



**Summary:** The Safe Accountable Flexible Efficient Transportation Equity Act - A Legacy for the Users (SAFETEA-LU) stipulated the requirement for the use of the Congestion Management Process (CMP) in Transportation Management Areas (TMA). The CMP is a regionally-accepted approach for managing congestion that provides accurate, up-to-date information on multimodal transportation performance and assesses alternative strategies (Travel Demand Management, Transportation Systems Management, and Asset Optimization) for mitigating congestion that meets state and local needs. While a CMP is required in urbanized areas of over 200,000 (also known as Transportation Management Areas), RGVMPPO and other Metropolitan Planning Organizations (MPO) have the flexibility to design their own methods and approaches when developing the CMP.

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

**4. Discussion and Action on 2021 Annual Project Annual Project Listing (APL) for both Highway and Bicycle and Pedestrian Projects**

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

**Presenter:**                      **Luis Diaz, Asst. Director**

**Summary:**                      The RGVMPPO has reviewed the Annual Project List (APL) set forth by TxDOT which outlines how funds have been obligated in the preceding year, for all Highway and Bicycle / Pedestrian Projects. Staff is seeking approval for continuing the process for overall submittal to TxDOT.

**Background:**                      As required by the new transportation bill passed on December 4th, 2015, the Fixing America's Surface Transportation (FAST) Act outlines the requirement for Metropolitan Planning Organizations (MPOs) to publish an annual listing of projects for which funds have been obligated in the preceding year including a listing of pedestrian and bicycle projects. From FAST-Act, 23 U.S.C. 134(j)(7)(B), 23 U.S.C. 135(g)(5)(B), 49U.S.C.5303(j)(7)(B), and 49U.S.C.5304(g)(5)(B): "...an

Annual Listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the funding categories identified in each metropolitan transportation improvement program (TIP)." This provision is intended to increase the transparency of government spending on transportation projects and strategies in metropolitan areas to State and local officials, and to the public at large. Realizing this objective involves promoting accuracy and responsiveness in financial planning and adoption of a proactive approach to

## 5. Discussion on Updates for the FY 2023-2026 TIP Tables & 2045 MTP Amendment # 6

Action       Possible Action       Information

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

**Item Summary:**                The FY 2023-2026 Highway & Transit TIP tables are undergoing development prior to submitting to TXDOT TP&P for review. All project updates submitted have been reviewed and a draft Summary Sheet has been provided within the TAC meeting packet. Further discussion regarding approval of the MTP and TIP tables will continue during the workshop scheduled for March 17th.

**Background:**                   Existing projects (whether programmed into TIP or MTP years) and new projects required submission of an update. A timetable for completion of the FY 2023-2026 STIP is also included within the meeting packet. After conducting a 30-day Public Involvement, final approval of MTP & TIP tables will be needed from both TAC & TPB during the month of May.

## V.      **RGVMPO EXECUTIVE DIRECTORS' REPORT AND UPDATES**

Action       Possible Action       Information

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

Item Summary:                   Financial Update

Item Summary:                   CAT 7 – Project Scoring

Item Summary:                   **2022 TxDOT Transportation Planning Forum  
May 2-5, 2022 - Omni Hotel – Houston**  
The focus of the 2022 planning conference is to connect you with **Texas planning: sharing knowledge and experience** and provide other updated information about planning and programming processes, procedures, and tools used to coordinate the development of transportation projects. Transportation workshops and presentations will showcase various topics such as environmental affairs, federal and state legislation, sustainability, public involvement, freight, and multi-modal planning.

Item Summary:                   **2022 AMPO Planning Tools & Training Symposium  
May 16-19 – Riverside Hotel – Fort Lauderdale, FL**  
The symposium takes place over the course of two and a half days and consists of multiple roundtable workshops. The workshops are divided into two tracks: Core Functions and Hot Topics. The Core Functions track is developed with junior staff in mind and seeks to provide practical training by topic area (i.e., MPO process and products, public involvement/environmental justice/Title XI, performance management, etc.). The Hot Topics track is developed with senior-level staff in mind and provides peer-to-peer exchange and training opportunities to discuss the state of the practice, innovation, and identify efficiencies.

## **STATUS REPORTS**

### **A. TxDOT Project Status Report**

Action       Possible Action       Information  
**Presenter:**      **TxDOT**

**B. Cameron County RMA**

Action       Possible Action       Information  
**Presenter:**      **Pete Sepulveda**

**C. Hidalgo County RMA**

Action       Possible Action       Information  
**Presenter:**      **Eric Davila**

**D. McAllen Metro**

Action       Possible Action       Information  
**Presenter:**      **Jon Bocanegra**

**E. Brownsville Metro**

Action       Possible Action       Information  
**Presenter:**      **Antonio Zubieta**

**F. Valley Metro**

Action       Possible Action       Information  
**Presenter:**      **Nancy Sanchez**

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

**VII. Next Meeting:** The next "Virtual Meeting" of the RGVMPPO Technical Advisory Committee is scheduled for **10:00 am on April 14, 2022.**

**RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION  
TECHNICAL ADVISORY COMMITTEE  
VIRTUAL MEETING  
FEBRUARY 10, 2022**

**I) CALL TO ORDER**

JP Terrazas (City of Mission) 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:**

<b>MEMBERS PRESENT</b>	
<b>ENTITY</b>	<b>VOTING MEMBERS</b>
City of Mission	JP Terrazas, Chairman
Cameron County	Benjamin Worsham, Vice Chairman
City of Brownsville	Joel Garza
City of Edinburg	Tom Reyna
City of Harlingen	Anna Hernandez
City of McAllen	Rene Gonzalez
City of Pharr	Omar Anzaldua
City of San Benito	Manny De La Rosa
Hidalgo County	Armando Garza, Jr.
TxDOT Pharr District	Melba Schaus
Valley Metro	Nancy Sanchez
Cameron County RMA	Pete Sepulveda
Hidalgo County RMA	Eric Davila
Brownsville Metro	Antonio Zubieta
Port of Brownsville	<b>ABSENT</b>
Port of Harlingen	<b>ABSENT</b>
Port Isabel-San Benito Navigation District	<b>ABSENT</b>
Cameron County Spaceport Dev. Corp.	Mark Yates
<b>GUEST</b>	
LRGVDC	Manuel Cruz
<b>STAFF</b>	
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:**

- December 2, 2021
- January 16, 2022 – No Meeting Held

**Mr. Terrazas, Chairman (City Mission) asked if there were any corrections to the minutes of December 2, 2021.**

**No other corrections were noted to the minutes of December 2, 2021, City of Edinburg made a motion to approve the Minutes of December 2, 2021, as presented by staff. The motion was seconded by City of Brownsville; and upon a vote, the motion carried unanimously.**

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

Eva Garcia, reported 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. To ensure transparency with the RGVMPO's policymakers and transportation professionals, RGVMPO Staff will report on the status of all active transportation alternatives project funded through the RGVMPO's Category 9 (TASA) funds/apportionment. Additionally, the RGVMPO Technical Advisory Committee and Transportation Policy Board approved/adopted the RGVMPO 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.

City of McAllen requested exploring Bike counters setup in the McAllen Area. Staff will be working with TTI on how /what options can be explored in the McAllen Area.

**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.**

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

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

City Pharr gave a brief update on the TRI -City Pedestrian Safety Improvement Program.

TxDOT advise TAC members on the importance of updating prior to the Amendment to avoid delays on Letting Projects.

Staff and TxDOT partners, intend to continue to ensure transparency with the RGVMPO's policymakers and transportation professionals.

**After some discussion on this item, Chairman Terrazas moved on to the next item on the agenda, since this item was only for discussion and review**

## **4 Discussion and Action on 2021 Thoroughfare Plan Amendments**

Staff presented the 2021 Annual Thoroughfare Plan Amendment for approval. Staff noted that there were (7) request received and are supported by a Resolution contained in the packet. Staff 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.

**No further discussion took place on this item, Hidalgo County made a motion to approve the 2021 Thoroughfare Plan Amendment as presented by staff. The motion was seconded by the City of Edinburg and upon a vote, the motion carried unanimously.**

**5. Discussion and Action on Federal Functional Classification Requests**

Luis Diaz noted that staff is seeking approval for the Federal Functional Classification of East Loop CSJ. 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.

**No further discussion took place on this item, HCRMA made a motion to approve the Federal Functional Classification Request as presented by staff. The motion was seconded by City of Brownsville; and upon a vote, the motion carried unanimously.**

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

Miguel Arispe noted that Staff is seeking approval to support the 2022 Safety Targets as adopted by TXDOT. 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 RGVMPPO 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.

**No discussion took place on this item, HCRMA made a motion to Adopt the Safety Targets Established by the Texas Department of Transportation as submitted by staff. The motion was seconded by the Cameron County and upon a vote, the motion carried unanimously.**

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

Melba Schaus provided an update on a Table for the Cat 2 Projects in the 2022 UTP, projects have shifted out a year due to fiscal constraint and/or project development. These changes are represented by the red text on the table provided. **(See Attachment).**

The 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. If any changes are needed, they will be brought back to Policy for approval and recommendation.

**After some discussion on this item, City of Harlingen a motion to approve the Draft 2023 UTP CAT 2 Projects as presented by the Texas Department of Transportation. The motion was seconded by HCRMA and upon a vote, the motion carried unanimously.**

**8. Discussion on GIS Data Requests**

Fernando Cantu noted that staff is looking into updating City Limits and ETJ Boundary Data. Staff would like to take this opportunity to request from all planning partners to 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

Staff concluded by letting TAC Members know that 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 RGVMPPO 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.

**No action on this item required.**

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

Rudy Zamora informed TAC members present those updates on 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 RGVMPPO MTP will also need project updates and must be adjusted to account for inflation.

