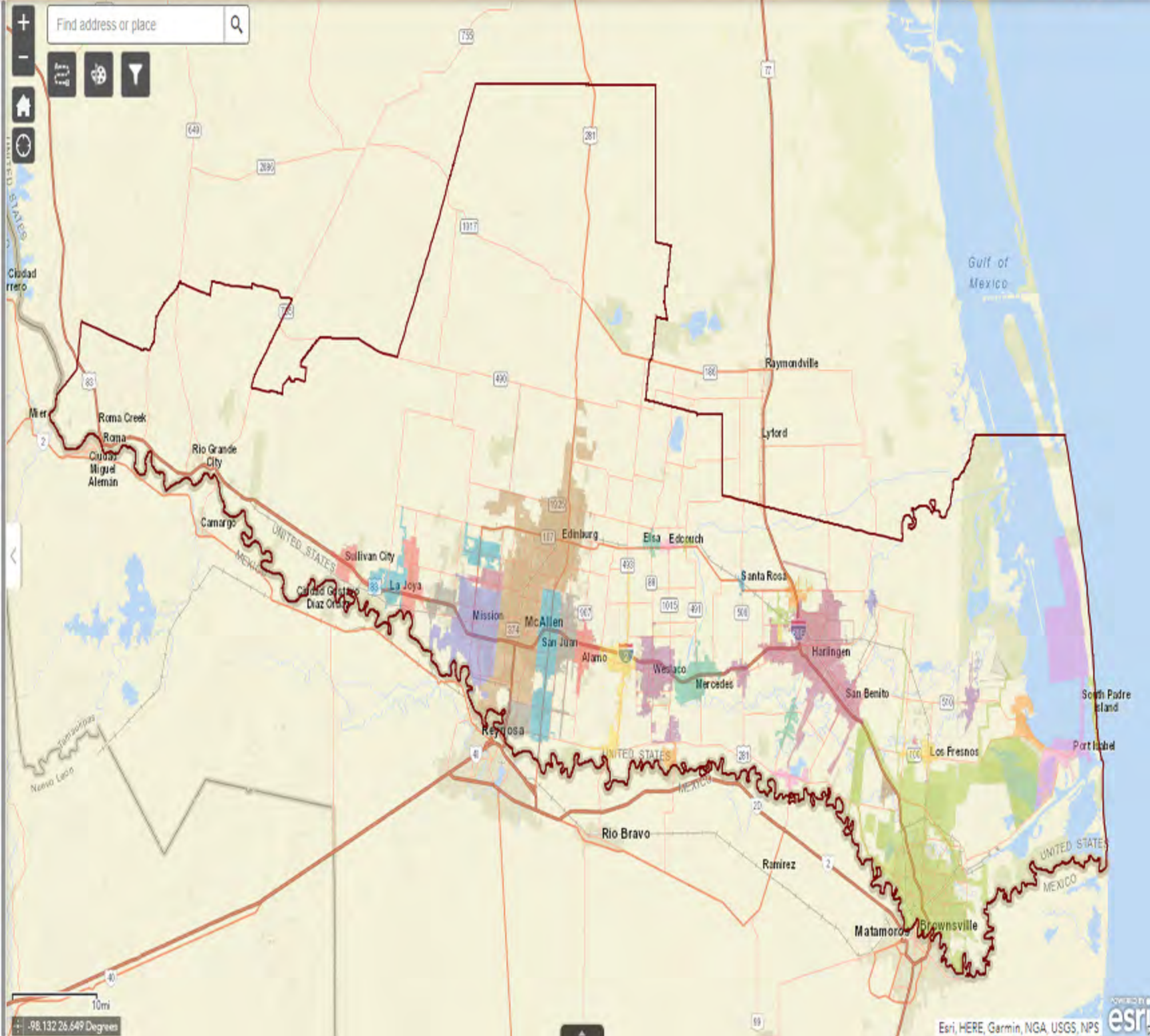
Year	Target or Actual Data	Source
2018	2,104	FARS-CRIS
2019	2,291	ARF-CRIS
2020	2,238	CRIS
2021	2,560	Target
2022	2,642	Target
2022 Target expressed as 5-year average		2,367

As noted in the table above, the calendar year target for 2022 would be 2,642 non-motorized fatalities and serious injuries.

CONSTRUCT AUTHORITY (TIP 2023-2026)												
CSJ	2023 UTP FY	2022 UTP FY	County	HWY	Limit From	Limit To	Description	Letting Estimate	Future UTP Minimum Funding Amt	CAT 2 Authorized Amt	Reason for Estimate Change	Percent Change
1064-01-032	2023	2022	Hidalgo	FM 676	SH 364, EAST	SH 107	WIDEN TO 4 LANE DIVIDED	\$16,149,113.00	\$16,149,113.00	\$16,149,112.00	n/a	0.00%
0039-07-257	2023	2022	Cameron	IH 69E	INDUSTRIAL BLVD.	LOOP 499 (PRIMERA RD.)	NB & SB RAMPS REVERSAL	\$2,521,661.00	\$2,521,661.00	\$2,128,554.00	n/a	0.00%
0342-01-093	2024	2023	Hidalgo	SH 107	BUS 281W	IH 69C	OPERATIONAL IMPROVEMENTS & REHABILITATION	\$19,710,310.00	\$20,498,722.40	\$19,000,000.00	inflation	4.00%
0921-06-254	2024	2023	Cameron	CS	FM 509 ON NEW LOCATIO	FM 1599	CONSTRUCT 2 LANE RURAL	\$7,000,000.00	\$7,280,000.00	\$7,279,999.00	inflation	4.00%
1803-02-035	2024	2024	Hidalgo	FM 1925	FM 907 (ALAMO RD)	SHARP RD.	WIDEN FROM 2 LANE TO 4 LANE DIVIDED	\$6,722,159.00	\$6,991,045.36	\$9,319,535.00	inflation	4.00%
2094-01-063	2024	2024	Hidalgo	FM 2220	FM 1925	SH 107	WIDEN FROM 2 LANE TO 6 LANE WITH MEDIAN	\$20,481,607.00	\$21,300,871.28	\$20,275,967.60	inflation	4.00%
0528-01-118	2024	2023	Hidalgo	SH 107	FM 1924	SH 495	WIDEN FROM 4 LANE TO 6 LANE WITH RAISED MEDIAN	\$20,563,731.00	\$21,386,280.24	\$20,541,599.00	inflation	4.00%
0865-01-108	2024	2023	Hidalgo	SH 495	VETERANS BLVD., FROM IH	SH 364 (LA HOMA RD.)	CONSTRUCT 4 LANE DIVIDED_URBAN SECTION	\$14,556,786.00	\$15,139,057.44	\$15,063,158.44	inflation	4.00%
1803-01-092	2024	2024	Hidalgo	FM 1925	10TH ST.	MCCOLL RD	WIDEN FROM 2 LANE TO 6 LANE WITH RAISED MEDIAN	\$9,700,000.00	\$10,088,000.00	\$10,052,100.00	inflation	4.00%
0864-01-068	2024	2024	Hidalgo	FM 494	SH 107	FM 676(MILE 5)	WIDEN FROM 2 LANE TO 4 LANE	\$17,366,751.00	\$18,061,421.04	\$18,756,090.08	inflation	4.00%
1064-01-027	2025	2025	Hidalgo	FM 676	SH 107	TAYLOR RD.	WIDEN TO 4 LANE WITH LEFT TURN LANE	\$30,273,421.00	\$32,695,294.68	\$22,628,174.68	inflation	8.00%
0220-04-050	2026	2026	Cameron	US 281	FM 732	.5 Miles West of FM 1577	WIDEN TO 4 LANE RURAL	\$11,371,518.00	\$12,736,100.16	\$13,439,999.00	inflation	12.00%
0327-08-098	2026	2026	Cameron	BU 77X	SS 206	COMMERCE ST.	CONSTRUCT RAISED MEDIAN	\$2,451,362.00	\$2,745,525.44	\$4,753,159.35	inflation	12.00%
0220-04-049	2026	2026	Cameron	US 281	.5 Miles West of FM 1577	FM 1421	WIDEN FROM 2 LANE TO 4 LANE RURAL	\$12,500,000.00	\$14,000,000.00	\$13,999,999.00	inflation	12.00%
0220-01-094	2026	2025	Hidalgo	FM 1925	WALLACE RD.	10TH ST.	WIDEN FROM 2 LANE TO 6 LANE WITH RAISED MEDIAN	\$26,900,000.00	\$30,128,000.00	\$26,846,399.00	inflation	12.00%
CONSTRUCT AUTHORITY SUBTOTAL								\$218,268,419.00	\$231,721,092.04			
DEVELOP AUTHORITY (2027-2032)												
1228-03-041	2027	2027	Hidalgo	FM 1015	MILE 12 RD.	SH 107	PROPOSED 4 LANE DIVIDED URBAN	\$32,200,000.00	\$36,064,000.00	\$35,078,852.60	inflation	12.00%
1429-02-036	2027	2027	Hidalgo	FM 1426	NOLANA LOOP	IH-2	WIDEN FROM 4 LANE TO 6 LANE WITH RAISED MEDIAN	\$16,319,764.00	\$18,278,135.68	\$18,278,168.28	inflation	12.00%
2717-01-027	2027	2027	Cameron	FM 3248	IH-69E	FM 1847	WIDEN FROM 4 LANE TO 6 LANE WITH RAISED MEDIAN	\$16,074,882.00	\$18,003,867.84	\$18,003,866.80	inflation	12.00%
3468-01-021	2027	2027	Hidalgo	FM 3362	BUS 835	SH 495	WIDEN AND RECONSTRUCT ROADWAY (4 TO 6 LANES)(DIV	\$9,170,000.00	\$10,270,400.00	\$10,270,399.00	inflation	12.00%
0039-07-049	2028	2028	Cameron	IH 69E	@ IH-69E & FM 732 INTER	@ SHERER RD./BUS 77 INT	PROPOSED CONTINUOUS FRONTAGE RDS. & INTERSECTION	\$17,810,000.00	\$19,947,200.00	\$19,947,199.00	inflation	12.00%
0039-12-254	2028	2028	Cameron	BU 77X	COMMERCE ST.	ARROYO BRIDGE	CONSTRUCT RAISED MEDIAN	\$238,653.00	\$267,291.36	\$647,089.80	inflation	12.00%
0684-03-019	2028	2028	Cameron	FM 1732	US 281	IH-69E	WIDEN FROM 2 LANE TO 4 LANE URBAN	\$22,560,000.00	\$25,267,200.00	\$25,267,199.00	inflation	12.00%
1803-01-095	2029	2029	Hidalgo	FM 1925	FM 681	WALLACE ST.	PROPOSED 4 LANE C&G W/ SHOULDERS	\$24,480,000.00	\$27,417,600.00	\$27,417,599.00	inflation	12.00%
0342-03-040	2029	2029	Cameron	SH 107	HIDALGO/CAMERON CL	LOUISIANA ST.	RECONSTRUCT & WIDEN TO 4 LANE RURAL_ROADWAY	\$13,767,575.00	\$15,419,684.00	\$5,140,799.00	inflation	12.00%
2094-01-062	2029	2029	Hidalgo	FM 2220	SH 107	MILE 5	WIDEN FROM 2 LANE TO 6 LANE WITH MEDIAN	\$17,736,649.00	\$19,865,046.88	\$19,405,059.64	inflation	12.00%
0528-01-113	2030	2030	Hidalgo	SH 107	FM 1924 NORTH	FM 676	WIDEN FROM 4 LANE TO 6 LANE DIVIDED RURAL	\$15,532,884.00	\$17,396,830.08	\$18,143,999.00	inflation	12.00%
0220-05-076	2031	2031	Cameron	SH 48	SH 4	FM 511	WIDEN TO 6 LANE W/RAISED MEDIAN	\$28,043,000.00	\$31,408,160.00	\$31,408,159.00	inflation	12.00%
DEVELOP AUTHORITY SUBTOTAL								\$213,933,407.00	\$239,605,415.84			
UTP TOTAL								\$432,201,826.00	\$471,326,507.88			

*Inflation has been added to base estimates as follows (Yr 1 - 0%., Yr 2 - 4%, Yr 3 - 8%, and Yrs 4-10 - 12%)
 *UTP estimate includes Base Construction Estimate + Inflation
 *UTP estimate shown does not necessarily represent authorized amounts.
 *Estimates updated on September 2021
 *As part of FY 2023 UTP, projects with partial Cat 2 funding, we'll request additional CAT 2 to cover the funding gap

- Layers
- Thoroughfare (Cameron County)
 - Thoroughfare (Hidalgo County 1 of 2)
 - Thoroughfare (Hidalgo County 2 of 2)
 - Functional Classification
 - Colonias
 - Food desert
 - Metropolitan Area Boundary (MAB)
 - LRGV Active Routes (Carr-Carr Trails)
 - County Commissioner Boundaries
 - City Limits
 - ETJ
 - Valley Metro Routes
 - Border Crossings
 - National Highway System
 - On-System Roads
 - TXDOT AADT
 - Hurricane Evacuation Routes
 - Urbanized Area Boundary (UAB)
 - Texas Parks and Wildlife
 - LRGV National Wildlife Refuge
 - Laguna Atascosa NWR



FY 2023-2026
TIP & 2045 MTP
Amendment # 6

*Revisions & Administrative Changes,
Estimating Project Costs, Letting Year
Construction Cost, Advance Funding
Agreements, & Functional
Classification*



Technical Advisory Committee
February 2022

Helpful Links for Estimating Cost and Local Government Project Policy

- [Construction Cost Estimating Guide \(txdot.gov\)](#)
- [Local Government Projects Policy Manual \(txdot.gov\)](#)

Advance Payments for Direct State Costs

In most cases, the LG will make advance payments to TxDOT in accordance with the AFA for direct oversight costs by TxDOT. These costs could include covering:

- TxDOT oversight costs;
- right-of-way acquisition oversight;
- engineering plans development review; or
- project construction oversight and inspections.

As stated in the AFA, these LG advance payments are collected prior to starting the work that will be paid with the LG advance payments. The amount of funds advanced is specified in the AFA between TxDOT and the LG. More details on the procedures involved with advanced payments are contained in the [LGPM Guide](#).

Indirect Costs

[Texas Government Code §2106.001](#) defines indirect costs as “the cost of administering a state or federally funded program and includes a cost of providing a statewide support service. The term does not include the actual costs of the program.” “Support service” as used in the code includes accounting, auditing, budgeting, centralized purchasing and legal services.

The language used in TxDOT’s AFAs is closely aligned with the Texas Government Code by using the terms “direct” and “indirect” costs to differentiate between costs incurred by providing a statewide support service (indirect) and the actual costs of the program (direct).

When federal funding is being utilized in a project, [2CFR 200.414](#) and [Appendix VII\(D\)\(1\)\(b\) to 2 CFR Part 200](#) set forth additional provisions that should be considered regarding the use of negotiated rates in determining indirect costs as well as the utilization of a de minimus rate for LGs that have received less than \$35 million in federal awards.

Risk and Contingency:

Cost estimation considers uncertainties and related risks early and often in the project development process. Management uses identified risks and uncertainties to structure procedures that mitigate, eliminate, or account for the possible variation in the outcomes.

- *Contingency is needed in an estimate to account for the second type of known unknowns.*
- *Risk management practices and tools can assist in the calculation of appropriate contingencies to account for these costs.*

By their very nature, risks have a probability of occurring and if they do occur, will impact the project in a positive or negative way. A Project Contingency is used to capture the cost impacts associated with risks.

Contingency funds are incorporated into a cost estimate to account for the risks associated with the project.



Contingency is meant to protect the project against cost increases that may arise when risks become reality, not to cover overruns, inflation, or allow for scope creep.

Adjustment to Letting Year Construction Cost on 2045 MTP

- Upon creation of the FY 2023-2026 TIP tables, the FY 2020-2045 MTP will be revised to properly depict Letting Year Construction Cost.
- The MTP will display an inflated Letting Year Construction Cost for project phases outside of TIP fiscal years 2023-2026.
- Beginning in FY 2027, a 4% annual increase in Construction Cost is accounted for inflation.
- For example, a Construction phase in FY 2028 will display a Letting Year Construction Cost inflated by 8%. A project programmed in FY 2031 will display an inflated Letting Year Cost by 20%.
- Project phases programmed within FY 2023-2026 will show a matching Current & 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.

Project Budget Estimates

Advance Funding Agreements (AFA)

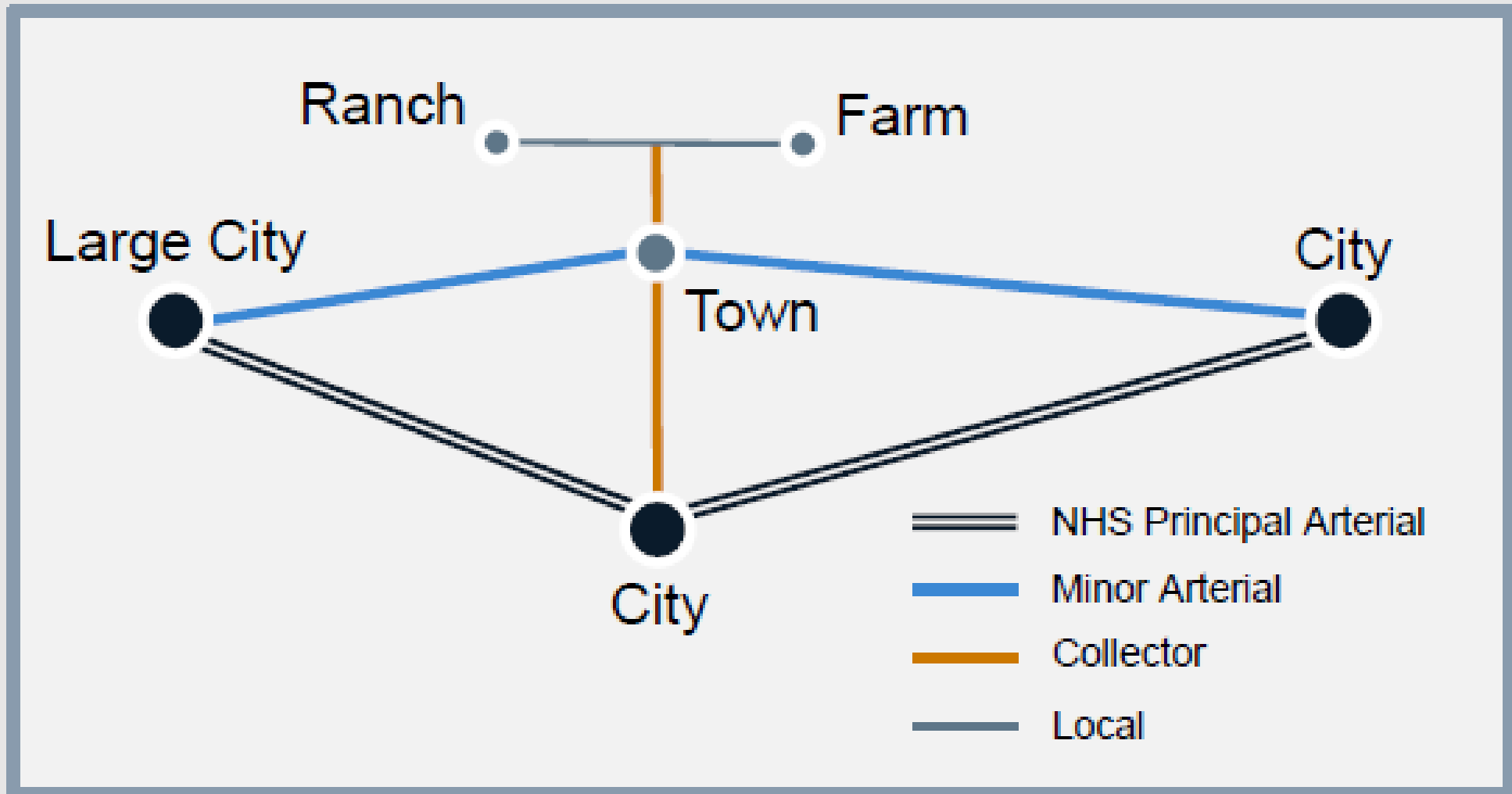
- Federal Funding assigned to a Construction phase should cover Current Construction cost, up to the amount that was approved. In some cases, Local Governments (LG) will need to cover the remaining cost with Local funding.
- If the amount of federal funding listed on the TIP/MTP does not match an executed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

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
Subtotal	\$12,410,000		\$6,400,000		\$1,600,000		\$4,410,000
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
Subtotal	\$848,132		\$0		\$560,932		\$287,200
TOTAL	\$13,258,132		\$6,400,000		\$2,160,932		\$4,697,200

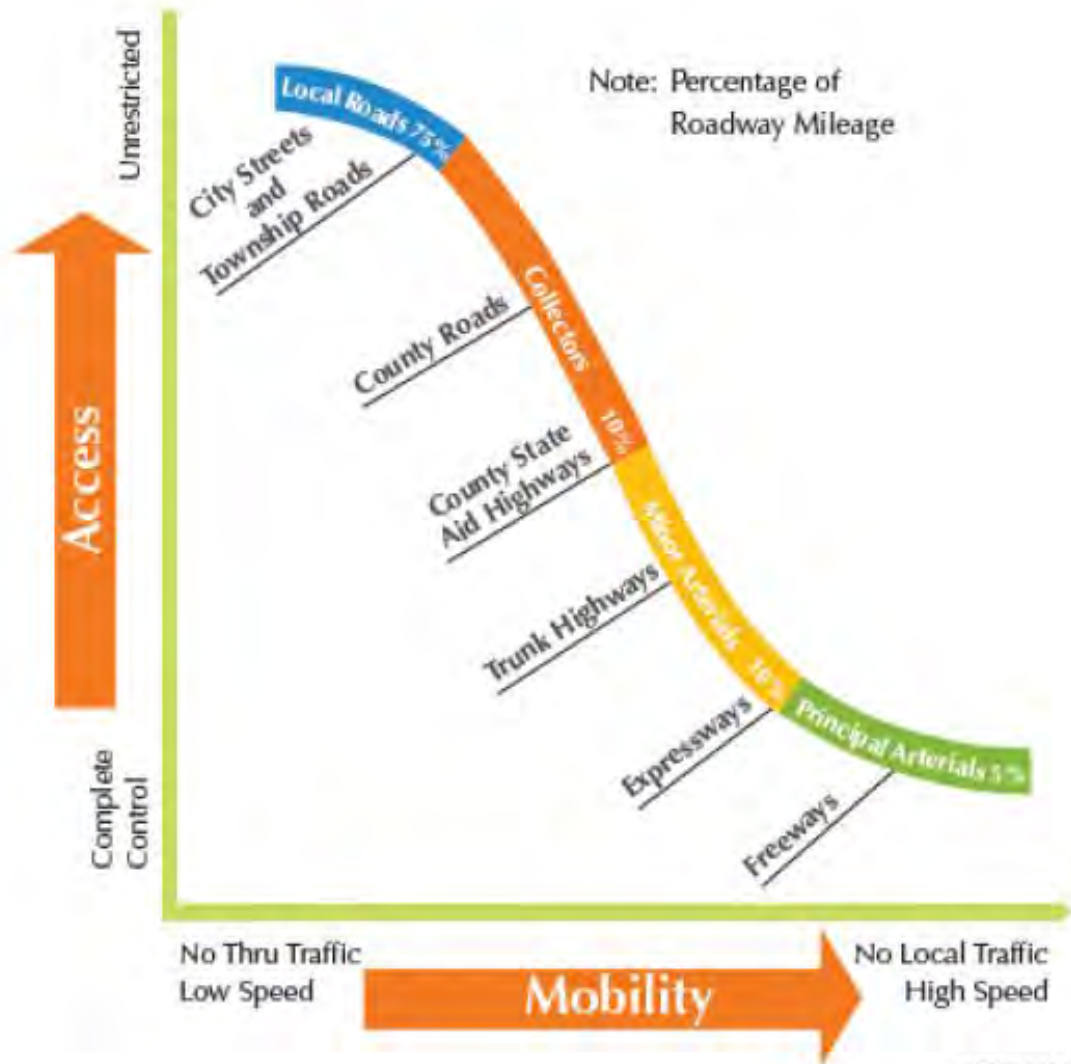
FUNCTIONAL CLASSIFICATION

- **Federal Functional Classification** represents the **hierarchy** of purposes roadways serve.
 - **Every road serves a specific purpose:**
 - **Freeways** – provide faster, more efficient movement from one area to another
 - **Local roadways** – provide access to neighborhoods, schools, and retail
- Federal functional classification is essential for informed transportation-related **decision making** and appropriate roadway **funding**.
- Local Governments may utilize federal funds if functional classification has been assigned to the roadway (project).
 - **Minimum: Rural Major Collector or Urban Minor Collector.**
- Federal-aid Highway System includes all highways with a **functional classification higher than rural minor collector** .

Functional Classification of Rural Roadways



Source: Adapted from FHWA Functional Classification Guidance



- **Local Streets** – land access
- **Collector and Minor Arterials** – combination of access and mobility
- **Principal Arterials** – moving traffic (mobility)

Project Updates for MTP & TIP

- An MTP project from outside of FY 2026 will need to fund the Letting Year Construction Cost.
- If this project was assigned federal funding less than the Total Letting Year Estimate, Local funds will need to cover remaining balance.

**Status of AFA Execution and Functional Classification is necessary when submitting a project update.*



RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION MTP/TIP PROJECT UPDATE FORM			
DATE:	2/1/22	SPONSOR:	Cameron County
COUNTY:	Cameron	CURRENT FY:	2028
Admin Change	<input type="checkbox"/>	LIMITS FROM:	North St. TO: South St.
		(NORTH/WEST LIMIT)	(SOUTH/EAST LIMIT)
PROJECT NAME:	First Rd.	<input type="checkbox"/> PRE ENG	<input type="checkbox"/> CON ENG
		<input type="checkbox"/> ROW	<input checked="" type="checkbox"/> CONST
TOTAL PROJECT COST:	\$ 2,739,000	YOE:	\$ 1,404,000
		<input type="checkbox"/> ON SYSTEM	<input checked="" type="checkbox"/> OFF SYSTEM
PRELIM ENGINEERING:	\$ 500,000	CONSTRUCTION COST:	\$ 1,404,000
		CONTINGENCIES:	\$ 50,000
ROW ACQUISITION:	\$ 500,000	CONSTRUCTION ENG:	\$ 250,000
		INDIRECT COST:	\$ 35,000
CONSTRUCTION COST IS IN:	Letting Year	FUNCTIONALLY CLASSIFIED:	No
CAT FUNDING:	7	LOCAL	
AMOUNT:	\$ 1,300,000	\$ 104,000	\$
PROJECT DESCRIPTION / PROJECT UPDATE			
CSJ NUMBER:	1234-56-789	MPO PROJECT NUMBER:	RGV-999
Widen from 2 to 4 lane rural roadway			
Current Construction Cost: \$1,300,000 + (8%) = \$1,404,000			
STATUS OF DESIGN			
TXDOT	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	CONSULTANT SELECTED YES <input checked="" type="checkbox"/>
			NO <input type="checkbox"/>
STATUS OF SCHEMATIC	0% <input type="checkbox"/>	30% <input type="checkbox"/>	60% <input type="checkbox"/>
			90% <input type="checkbox"/>
			100% <input checked="" type="checkbox"/>
STATUS OF PS&E	0% <input type="checkbox"/>	30% <input type="checkbox"/>	60% <input type="checkbox"/>
			90% <input type="checkbox"/>
			100% <input checked="" type="checkbox"/>
STATUS OF ENVIRONMENTAL			
SCOPING MEETING:	COMPLETED <input checked="" type="checkbox"/>	PENDING <input type="checkbox"/>	ENV DOC TYPE: CATEGORICAL EXCLUSION <input type="checkbox"/>
			ENVIRONMENTAL ASSESSMENT <input type="checkbox"/>
			ENVIRONMENTAL IMPACT STATEMENT <input type="checkbox"/>
PUBLIC INVOLVEMENT:	NOTICE AND OPPORTUNITY TO COMMENT <input type="checkbox"/>	PUBLIC MEETING <input type="checkbox"/>	OPPORTUNITY FOR PUBLIC HEARING <input checked="" type="checkbox"/>
			PUBLIC HEARING <input type="checkbox"/>
ENVIRONMENTAL CLEARANCE ANTICIPATED DATE/RECEIVED	2/21	ENVIRONMENTAL COMPLETED	0% <input type="checkbox"/>
			30% <input type="checkbox"/>
			60% <input type="checkbox"/>
			90% <input type="checkbox"/>
			100% <input checked="" type="checkbox"/>
STATUS OF RIGHT OF WAY ACQUISITION			
IS ROW REQUIRED	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	ROW COMPLETED
			0% <input type="checkbox"/>
			30% <input type="checkbox"/>
			60% <input type="checkbox"/>
			90% <input type="checkbox"/>
			100% <input checked="" type="checkbox"/>
PARCELS REQUIRED:	15	PARCELS ACQUIRED:	15
STATUS OF COMPENSABLE UTILITY COORDINATION	N/A		
STATUS OF ADVANCE FUNDING AGREEMENT			
EXECUTED	<input type="checkbox"/>	DATE:	2021
		PENDING	<input checked="" type="checkbox"/>
COMMENT:			
CONTACT INFO			
NAME:	Mr. Cameron	EMAIL:	cameronc@yahoo.com
		PHONE:	956-123-4567

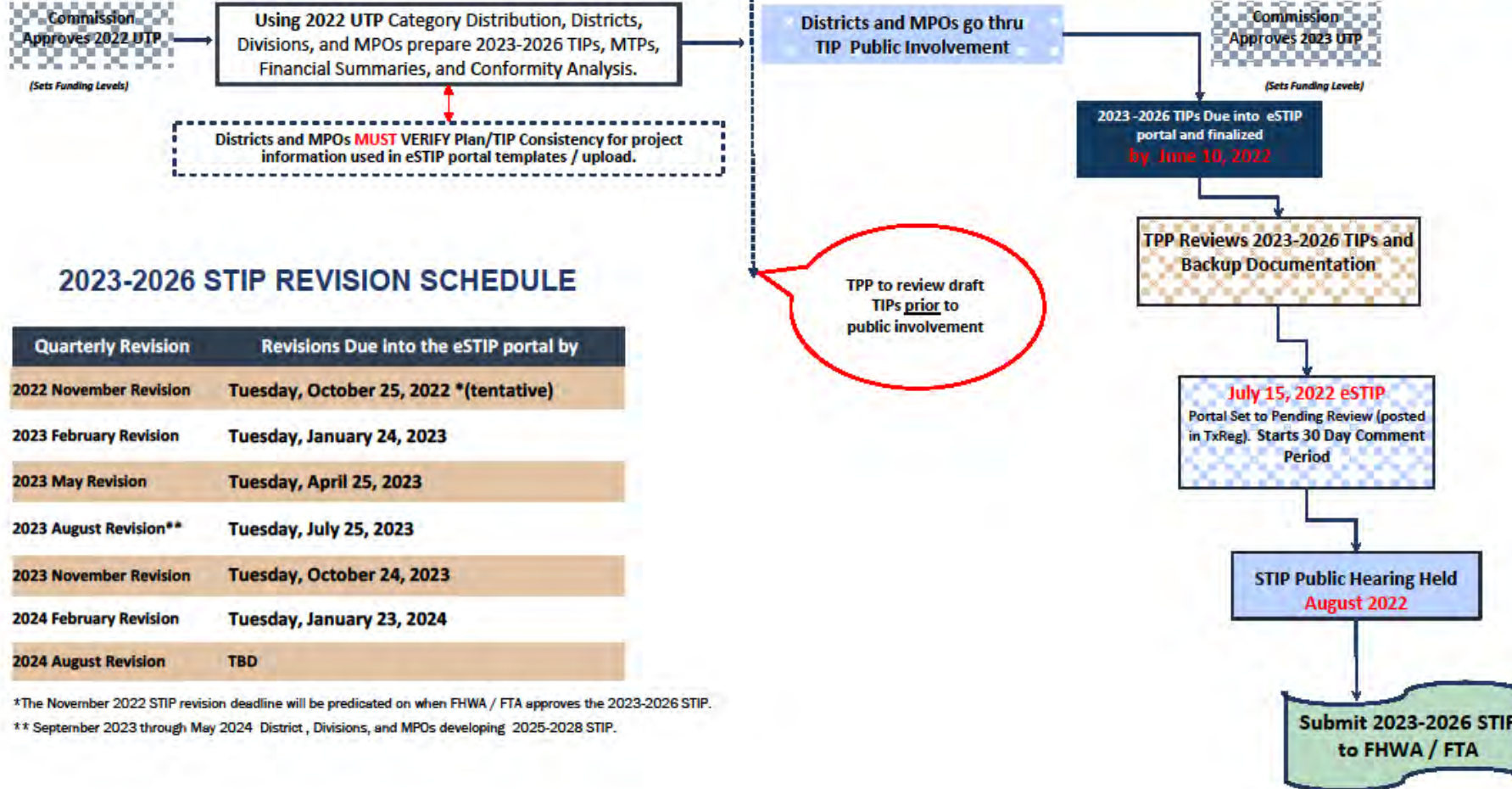
Future Updates to TIP & MTP

- **2023 UTP**
 - Adjustments to project costs and funding
 - Once UTP is approved, AFA's may be executed for projects programmed between fiscal years 2023-2032.
- **Any additional funding allocated/available**
- **Project Updates - All TIP & MTP projects will need an update. Please use the RGVMPPO Project Update Form:**
 - **Highway:** [*blobdload.aspx \(rgvmppo.org\)](http://*blobdload.aspx (rgvmppo.org))
 - **Transit:** [blobdload.aspx \(rgvmppo.org\)](http://blobdload.aspx (rgvmppo.org))



2023 – 2026 STIP TIMETABLE

August 2021	September 2021	October 2021	November 2021	December 2021	January 2022	February 2022	March 2022	April 2022	May 2022	June 2022	July 2022	August 2022	September 2022	October 2022
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2023-2026 STIP REVISION SCHEDULE

Quarterly Revision	Revisions Due into the eSTIP portal by
2022 November Revision	Tuesday, October 25, 2022 *(tentative)
2023 February Revision	Tuesday, January 24, 2023
2023 May Revision	Tuesday, April 25, 2023
2023 August Revision**	Tuesday, July 25, 2023
2023 November Revision	Tuesday, October 24, 2023
2024 February Revision	Tuesday, January 23, 2024
2024 August Revision	TBD

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

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

TIP/MTP Project Update Workshop

Proposed Date & Time:

**Pending
(Doodle Poll)**

- Materials to be covered:
 - Revisions vs. Admin. Change
 - Cost Estimates
 - Adjustment to Letting Year Cost (Inflation)
 - Funding Projects as They Advance into TIP Years
 - Advance Funding Agreements
 - Functional Classification
 - Project Update Form – Details and Examples



Name: _____

Entity: _____

State and local governments can look forward to these new & expanded competitive grant programs in the Bipartisan Infrastructure Law (BIL) anticipated to launch over the course of the next year:

- Safe Streets for All (\$6B, new)** – This program will provide funding directly to local and tribal governments to support their efforts to advance “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants (\$15B, expanded)** – RAISE grants support surface transportation projects of local and/or regional significance.
- Infrastructure for Rebuilding America (INFRA) Grants (\$14B, expanded)** – INFRA grants will offer needed aid to freight infrastructure by providing funding to state and local government for projects of regional or national significance. The BIL also raises the cap on multimodal projects to 30% of program funds.
- Federal Transit Administration (FTA) Low and No Emission Bus Programs (\$5.6B, expanded)** – BIL expands this competitive program which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.
- FTA Buses + Bus Facilities Competitive Program (\$2.0B, expanded)** – This program provides competitive funding to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.
- Capital Investment Grants (CIG) Program (\$23B, expanded)** – The BIL guarantees
 - \$8 billion, and authorizes \$15 billion more in future appropriations, to invest in new high- capacity transit projects communities choose to build. The BIL provides funds that may support the 25 projects included in FTA’s Annual Report on Funding Recommendations for FY22 as well as additional projects across the country seeking CIG funding over the next five years. Projects must meet CIG program requirements to receive funding. In Texas, such recommended projects include the Expo Center Bus Rapid Transit and Pleasant Valley Bus Rapid Transit in Austin.
- Federal Aviation Administration (FAA) Terminal Program (\$5B, new)** – This discretionary grant program will provide funding for airport terminal development and other landside projects.

- **MEGA Projects (\$15B, new)** – This new National Infrastructure Project Assistance grant program will support multi-modal, multi-jurisdictional projects of national or regional significance.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program (\$8.7B, new)** – PROTECT will provide \$7.3 billion in formula funding to states and \$1.4 billion in competitive grants to eligible entities to increase the resilience of our transportation system. This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.
- **Port Infrastructure Development Program (\$2.25B, expanded)** – BIL will increase investment in America’s coastal ports and inland waterways, helping to improve the supply chain and enhancing the resilience of our shipping industry. BIL overall doubles the level of investment in port infrastructure and waterways, helping strengthen our supply chain and reduce pollution.
- **5307 Ferry Program (\$150M, existing)** – BIL retains the \$30 million per year passenger ferry program for ferries that serve urbanized areas.
- **Electric or Low Emitting Ferry Program (\$500M, new)** – This competitive grant program will support the transition of passenger ferries to low or zero emission technologies.
- **Rural Ferry Program (\$2B, new)** – This competitive grant program will ensure that basic essential ferry service continues to be provided to rural areas by providing funds to States to support this service.
- **Federal Highway Administration (FHWA) competitive grants for nationally significant bridges and other bridges (\$12.5B, new)** – This new competitive grant program will assist state, local, federal, and tribal entities in rehabilitating or replacing bridges, including culverts. Large projects and bundling of smaller bridge projects will be eligible for funding.
- **FTA All Station Accessibility Program (\$1.75B, new)** – This competitive grant program will provide funding to legacy transit and commuter rail authorities to upgrade existing stations to meet or exceed accessibility standards under the Americans with Disabilities Act.
- **Charging and fueling infrastructure discretionary grants (Up to \$2.5B, new)** – This discretionary grant program will provide up to \$2.5 billion in funding to provide convenient charging where people live, work, and shop.
- **Reconnecting Communities Pilot Program (\$1B, new)** – This new competitive program will provide dedicated funding to state, local, MPO, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure.

- **FHWA Nationally Significant Federal Lands and Tribal Projects (\$1.5B, expanded)**
 - This discretionary program provides funding for the construction, reconstruction, and rehabilitation of nationally-significant projects within, adjacent to, or accessing Federal and tribal lands. BIL amends this program to allow smaller projects to qualify for funding and allows 100% federal share for tribal projects.

- **Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program (\$1B, new)** – The SMART Grant program will be a programmed competition that will deliver competitive grants to states, local governments, and tribes for projects that improve transportation safety and efficiency.

- **Rural Surface Transportation Grant Program (\$2B, new)** – This new competitive grant program will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth.

8 APPORTIONED CA PROGRAMS (INCLUDING 2 NEW)

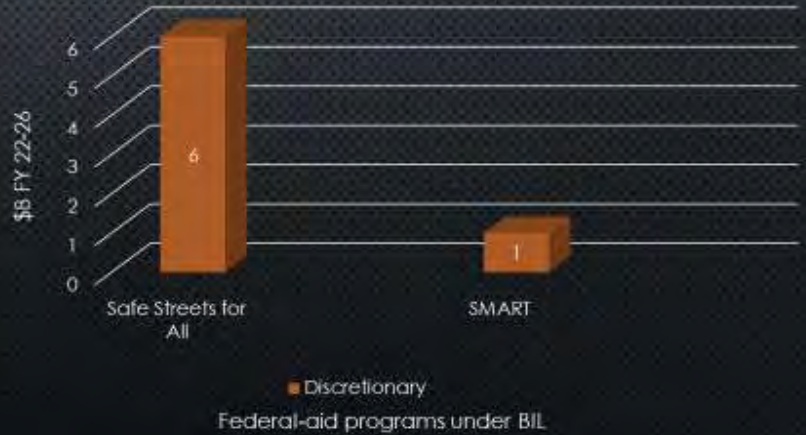


SAFETY



- **NEW** programs:
 - Safe Streets and Roads for All (discretionary)
 - Wildlife Crossings Pilot Program (discretionary)
 - Other Safety-related Provisions
 - Increasing Safe and Accessible Transportation Options
 - Manual on Uniform Traffic Control Devices

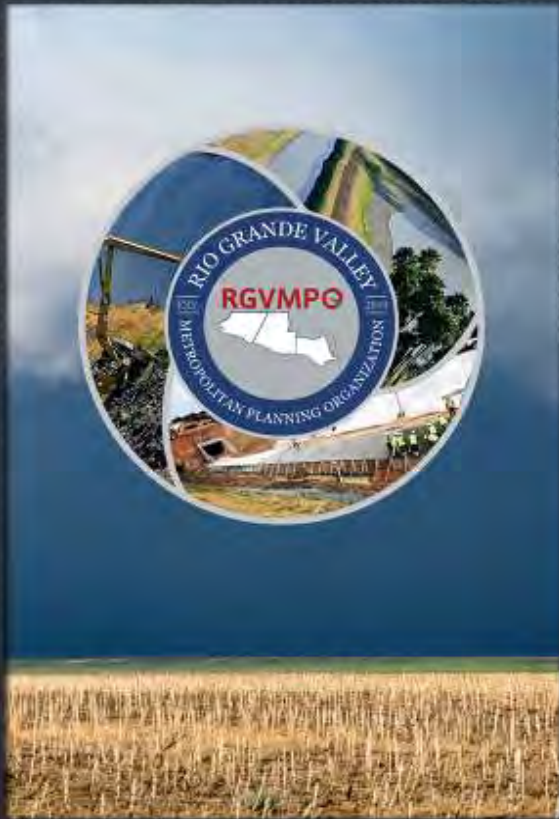
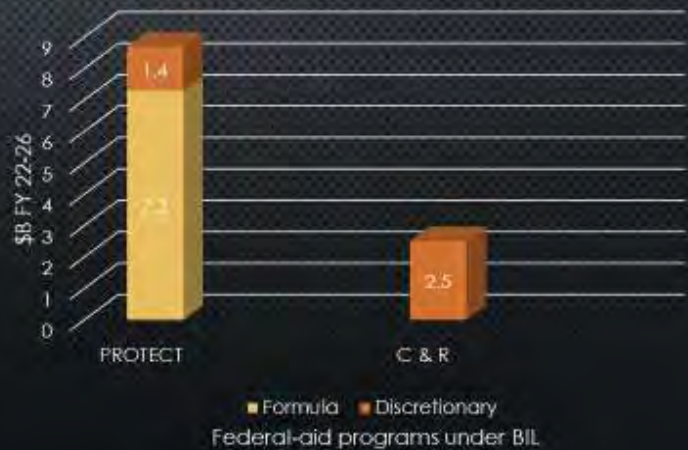
Texas Safety Programs