Existing projects (whether programmed into TIP or MTP years) and new projects will require submission of an update. The RGVMPPO 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.

Staff is recommending a workshop to address concerns and provide guidance regarding project updates. Proposed workshop date and time will be either for February 17, 2022, or March 17, 2022, at 2PM-4PM and the Workshop be held Virtual. (Via Microsoft Teams). Staff did make aware to TAC members that a Doodle Poll was sent out, but if a date is decided on at today's TAC meeting, please disregard any notification from the Doodle Poll sent out.

After much discussion on this item, it was the consensus of the TAC members present to hold the "Workshop March 17, 2022, at 2PM – (Via Microsoft Teams)".

Just a reminder...the TIP/MTP Project Update form can be found on our website, as well as the Category 7 Scoring Form. We kindly ask our entities to submit all Project Update forms by February 28, 2022. For Construction phases seeking Category 7 funding, and programming into TIP fiscal years 2023-2026, please submit a Category 7 scoring form as well. The deadline for Cat. 7 scoring forms is February 28, 2022.

Both forms can be found on our website at: Rio Grande Valley MPO - Call for Projects (rgvmppo.org).

**No Action on this item required.**

**10. Discussion on Updates from Federal Highway Administration for the Bipartisan Infrastructure Law (BIL). Javier Dominguez provided an overview of Highway, Transit, and Other. Staff noted that this is the first of many updates from RGVMPPO Staff regarding the newly signed Infrastructure BIL and the verbiage from FHWA and dollar amounts (Grants) that are allocated on the national and state level to each of the new, expanded, and existing programs.**

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.

Staff concluded its presentation by letting TAC members present know that a Link will be provided on the information presented with the list of "Competitive Grant Programs in the (BIL) to launch over the course of the next year.

**No Action on this item required.**



**11. Discussion on a Regional Complete Streets Policy**

Chris Nelson noted that 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.

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.

City of Brownsville also recommended that staff investigate Vision Zero.

Staff concluded by letting TAC members know that staff will be working with local municipalities on drafting the "Complete Street Policies" to be adopted by both the TAC and Policy Committees.

**12. Discussion on MPO Resources for Municipal Complete Streets Policies**

RGVMPO 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.

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.

Staff noted that the City of Edinburg currently have their "Complete Street Policies" and will be reaching out to the city for request of their Policy. Staff will work on a draft and bring back to the TAC members for review and approval.

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

Staff noted that in coordination with TxDOT the RGVMPO 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.

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 RGVMPO is 39.76 miles. (Attachment part of the Packet).

Staff concluded by letting TAC members know that this item will be provided to Policy Board for their review and approval.

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 February 2, 2022, RGV TAC Packet.

- **CAT 7 Project Scoring Item Summary** – Staff will be working on the Scoring Project process for Cat 7 and updated information will be shared with TAC Members respectively.
- **Texas Transportation Forum - February 6-8, 2022, San Antonio** – Staff attended Texas Transportation Forum, in San Antonio. Several sessions took place and some of the discussion included autonomous delivery, groceries, food and more to your front door, electric vehicles, economic impacts of transportation system, Samsung's Big Move, and updates from state demographer and etc.
- **2022 TxDOT Transportation Planning Conference** – Staff will be attending the TxDOT Transportation Planning Conference scheduled May 2-6, 2022, at the Omni in Houston.
- **Functional Classification** – Staff continue to work on current Functional Classifications and will be sharing updates as provided with TAC Members.

VI) **STATUS REPORTS**

**A. TxDOT Project Status Report**

Melba Schaus, (TxDOT) provided an updated TxDOT Project Status Report within the RGVMPO area, Via Microsoft Teams. The Monthly Letting Projects provided did indicate that No Projects to be Let in January, February & March 2022. Project to be Let are from (April 2022 – December 2022). R.O.W. 2022 Expenditures deadline approaching very soon. *TxDOT Project Status Report is filed with the February 10, 2022, RGV TAC 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. South Port Connector is 100% completed, Ribbon cutting to be scheduled soon. All projects are moving forward as scheduled. Cameron County RMA report is filed with the February 10, 2022, RGV TAC 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. IBTC & 365 Projects Groundbreaking scheduled in March 2022. The Hidalgo County RMA monthly report is filed with the February 10, 2022, RGV TAC 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 February 10, 2022, RGV TAC 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 February 10, 2022, RGV TAC Packet. **( Report only, no action taken at this time).**

**F. Valley Metro**

Nancy Sanchez 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 February 10, 2022, RGV TAC Packet. **(Report on, no action taken at this time).**

**VII) NEW OR UNFINISHED BUSINESS**

NONE

**VIII) ADJOURNMENT:**

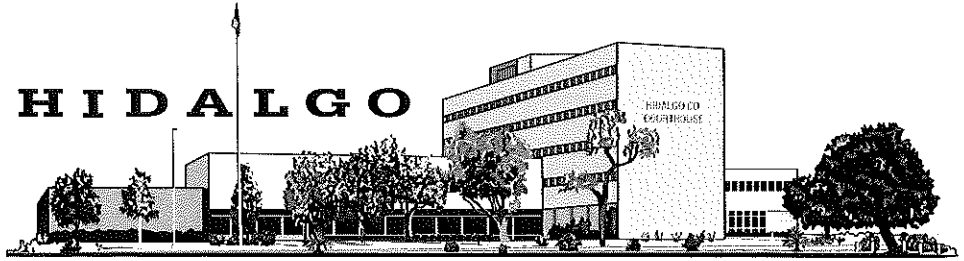
*There being no further business to come before the RGVTAC Members, Chairman Terrazas called for a motion to adjourn. Cameron County made a motion to adjourn the meeting at 11:47 AM. The motion was seconded by City of Harlingen; and upon a vote, the motion carried unanimously.*

DRAFT

# COUNTY *of* HIDALGO

**ELLIE TORRES**

1051 N. DOOLITTLE RD.  
EDINBURG, TEXAS 78542  
OFFICE: (956) 383-3112  
FAX: (956) 381-5905



COUNTY COMMISSIONER, PCT. No. 4

February 11, 2022

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

**RE: Russell Road Project  
From FM 2220 (Ware Road) to Rooth Road (1.0 mile)  
Hidalgo County, Texas  
CSJ: 0921-02-362**

Dear Mr. Canon:

Hidalgo County Precinct #4 would like to formally request the Functional Classification (FC) of the subject project as a minor collector from the RGVMPPO and subsequently the Federal Highway Administration (FHWA).

### **Justification**

The construction of the Tres Lagos community has created an increase in development within Hidalgo County and the City of McAllen. The community added parks, residences, schools, and commercial areas. The railroad relocation indirectly provided a new corridor through the city. East-west access to the facility requires traffic to stop at FM 2220 (Ware Rd.) and turn either north to access FM 1925 or south to access Russell Road.

The scope of the Russell Road project is to provide a four-lane urban roadway on new location. The project would provide a direct connection to Tres Lagos development, two major commuter roadways (FM 2220 and Rooth Road), and connect existing residential neighborhoods, schools, parks, and commercial developments in the area. The purpose of the project is to improve safety, connectivity, and mobility within the city of McAllen, Edinburg, and Hidalgo County.

The Hidalgo County Precinct #4 has begun developing the preliminary engineering and environmental documents; however, to proceed with project development, the project must be functionally classified. The project is listed in RGVMPPO Transportation Improvement Plan (TIP) in fiscal year (FY) 2024. It is anticipated to be let in 2024 and open to traffic in 2026.

The completion of this segment would connect two major collectors (FM 2220 and Rooth Road). An interlocal agreement is currently under development with Hidalgo County and the City of McAllen.

Hidalgo County Precinct #4 respectfully requests that the Russell Road project be functionally classified as a Minor Collector roadway.

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

- Attachment A – Location Map

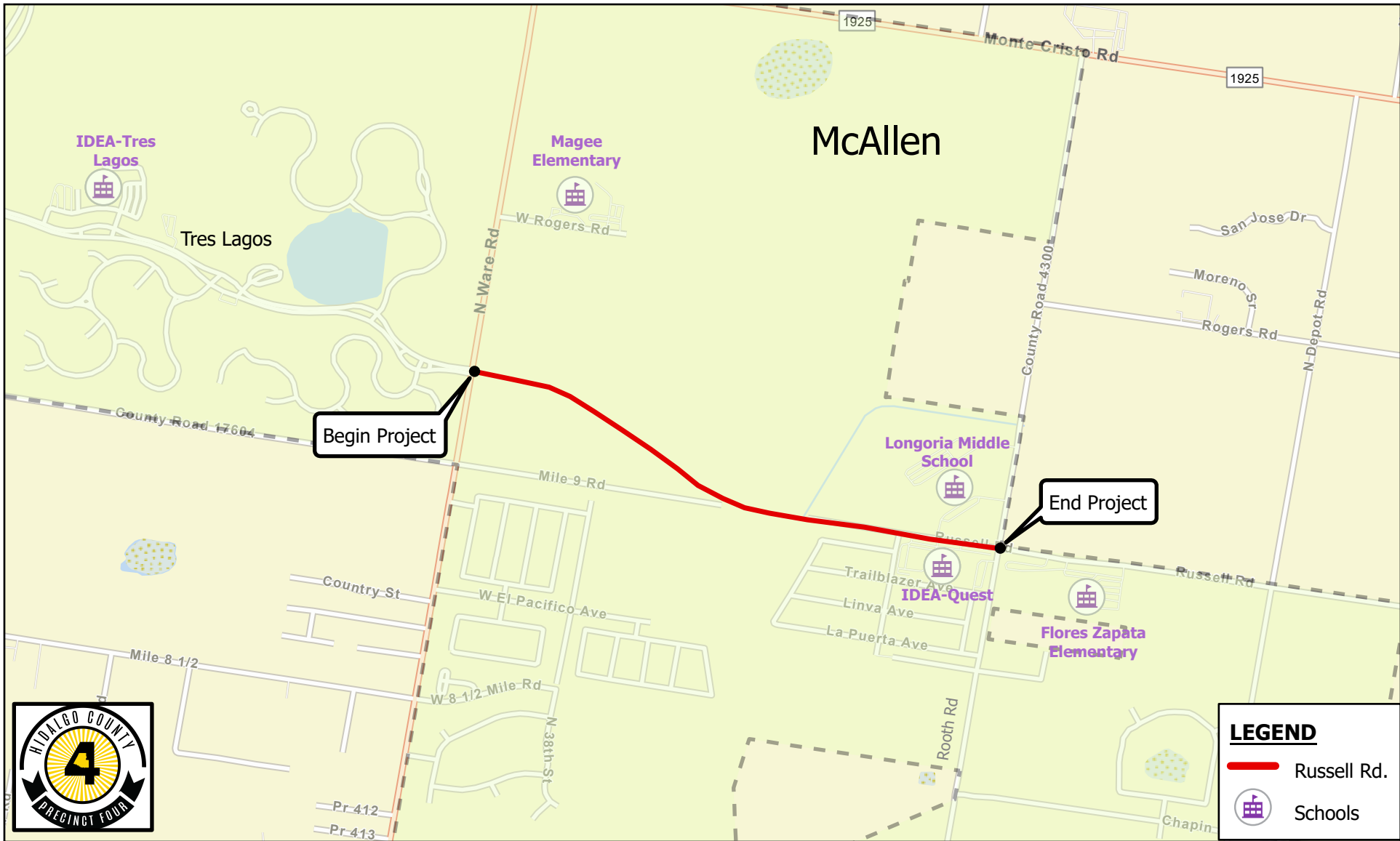
If you need any additional information or have any questions, please contact me at (956) 383-3112.