CLIMATE AND RESILIENCE

- Carbon Reduction Program
- PROTECT Grants (formula and discretionary)
- Charging and Fueling Infrastructure
- National Electric Vehicle Formula Program
- Congestion Relief Program
- Other Climate and Resilience Provisions

Texas Climate & Resilience Programs



Legend: C & R - Charging and Fueling Infrastructure Discretionary Grant

BRIDGES

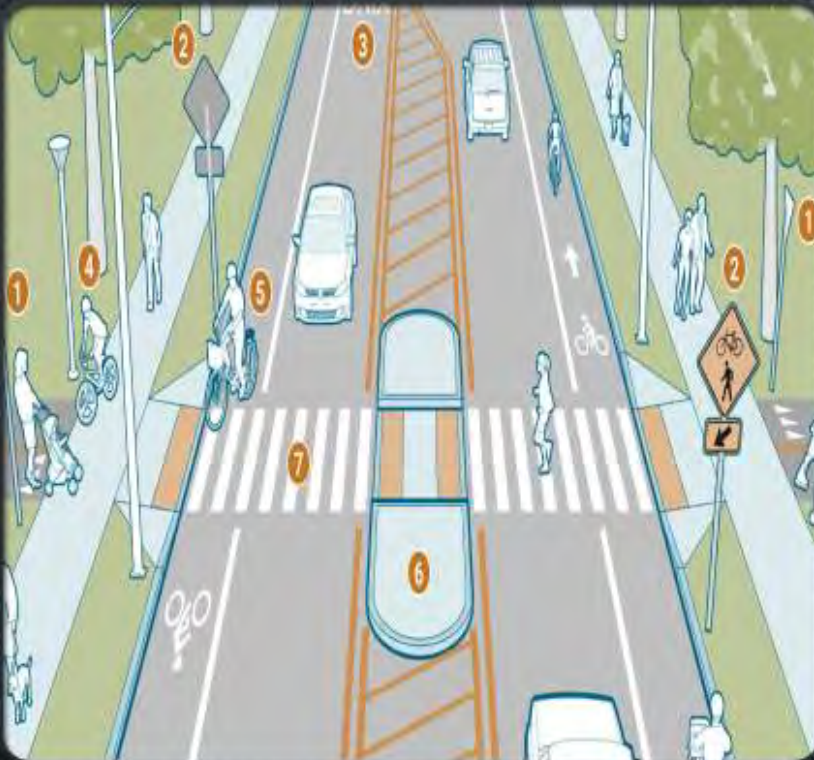


- Bridge Formula Program
- Bridge Investment Program (discretionary)
- Other Bridge Related Provisions
 - Accommodation of bicycles and pedestrians on bridges
 - Bridge terminology
 - Wildlife habitat connectivity
 - National culvert removal, replacement, and restoration grants

Texas Bridges Programs



Legend: FHWA NSB - Federal Highway Administration (FHWA) Competitive Grants for Nationally Significant Bridges and Other Bridges



EQUITY

- Reconnecting Communities Pilot Program (discretionary)
- Rural Surface Transportation Grants (discretionary)

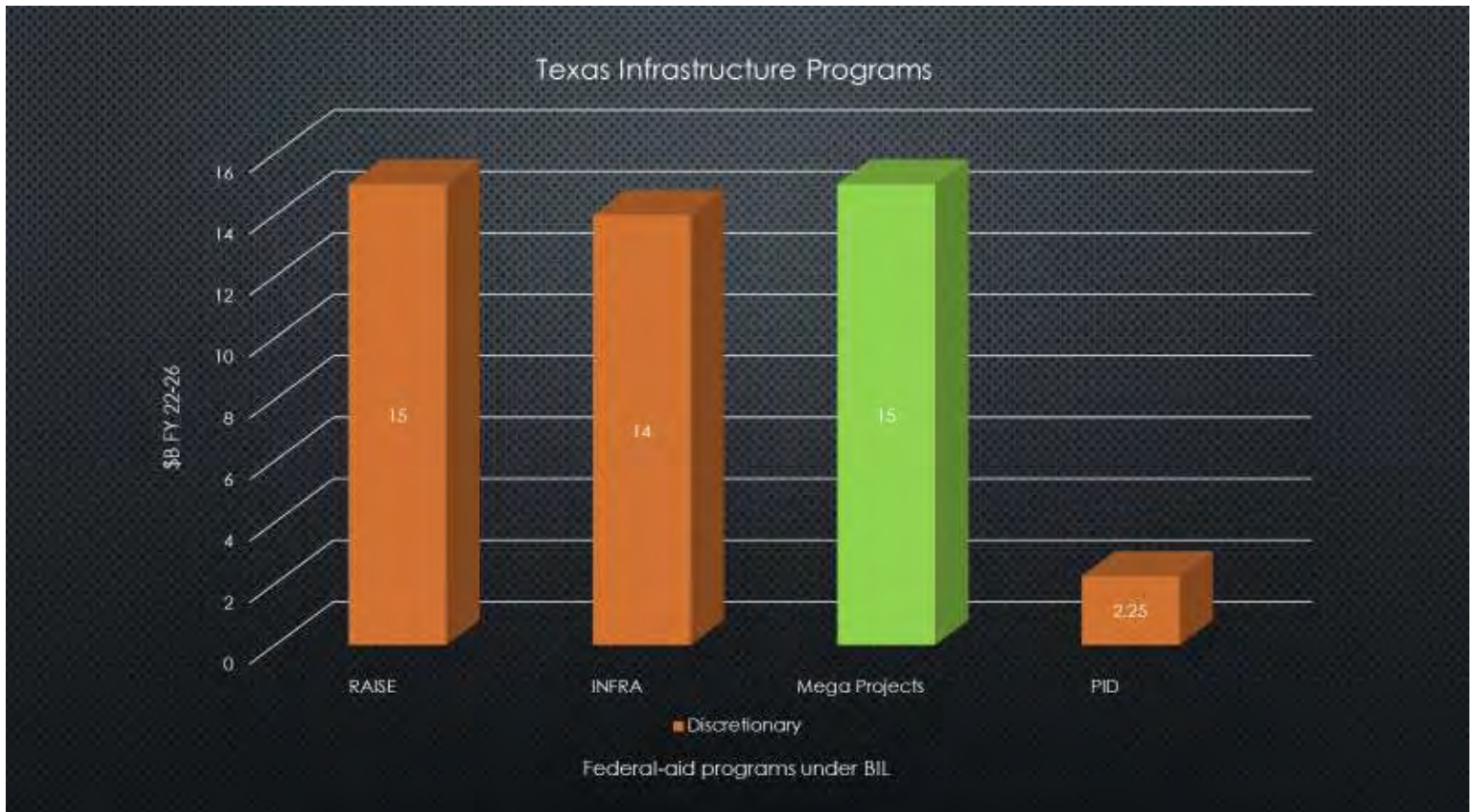
Texas Equity Programs



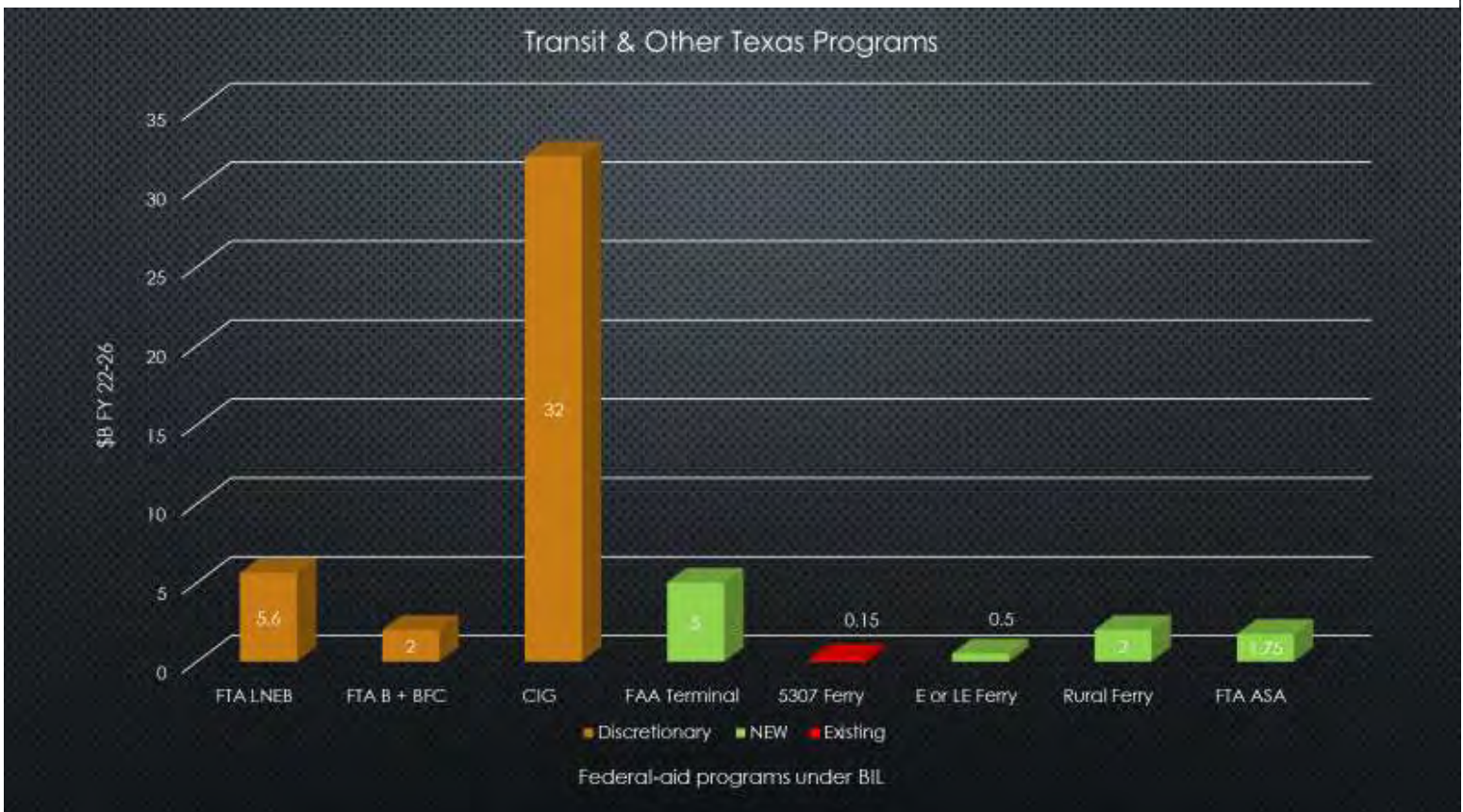
Legend:

RC Pilot – Reconnecting Communities Pilot Program

RST Grant – Rural Surface Transportation Grant Program



Legend: RAISE – Rebuilding American Infrastructure with Sustainability and Equity, INFRA – Infrastructure for Rebuilding America Grants, PID – Port Infrastructure Development Program



Legend: FTA NEB – Federal Transit Administration (FTA) Low and No Emission Bus Program

FTA B + BFC – FTA Buses + Bus Facilities Competitive Program

CIG – Capital Investment Grants Program, FAA – Federal Aviation Administration Terminal Program

E or LE Ferry – Electric or Low Emitting Ferry Program, FTA ASA – FTA All Station Accessibility Program

RGVMPO Regional Complete Streets Policy



Regional Complete Streets Policies Background

Per the Bipartisan Infrastructure Law (BIL), Section 11206, the MPO must spend at least 2.5% of PL funds to carry out Complete Streets planning activities intended to ensure that constructed roads are safe and equitable for all users.

SEC. 11206. INCREASING SAFE AND ACCESSIBLE TRANSPORTATION OPTIONS.

(a) **DEFINITION OF COMPLETE STREETS STANDARDS OR POLICIES.**—In this section, the term “Complete Streets standards or policies” means standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.

(b) **FUNDING REQUIREMENT.**—Notwithstanding any other provision of law, each State and metropolitan planning organization shall use to carry out 1 or more activities described in subsection (c)—

(1) in the case of a State, not less than 2.5 percent of the amounts made available to the State to carry out section 505 of title 23, United States Code; and

(2) in the case of a metropolitan planning organization, not less than 2.5 percent of the amounts made available to the metropolitan planning organization under section 104(d) of title 23, United States Code.

(c) **ACTIVITIES DESCRIBED.**—An activity referred to in subsection (b) is an activity to increase safe and accessible options for multiple travel modes for people of all ages and abilities, which, if permissible under applicable State and local laws, may include—

- (1) adoption of Complete Streets standards or policies;
- (2) development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street;
- (3) development of transportation plans—

H. R. 3684—97

(A) to create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails, to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and child care services, or other community activity centers;

(B) to integrate active transportation facilities with public transportation service or improve access to public transportation;

(C) to create multiuse active transportation infrastructure facilities, including bikeways or pedestrian and bicycle trails, that make connections within or between communities;

(D) to increase public transportation ridership; and

(E) to improve the safety of bicyclists and pedestrians;

(4) regional and megaregional planning to address travel demand and capacity constraints through alternatives to new highway capacity, including through intercity passenger rail; and

(5) development of transportation plans and policies that support transit-oriented development.

(d) **FEDERAL SHARE.**—The Federal share of the cost of an activity carried out under this section shall be 80 percent, unless the Secretary determines that the interests of the Federal-aid highway program would be best served by decreasing or eliminating the non-Federal share.

(e) **STATE FLEXIBILITY.**—A State or metropolitan planning organization, with the approval of the Secretary, may opt out of the requirements of this section if the State or metropolitan planning organization demonstrates to the Secretary, by not later than 30 days before the Secretary apportions funds for a fiscal year under section 104, that the State or metropolitan planning organization—

- (1) has Complete Streets standards and policies in place; and
- (2) has developed an up-to-date Complete Streets prioritization plan as described in subsection (c)(2).



Regional Complete Streets Policies Versus Local Complete Streets Policies

- While Local Complete Streets Policies are generally intended to influence road design standards, Regional Complete Streets Policies can be used to ensure that Complete Streets planning language is incorporated into MPO's TIP and MTP documents.
- An example/precedent of a Regional Complete Streets Policy which influences the MPO's planning documents can be seen at the following link: [MARC Complete Streets Policy](#)
- This policy was adopted by the Policy Board of the Mid-America Regional Council (MARC), the MPO for the Kansas City region, in 2010. It was updated in 2015.
- The adoption of an RGV MPO Regional Complete Streets Policy will fulfill the aforementioned requirements of BIL Section 11206, as per Section 11206(c)(1) *Activities Described*.



RGVMPO Resources for Municipal Complete Streets Policies

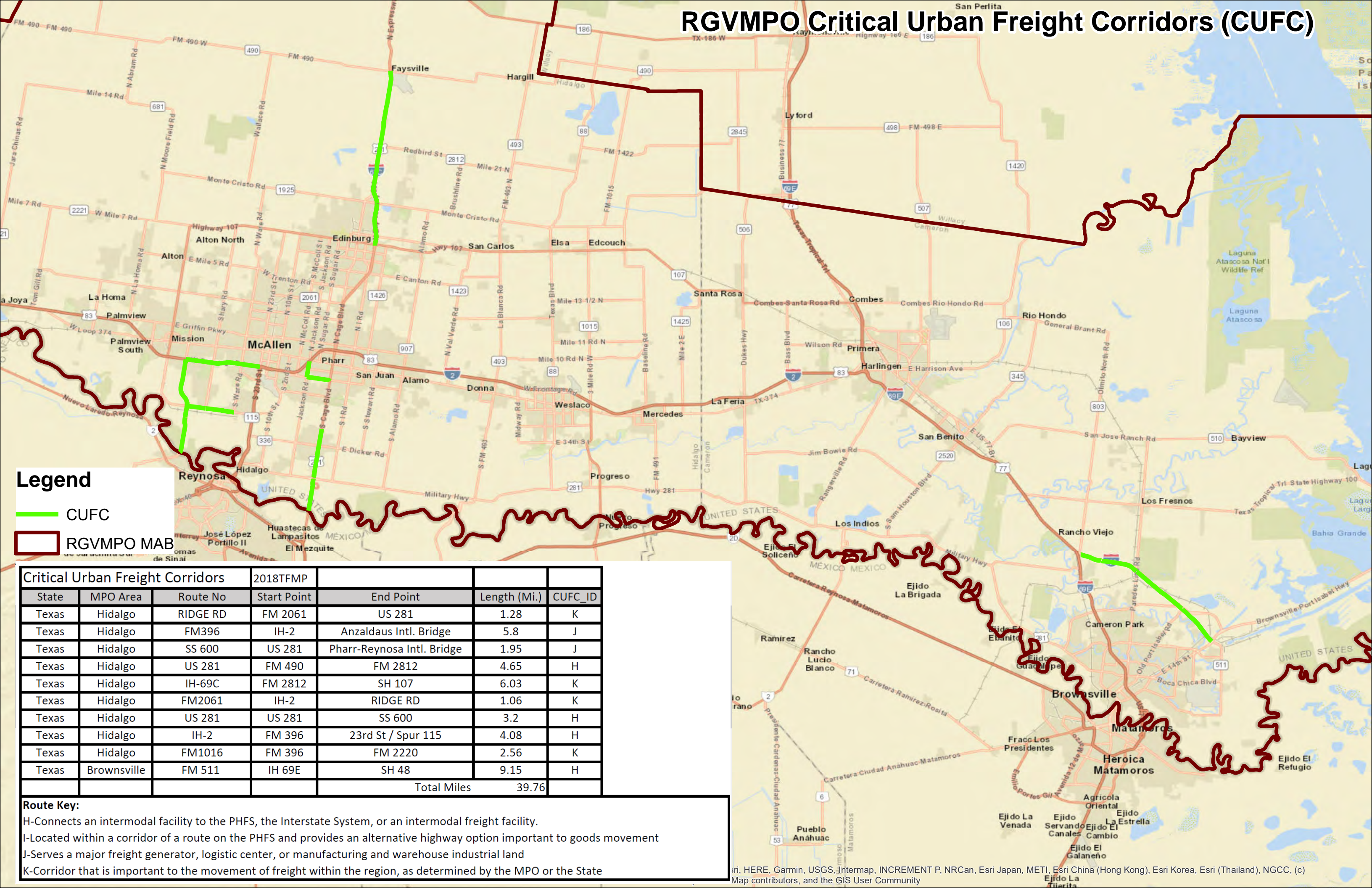


Resources for Local Complete Streets Policies Background

- Providing resources to facilitate municipalities in the adoption of their own local Complete Streets Policies/Resolutions can help influence road design from the “ground level,” in addition to fulfilling the requirements mandated by BIL Section 11206 (c)(3)(C).
- Local Complete Streets Policies/Resolutions are effective in ensuring road design that protects users. However, RGVMPPO staff analysis has only confirmed the adoption of such a policy/resolution by one municipality in the region.
- The Policy Board of the Mid-America Regional Council (MARC) adopted a Complete Streets Handbook in 2012 (updated in 2018), which provides guidance to municipalities seeking to adopt these ordinances/resolutions. The handbook is available at the following link: [Complete-Streets-Handbook-2018-web.aspx \(marc.org\)](https://www.marc.org/Complete-Streets-Handbook-2018-web.aspx)
- As a result of their efforts, 80% of the municipalities in their region have successfully adopted Complete Streets Policies/Resolutions.



RGVMPO Critical Urban Freight Corridors (CUFC)



Legend

- CUFC
- RGVMPO MAB

Critical Urban Freight Corridors			2018TFMP			
State	MPO Area	Route No	Start Point	End Point	Length (Mi.)	CUFC_ID
Texas	Hidalgo	RIDGE RD	FM 2061	US 281	1.28	K
Texas	Hidalgo	FM396	IH-2	Anzaldaus Intl. Bridge	5.8	J
Texas	Hidalgo	SS 600	US 281	Pharr-Reynosa Intl. Bridge	1.95	J
Texas	Hidalgo	US 281	FM 490	FM 2812	4.65	H
Texas	Hidalgo	IH-69C	FM 2812	SH 107	6.03	K
Texas	Hidalgo	FM2061	IH-2	RIDGE RD	1.06	K
Texas	Hidalgo	US 281	US 281	SS 600	3.2	H
Texas	Hidalgo	IH-2	FM 396	23rd St / Spur 115	4.08	H
Texas	Hidalgo	FM1016	FM 396	FM 2220	2.56	K
Texas	Brownsville	FM 511	IH 69E	SH 48	9.15	H
Total Miles					39.76	

Route Key:

- H-Connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility.
- I-Located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement
- J-Serves a major freight generator, logistic center, or manufacturing and warehouse industrial land
- K-Corridor that is important to the movement of freight within the region, as determined by the MPO or the State

Map contributors, and the GIS User Community

RIO GRANDE VALLEY MPO FY 2022-2023 UPWP

TASK NAME	UPWP		FY 2022	Adjusted Amount	FY 2022 ADJUSTED	October	November	December	January	February	March	April	May	June	July	August	September	FY 2022	FY 2022
	TASK	UPWP Budget	Budget		BUDGET	2021	2021	2021	2022	2022	2022	2022	2022	2022	2022	2022	2022	TOTAL	BALANCE
MPO Administration	1.1	\$1,387,085.50	\$693,542.75		\$693,542.75	\$27,797.47	\$61,556.82	\$115,726.24										\$205,080.53	\$488,462.22
Public Participation Plan	1.2	\$168,638.32	\$84,319.16		\$84,319.16	\$572.20	\$890.10	\$1,494.10										\$2,956.40	\$81,362.76
Training for TAC & TPC	1.3	\$4,289.66	\$2,144.83		\$2,144.83	\$0.00	\$0.00	\$0.00										\$0.00	\$2,144.83
Computer Purchases	1.4	\$130,924.70	\$65,462.35		\$65,462.35	\$1,500.00	\$260.75	\$4,084.05										\$5,844.80	\$59,617.55
Staff Development	1.5	\$103,393.32	\$51,696.66		\$51,696.66	\$8,151.79	\$295.00	\$199.68										\$8,646.47	\$43,050.19
Demographic Data	2.1	\$132,638.32	\$66,319.16		\$66,319.16	\$0.00	\$0.00	\$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	\$0.00										\$0.00	\$37,896.66
Model Work	2.3	\$227,379.96	\$113,689.98		\$113,689.98	\$0.00	\$38.13	\$304.97										\$343.10	\$113,346.88
Land Use Map	2.4	\$113,689.98	\$56,844.99		\$56,844.99	\$11,016.29	\$21,515.67	\$3,084.04										\$35,616.00	\$21,228.99
Service Coordination	3.1	\$77,093.32	\$38,546.66		\$38,546.66	\$3,650.85	\$5,086.21	\$3,942.36										\$12,679.42	\$25,867.24
Planning Assistance	3.2	\$171,684.98	\$85,842.49		\$85,842.49	\$9,709.83	\$15,983.16	\$25,744.22										\$51,437.21	\$34,405.28
Project Selection Criteria	4.1	\$37,896.66	\$18,948.33		\$18,948.33	\$0.00	\$0.00	\$0.00										\$0.00	\$18,948.33
Bike And Pedestrian	4.2	\$304,773.28	\$152,386.64		\$152,386.64	\$1,416.08	\$4,905.40	\$7,997.15										\$14,318.63	\$138,068.01
Truck Route & Freight Planning	4.3	\$37,896.66	\$18,948.33		\$18,948.33	\$156.13	\$228.73	\$0.00										\$384.86	\$18,563.47
County Thoroughfare Plan	4.4	\$38,146.66	\$19,073.33		\$19,073.33	\$0.00	\$0.00	\$0.00										\$0.00	\$19,073.33
Metropolitan Transportation Plan	4.5	\$193,133.30	\$96,566.65		\$96,566.65	\$708.04	\$0.00	\$702.59										\$1,410.63	\$95,156.02
Regional Transit Plan	5.1	\$37,896.66	\$18,948.33		\$18,948.33	\$0.00	\$38.13	\$0.00										\$38.13	\$18,910.20
Incident Management & Safety Study	5.2	\$18,948.34	\$9,474.17		\$9,474.17	\$0.00	\$0.00	\$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	\$961.88										\$961.88	\$143,936.45
Corridor Study	5.4	\$175,000.00	\$156,051.67		\$156,051.67	\$0.00	\$0.00	\$0.00										\$0.00	\$156,051.67
Traffic Counts	5.5	\$18,948.34	\$9,474.17		\$9,474.17	\$0.00	\$0.00	\$0.00										\$0.00	\$9,474.17
Totals		\$3,745,047.94	\$1,941,075.64		\$1,941,075.64	\$64,678.68	\$110,798.10	\$164,241.28	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$339,718.06	\$1,601,357.58

TASK NAME	UPWP		FY 2023	Adjusted Amount	FY 2023 ADJUSTED	October	November	December	January	February	March	April	May	June	July	August	September	FY 2023	FY 2023
	TASK	UPWP Budget	Budget		BUDGET	2022	2022	2022	2023	2023	2023	2023	2023	2023	2023	2023	2023	TOTAL	BALANCE
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														
Totals		\$3,745,047.94	\$1,803,972.30		\$1,803,972.30	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

FY 2022	Task	Adjusted upwp	Total Spent	% of adjust. Budget spent	Amount we should've spent	Difference	FY 2023	Task	Adjusted upwp	Total Spent	% of adjust. Budget spent	Amount we should've spent	Difference
1		\$897,165.75	\$222,528.20	24.80%	\$224,291	\$1,763	1	\$897,165.75	\$0.00	\$0	0.00%	\$0	\$0
2		\$274,750.79	\$35,959.10	13.09%	\$68,688	\$32,729	2	\$274,750.79	\$0.00	\$0	0.00%	\$0	\$0
3		\$124,389.15	\$64,116.63	51.55%	\$31,097	(\$33,019)	3	\$124,389.15	\$0.00	\$0	0.00%	\$0	\$0
4		\$305,923.28	\$16,114.12	5.27%	\$76,481	\$60,367	4	\$305,923.28	\$0.00	\$0	0.00%	\$0	\$0
5		\$338,846.67	\$1,000.01	0.30%	\$84,712	\$83,712	5	\$201,743.33	\$0.00	\$0	0.00%	\$0	\$0
Totals		\$1,941,075.64	\$339,718.06	17.50%	\$485,268.91	\$145,550.85	Totals	\$1,803,972.30	\$0.00	\$0.00	0.00%	\$0.00	\$0.00

FY 22-23	Task	Adjusted UPWP	Total Spent	% of adjust. Budget spent	Amount we should've spent	Difference
1		\$1,794,331.50	\$222,528.20	12.40%	\$224,291	\$1,763
2		\$549,501.58	\$35,959.10	6.54%	\$68,688	\$32,729
3		\$248,778.30	\$64,116.63	25.77%	\$31,097	(\$33,019)
4		\$611,846.56	\$16,114.12	2.63%	\$76,481	\$60,367
5		\$540,590.00	\$1,000.01	0.18%	\$67,574	\$66,574
Totals		\$3,745,047.94	\$339,718.06	9.07%	\$468,130.99	\$128,412.93

February 10, 2022

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

NO PROJECTS TO BE LET IN January, February & March 2022

PROJECTS TO BE LET IN April 2022

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – Donna Sidewalk Project <i>0921-02-393</i>	HID	South International Blvd	Rehabilitation of Deteriorated Sidewalks	\$396,640 / \$0.00	CAT 3 & 9
LL – Cano St Hike & Bike <i>0921-02-392</i>	HID	Cano St to Freddy Gonzalez St	Installation of Solar Powered Lighting	\$534,400 / \$0.00	CAT 3 & 9
LL – PSJA Tri-City Ped Safety Improvements <i>0921-02-391</i>	HID	Within City Limits of Alamo, Pharr & San Juan	Construct Safety Ped Improvements	\$2,014,506 / \$0.00	CAT 3 & 9

PROJECTS TO BE LET IN June 2022

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – FM 1926 <i>1804-01-072</i>	HID	@SS 115 (23 rd St) & Jackson Ave	Addition of North & South Bound Center Turn Lanes	\$116,619 / \$0.00	CAT 7
LL – SH 336 <i>0621-01-106</i>	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

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – Loop 499 – Sidewalks <i>0921-06-312</i>	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 <i>0861-01-068</i>	HID	FM 1425 to CR 1390	Reconstruct and Widen Roadway with 4ft shoulders	\$4,284,358 / \$0.00	CAT 8

February 10, 2022

PROJECTS TO BE LET IN August 2022

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
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

PROJECTS TO BE LET IN September 2022

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – Hi-Line East Rd 0921-02-375	HID	Cage Blvd to Veterans Rd	Widen to 2 Lane with Continuous Left Turn Lane and Shoulders	\$7,386,161 / \$0.00	CAT 7 & 3
LL – Brownsville/Los Fresnos Hike & Bike 0921-06-322	CAM	2.0 M N of FM511 / FM1847 Intersection Along Canal, .7 Mi E, .38 Mi N, .3 Mi W	Construct 10' Hike & Bike Trail between Brownsville and Los Fresnos	\$806,213 / \$0.00	CAT 9 & 3
LL – Brownsville/Los Fresnos Hike & Bike – Phase II 0921-06-324	CAM	Phase I Terminus, 1 Mi N, .38 Mi W, .1 Mi N	Construct 10' Hike & Bike Trail	\$662,370 / \$0.00	CAT 9 & 3

PROJECTS TO BE LET IN October 2022

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
FM 676 (5 Mile) 1064-01-032	HID	SH 364 (La Homa) East to SH 107	Widen to 4 Lane Divided	\$16,149,113 /\$0.00	CAT 2

February 10, 2022

PROJECTS TO BE LET IN December 2022

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – Liberty Blvd <i>0921-02-194</i>	HID	US 83 to Mile 3	Construct Liberty Blvd, in Peñitas, 4 Lane with Left Turn Lane	\$10,953,888 / \$0.00	CAT 3, 7 & 12
Rio Hondo City Limits <i>0921-06-348</i>	CAM	Rio Hondo (Various Locations)	Construct Sidewalks	\$1,100,995 / \$0.00	CAT 9

PHARR DISTRICT MASTER LETTING PLAN - FY 2020 + <<FOR INTERNAL TxDOT PHARR DISTRICT USE ONLY>> (JS Revised 1-27-2022)

Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6			STATEWIDE FUND 6				CAT 10 (RIDER 37)	Cat 11 (RIDER 11B)/(Rider 45)	Overall Total	
						Cat 1 Rehab	Cat 1 PM	DISTRICT Cat 1 TOTALS	Cat 6/RGS	CAT 8	Cat 3 Local	STATEWIDE FUND 6 TOTALS				Cat 3 Thru
Construction Lettings																
Jan-22		NO PROJECTS						\$ -				\$ -		\$ -		\$ -
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Feb-22		NO PROJECTS						\$ -								\$ -
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Mar-22		NO PROJECTS						\$ -								\$ -
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Apr-22	HID	IH 69C	0255-08-108, etc.	Overlay	Nolan Ave. to Sprague St.		\$ 7,849,453	\$ 7,849,453								\$ 7,849,453
						\$ -	\$ 7,849,453	\$ 7,849,453	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,849,453
May-22		NO PROJECTS						\$ -								\$ -
						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jun-22	HID	FM 907	1586-01-079	Rehabilitation	FM 3072 to US 281	\$ 4,935,728		\$ 4,935,728								\$ 4,935,728
						\$ 4,935,728	\$ -	\$ 4,935,728	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,935,728
Jul-22	HID	>Bus 83	0039-04-130, etc.	Improve Traffic Signal	@ Victoria Rd.	\$ -	\$ -	\$ -	\$ -	\$ 154,057		\$ 154,057		\$ -		\$ 154,057
	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
	STR	US 83	0039-01-100	Improve Traffic Signal	@ San Antonio St	\$ -	\$ -	\$ -	\$ -	\$ 188,103		\$ 188,103				\$ 188,103

PHARR DISTRICT MASTER LETTING PLAN - FY 2020 + <<FOR INTERNAL TxDOT PHARR DISTRICT USE ONLY>> (JS Revised 1-27-2022)

Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6			STATEWIDE FUND 6				CAT 10 (RIDER 37)	Cat 11 (RIDER 11B)/(Rider 45)	Overall Total	
						Cat 1 Rehab	Cat 1 PM	DISTRICT Cat 1 TOTALS	Cat 6/RGS	CAT 8	Cat 3 Local	STATEWIDE FUND 6 TOTALS				Cat 3 Thru
	STR	US 83	0039-01-101	Install Intersection Flashing Beacon	@ Hidalgo Ave	\$ -	\$ -	\$ -	\$ -	\$ 51,867		\$ 51,867			\$ 51,867	
	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	
						\$ -	\$ -	\$ -	\$ -	\$ 13,111,961	\$ -	\$ -	\$ -	\$ -	\$ 13,111,961	
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)	\$ -	\$ -	\$ -	\$ 758,808	\$ -		\$ 758,808			\$ 758,808	
	CAM	Port Rd	0921-06-352	Rehabilitate Port Road	SH 100 to Industrial Drive	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ 2,468,608		\$ 2,468,608	
	HID	FM 493	0863-01-078	Install Traffic Signal	0.1 Miles North of Murphy Ave. to 0.1 Miles South of Murphy Ave.	\$ -	\$ -	\$ -	\$ -	\$ 277,034		\$ 277,034			\$ 277,034	
	HID	FM 907	1586-01-089	Install Traffic Signal	0.1 Miles north of Mile 17 1/2 North Rd. to 0.1 Miles South of Mile 17 1/2 North Rd.	\$ -	\$ -	\$ -	\$ -	\$ 226,530		\$ 226,530			\$ 226,530	
	HID	>Nittler Rd. - East Bridge	0921-02-446	Reconstruct Bridge	.2 Miles West of FM 88 (NBI: 21-109-0-AA03-41-005)	\$ -	\$ -	\$ -	\$ 654,000	\$ -		\$ 654,000			\$ 654,000	
						\$ 4,322,165	\$ -	\$ 4,322,165	\$ 1,412,808	\$ 503,564	\$ -	\$ 1,916,372	\$ -	\$ -	\$ 2,468,608	\$ 8,707,145
Sep-22	CAM	FM 1421	0331-03-021, etc.	Seal Coat	SH 100 to FM 1732	\$ -	\$ 251,540	\$ 251,540	\$ -			\$ -	\$ -		\$ 251,540	
	WIL	>FM 490	0860-02-013	Seal Coat	FM 88 to FM 1015 IH-69E	\$ -	\$ 355,149	\$ 355,149	\$ -			\$ -			\$ 355,149	
	WIL	>FM 490	1430-01-028	Seal Coat	FM 1425 to Bus 77	\$ -	\$ 229,049	\$ 229,049	\$ -			\$ -			\$ 229,049	
	CAM	>FM 3462	3477-01-005	Seal Coat	SH 345 to FM 510	\$ -	\$ 98,685	\$ 98,685	\$ -			\$ -			\$ 98,685	
	WIL	>FM 491	0861-02-018	Seal Coat	Bus 77 FM 1425	\$ -	\$ 206,684	\$ 206,684	\$ -			\$ -			\$ 206,684	
	CAM	>FM 507	0873-02-015	Seal Coat	Willacy/Cameron CL to FM 508	\$ -	\$ 189,568	\$ 189,568	\$ -			\$ -			\$ 189,568	
	WIL	>FM 2629	2621-02-010	Seal Coat	FM 1425 to FM 506 .56 Miles East of FM 1425	\$ -	\$ 80,254	\$ 80,254	\$ -			\$ -			\$ 80,254	
	WIL	>FM 2629	2621-03-011	Seal Coat	.56 Miles East of FM 1425 to FM 506	\$ -	\$ 64,017	\$ 64,017	\$ -			\$ -			\$ 64,017	
	CAM	>FM 2556	2529-01-024	Seal Coat	FM 506 to SH 107	\$ -	\$ 16,531	\$ 16,531	\$ -			\$ -			\$ 16,531	
	WIL	>FM 2099	1944-03-003	Seal Coat	FM 498 to FM 1018	\$ -	\$ 132,754	\$ 132,754	\$ -			\$ -			\$ 132,754	
	CAM	>BUS 83	0039-06-047	Seal Coat	Hidalgo/Cameron County Line to White Ranch Rd.	\$ -	\$ 940,751	\$ 940,751	\$ -			\$ -			\$ 940,751	
	CAM	>BUS 77	0327-08-106	Seal Coat	IH-69E N Combes to LP 499	\$ -	\$ 187,796	\$ 187,796	\$ -			\$ -			\$ 187,796	
	WIL	>IH-69E	0327-10-066	Seal Coat	0.03 Miles South of SH 186 to Conley Rd.	\$ -	\$ 220,450	\$ 220,450	\$ -			\$ -			\$ 220,450	
	WIL	>IH-69E	0327-10-067	Seal Coat	State Spur 56 to .03 Miles South of SH 186	\$ -	\$ 231,933	\$ 231,933	\$ -			\$ -			\$ 231,933	
	HID	IH-2 FR	0039-17-206, etc.	Seal Coat	FM 1426 to FM 1423 FM 2557	\$ -	\$ 420,889	\$ 420,889	\$ -			\$ -			\$ 420,889	
	HID	>IH-2 FR	0039-18-121	Seal Coat	FM 2557 to FM 1423	\$ -	\$ 364,255	\$ 364,255	\$ -			\$ -			\$ 364,255	
	BRK	>FM 3066	0696-02-002	Seal Coat	2.042 Mi West of US 281 to US 281	\$ -	\$ 84,421	\$ 84,421	\$ -			\$ -			\$ 84,421	
	STR	>FM 490	1490-01-017	Seal Coat	FM 755 to Hidalgo CL	\$ -	\$ 544,441	\$ 544,441	\$ -			\$ -			\$ 544,441	
	BRK	>FM 2191	1703-01-017	Seal Coat	SH 285 to FM 1418 to SH 285	\$ -	\$ 238,216	\$ 238,216	\$ -			\$ -			\$ 238,216	
	HID	>FM 2993	3046-01-006	Seal Coat	FM 1925 to SH 107	\$ -	\$ 193,017	\$ 193,017	\$ -			\$ -			\$ 193,017	
	STR	>FM 2294	2151-01-014	Seal Coat	FM 2844 to FM 755 to FM 2844	\$ -	\$ 206,205	\$ 206,205	\$ -			\$ -			\$ 206,205	
	HID	>FM 1015	1228-03-047	Seal Coat	BUS 83 to 2.096 Miles South of BUS 83	\$ -	\$ 200,806	\$ 200,806	\$ -			\$ -			\$ 200,806	

PHARR DISTRICT MASTER LETTING PLAN - FY 2020 + <<FOR INTERNAL TxDOT PHARR DISTRICT USE ONLY>> (JS Revised 1-27-2022)

Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6			STATEWIDE FUND 6				CAT 10 (RIDER 37)	Cat 11 (RIDER 11B)/(Rider 45)	Overall Total	
						Cat 1 Rehab	Cat 1 PM	DISTRICT Cat 1 TOTALS	Cat 6/RGS	CAT 8	Cat 3 Local	STATEWIDE FUND 6 TOTALS				Cat 3 Thru
	HID	>FM 1015	0698-03-102	Seal Coat	2.096 Miles South of BUS 83 South to Floodway	\$ -	\$ 24,779	\$ 24,779	\$ -			\$ -			\$ 24,779	
	JH	>FM 649	0329-01-023	Seal Coat	SH 16 to FM 2687	\$ -	\$ 289,074	\$ 289,074	\$ -			\$ -			\$ 289,074	
	HID	>FM 1924	1802-01-045	Seal Coat	SH 107 to FM 494	\$ -	\$ 371,599	\$ 371,599	\$ -			\$ -			\$ 371,599	
	HID	>SH 107	0342-01-098	Seal Coat	FM 88 to FM 3071/FM 1015	\$ -	\$ 146,997	\$ 146,997	\$ -			\$ -			\$ 146,997	
	HID	>SH 107	0342-02-055	Seal Coat	FM 3017 to FM 1015	\$ -	\$ 74,510	\$ 74,510	\$ -			\$ -			\$ 74,510	
	JH	.FM 649	0329-04-009	Seal Coat	Webb CL to SH 16	\$ -	\$ 554,363	\$ 554,363	\$ -			\$ -			\$ 554,363	
Sep-22	CAM	FM 506	0872-04-030, etc.	Rehabilitate Roadway	BUS 83 to FM 3067	\$ 10,063,946	\$ -	\$ 10,063,946	\$ -			\$ -			\$ 10,063,946	
	CAM	>FM 800	1136-02-053	Rehabilitate Roadway	FM 1479 to FM 509	\$ 5,756,022	\$ -	\$ 5,756,022	\$ -			\$ -			\$ 5,756,022	
	CAM	>FM 1479	1425-04-023	Rehabilitate Roadway	FM 800 to FM 675	\$ 4,696,138	\$ -	\$ 4,696,138	\$ -			\$ -			\$ 4,696,138	
						\$ 20,516,106	\$ 6,918,733	\$ 27,434,839	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,434,839	
						\$ 29,773,999	\$ 14,768,186	\$ 44,542,185	\$ 1,412,808	\$ 13,615,525	\$ -	\$ 13,615,525	\$ -	\$ 13,615,525	\$ 2,468,608	\$ 74,241,843

CCRMA
Project Status Presentation
RGVMPO Technical Advisory Committee

February 10, 2022



South Port Connector

CSJ: 0921-06-288



Recent Activity:

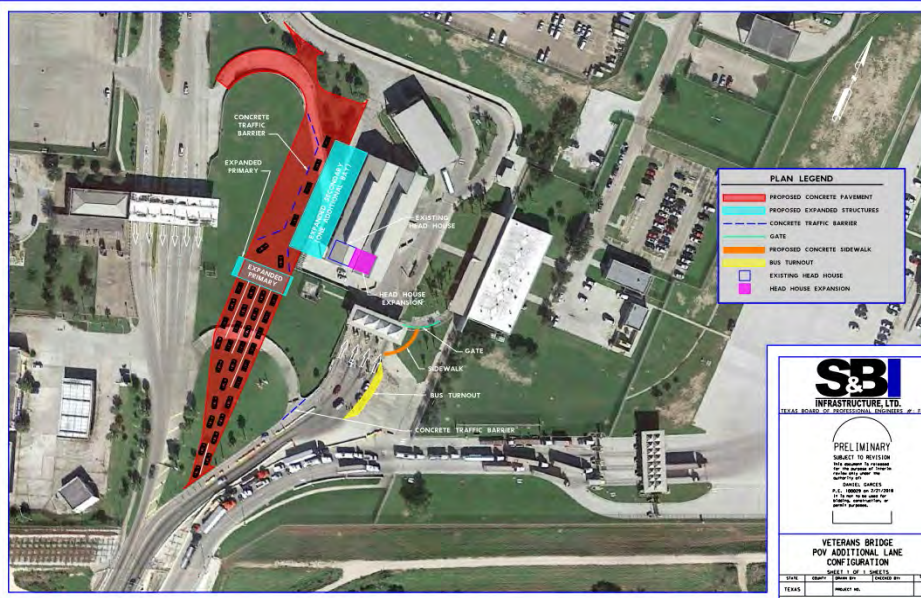
- 100% Complete
- Open to Traffic-February 2022