Sincerely,



Commissioner Ellie Torres  
Hidalgo County Precinct #4

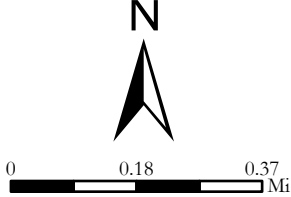
cc. Eddie Trevino, RGVMPPO Chairman, Cameron County Judge  
Pete Alvarez, P.E., TxDOT Pharr District Engineer  
Melba Schaus, P.E., TxDOT Planning Director  
Roy Rodriguez, P.E., City Manager, City of McAllen  
Eduardo Mendoza, P.E., Director of Engineering, City of McAllen



# Russell Road Location Map

From FM 2220 (Ware Rd.) to Rooth Road (1.0 mi)

2022



Coordinate System: GCS WGS 1984 Texas Parks & Wildlife, CONANP, Esri, HERE, Garmin, FAO, NOAA, USGS, EPA, NPS, Esri Community Maps Contributors, Texas Parks & Wildlife, CONANP, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc., METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

THE STATE OF TEXAS    )  
  )  
COUNTY OF HIDALGO    )

KNOW ALL MEN BY THESE PRESENTS:

This contract is made, entered and executed between the **Lower Rio Grande Valley Development Council (LRGVDC)**, which is the designated administrative agent for the **Rio Grande Valley Metropolitan Planning Organization (RGVMPO)** of the **Brownsville, Harlingen and Hidalgo County** urbanized area(s), hereinafter called the “**RGVMPO**,” and **CoPLAN, LLC**. hereinafter called the “**Consultant**.”

**W I T N E S S E T H**

**WHEREAS**, pursuant to provisions of 23 USC 134, the Governor of the State of Texas has designated the **RGVMPO** to be the single-focus planning organization for the **Brownsville, Harlingen and Hidalgo County** urbanized area and has executed an agreement to effectuate the designation; and,

**WHEREAS**, pursuant to the Governor's designation and in compliance with applicable federal, state, and local laws, regulations, and ordinances, the **RGVMPO** has developed and maintains a current Unified Planning Work Program which outlines work tasks and estimated expenditures; and,

**WHEREAS** the current Unified Planning Work Program authorizes the **RGVMPO** to engage a consultant to **provide congestion management and transportation planning services**, and the **Consultant** has proposed a plan to complete the task, and the **RGVMPO** has accepted the proposal.

**NOW THEREFORE**, in consideration of the premises and of the mutual covenants and agreements of the parties hereto, the **Lower Rio Grande Valley Development Council (LRGVDC)** acting as the administrative agent for the **RGVMPO**, and the **Consultant** do mutually agree as follows.

**A G R E E M E N T**

**Article 1 Contract Period**

This contract becomes effective when fully executed by all parties hereto or on **March 31, 2022** whichever occurs **earlier** and shall terminate upon the **RGVMPO's** final approval of work completed by the **Consultant** or on **Friday, December 30, 2022**, whichever occurs earlier, unless otherwise terminated or modified as hereinafter provided.

**Article 2 Responsibilities of the Parties**

The **Consultant** shall undertake and complete the task as described in Attachment A, Approved Project Description, and in accordance with all terms and conditions included hereinafter. The **RGVMPO** shall provide assistance as appropriate and as specified in said Attachment A, including approval of all work.

### **Article 3 Compensation**

The maximum amount payable under this contract shall not exceed the amount of **\$195,030.00**. An amount shall be paid by the **RGVMPO** to the **CONSULTANT** monthly upon receipt of an invoice for payment from the **CONSULTANT** specifying that he has performed a certain percentage of the work under this Contract as outlined in Attachments A and B and is entitled to receive the amount invoiced under the terms of the Contract, provided, however, that the RGVMPO will retain fifteen percent (15%) of the amount invoiced until successful completion of all work in accordance with this Agreement. **The Retainage shall be paid upon final acceptance by the RGVMPO of the project deliverables.**

**All payments made hereunder will be made on the basis of reimbursement of actual costs incurred, not to exceed the limits authorized in Attachment B, Approved Project Budget.**

To be eligible for reimbursement, a cost must be incurred within the contract period specified in Article 1 above and be authorized or not prohibited in Attachment B, Approved Project Budget. **All costs must be supported by source documents, which comply with generally accepted accounting practices.**

Payment of costs incurred is further governed by cost principles outlined in the Federal Acquisition Regulation, Part 31, Subpart 31.2, Contracts with Commercial Organizations.

### **Article 4 Contract Amendments**

Significant changes in the terms and conditions of this contract can be made only by written amendment executed by the parties hereto prior to the changes being made. Any such amendment must be approved by the Texas Department of Transportation before the changes are made.

### **Article 5 Additional Work**

If the **Consultant** is of the opinion that any work it has been directed to perform is beyond the scope of this contract and constitutes additional work, the **Consultant** shall promptly notify the **RGVMPO** in writing. In the event that the **RGVMPO** finds that such work does constitute additional work, the **RGVMPO** shall so advise the **Consultant** and provide compensation for doing the work on the same basis as the original work or the **RGVMPO** shall advise the **Consultant** not to perform the work. If the compensation for the additional work will cause the maximum amount payable to be exceeded, a written amendment will be executed. Any amendment so executed must be approved within the contract period specified in Article 1.



## **Article 6 Changes in Work**

When the approved project description requires a completed work product, the **RGVMPO** will review the work as specified in the approved project description. If the **RGVMPO** finds it necessary to request changes in previously satisfactorily completed work or parts thereof, the **Consultant** will make such revisions as requested and directed by the **RGVMPO**. Such work will be considered as additional work and subject to the requirements established in Article 5.

If the **RGVMPO** finds it necessary to require the **Consultant** to revise completed work to correct errors appearing therein, the **Consultant** will make such corrections, and no compensation will be paid for the corrections.

## **Article 7 Indemnification**

The **Consultant** shall save harmless the **RGVMPO** from all claims and liability **arising out of third-party claims for bodily injury (including death) and damage to tangible property** due to the negligent acts or omissions of the **Consultant**, its agents or employees. The **Consultant** also agrees to save harmless the **RGVMPO** from any and all expenses, including attorney fees, all court costs and awards for damages, incurred by the **LRGVDC** and **RGVMPO** in litigation or otherwise resisting such claims or liabilities to the extent caused by **Consultant**, its agents or employees.

Further, the **Consultant** agrees to protect, indemnify, and save harmless the **RGVMPO** from and against all claims, demands and causes of action of every kind and character brought by any employee of the **Consultant** against the **RGVMPO** due to personal injuries and/or death to such employee resulting from any alleged negligent act, by either commission or omission on the part of the **Consultant** or the **RGVMPO**.

## **Article 8 Inspection of Work**

The **RGVMPO**, the State of Texas, and the U.S. Department of Transportation, and any authorized representative thereof, have the right at all reasonable times to inspect or otherwise evaluate the work performed or being performed hereunder and the premises on which it is being performed.

If any inspection or evaluation is made on the premises of a subcontractor, the **Consultant** shall provide and require his subcontractor to provide all reasonable facilities and assistance for the safety and convenience of the inspectors in the performance of their duties. All inspections and evaluations shall be performed in such a manner as will not unduly delay the work.

## **Article 9 Disputes**

The **Consultant** shall be responsible for the settlement of all contractual and administrative issues for which is legally liable arising out of procurement entered into in support of contract work. The **RGVMPO** shall act as referee in all disputes regarding non-procurement issues, and the **RGVMPO's** decision shall be final and binding.

## **Article 10 Non-collusion**

The **Consultant** warrants that they have not employed or retained any company or person, other than a bona fide employee working for him, to solicit or secure this contract, and that they have not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift, or any other consideration contingent upon or resulting from the award or making of this contract. If the **Consultant** breaches or violates this warranty, the **RGVMPO** shall have the right to annul this contract without liability or, in its discretion, to deduct from the contract price or consideration, or otherwise recover the full amount of such fee, commission, brokerage fee, gift, or contingent fee.

## **Article 11 Reporting**

The **Consultant** shall submit monthly performance reports that provide as a minimum (1) a comparison of actual accomplishments to the goals established for the period, (2) reasons why established goals were not met, if appropriate, and, (3) other pertinent information including, when appropriate, analysis and explanation of cost overruns or high unit costs.

The **Consultant** shall submit a final report within 30 days before completion of the contract.

The **Consultant** shall promptly advise the **RGVMPO** in writing of events which have a significant impact upon the contract, including:

1. Problems, delays, or adverse conditions, which will materially affect the ability to attain program objectives, prevent the meeting of time schedules and goals, or preclude the attainment of project work units by established time periods. This disclosure shall be accompanied by a statement of the action taken, or contemplated, and any assistance needed to resolve the situation.
2. Favorable developments or events that enable meeting time schedules and goals sooner than anticipated or producing more work units than originally projected.

## Article 12 Records

The **Consultant** agrees to maintain all books, documents, papers, accounting records, and other evidence pertaining to costs incurred and work performed hereunder and shall make such materials available at its office during the contract period and for three years from the date of final payment under contract. Such materials shall be made available during the specified period for inspection by the authorized representatives of the **RGVMPO**, the State of Texas, the U.S. Department of Transportation and the Office of the Inspector General, for the purpose of making audits, examinations, excerpts, and transcriptions.

## Article 13 Subcontracts

Any subcontract for professional services rendered by individuals or organizations not a part of the **Consultant's** organization **shall be executed without prior authorization and approval of the subcontract by the RGVMPO.**

Subcontracts in excess of \$25,000 shall contain all required provisions of this contract.

No subcontract will relieve the **Consultant** of its responsibility under this contract.

## Article 14 Termination

The **RGVMPO** may terminate this contract in part or in whole at any time before the date of completion whenever it is determined that the **Consultant** has failed to comply with the conditions of the contract and has been given notice of same with a reasonable time to cure. The **RGVMPO** shall give written notice to the **Consultant** at least seven days prior to the effective date of termination and specify the effective date of termination and the reason for termination.

If both parties to this contract agree that the continuation of the contract in whole or in part would not produce beneficial results commensurate with the further expenditure of funds, the parties shall agree upon the termination conditions, including the effective date and, in the case of partial terminations, the portion to be terminated.

Upon termination of this contract, whether for cause or at the convenience of the parties hereto, all finished or unfinished documents, data, studies, surveys, reports, maps, drawings, models, photographs, etc., prepared by the **Consultant** shall, at the option of the **RGVMPO**, be delivered to the **RGVMPO** with no restriction on future use.

The **RGVMPO** shall compensate the **Consultant** for those eligible expenses incurred during the contract period, which are directly attributable to the completed portion of the work covered by this contract, provided that the work has been completed in a manner satisfactory and acceptable to **RGVMPO**. The **Consultant** shall not incur new obligations for the terminated portion after the effective date of termination.

Except with respect to defaults of subcontractors, the **Consultant** shall not be in default by reason of any failure in performance of this contract in accordance with its terms (including any failure by the **Consultant** to progress in the performance of the work) if such failure arises out of causes beyond the control and without the default or negligence of the **Consultant**. Such causes may include but are not limited to acts of God or of the public enemy, acts of the Government in its sovereign or contractual capacity, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, terrorism and unusually severe weather. In every case, however, the failure to perform must be beyond the control and without the fault or negligence of the **Consultant**.

### **Article 15 Remedies**

Violation or breach of contract terms by the **Consultant** shall be grounds for termination of the contract, and any increased cost arising from **Consultant's** default, breach of contract, or violation of terms shall be paid by the **Consultant**.

This agreement shall not be considered as specifying the exclusive remedy for any default, but all remedies existing at law and in equity may be availed of by either party and shall be cumulative.

### **Article 16 Compliance with Laws**

The **Consultant** shall comply with all applicable Federal, State, and local laws, statutes, ordinances, rules and regulations, and the orders and decrees of any courts or administrative bodies or tribunals in any matter affecting the performance of this contract, including, without limitation, workers' compensation laws, minimum and maximum salary and wage statutes and regulations, and licensing laws and regulations. When required, the **Consultant** shall furnish the **RGVMPO** with satisfactory proof of its compliance therewith.

### **Article 17 Successors and Assigns**

The **LRGVDC** and **RGVMPO** and the **Consultant** each binds itself, its successors, executors, assigns and administrators to the other party to this agreement and to the successors, executors, assigns administrators of such other party in respect to all covenants of this agreement. Neither the **RGVMPO** nor the **Consultant** shall assign, sublet, or transfer its interest in this agreement without written consent of the other.

### **Article 18 Ownership of Documents**

Upon completion or termination of this contract, all documents prepared by the **Consultant** under this contract or furnished to the **Consultant** by the **RGVMPO** shall be delivered to and become the property of the **RGVMPO**. All sketches, photographs, calculations, and other data prepared under this contract shall be made available, upon request, to the **RGVMPO** without restriction or limitation of further use. However any reuse by **RGVMPO** beyond the specific purpose intended under this agreement will be at the reuser's sole risk without liability or legal exposure to the **Consultant**.

## **Article 19 Signatory Warranty**

The undersigned signatory for the **Consultant** hereby represents and warrants that he/she is an officer of the organization for which he/she has executed this contract and that he/she has full and complete authority to enter into this contract on behalf of his/her entity.

## **Article 20 Consultant Resources**

The **Consultant** represents that it presently has adequate qualified personnel in its employment for performance of services required under this contract, or will be able to obtain such personnel from sources other than the **RGVMPO**.

Unless otherwise specified, the **Consultant** shall furnish all equipment, materials, and supplies required to perform the work authorized herein.

All employees of the **Consultant** shall have such knowledge and experience as will enable them to perform the duties assigned to them. Any employee of the **Consultant** who, in the opinion of the **RGVMPO**, is incompetent, or whose conduct becomes detrimental to the work, shall immediately be removed from association with the project.

## **Article 21 Equal Employment Opportunity**

The **Consultant** agrees to comply with Executive Order 11246 entitled "Equal Employment Opportunity" as amended by Executive Order 11375 and as supplemented in Department of Labor Regulations (41 CFR 60).

## **Article 22 Nondiscrimination**

During the performance of this contract, the **Consultant**, its assigns and successors in interest, agrees as follows:

- 1. Compliance with Regulations:** The **Consultant** shall comply with the regulations relative to nondiscrimination in federally- assisted programs of the U.S. Department of Transportation, Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21 (Nondiscrimination in Federally-Assisted Programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act of 1964) and Title 23, Code of Federal Regulations, Part 710.405(b), as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.
- 2. Nondiscrimination:** The **Consultant**, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, sex, or national origin in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The **Consultant** shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 and Part 710.405(b) of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulation 710.405(b)

3. **Solicitations for Subcontracts, Including Procurement of Materials and Equipment:** In all solicitations either by competitive bidding or negotiation made by the **Consultant** for work to be performed under a subcontract, including procurement of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the **Consultant** of the **Consultant's** obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, sex, or national origin.
4. **Information and Reports:** The **Consultant** shall provide all information and reports required by the Regulations, or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the State Department of Transportation or the U.S. Department of Transportation to be pertinent to ascertain compliance with such Regulations or Directives. Where any information required of the **Consultant** is in exclusive possession of another who fails or refuses to furnish this information, the **Consultant** shall so certify to the **RGVMPO**, State Department of Transportation or the U.S. Department of Transportation as appropriate, and shall set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of the **Consultant's** noncompliance with the nondiscrimination provisions of this contract, the Texas Department of Transportation shall impose such contract sanctions as it or the U.S. Department of Transportation may determine to be appropriate, including but not limited to:
  - Withholding of payments to the **Consultant** under the contract until the **Consultant** complies; and/or,
  - Cancellation, termination, or suspension of the contract in whole or in part.
6. **Incorporation of Provisions:** The **Consultant** shall include the provisions of paragraphs 1 through 6 in every subcontract, including procurement of materials and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto. The **Consultant** shall take such action with respect to any subcontract or procurement as the **RGVMPO** may direct as a means of enforcing such provisions including sanctions for noncompliance; provided, however, that in the event the **Consultant** becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the **Consultant** may request the **RGVMPO** to enter into such litigation to protect the interests of the **RGVMPO**; in addition, the **Consultant** may request the United States to enter into such litigation to protect the interests of the United States.

## **Article 23 Minority Business Enterprises**

It is the policy of the U.S. Department of Transportation that Minority Business Enterprises as defined in 49 CFR 26, exclusive of Subpart D, applies to this contract as follows:

- The **Consultant** agrees to ensure that Minority Business Enterprises as defined in 49 CFR 26, Subpart A, have the maximum opportunity in the performance of contracts and subcontracts financed in whole or in part with Federal funds. In this regard, the **Consultant** shall take all necessary and reasonable steps in accordance with 49 CFR 26, exclusive of Subpart D, to ensure that Minority Business Enterprises have the maximum opportunity to compete for and perform contracts.
- The **Consultant** and any subcontractor shall not discriminate based on race, color, national origin, or sex in the award and performance of contracts funded in whole or in part with Federal funds.

These requirements shall be physically included in any subcontract. Failure to carry out the requirements set forth above shall constitute a breach of contract and, after the notification of the **RGVMPO**, may result in termination of the contract by the **RGVMPO** or other such remedy as the **RGVMPO** deems appropriate.

## **Article 24 Delinquent Tax Certification**

Pursuant to Article 2.45 of the Business Corporation Act, Texas Civil Statutes, which prohibits the State from awarding a contract to a corporation that is delinquent in paying taxes under Chapter 171, Tax Code, the **Consultant** hereby certifies that it is not delinquent in its Texas franchise tax payments, or that it is exempt from or not subject to such tax. A false statement concerning the corporation's franchise tax status shall constitute grounds for cancellation of the contract at the sole option of the State.