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



Veterans POV Expansion

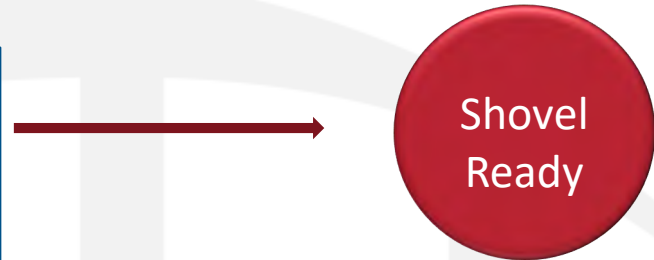
CSJ: 0921-06-313



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 –Project Letting March 2022/ Approval of 100% PS&E
- TIP Amendment for FY 2022 Letting Approved

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



SH 550 GAP 2 Project

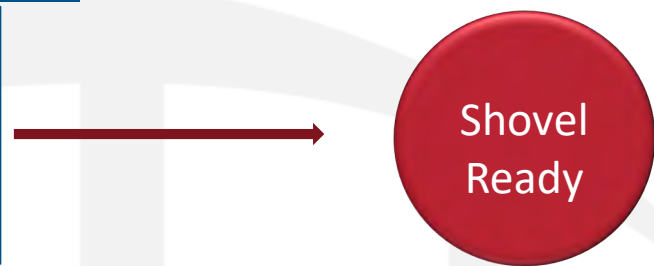
CSJ: 0684-01-068



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

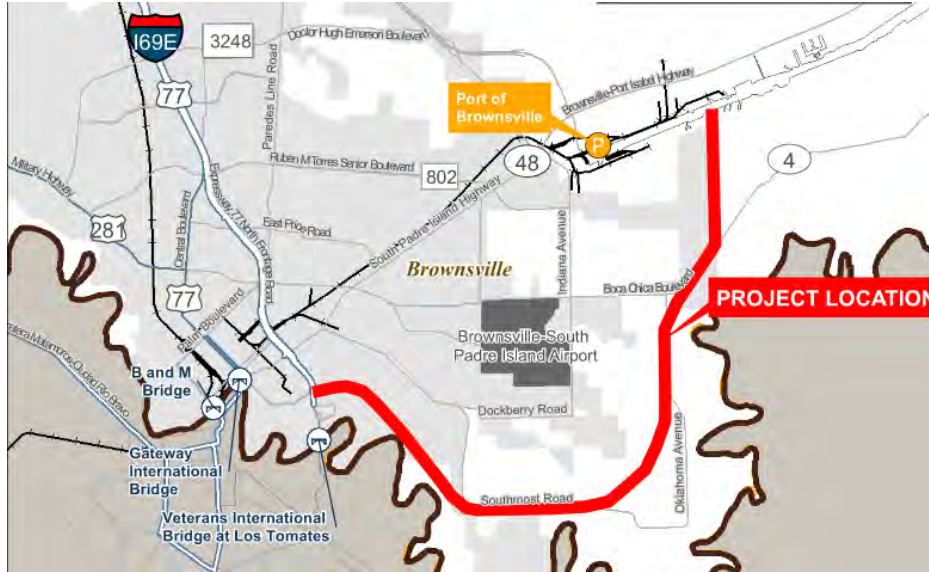
Recent Activity:

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

Recent Activity:

- Included in Border Master Plan- High Impact Project
- USFWS Land Swap Agreement FONSI Issued
- Environmental Documents are 80% complete
- USFWS and IBWC Addressing 90% schematic comments
- August/November 2021 TIP Amendment-Approved
- 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

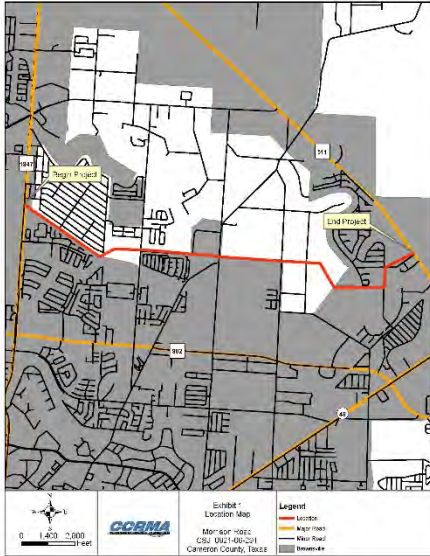
Design - Pending

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

Recent Activity:

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

SPI 2nd 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

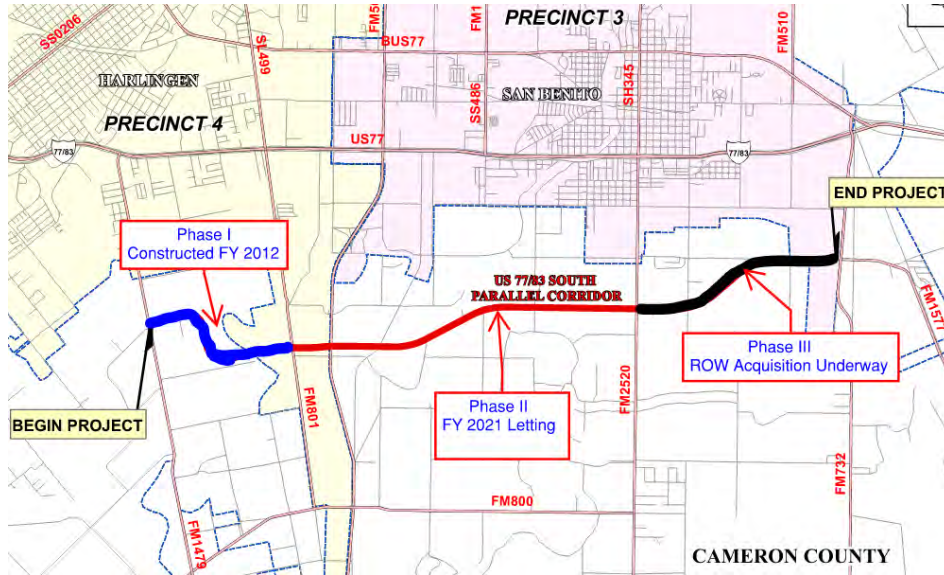
Design - Pending

5

Funding - Pending

S. Parallel Corridor Phase II

CSJ: 0921-06-252



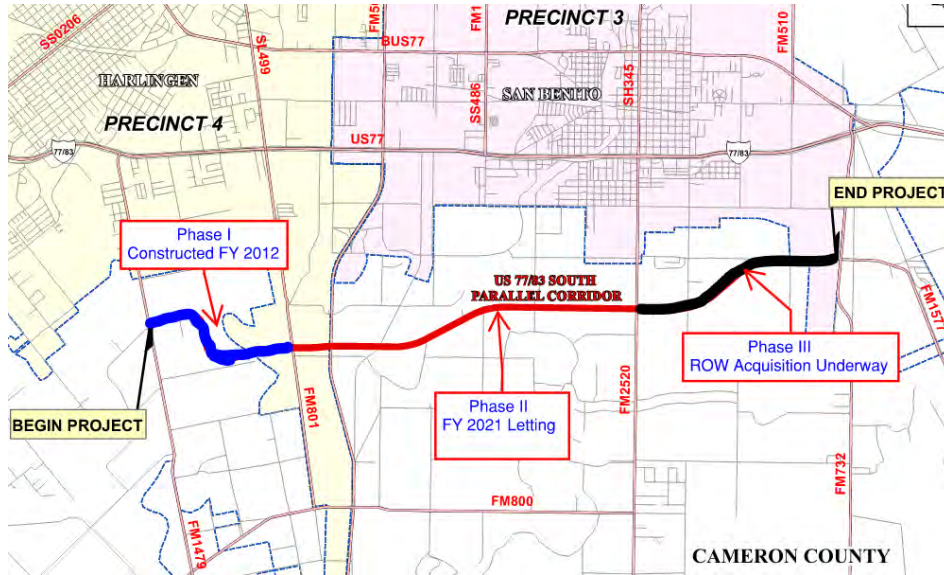
1	Environmental	✓
2	Preliminary Engineering	✓
3	ROW & Utilities:	✓
4	Design	✓
5	Funding	✓

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
- Successfully let December 2021

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

Recent Activity:

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

West Blvd – Roadway CSJ:



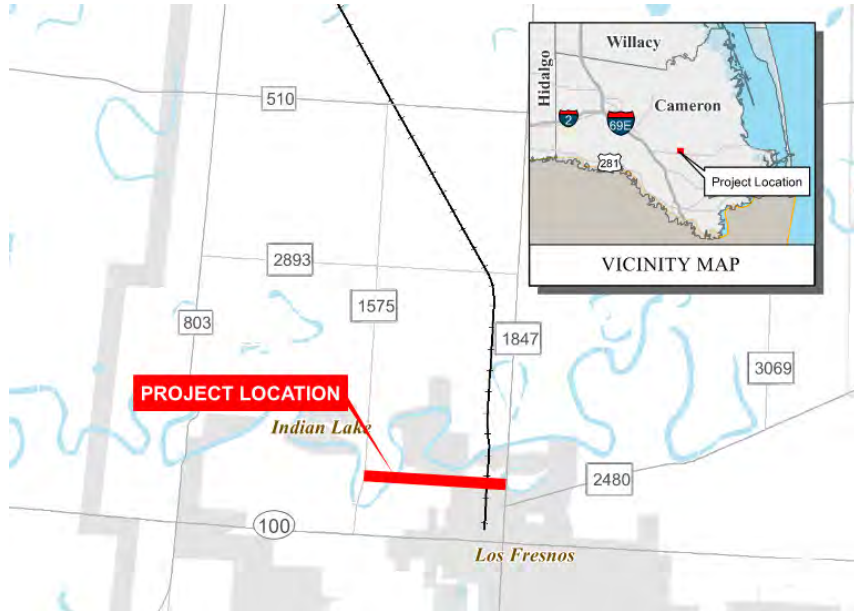
- 1 **Environmental** - Underway
- 2 **Preliminary Engineering** - Underway
- 3 **ROW & Utilities:** ✓
- 4 **Design** - Pending
- 5 **Funding** ✓

Recent Activity:

- Preliminary Engineering is being completed with 100% Local Funds
- Functional Classification under development
- Roadway Construction Funding - FY 2024 of the TIP / MTP
- Environmental Documents Under Development In-House (CCRMA)
- ROW is in place

Whipple Road

CSJ: 0921-06-292



Recent Activity:

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

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



U.S. 77 – I69E Plan

Fully Funded by TxDOT - 2021 UTP

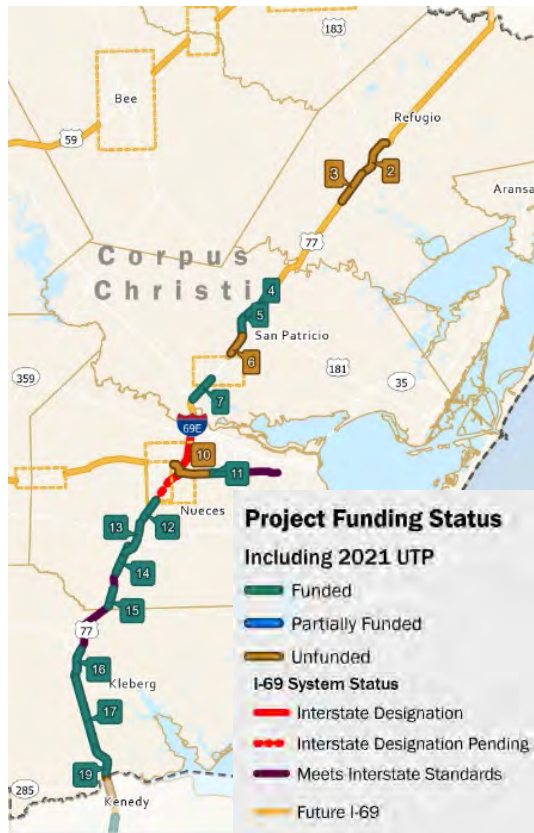


#	CSJ	HWY	Current XS ²	Limits	Description	EST. LUMP SUM COST (M)	EST. TOTAL COST ³	MILES	FUNDING STATUS ⁵	LET YEAR
1	0327-02-055	US 77	4D+	KENEDY/KLEBERG COUNTY LINE to 0.71 MILES N. OF LA PARRA AVE.	Interstate Designation	\$23.3	\$28.0	1.0	Unfunded	2025
2	0327-02-056	US 77	4D+	0.87 MILES S. OF LA PARRA 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	\$60.1	\$72.5	12.5	Full	2026
6	0327-04-037	US 77	4D+	3.6 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 DR	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	\$8.8	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	0684-01-058	SH 550	4D+	.203 MILES S OF FM 1847 to 1.13 MILES SE OF LIPRR OVRPSS AT FM 3248	Construct New Toll Road	\$17.3	\$20.8	3.9	Full	2022
Total						\$1,085.2	\$1,302.8	103.8		

Included in Border Master Plan

U.S. 77 – I69E Plan

Fully Funded by TxDOT - 2021 UTP



#	CSJ	HWY	Current XS ²	Limits	Description	EST CONST COST (\$ MIL)	EST TOTAL COST (\$ MIL)	MILES	FUNDING STATUS ⁵	LET YEAR
2	0371-03-090	US 77	4CTL, 4D+	N OF REFUGIO TO S OF REFUGIO (RELIEF ROUTE)	Construct New Roadway Lanes	\$360.0	\$432.0	10.1	Unfunded	2029
3	0371-03-130	US 77	4D+	S OF REFUGIO RR TO S OF WOODSBORO	Convert Non-Freeway	\$70.0	\$84.0	4.1	Unfunded	2029
4	0371-04-062	US 77	4D+	CHILTIPI 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 CHILTIPI 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 2nd access
 - \$500M
- Outer Parkway
 - \$200M
- Flor de Mayo International Bridge
 - \$40M
- I69 Connector
 - \$160M
- US 281 Connector
 - \$140M

\$1.18 Billion
Planning Phase

14 CCRMA Projects Currently included in the TxDOT Border Master Plan



HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

BOARD OF DIRECTORS MEETING FOR FEBRUARY 2022

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

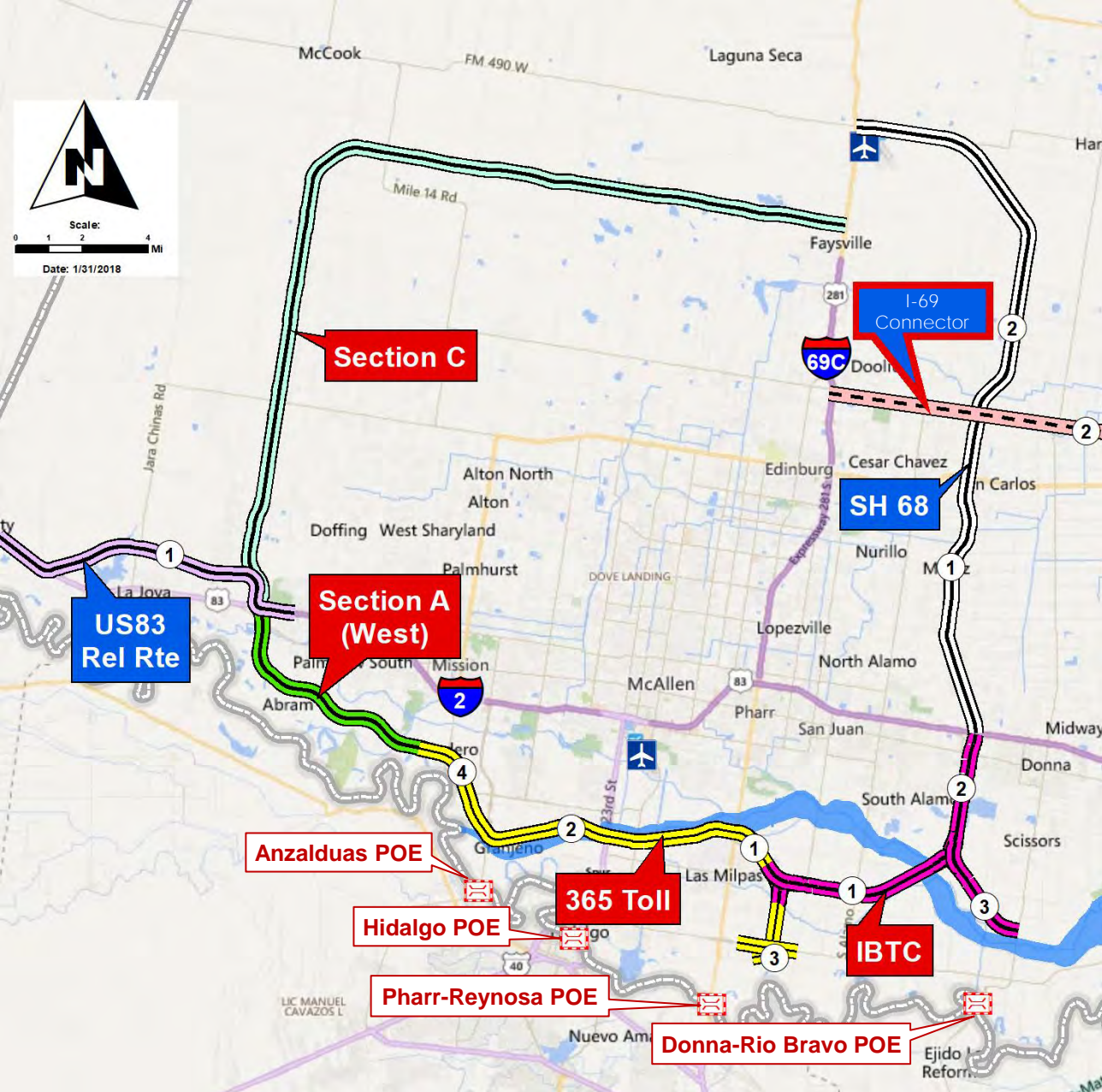
MISSION STATEMENT:

“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



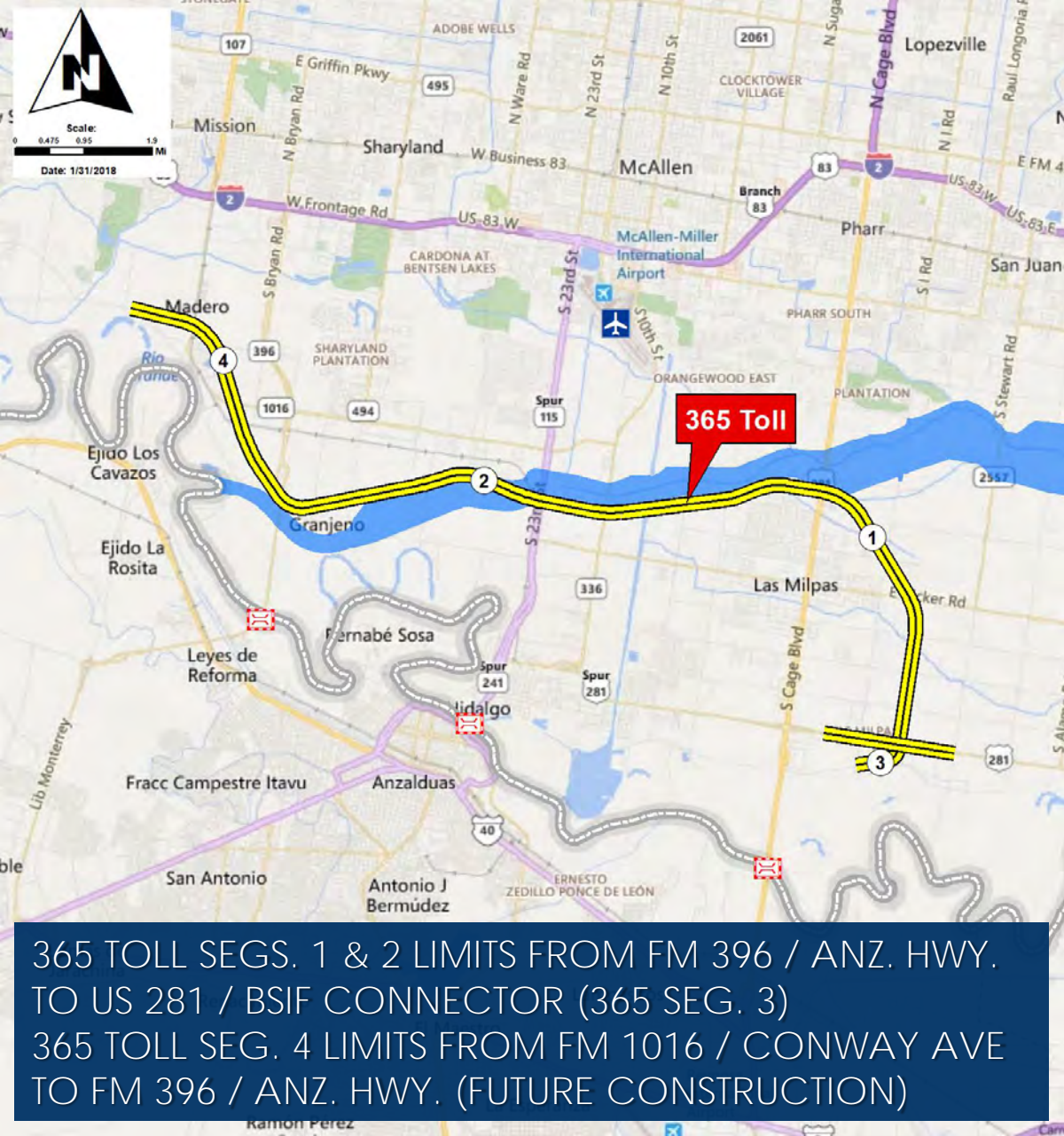
SYSTEM WIDE

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 2nd 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: 10/2021