## **Article 25 Limitation of Liability**

The total aggregate liability of **Consultant** arising out of the performance or breach of this contract shall not exceed the total amount of compensation paid to Consultant under this contract. Notwithstanding any other provision of this contract, **Consultant** shall have no liability to **RGVMPO** for contingent, consequential or other indirect damages including, without limitation, damages for loss of use, revenue or profit; operating costs and facility downtime; or other similar business interruption losses, however the same may be caused. The limitations and exclusions of liability set forth in this paragraph shall apply regardless of the fault, breach of contract, tort (including negligence), strict liability or otherwise of **Consultant**, its employees or sub-consultants.

**Article 26 Recycled Products**

The Contractor agrees to comply with all the requirements of Section 6002 of the Resource Conservation and Recovery Act (RCRA), as amended (42 U.S.C. 6962), including but not limited to the regulatory provisions of 40 CFR Part 247, and Executive Order 12873, as they apply to the procurement of the items designated in Subpart B of 40 CFR Part 247.

**Article 27 Energy Conservation**

The Contractor agrees to comply with the mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act, as amended, 42 U.S.C. 6321 et. Seq. and 49 CFR Part 18.

**Article 28 Federal Changes**

The Contractor agrees to comply, at all times, with all applicable Federal regulations, policies, procedures and directives, as they may be amended or promulgated from time to time during the term of this Agreement. The Contractor’s failure to so comply shall constitute a material breach of this Agreement.

**IN WITNESS WHEREOF, THE PARTIES HERETO HAVE EXECUTED DUPLICATE COUNTERPARTS TO EFFECTUATE THIS AGREEMENT.**

**LRGVDC**

**CONSULTANT**

By \_\_\_\_\_

By \_\_\_\_\_

Title Executive Director LRGVDC

Title \_\_\_\_\_

Date \_\_\_\_\_

Date \_\_\_\_\_

**Attest**

**Attest**

By \_\_\_\_\_

BY \_\_\_\_\_

Title Executive Director RGVMPD

Title \_\_\_\_\_

DATE \_\_\_\_\_

DATE \_\_\_\_\_



# DEBARMENT CERTIFICATION

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

---

\* Federal, state or local

---

Signature of Certifying Official

---

Title

---

Date

Form 1734 A 4-89

# CERTIFICATION REGARDING LOBBYING

## Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for making lobbying contacts to an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions [as amended by "Government wide Guidance for New Restrictions on Lobbying," 61 Fed. Reg. 1413 (1/19/96). Note: Language in paragraph (2) herein has been modified in accordance with Section 10 of the Lobbying Disclosure Act of 1995 (P.L. 104-65, to be codified at 2 U.S.C. 1601, *et seq.*)]
- (3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31, U.S.C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

[Note: Pursuant to 31 U.S.C. § 1352(c)(1)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such expenditure or failure.]

The Contractor, \_\_\_\_\_ certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. A 3801, *et seq.*, *apply* to this certification and disclosure, if any.

\_\_\_\_\_ Signature of Contractor's Authorized Official

\_\_\_\_\_ Name and Title of Contractor's Authorized Official

\_\_\_\_\_ Date



### STANDARD DOT TITLE VI ASSURANCES

The \_\_\_\_\_ (hereinafter referred to as the "Recipient")  
HEREBY AGREES THAT as a condition to receiving any Federal financial assistance from the Department of Transportation it will comply with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d-42 U.S.C. 2000d-4 (hereinafter referred to as the Act), and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the Regulations) and other pertinent directives, to the end that in accordance with the Act, Regulations, and other pertinent directives, no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives Federal financial assistance from the Department of Transportation, including the Texas Department of Transportation, and HEREBY GIVES ASSURANCE THAT it will promptly take any measures necessary to effectuate this agreement. This assurance is required by subsection 21.7(a)(1) of the Regulations, a copy of which is attached.

More specifically and without limiting the above general assurance, the Recipient hereby gives the following specific assurances with respect to the programs administered by the Recipient.

1. That the Recipient agrees that each "program" and each "facility" as defined in subsections 21.23(e) and 21.23(b) of the Regulations, will be (with regard to a "program") conducted, or will be (with regard to a "facility") operated in compliance with all requirements imposed by, or pursuant to, the Regulations.

2. That the Recipient shall insert the following notification in all solicitations for bids for work or material subject to the Regulations and made in connection with all programs administered by the Recipient and, in adapted form in all proposals for negotiated agreements:

The Recipient, in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will

affirmatively insure that in any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

3. That the Recipient shall insert the clauses of Appendix A of this assurance in every contract subject to the Act and the Regulations.

4. That the Recipient shall insert the clauses of Appendix B of this assurance, as a covenant running with the land, in any deed from the United States effecting a transfer of real property, structures, or improvements thereon, or interest therein.

5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.

6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the assurance shall extend to rights to space on, over or under such property.

7. That the Recipient shall include the appropriate clauses set forth in Appendix C of this assurance, as a covenant running with the land, in any future deeds, leases, permits, licenses, and similar agreements entered into by the Recipient with other parties: (a) for the subsequent transfer of real property acquired or improved under the programs administered by the Recipient; and (b) for the construction or use of or access to space on, over or under real property acquired, or improved under the programs administered by the Recipient.

8. That this assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property or interest therein or structures or improvements thereon, in which case the assurance obligates the Recipient or any transferee for the longer of the following periods: (a) the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or (b) the period during which the Recipient retains ownership or possession of the property.

9. The Recipient shall provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he delegates specific authority to give reasonable guarantee that it, other recipients, subgrantees,

contractors, subcontractors, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Act, the Regulations and this assurance.

10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations, and this assurance.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all Federal grants, loans, contracts, property, discounts or other Federal financial assistance extended after the date hereof to the Recipient by the Department of Transportation under the programs administered by the Recipient and is binding on it, other recipients, subgrantees, contractors, subcontractors, transferees, successors in interest and other participants in the programs administered by the Recipient. The person or persons whose signatures appear below are authorized to sign this assurance on behalf of the Recipient.

DATED \_\_\_\_\_

by \_\_\_\_\_  
Name and Title of Authorized Official

Attachments  
Appendices A, B, and C, and Attachment 1

## APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

(1) Compliance with Regulations: The contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the Department of Transportation (hereinafter, "DOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

(2) Nondiscrimination: The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

(3) Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.

(4) Information and Reports: The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the Texas Department of Transportation to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information the contractor shall so certify to the Recipient, or the Texas Department of Transportation as appropriate, and shall set forth what efforts it has made to obtain the information.

(5) Sanctions for Noncompliance: In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the Recipient shall impose such



contract sanctions as it or the Texas Department of Transportation may determine to be appropriate, including, but not limited to:

(a) withholding of payments to the contractor under the contract until the contractor complies, and/or (b) cancellation, termination or suspension of the contract, in whole or in part.

(6) Incorporation of Provisions: The contractor shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The contractor shall take such action with respect to any subcontract or procurement as the Recipient or the Texas Department of Transportation may direct as a means of enforcing such provisions including sanctions for non-compliance: Provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the Recipient to enter into such litigation to protect the interests of the Recipient, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

**ATTACHMENT “A”**  
**SCOPE OF SERVICES**

**PROJECT PARAMETERS**

The following assumptions pertain to the provision of Basic Services:

- A. The PROJECT will consist of the following activities, as requested by the RGV MPO:
  - Task 1.0 Congestion Management Process Data Collection (**Winter 2019**):
    - 1.1 Mapping
    - 1.2 Travel times on included roadways
    - 1.3 Summary of travel times and respective congestion indices
    - 1.4 Volume Based Performance Measure
    - 1.5 Ranking of congested segments
    - 1.6 Recommendations for improvements for congested segments
    - 1.7 Operational Case-Study
      - 1.7.1 Traffic Signal Hardware Assessment and Prioritization
      - 1.7.2 Based on findings and related costs, review and update recommended prioritization for TAC approval
      - 1.7.3 Develop planning level Regional Synchro Model
      - 1.7.4 Based on anticipated delay reduction, review and update recommended prioritization for TAC approval
    - 1.8 Implement Recommended Signal Timing
    - 1.9 Presentation of preliminary and final report to the MPO Technical Committee and the MPO Policy Committee
  - Task 2.0 Additional Elements
  - Task 3.0 Deliverables
- B. PROJECT is located within Hidalgo and Cameron Counties, Texas
- C. Notice to Proceed will be received in **November 2019**
- D. Field travel times will be performed starting **January 2020**.
- E. Final deliverable, including a presentation to the RGV MPO Policy, is estimated to be in late **2020** (depending on production schedule for tasks responsible by others).
- F. Items not directly described within this scope (i.e. tasks, additional copies or report, etc.) will be considered additional services and will require an agreement on scope and fee between the RGV MPO and **CoPLAN, LLC** prior to work being completed.
- G. Travel Time runs will be limited to **1,000** centerline miles of roadway for the **Winter 2019** Study.
- H. All GIS files will be prepared in ArcGIS 10+.
- I. Three (3) travel time runs will be performed in each direction during both the AM and PM peak periods.
- J. The AM peak period will be 7-9 AM and the PM peak period will be 4-6 PM.
- K. Selected routes and applicable centerline mileage will be measured from one end to the other not

accounting for breaks in the segments within the route. Breaks in the routes do not reduce the required time to drive the corridor since the driver will still have to drive the eliminated segment to get to the next area.

## **TASK 1.0 Congestion Management Process Data Collection – Winter 2019**

### **1.1 Mapping**

- Integrate available database results for the now merged MPOs including: Hidalgo, Harlingen-San Benito, and Brownsville
- Identify the regional network up to 1,000 centerline miles (supplement recent network for the Brownsville MPO)
- The selected network will be geo-coded in the field to confirm applicable roadway attributes.
- The attributes for those routes previously included in past studies will be field verified and updated in GIS (i.e. changes in speed limits and new signals)

### **1.2 Travel Times on included roadways**

- Three (3) travel time runs in each direction will be completed during the AM (7:00- 9:00) and PM (4:00-6:00) peak periods for a maximum of 1,000 centerline miles.

### **1.3 Summary of Travel Times and Respective Congestion Indices**

- Calculate the travel times for each segment of the selected roadway (a segment is defined as a link between a signal and/or stop sign on the subject roadway)
- Calculate the average segment speed based on the length and average travel time
- Calculate the segment congestion index (average segment speed divided by average posted speed for the segment)
- Compare and document 2019 "after" results to those from the 2015 CMP "before" the optimized signal timings and loop detection repairs
- In addition to performance measures calculated in previous CMP updates, CoPLAN will perform a comparison of travel time and delay to the Hidalgo Winter 2015 CMP. In the time since the most recent update in the Winter of 2015, the signal timing of many of the signals and corridors in the Hidalgo County area (approximately 100 intersections in Edinburg, McAllen, Mission, and Pharr) has been changed. The results of the travel time in 2015 will be used as "Before" while CoPLAN will use the 2020 travel time on such corridors as "After". Prior to performing the 2019 travel time runs, CoPLAN shall coordinate with the four respective cities (Edinburg, McAllen, Mission, and Pharr) to confirm that all signal timing modified is still being used in the field and that all controller clocks are in step. Any timings found to have changed or clocks out of step will be documented and included in the report. CoPLAN will document the resulting differences between the two CMP update cycles. The performance measures used include, but not limited to, travel time, delay, fuel savings, and benefit / cost.
- Evaluate the segment congestion index based on the following (can be adjusted at the direction of the committee prior to final determination of "congested segments" and recommended improvements):
  - a. 0.00 – 0.74 categorized as Congested
  - b. 0.75 – 0.99 categorized as Stable Flow
  - c. 1.00 + categorized as Free Flow

**1.4 Volume Based Performance Measure**

- RGV MPO will provide current model network in shapefile format containing volumes
- CoPLAN will conflate the model volumes and apply to respective intersection segments within the CMP linear reference system. Many of the segments will not have a direct equivalent segment. Those will require a weighted average calculation between 2 or more multiple segments.
- The resulting volume weighted performance measure will be ranked and a Top 20 list developed
- A combined performance measure will reflect the results of both the raw CI and the volume weighted delay result

**1.5 Ranking of congested corridors**

- Identify and rank those segments that encountered “congestion” in both directions for one of the periods (AM or PM) and also resulted in “congestion” in at least one of the directions in the other peak hour. Roadway segments will be ranked in order of congestion index. As detailed above, the lower the index value, the worse the congestion.

**1.6 Recommendations for improvements for congested segments**

- Prepare recommendations for improvements for those roadway segments identified in task 1.3.

**1.7 Operational Case-Study**

Up to 75 locally maintained (not TxDOT) intersections (diamond interchanges would count as 2, if maintained by a city) will be selected based on the results of the above performance measures. Ideally, the intersections will be grouped to represent corridors or segments along some of the highest ranking regionally significant roadways.

**1.7.1 Traffic Signal Hardware Assessment and Prioritization**

**“Self Assessment” with City with responsibility for maintenance**

- CoPLAN will coordinate directly with the designated representative for each City responsible for maintenance of the included signals.
- CoPLAN, along with City representative, will visit each intersection and perform assessment of the signal equipment contents, working condition, capabilities, and limitations
- Photographs will be taken in order to document the current conditions of the cabinet equipment and the intersection approaches
- The various elements of the assessment will be digitally coded and included in a database for use in GIS

**1.7.2 Based on findings and related costs, review and update recommended prioritization for TAC approval**

- Following the completion of Task 1.7.1, the results will be evaluated and used to perform a second level prioritization based on the needs of the signal hardware to accommodate the implementation of the optimized timings without the need for replacement equipment. Factors to be considered include: maintenance needs, presence of and working condition of traffic detection (loops, video, etc.), controller model and software version, communications, pedestrian amenities,

and ability to accommodate GPS clock if applicable.

- The updated prioritization will be presented to the TAC Committee for review, discussion, edits, and approval. If there are any changes in the number of intersections included, some Priority 2 intersections could be moved up and considered for inclusion. If so, those added will be considered additional services since they will need to go through Task 1.7.1 also before performing Task 1.7.2.

### 1.7.3 Develop planning level Regional Synchro Model

- **Collect intersection turning movement traffic counts**
  - All intersections, other than those previously included in recent CMP Case Studies, will have turning movement counts (TMCs) collected for 2 hours during the AM Peak period and 2 hours in the PM Peak period.
  - Traffic counts will be digitally coded and included in a database for use in GIS.
- **Review of existing timing plans**
  - CoPLAN will work with each City to collect PDF copies of the existing timing plans. These timing plans will be used to assess the existing parameters used by each City and how they may vary between adjacent cities.
- **Develop baseline signal timing optimization models**
  - The existing timing plans will be used to create the initial Synchro Baseline traffic signal model of the existing conditions.
- **Facilitate discussion with respective cities to come to agreement on corridor / intersection phasing**
  - Following the development of the baseline model, it will become apparent of timing elements that may vary between cities. CoPLAN will facilitate discussions with representatives of each city to address these differences and work through options for those corridors that serve multiple cities. It may be necessary to make some adjustments in either the model or City preferences in order to develop a model that best reflects the recommended signal phasing.
- **Develop subsequent coordinated planning level signal optimization models**
  - CoPLAN will develop the optimized traffic signal model for both AM and PM periods.
  - The model will reflect the recommended timing and include the results of discussions with each City regarding preferences for signal phasing.
- **Review recommended timing with city staff**
  - Following the development of the optimized signal models, CoPLAN will review the results with representatives of each city. CoPLAN will make any adjustments to the models based on City input following these meetings.

### 1.7.4 Based on anticipated delay reduction, review and update recommended prioritization for TAC approval

- Following the results of the optimized signal timing, the applicable performance measures will be tabulated along with those from the baseline model in Task

1.7.3.

- The potential benefits, including reduction in delays, improved travel speeds, and fuel savings will be tabulated.

**1.8 Implement Recommended Signal Timing**

- Deployment includes optimized timings for up to 75 intersections
- Coordinate with respective cities responsible for signal maintenance (Brownsville, Edinburg, Harlingen, McAllen, Mission, and Pharr)
- Oversee the entry of recommended peak period signal timing plans by city staff ahead of activation
- Activate peak period signal timing by corridor
- Observe peak period traffic and adjust signal timing splits and offsets as needed to provide best possible traffic flow for the subset of operations study intersections
- Given the duration of the peak period in the region, the observations and adjustments may take multiple peak periods to complete each corridor

**1.9 Presentation of preliminary and final report to the MPO Technical and Policy Committees**

- Present results (preliminary or final as appropriate) to the RGV MPO Technical Committee and the Policy Board
  - a. Technical Committee: date TBA
  - b. Policy: date TBA

**TASK 2.0 Deliverables – Winter 2019**

Deliverables to the MPO will be as follows:

1. Preliminary results of Task 1.1 – 1.6 will be provided to the MPO staff for review and approval. These early submittals will establish the content to be used for upcoming deliverables for all roadways and will be critical to set early in the schedule.
2. Tabulated results of the Task 1.7.1 "self assessment" including database and reference to GIS.
3. Updated tabulation of Task 1.7.2 prioritization once approved by the committee.
4. Excel and database that includes the tabulated turning movement counts (TMC) for each intersection as described in Task 1.7.3.
5. PDF's of the existing traffic signal timing plans collected in Task 1.7.1 as provided to the respective cities and referenced in GIS.
6. A CD containing the Synchro files of the baseline models as prepared in Task 1.7.3.
7. Notes and tabulations of elements identified for discussion with each City as part of Task 1.7.3. The results of said meetings will be summarized and ultimately reflected in the optimized traffic signal models.
8. A CD containing the Synchro files of the optimized models as prepared in Task 1.7.3.
9. Notes and tabulations of elements identified for discussion with each City as part of Task 1.7.3. The results of said meetings will be summarized and ultimately reflected in the final optimized traffic signal models.
10. Updated tabulation of Task 1.7.4 final prioritization once approved by the committee.
11. Set of binders with implemented signal timings for selected intersections
12. Updated Synchro traffic model that reflects adjustments made in the field based on peak period observations
13. Prepare documentation that summarizes the observed results of the implementation of the peak period signal timings
14. One (1) electronic PDF draft report will be submitted to the MPO Staff for review and comment. The report will include a tabulation of the travel times, calculated congested segments, and recommendations for improvements.
15. Thirty (30) final copies of the Congestion Management Process data collection report will be submitted to the MPO staff following the receipt and inclusion of all comments received on the draft.
16. A CD containing all documents prepared and included in the final report. This will include: Word files, tables, PowerPoint presentations, ArcGIS shape files, and Synchro modeling files.

**TASK 3.0 Additional Services (To be considered – Not included in proposed budget**

Additional services may include the following:

1. In Task 1.7.4, the updated prioritization will be presented to the TAC Committee for review, discussion, edits, and approval. If there are any changes in the number of intersections included, some Priority 2 intersections could be moved up and considered for inclusion. If so, those added will be considered additional services since they will need to go through Task 1.7.1 also before advancing.
2. Implementation of signal timing at intersections not included in listing of early deployment intersections as of date contract is executed
3. Development and / or timing plans other than AM or PM peak periods
4. Commercial Private Sector Speed Data - Over the last few years, private sector commercial traffic speed data has become more robust with coverage and sample sizes improving. The application of this data source to congestion management is something to be considered as long as the intent and focus of CMP is maintained. That said, commercial sector data is currently a link-based summary with no detail about the actual location of delay or congestion. What this means is the average speed of a segment is reported, but the details about the operations within a segment is lost and therefore, making recommendations with only this source of data is limited.