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)

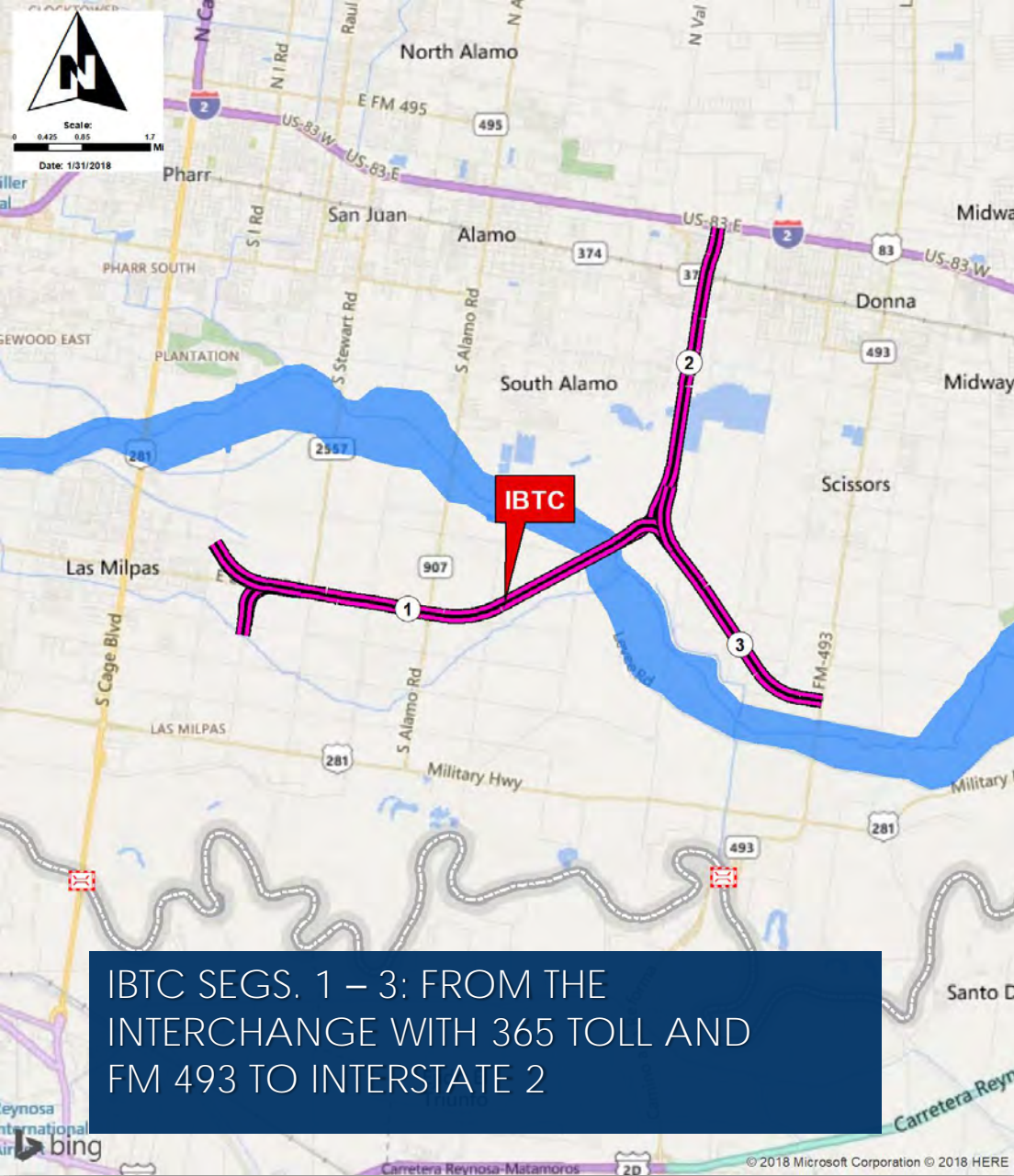


► SCHEDULE:

- ~~❑ 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, finalized CO#1~~
- ~~❑ 12/08/2021 – 12/20/2021, HCRMA Board approved CO#2,~~
- ~~❑ 12/21/2022, HCRMA met with rating agencies,~~
- ~~❑ 1/07/2022, HCRMA posted Preliminary Official Statement,~~
- ~~❑ 1/20/2022, HCRMA priced bonds,~~
- ❑ 02/10/2022, HCRMA to close toll revenue bonds & issues NTP,
- ❑ 03/2022, Commence 42-month construction, and
- ❑ 09/2025, Open to traffic,
- ❑ 01/2026, Start of Toll Operations.

TOLL





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

IBTC

MAJOR MILESTONES:

OBTAINED EA ENV CLASSIFICATION: 11/2017

SCHEMATIC APPROVED: 11/2021

NEPA CLEARANCE: MID 2022

EST. LETTING: LATE 2025



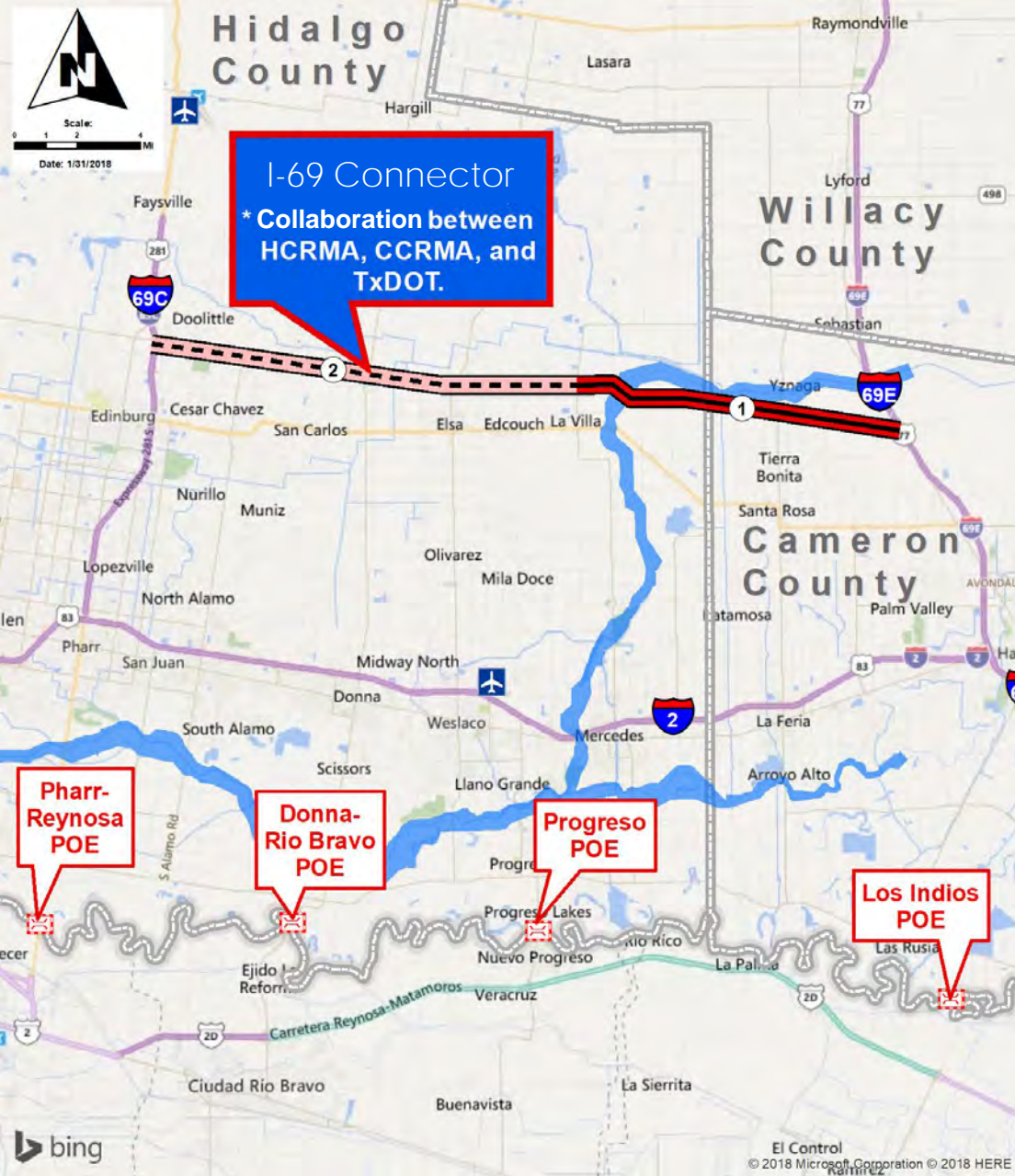
▶ ADVANCE PLANNING

- ❑ Env.: Classification Letter and Scoping Toolkit Submitted Aug 2017
- ❑ Held IBTC Environmental Kick off with TxDOT PHR / ENV April 6, 2018.
- ❑ VRF UTP Matching Funds request processed at the HCMPO—pending adoption by TxDOT at State Level.
- ❑ All env. fieldwork complete: Waters of the US and Archeological trenching—Internal ROE efforts were instrumental to accelerating this work.
- ❑ Meeting held with EPA/TCEQ/TxDOT to discuss Donna Reservoir site for the Hazmat portion of the NEPA Document Oct 2018.
- ❑ Public Meeting took place at Donna High School March 29, 2019.
- ❑ All major milestone reports submitted and 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.

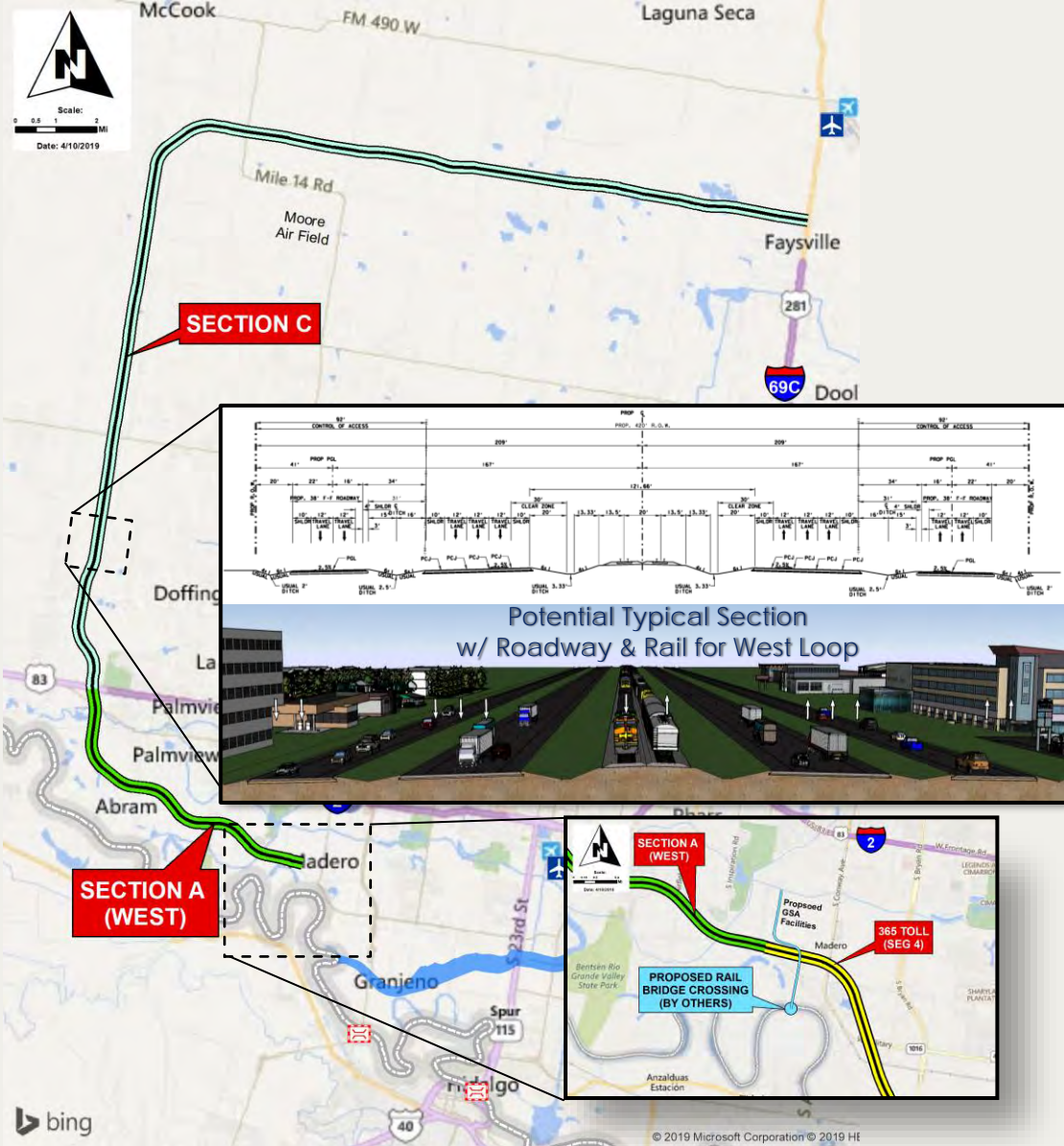
WEST LOOP

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.

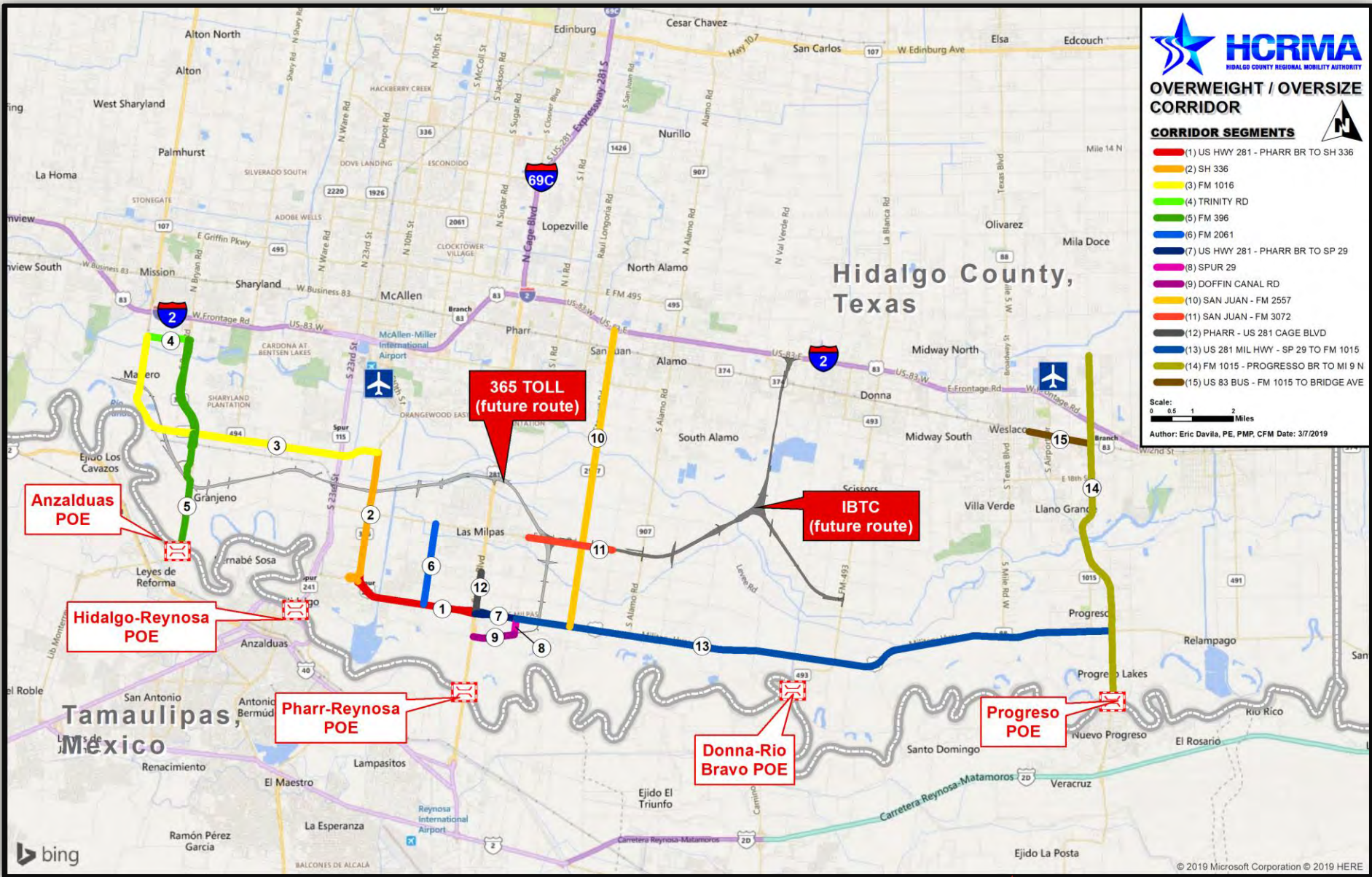


**OVERWEIGHT / OVERSIZE
CORRIDOR**

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 FEB 2022:
 JAN 1, 2014 – JAN 31, 2022

OW

Total Permits Issued:	226,594
Total Amount Collected:	\$ 36,887,432
■ Convenience Fees:	\$ 732,432
■ Total Permit Fees:	\$ 36,155,000
– Pro Miles:	\$ 679,782
– TxDOT:	\$ 30,731,750
– HCRMA:	\$ 4,743,468



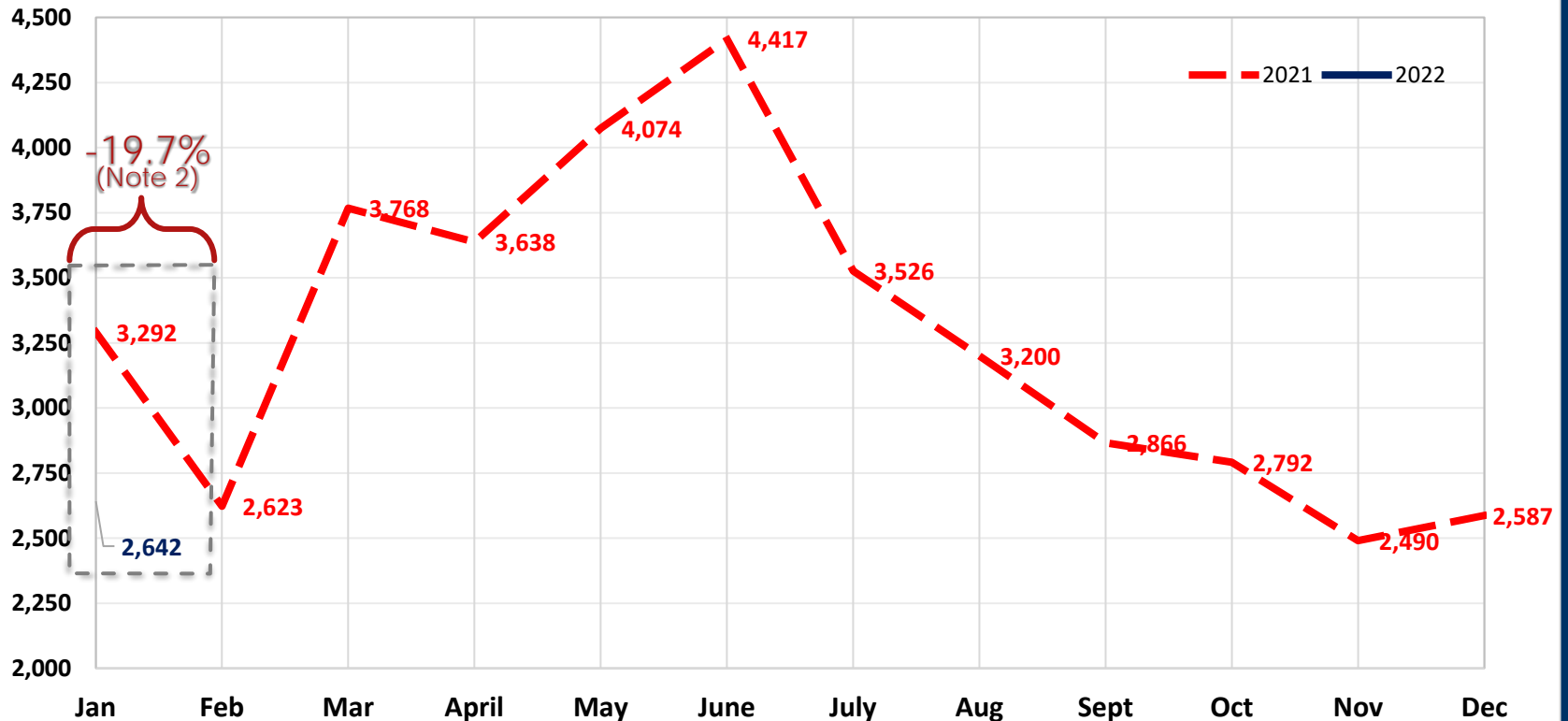
▶ OVERWEIGHT REPORT FOR FEB 2022:
 JAN 1, 2021 – JAN 31, 2022

OW

Total Permits Issued:	2,642
Total Amount Collected:	\$ 534,856
■ Convenience Fees:	\$ 6,456
■ Total Permit Fees:	\$ 528,400
– Pro Miles:	\$ 7,926
– TxDOT:	\$ 449,140
– HCRMA:	\$ 71,334

▶ OVERWEIGHT REPORT FOR FEB 2022: JAN 1, 2021 – JAN 31, 2022

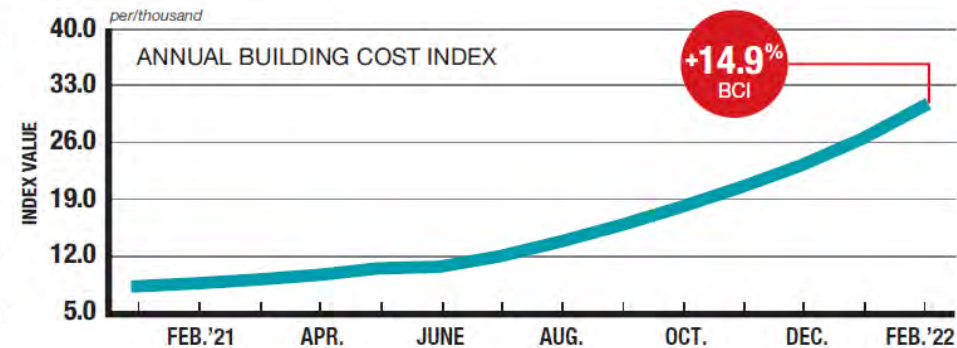
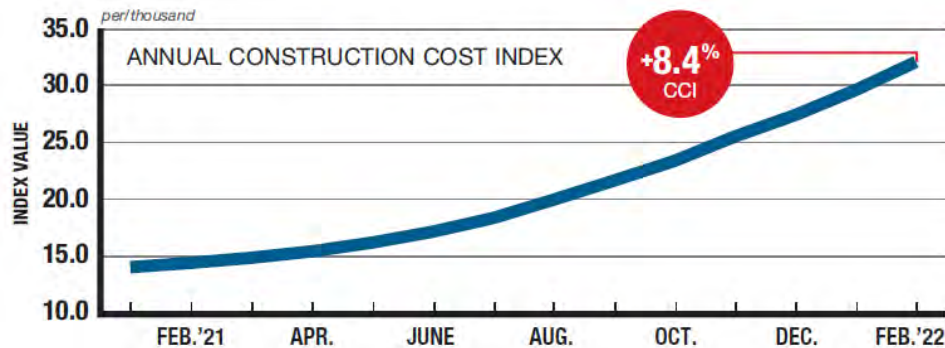
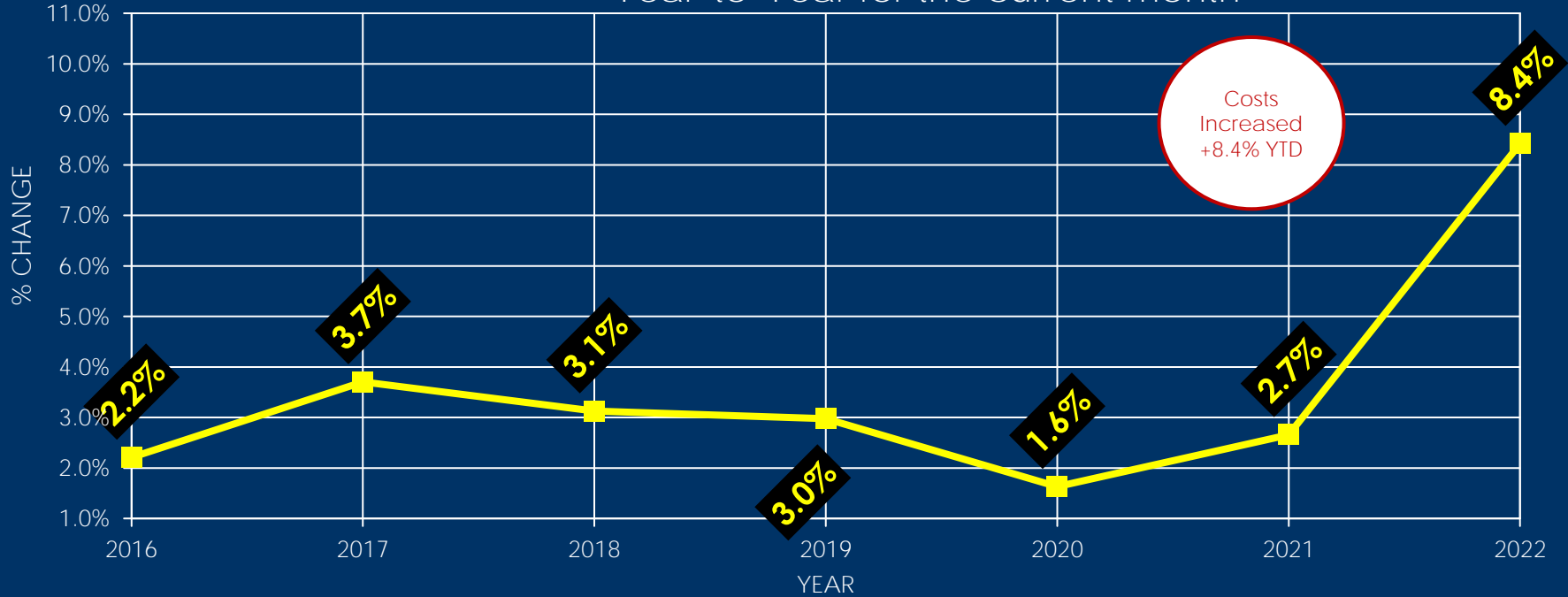
Overweight/Oversized Permit Count
2021 - 2022 Monthly Comparison



Notes:

1. The permit count for 2021 (39,273) ended with a +9.0% (increase) compared to 2020 (36,040).
2. Monthly permit count of 2,642 represents a -19.7% (decrease) compared to the same month in 2020.

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



CONCRETE BLOCK

+1.5%

MONTHLY PRICES ROSE 1.5%,
WHILE YEARLY PRICES
ROSE 17.5%.



1992=100

READY-MIX CONCRETE

+1.1%

READY-MIX CONCRETE PRICES
INCREASED 1.1% SINCE
LAST MONTH.



1992=100

ASPHALT PAVING

+1.1%

ASPHALT PRICES ROSE 1.1% THIS
MONTH, WHILE YEARLY PRICES
ARE UP 19.3%.



1992=100

PORTLAND CEMENT

+1.0%

MONTHLY PRICES FOR PORTLAND
CEMENT ROSE 1% IN FEBRUARY.



1992=100

20-CITY AVERAGE

ITEM	UNIT	\$PRICE	%MONTH	%YEAR
------	------	---------	--------	-------

ASPHALT PAVING

PG 58	TON	475.65	+1.1	+19.3
Cutback, MC800	TON	389.33	-0.3	+5.1
Emulsion, RAPID SET	TON	364.24	-0.3	+2.9
Emulsion, SLOW SET	TON	379.57	-0.1	+3.9

PORTLAND CEMENT

Type one	TON	155.31	+1.0	+3.8
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MASONRY CEMENT

70-lb bag	TON	11.13	-0.5	+2.1
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CRUSHED STONE

Base course	TON	15.32	+3.1	+21.7
Concrete course	TON	15.31	+3.0	+30.3
Asphalt course	TON	16.35	+3.2	+19.1

SAND

Concrete	TON	14.12	+3.6	+33.8
Masonry	TON	14.54	+0.7	+15.9

READY-MIX CONCRETE

3,000 psi	CY	136.66	+1.1	+9.3
4,000 psi	CY	146.29	+0.7	+3.5
5,000 psi	CY	183.51	+0.1	-3.7

CONCRETE BLOCK

Normal weight: 8" x 8" x 16"	C	182.12	+1.5	+17.5
Lightweight: 8" x 8" x 16"	C	170.15	+1.0	+6.8
12" x 8" x 16"	C	262.46	+1.6	+43.5

SOURCE: ENR



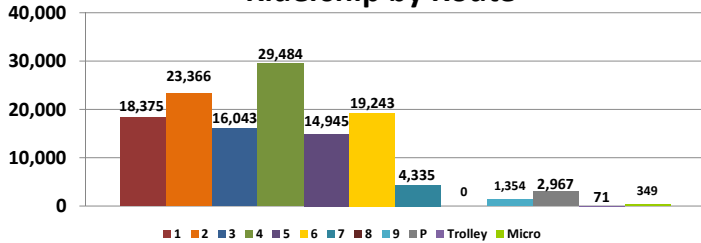
FY 2021-2022 METRO MCALLEN

OCTOBER 1, 2021 thru DECEMBER 31, 2021 Ridership and Fares

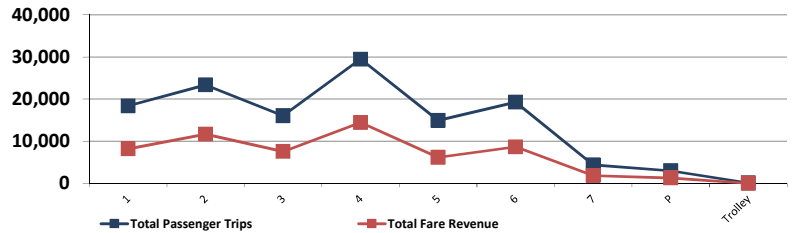
TOTAL RIDERSHIP= 130,532

TOTAL ANNUAL FARE REVENUE= \$66,324

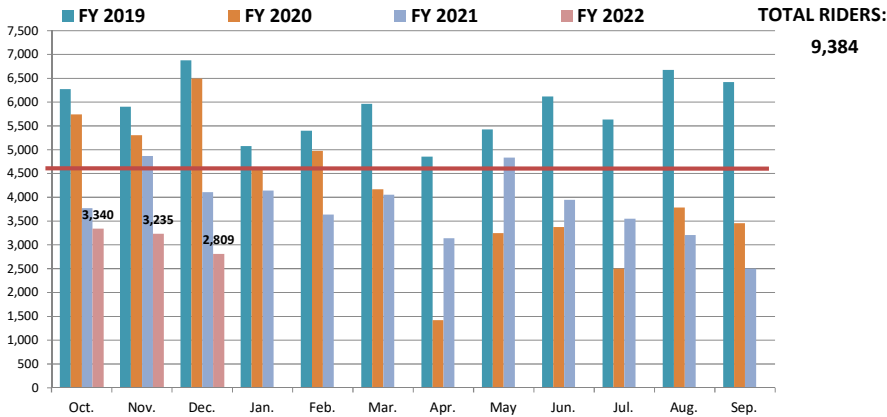
Ridership by Route



Route Summary



SERVICE EXTENSION - YTD Ridership

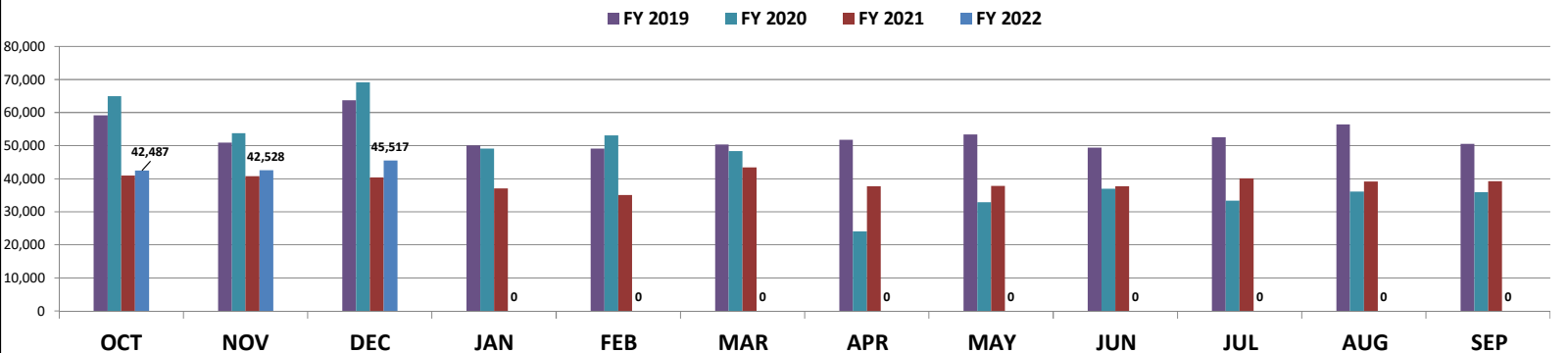


MONDAY-SATURDAY 6:00PM - 9:00PM
&
SUNDAY 8:00PM - 6:00PM
ROUTES

MONTHLY RIDERSHIP OF SERVICE EXPANSION

Fiscal Year	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	TOTAL
FY 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
FY 2022	3,340	3,235	2,809	0	0	0	0	0	0	0	0	0	9,384
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 2019 - FY 2022 RIDERSHIP SUMMARY



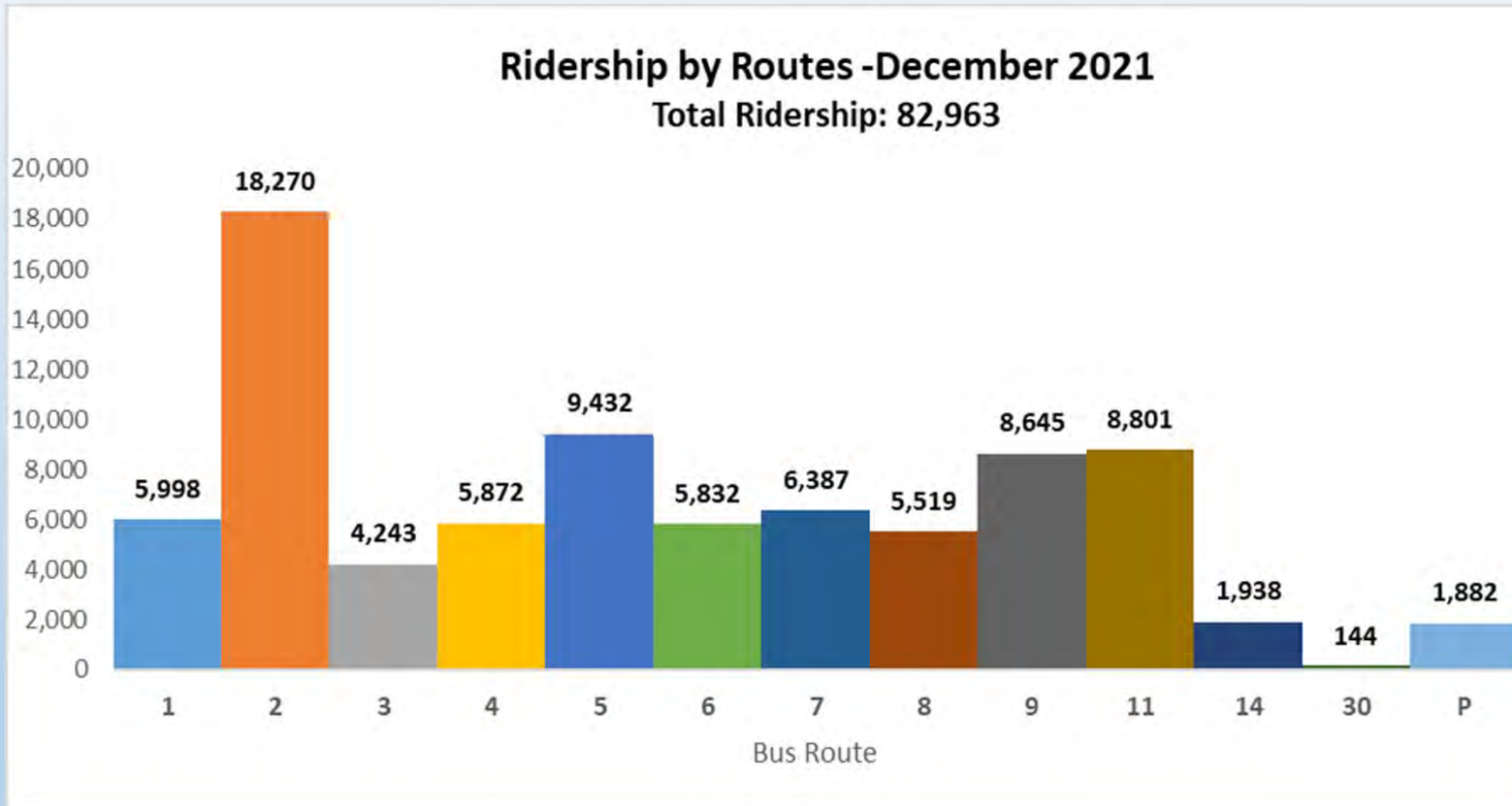
Fiscal Year	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	TOTAL	%Change
FY 2019	59,124	50,893	63,768	50,089	49,104	50,408	51,768	53,334	49,413	52,514	56,433	50,512	637,360	3%
FY 2020	64,986	53,801	69,133	49,137	53,039	48,364	24,095	32,856	36,896	33,340	36,130	35,922	537,699	-16%
FY 2021	40,960	40,791	40,394	37,029	35,065	43,382	37,751	37,829	37,755	40,081	39,124	39,275	469,436	-13%
FY 2022	42,487	42,528	45,517	0	0	0	0	0	0	0	0	0	130,532	-72%

Brownsville Metro & Island Metro Transit Reports





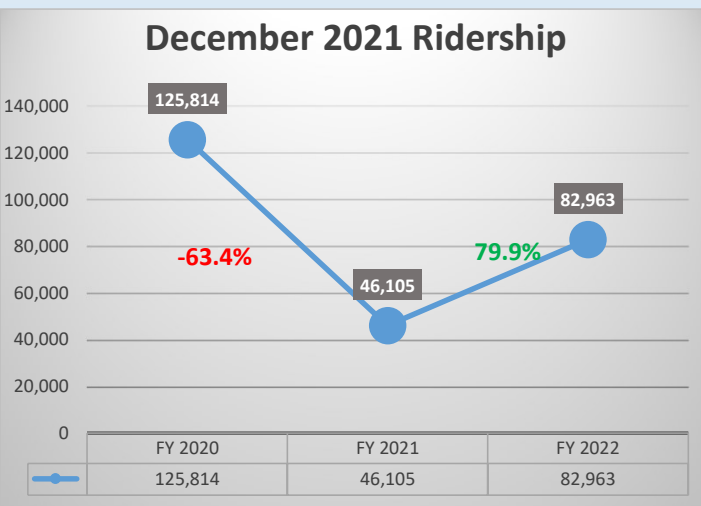
Brownsville Metro



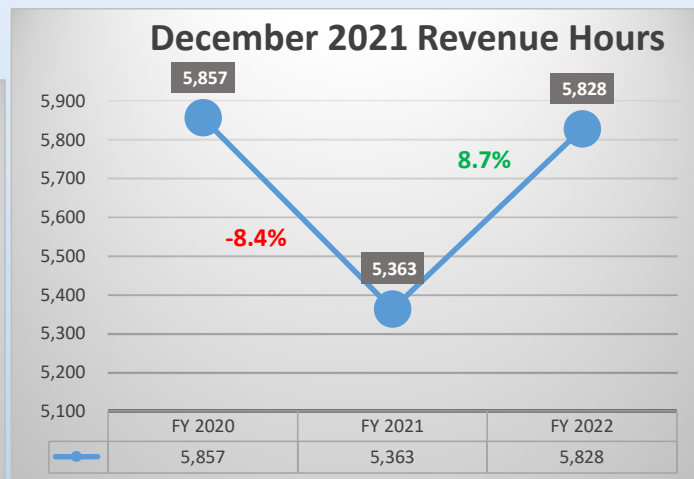


Brownsville Metro

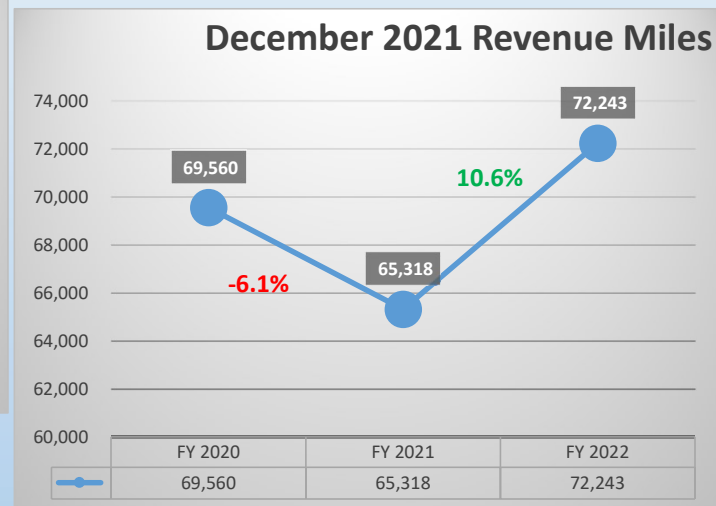
December 2021 Ridership



December 2021 Revenue Hours



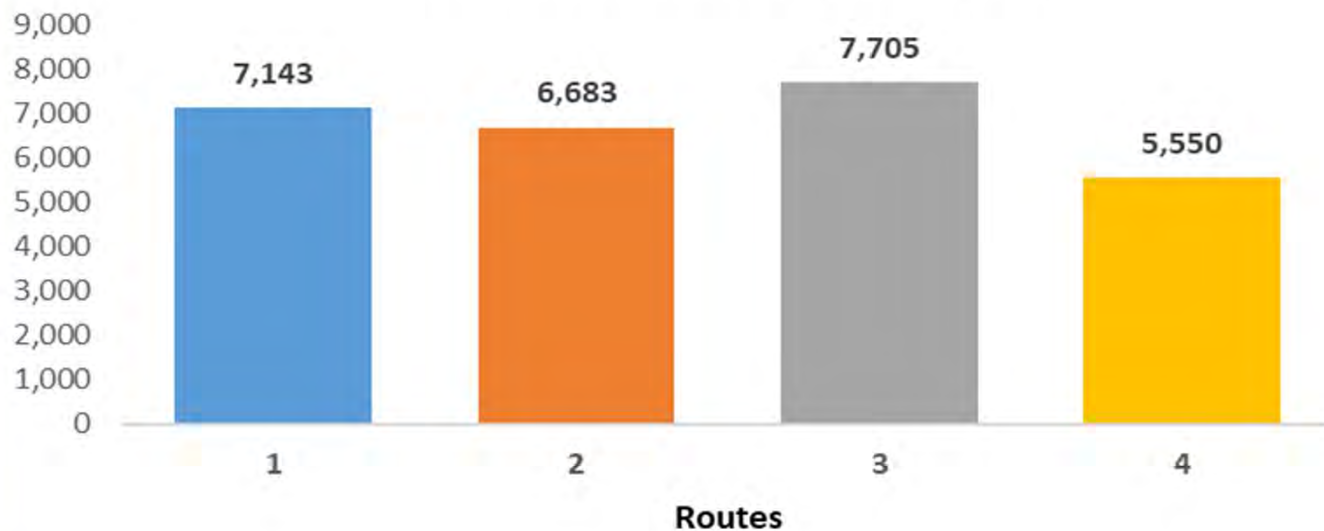
December 2021 Revenue Miles





Island Metro

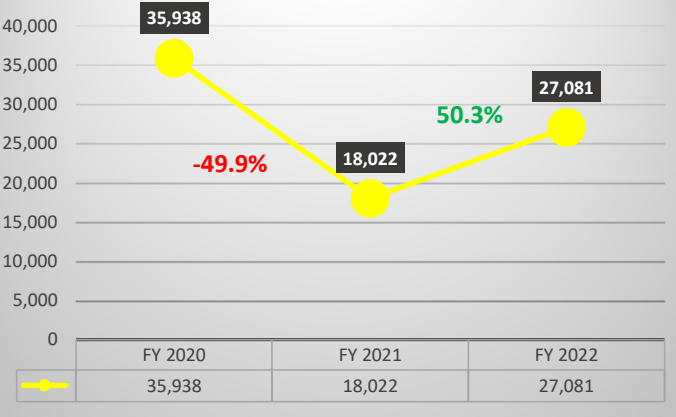
Ridership by Routes - December 2021
Total Ridership: 27,081