But, the benefits of such a data set open the door to a variety of key performance measures (travel time reliability, duration of congestion, etc.) and temporal analysis (seasonal variation, time of day conditions, day of week, etc.). With the purchase of a raw data set and conflation to the regional roadway network in GIS, it is possible to evaluate the performance of the network of a year vs. only three (3) runs as is currently done. The procurement of a full year data set is very cost effective. But completing an analysis of this data set and identifying the congested corridor, it would then be recommended to go collect detailed travel time results on a sub-set of the overall 1,000 centerline mile network, thus reducing the overall cost of this portion of the project.

Private sector commercial traffic data is currently being used by TxDOT to identify the Texas Top 100 congested areas for prioritization of funding.

5. Multi-modal considerations – By definition, the congestion management process is to be multi-modal. This means it is to consider transit, bike / pedestrian provisions, etc. as alternate modes to address congestion. The MPO has documented these elements in other initiatives within the planning process, but it has not been incorporated directly into the congestion management data collection. Common elements that would be incorporated include transit accessibility, presence of transit shelters, bus stop locations, bike lanes, and pedestrian/bike paths.



ATTACHMENT "B"

PROJECT BUDGET

1.0 FEE / COMPENSATION FOR SERVICES AND REIMBURSABLE EXPENSES

Direct Labor: No retainer fee is required to begin Task 1.0 for this project. Direct labor to complete the transportation planning services is described below and detailed in the **Exhibit B**.

**Lump Sum Basis**

Task 1.0 Congestion Management Process Data Collection (Winter 2019)

	Sub-Total	<u>\$ 347,897.50</u>
Task 2.0 Deliverables		<u>N/A</u>
Task 3.0 Additional Services		<u>N/A</u>
	<b>TOTAL BUDGET</b>	<b><u>\$ 347,897.50</u></b>

All supplies, printing, maps, facsimile transmissions, reproduction, and travel are included in Task 1.0.

2.0 TIMES OF PAYMENT

2.1 CONSULTANT will submit monthly invoices for work performed under the terms of this agreement including a progress report detailing effort to date and current period. Invoices will include adequate documentation to justify the percent of work complete to date. Invoices are due and payable within 20 days of receipt of invoice.

Rio Grande Valley MPO Congestion Management Data Collection – Winter 2019

**ATTACHMENT “B”  
PROJECT BUDGET**

Rio Grande Valley MPO - Congestion Management Process (Winter 2019)							18-Sep-19		
				75	Regional Intersections - Case-Study Intersections				
Personnel	Sr. Project Manager	Operations Task Manager	GIS Task Manager	Travel Time Runs / Turning Movement Counts	Local Mileage	Task Hours			
Task							Task Unit Cost (\$ / ea)	Task Budget	
Congestion Management Process Data Collection - Winter 2019							Task Hours	Task Unit Cost (\$ / ea)	Task Budget
1.1 - Mapping	40	80			3,000	120		\$21,340.00	
Update Roadway Attributes in GIS			24			24		\$3,840.00	
Integrate Historical Databases for Hidalgo, Harlingen, and Brownsville MPOs	40	60	80			180		\$29,400.00	
1.2 - Travel Times on Included Roadways	25	80		400	10,000	505		\$46,550.00	
4-weeks of TT Processing		16	60			76		\$12,000.00	
Travel Time QC		20	40			60		\$9,400.00	
1.3 - Summary of Travel Times and Respective Congestion Indices	16	40	80			136		\$21,840.00	
"After" Analysis for Winter 2019	20	40	16			76		\$12,360.00	
1.4 - Volume Based Performance Measure	8	16	24			48		\$7,760.00	
1.5 - Ranking of Congested Segments	4	20				24		\$3,760.00	
1.6 - Recommendations for Improvements	40	80				120		\$19,600.00	
1.7 - Operational Case-Study (up to 75 signalized intersections)									
1.7.1 - Traffic Signal Hardware Assessment and Prioritization (1.5 hr/int)	113					113		\$21,470.00	
1.7.2 - Based on findings and related costs, review and update recommended prioritization for TAC approval (0.25 hr/int)	19					19		\$3,610.00	
1.7.3 - Develop planning level Regional Synchro Model						0		\$0.00	
Collect intersection turning movement traffic counts (AM/PM Peaks)		19		375	750	394	\$343.80	\$25,785.00	
Review of existing timing plans (0.5 hr / int)	38					38	\$96.27	\$7,220.00	
Develop baseline signal timing optimization models (1.5 hr / int)	38	75				113	\$246.27	\$18,470.00	
Facilitate discussion with respective cities to come to agreement on corridor / intersection phasing (0.5 hr / int)	38					38	\$96.27	\$7,220.00	
Develop subsequent coordinated planning level signal optimization models (1 hr / int)	19	75				94	\$198.13	\$14,860.00	
Review recommended timing with city staff (0.25 / int)	19					19	\$48.13	\$3,610.00	
Based on anticipated delay reduction, review and update recommended prioritization for TAC approval (0.25 / int)	19					19	\$48.13	\$3,610.00	
1.7.4 - Based on anticipated delay reduction, review and update recommended prioritization for TAC approval	40					40	\$101.33	\$7,600.00	
1.8 - Implement Recommended Signal Timing									
Implement Signal Timing in Field (1.5 hr / int)	113				750	113	\$292.07	\$21,905.00	
Update Synchro Model based on Adjustments made During Implementation (0.25 hr/int)	19					19	\$47.50	\$3,562.50	
Prepare Documentation of Implementation Results (0.5 hr/int)	38					38	\$95.00	\$7,125.00	
1.9 - Presentation of Preliminary and Final Report to MPO Technical and Policy Committees	40		40			80		\$14,000.00	
Total Hours	745	621	364	775	14,500	2505			
Rate	\$190.00	\$150.00	\$160.00	\$60.00	\$0.580				
Staff Effort	\$141,597.50	\$93,150.00	\$58,240.00	\$46,500.00	\$8,410.00			\$347,897.50	

## SERVICES BY THE RGVMPPO

- 1.0 In general, the **RGVMPO** and its representatives to their best of their efforts will render services as follows:
  - 1.1 Provide full information as to the **RGVMPO's** requirements for the PROJECT.
  - 1.2 Assist the **Consultant** by placing at his disposal all available written data pertinent to previous operation, reports and any other data affecting the PROJECT.
  - 1.3 Respond promptly in writing to requests by the **Consultant** for authorization to proceed with specific activities deemed desirable.
  - 1.4 Examine documents submitted by the **Consultant** and render decisions pertaining thereto, promptly, to avoid unreasonable delay in the progress of the **Consultant** services.
  - 1.5 Furnish information required of him as expeditiously as necessary for the orderly progress of the work.
  - 1.6 Collect and supply CADD files, ArcView shape files, and any other available mapping of study roadways. This will include all available documentation of roadway cross-sections, segments, and lengths.
  - 1.7 Schedule meetings with Technical Committee and Policy Committee and notify members. Provide meeting agenda to **CoPLAN, LLC**. one (1) week prior to meetings.
- 2.0 The **Consultant** shall be entitled to rely upon the **RGVMPO** representative, who shall be identified in writing, regarding decisions to be made by **RGVMPO**; furthermore, all notices or information shall be deemed "made" when conveyed to the representative.
- 3.0 The services, information, and reports required by Paragraph 1.0 (above) 1.1 through 1.7 inclusive shall be furnished at the **RGVMPO** expense, and the **Consultant** shall be entitled to rely upon the accuracy and completeness thereof.

## ATTACHMENT “A”

### SCOPE OF SERVICES

#### PROJECT PARAMETERS

The following assumptions pertain to the provision of Basic Services:

A. The PROJECT will consist of the following activities, as requested by the RGV MPO:

Task 1.0 Congestion Management Process Data Collection (**Spring 2022**):

- 1.1 Mapping
- 1.2 Travel times on included roadways
- 1.3 Summary of travel times and respective congestion indices
- 1.4 Volume Based Performance Measure
- 1.5 Ranking of congested segments
- 1.6 Recommendations for improvements for congested segments
- 1.7 Committee and the MPO Policy Committee

Task 2.0 Additional Elements

Task 3.0 Deliverables

B. PROJECT is located within Hidalgo and Cameron Counties, Texas

C. Notice to Proceed will be received in **March 2022**

D. Field travel times will be performed starting **April 2022**.

E. Final deliverable, including a presentation to the RGV MPO Policy, is estimated to be in late **2022** (depending on production schedule for tasks responsible by others).

F. Items not directly described within this scope (i.e. tasks, additional copies or report, etc.) will be considered additional services and will require an agreement on scope and fee between the RGV MPO and CoPLAN, LLC prior to work being completed.

G. Travel Time runs will be limited to **1000** centerline miles of roadway for the **Spring 2022** Study.

H. All GIS files will be prepared in ArcGIS 10+.

I. Three (3) travel time runs will be performed in each direction during both the AM and PM peak periods.

J. The AM peak period will be 7-9 AM and the PM peak period will be 4-6 PM.

K. Selected routes and applicable centerline mileage will be measured from one end to the other not accounting for breaks in the segments within the route. Breaks in the routes do not reduce the required time to drive the corridor since the driver will still have to drive the eliminated segment to get to the next area.