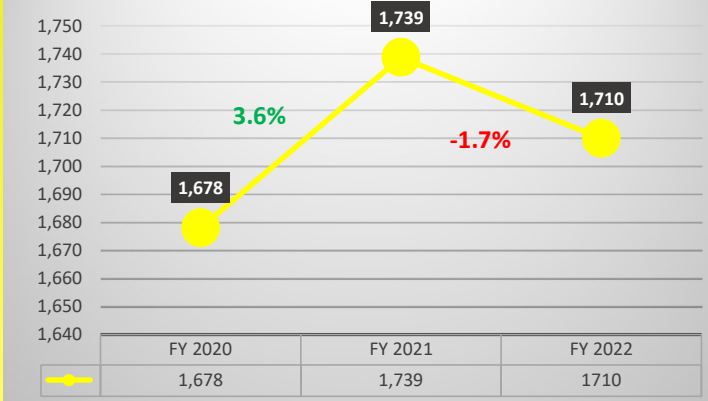


Island Metro

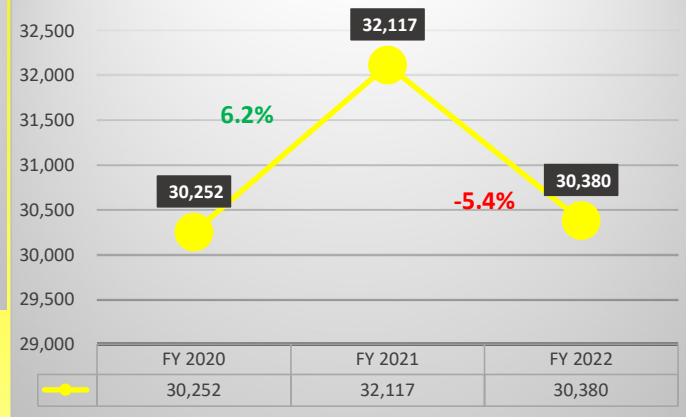
December 2021 Ridership



December 2021 Revenue Hours



December 2021 Revenue Miles

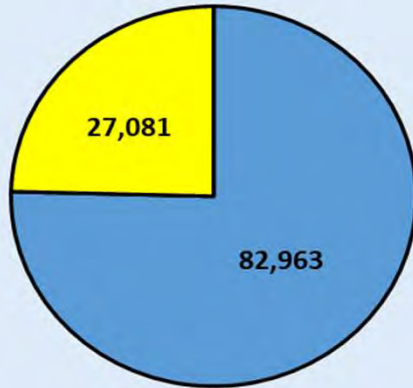




Combined Ridership



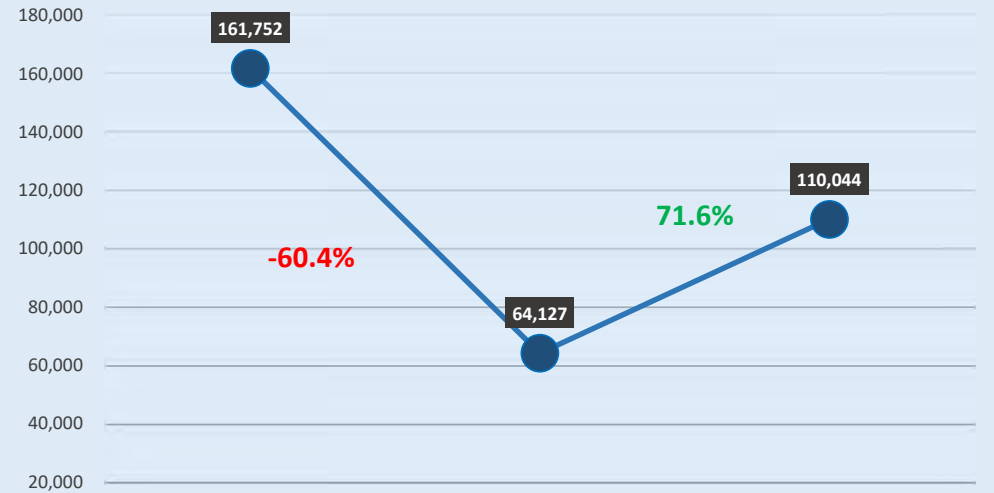
December 2021 Total Ridership
110,044



■ Brownsville Metro

■ Island Metro

December Ridership



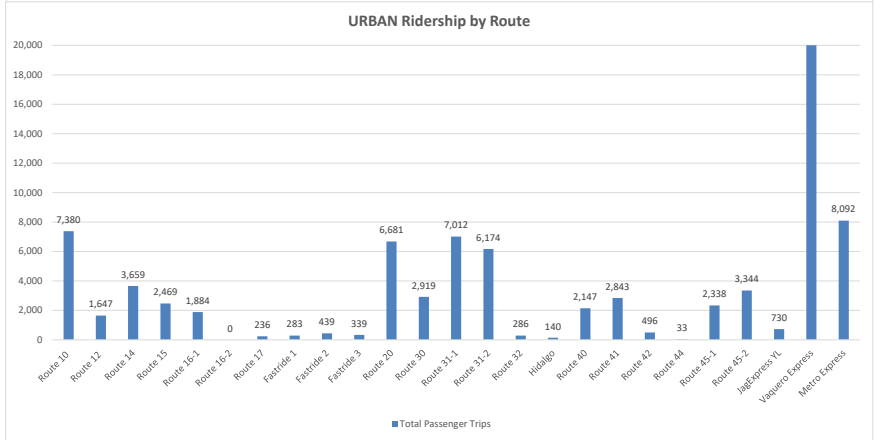
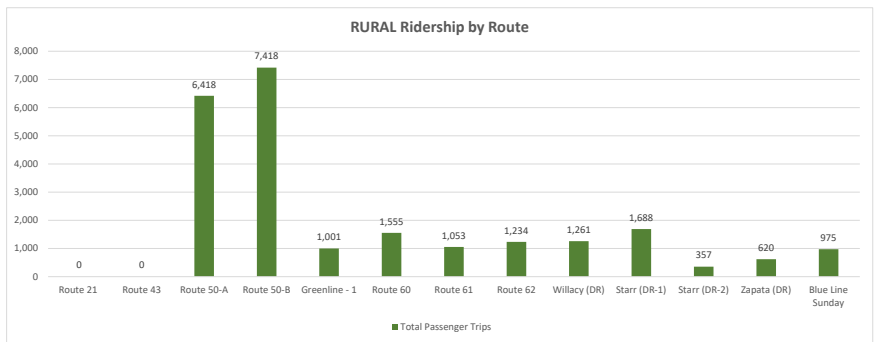
	FY 2020	FY 2021	FY 2022
	161,752	64,127	110,044

Thank You



LRGVDC - VALLEY METRO
FY 2022 RIDERSHIP COUNT YEAR TO DATE (DECEMBER 2021)

Route	Total Passenger Trips	Route Activity	Area(s) Served
Route 21	0	0%	Sullivan City, West Hidalgo County
Route 43	0	0%	South Cameron County
Route 50-A	6,418	4%	Brownsville, Port Isabel
Route 50-B	7,418	5%	Brownsville, Port Isabel
Greenline - 1	1,001	1%	Rio Grande City
Route 60	1,555	1%	Roma, Rio Grande City
Route 61	1,053	1%	Rio Grande City
Route 62	1,234	1%	Rio Grande City
Willacy (DR)	1,261	1%	Willacy County
Starr (DR-1)	1,688	1%	Starr County
Starr (DR-2)	357	0%	Starr County
Zapata (DR)	620	0%	Zapata County
Blue Line Sunday	975	1%	Brownsville, Port Isabel
Route 10	7,380	5%	Edinburg
Route 12	1,647	1%	Edcouch, Elsa, Edinburg
Route 14	3,659	2%	Edinburg
Route 15	2,469	2%	Edinburg
Route 16-1	1,884	1%	Edinburg
Route 16-2	0	0%	Edinburg
Route 17	236	0%	Edinburg
Fastride 1	283	0%	Edinburg
Fastride 2	439	0%	Hidalgo County
Fastride 3	339	0%	Cameron County
Route 20	6,681	5%	Mission
Route 30	2,919	2%	Pharr, San Juan
Route 31-1	7,012	5%	Cameron-Hidalgo County
Route 31-2	6,174	4%	Hidalgo-Cameron County
Route 32	286	0%	Donna
Hidalgo	140	0%	City of Hidalgo
Route 40	2,147	1%	Harlingen
Route 41	2,843	2%	Harlingen
Route 42	496	0%	San Benito
Route 44	33	0%	Primera, La Feria, Santa Rosa
Route 45-1	2,338	2%	Cameron County
Route 45-2	3,344	2%	Cameron County
JagExpress YL	730	0%	Weslaco, Pharr, McAllen
Vaquero Express	61,830	42%	Edinburg
Metro Express	8,092	6%	Rio Grande Valley
TOTAL	146,981	100%	



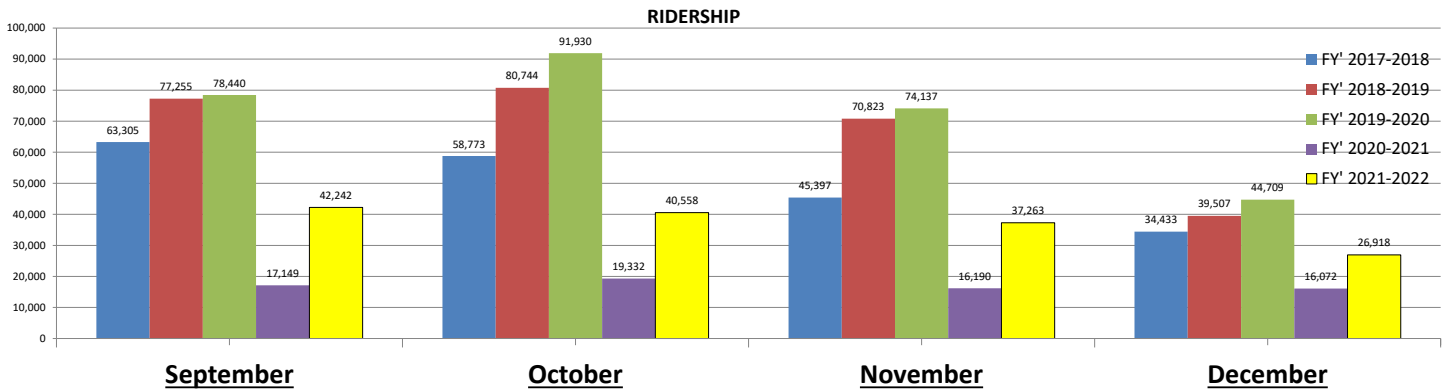
VALLEY METRO ROUTES (38)
23 Flex-routes (7 Rural, 16 Urban)
7 Demand Response Routes (4 Rural, 3 Urban)
3 Fixed Routes (3 Urban)
5 Temporarily Inactive (2 Rural, 3 Urban)

**Pending STC Dec Count
 **Pending UTRGV Dec Count

****Total Ridership Count subject to change when finalized**
YEAR TO DATE RIDERSHIP REPORT

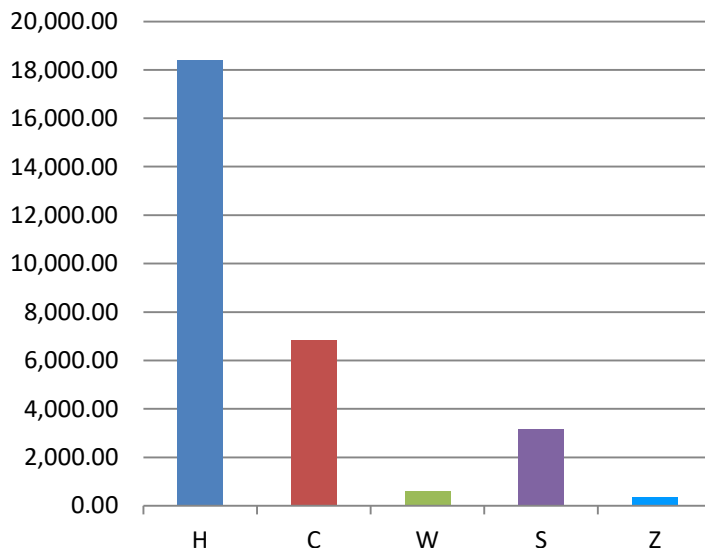
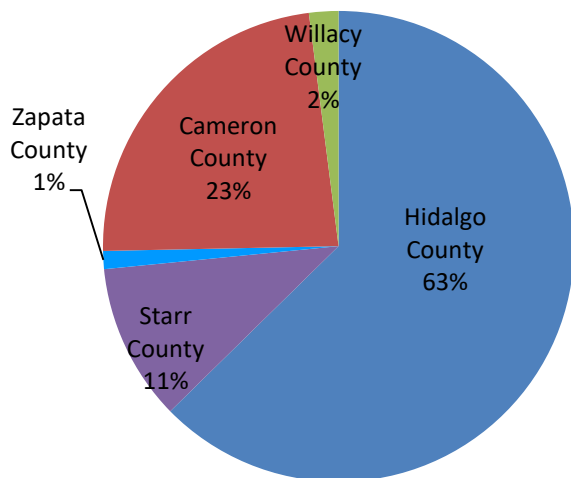
Year to Date - December 2021	Prior Year Sept-Dec Total	DIFFERENCE	% DIFFERENCE
146,981	68,743	78,238	114%

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



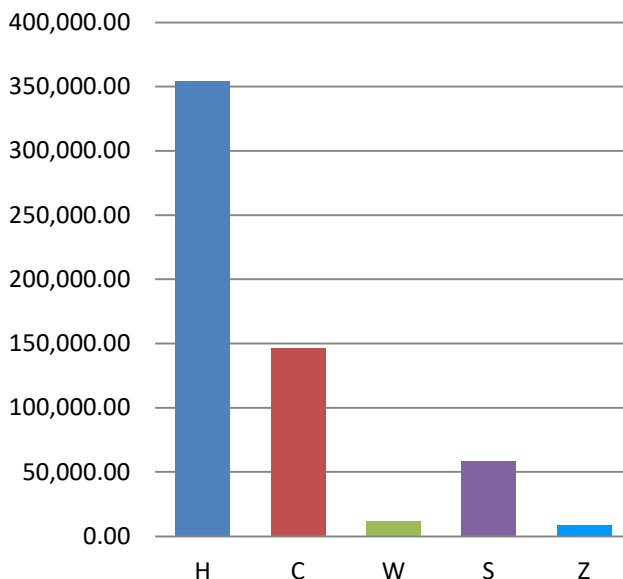
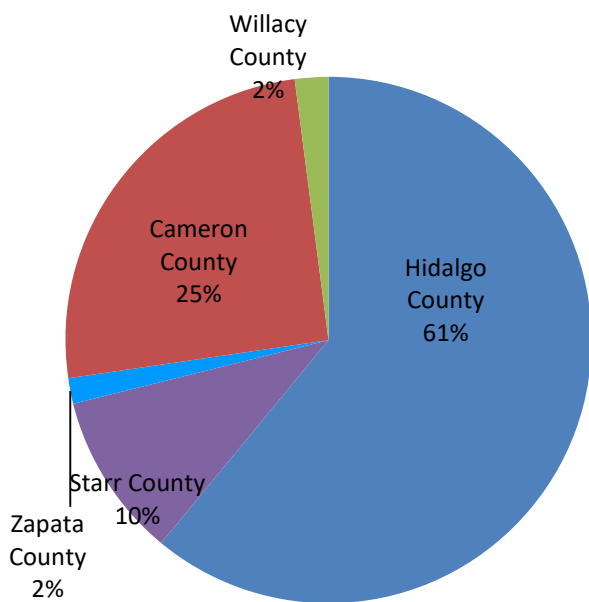
Fiscal Year	September	October	November	December	January	February	March	April	May	June	July	August	Total	Difference	%Change
FY' 2017-2018	63,305	58,773	45,397	34,433	45,012	53,051	47,542	47,628	40,601	41,409	37,719	47,917	562,787	23,388	4%
FY' 2018-2019	77,255	80,744	70,823	39,507	51,877	64,209	56,076	68,058	42,956	42,169	42,264	53,725	689,663	126,876	23%
FY' 2019-2020	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' 2020-2021	17,149	19,332	16,190	16,072	16,620	14,611	19,300	18,169	18,080	19,842	19,774	31,381	226,520	-608,386	-73%
FY' 2021-2022	42,242	40,558	37,263	26,918	0	0	0	0	0	0	0	0	146,981	-79,539	-35%
Monthly Change from Previous FY	25,093	21,226	21,073	10,846	-16,620	-14,611	-19,300	-18,169	-18,080	-19,842	-19,774	-31,381	-79,539	-226,520	
Percent Change	146%	110%	130.16%	67%	-100%	-100%	-100%	-100%	-100%	-100%	-100%	-100%	-35%		

Distribution of Revenue Hours



Revenue Hours Provided	
Hidalgo County	18,379.14
Starr County	3,167.09
Zapata County	362.13
Cameron County	6,828.03
Willacy County	594.08
Total Revenue Hours	29,330.47

Distribution of Revenue Miles



Revenue Miles Provided	
Hidalgo County	354,377
Starr County	58,896
Zapata County	9,183
Cameron County	146,912
Willacy County	11,923
Total Revenue Miles	581,291



FY 2021-2022 Valley Metro

TSTC MONTHLY PASSENGER COUNT

Routes	31-1	31-2	40	41	42	43	44	50-A	50-B	Fast Ride 3	Willacy	Direct RT 45-1	Direct RT 45-2	Total
September	0	0	4	3	0	0	0	0	0	0	0	9	48	64
October	0	0	0	2	0	0	0	0	0	0	0	6	46	54
November	0	0	1	0	0	0	0	0	0	0	0	53	23	77
December	0	0	0	0	0	0	0	0	0	0	2	3	21	26
January	0	0	0	0	0	0	0	0	0	0	0	0	0	0
February	0	0	0	0	0	0	0	0	0	0	0	0	0	0
March	0	0	0	0	0	0	0	0	0	0	0	0	0	0
April	0	0	0	0	0	0	0	0	0	0	0	0	0	0
May	0	0	0	0	0	0	0	0	0	0	0	0	0	0
June	0	0	0	0	0	0	0	0	0	0	0	0	0	0
July	0	0	0	0	0	0	0	0	0	0	0	0	0	0
August	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	5	5	0	0	0	0	0	0	2	71	138	221
FY 2020-2021	4	9	0	1	0	0	29	1	0	0	0	18	91	44
Change Over Previous FY	4	9	5	4	0	0	-29	-1	0	0	2	53	47	177

	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug	Total
Direct Routes	57	52	76	24	0	0	0	0	0	0	0	0	209
Indirect Routes	7	2	1	2	0	0	0	0	0	0	0	0	12
Monthly Total	64	54	77	26	0	0	0	0	0	0	0	0	221

2021 - 2022 Valley Metro Routes TSTC Student Passenger Count