#### TASK 1.0 Congestion Management Process Data Collection – Spring 2022

##### 1.1 Mapping

- Identify the regional network up to **1000** centerline miles

- The selected network will be geo-coded in the field to confirm applicable roadway attributes.
- The attributes for those routes previously included in past studies will be field verified and updated in GIS (i.e. changes in speed limits and new signals)

### **1.2 Travel Times on included roadways**

- Three (3) travel time runs in each direction will be completed during the AM (7:00- 9:00) and PM (4:00-6:00) peak periods for a maximum of **1000** centerline miles.

### **1.3 Summary of Travel Times and Respective Congestion Indices**

- Calculate the travel times for each segment of the selected roadway (a segment is defined as a link between a signal and/or stop sign on the subject roadway)
- Calculate the average segment speed based on the length and average travel time
- Calculate the segment congestion index (average segment speed divided by average posted speed for the segment)
- Compare and document 2022 “after” results to those from the 2015 and 2019 CMP “before” the optimized signal timings and loop detection repairs
- In addition to performance measures calculated in previous CMP updates, CoPLAN will perform a comparison of travel time and delay to the 2015 and Winter 2019 CMP. In the time since the update in the 2015, the signal timing of many of the signals and corridors in the Hidalgo County area (approximately 150 intersections in Brownsville, Edinburg, McAllen, Mission, and Pharr) has been changed. The results of the travel time in 2015 and 2019 will be used as “Before” while CoPLAN will use the 2022 travel time on such corridors as “After”. Prior to performing the 2022 travel time runs, CoPLAN shall coordinate with the five respective cities (Brownsville, Edinburg, McAllen, Mission, and Pharr) to confirm that all signal timing modified is still being used in the field and that all controller clocks are in step. Any timings found to have changed or clocks out of step will be documented and included in the report. CoPLAN will document the resulting differences between the three CMP update cycles. The performance measures used include, but not limited to, travel time, delay, fuel savings, and benefit / cost.
- Evaluate the segment congestion index based on the following (can be adjusted at the direction of the committee prior to final determination of “congested segments” and recommended improvements):
  - a. 0.00 – 0.74 categorized as Congested
  - b. 0.75 – 0.99 categorized as Stable Flow
  - c. 1.00 + categorized as Free Flow

### **1.4 Volume Based Performance Measure**

- RGVMPPO will provide current model network in shapefile format containing volumes
- CoPLAN will conflate the model volumes and apply to respective intersection segments within the CMP linear reference system. Many of the segments will not have a direct equivalent segment. Those will require a weighted average calculation between 2 or more multiple segments.
- The resulting volume weighted performance measure will be ranked and a Top 20 list developed
- A combined performance measure will reflect the results of both the raw CI and the volume weighted delay result

**1.5 Ranking of congested corridors**

- Identify and rank those segments that encountered “congestion” in both directions for one of the periods (AM or PM) and also resulted in “congestion” in at least one of the directions in the other peak hour. Roadway segments will be ranked in order of congestion index. As detailed above, the lower the index value, the worse the congestion.

**1.6 Recommendations for improvements for congested segments**

- Prepare recommendations for improvements for those roadway segments identified in task 1.3.

**1.7 Presentation of preliminary and final report to the MPO Technical and Policy Committees**

- Present results (preliminary or final as appropriate) to the RGVMPPO Technical Committee and the Policy Board
  - a. Technical Committee: date TBA
  - b. Policy: date TBA

## **TASK 2.0 Deliverables – Spring 2022**

Deliverables to the MPO will be as follows:

1. Preliminary results of Task 1.1 – 1.6 will be provided to the MPO staff for review and approval. These early submittals will establish the content to be used for upcoming deliverables for all roadways and will be critical to set early in the schedule.
2. One (1) electronic PDF draft report will be submitted to the MPO Staff for review and comment. The report will include a tabulation of the travel times, calculated congested segments, and recommendations for improvements.
3. Ten (10) final copies of the Congestion Management Process data collection report will be submitted to the MPO staff following the receipt and inclusion of all comments received on the draft.
4. A CD containing all documents prepared and included in the final report. This will include: Word files, tables, PowerPoint presentations, ArcGIS shape files, and Synchro modeling files.

### **TASK 3.0 Additional Services (To be considered – Not included in proposed budget)**

Additional services may include the following:

1. Commercial Private Sector Speed Data - Over the last few years, private sector commercial traffic speed data has become more robust with coverage and sample sizes improving. The application of this data source to congestion management is something to be considered as long as the intent and focus of CMP is maintained. That said, commercial sector data is currently a link-based summary with no detail about the actual location of delay or congestion. What this means is the average speed of a segment is reported, but the details about the operations within a segment is lost and therefore, making recommendations with only this source of data is limited.

But, the benefits of such a data set open the door to a variety of key performance measures (travel time reliability, duration of congestion, etc.) and temporal analysis (seasonal variation, time of day conditions, day of week, etc.). With the purchase of a raw data set and conflation to the regional roadway network in GIS, it is possible to evaluate the performance of the network of a year vs. only three (3) runs as is currently done. The procurement of a full year data set is very cost effective. But completing an analysis of this data set and identifying the congested corridor, it would then be recommended to go collect detailed travel time results on a sub-set of the overall **1000** centerline mile network, thus reducing the overall cost of this portion of the project.

Private sector commercial traffic data is currently being used by TxDOT to identify the Texas Top 100 congested areas for prioritization of funding.

2. Multi-modal considerations – By definition, the congestion management process is to be multi-modal. This means it is to consider transit, bike / pedestrian provisions, etc. as alternate modes to address congestion. The MPO has documented these elements in other initiatives within the planning process, but it has not been incorporated directly into the congestion management data collection. Common elements that would be incorporated include transit accessibility, presence of transit shelters, bus stop locations, bike lanes, and pedestrian/bike paths.



ATTACHMENT “B”

**PROJECT BUDGET**

1.0 FEE / COMPENSATION FOR SERVICES AND REIMBURSABLE EXPENSES

Direct Labor: No retainer fee is required to begin Task 1.0 for this project. Direct labor to complete the transportation planning services is described below and detailed in the **Exhibit B**.

**Lump Sum Basis**

<b>Task 1.0</b>	<b>Congestion Management Process Data Collection (Spring 2022)</b>	
	Sub-Total	<u>\$ 195,030.00</u>
<b>Task 2.0</b>	<b>Deliverables</b>	<u>N / A</u>
<b>Task 3.0</b>	<b>Additional Services</b>	<u>N / A</u>
	<b>TOTAL BUDGET</b>	<b><u>\$ 195,030.00</u></b>

All supplies, printing, maps, facsimile transmissions, reproduction, and travel are included in Task 1.0.

2.0 TIMES OF PAYMENT

2.1 CONSULTANT will submit monthly invoices for work performed under the terms of this agreement including a progress report detailing effort to date and current period. Invoices will include adequate documentation to justify the percent of work complete to date. Invoices are due and payable within 20 days of receipt of invoice.

**ATTACHMENT “B”  
PROJECT BUDGET**

Rio Grande Valley MPO - Congestion Management Process (Spring 2022)							17-Feb-22
Personnel	Sr. Project Manager	Operations Task Manager	GIS Task Manager	Travel Time Runs / Turning Movement Counts	Local Mileage	Task Hours	
<b>Task</b>							
Congestion Management Process Data Collection - Spring 2022						Task Hours	Task Budget
1.1 - Mapping	40	80			2,500	120	\$21,050.00
Update Roadway Attributes in GIS			40			40	\$6,400.00
1.2 - Travel Times on Included Roadways	25	80		450	10,000	555	\$56,300.00
Travel Time Processing		32	60			92	\$14,400.00
Travel Time QC		20	40			60	\$9,400.00
1.3 - Summary of Travel Times and Respective Congestion Indices	16	40	80			136	\$21,840.00
"After" Analysis for Spring 2022	40	60	32			132	\$21,720.00
1.4 - Volume Based Performance Measure	8	16	24			48	\$7,760.00
1.5 - Ranking of Congested Segments	8	24				32	\$5,120.00
1.6 - Recommendations for Improvements	40	80				120	\$19,600.00
1.7 - Presentation of Preliminary and Final Report to MPO Technical and Policy Committees	40		24			64	\$11,440.00
Total Hours	217	432	300	450	12,500	1399	
Rate	\$190.00	\$150.00	\$160.00	\$75.00	\$0.580		
Staff Effort	\$41,230.00	\$64,800.00	\$48,000.00	\$33,750.00	\$7,250.00		\$195,030.00

Rio Grande Valley MPO Congestion Management Data Collection – Spring 2022

RGVMPO CMP - Spring 2022																										
Task	Week of Apr 4th	Week of Apr 11th	Week of Apr 18th	Week of Apr 25th	Week of May 2nd	Week of May 9th	Week of May 16th	Week of May 23rd	Week of May 30th	Week of Jun 6th	Week of Jun 13th	Week of Jun 20th	Week of Jun 27th	Week of Jul 4th	Week of Jul 11th	Week of Jul 18th	Week of Jul 25th	Week of Aug 1st	Week of Aug 8th	Week of Aug 15th	Week of Aug 22nd	Week of Aug 29th	Week of Sep 5th	Week of Sep 12th	Week of Sep 19th	Week of Sep 26th
1.1 - Mapping	Yellow	Yellow	Yellow	Yellow																						
- Update Roadway Attributes in GIS			Yellow	Yellow																						
1.2 - Travel Times on Included Roadways			Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow																	
- Travel Time Processing			Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow															
- Travel Time QC			Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow															
1.3 - Summary of Travel Times and Respective Congestion Indices										Yellow	Yellow	Yellow	Yellow													
"- After" Analysis for Spring 2022										Yellow	Yellow	Yellow	Yellow	Yellow	Yellow											
1.4 - Volume Based Performance Measure										Yellow	Yellow	Yellow	Yellow	Yellow	Yellow											
1.5 - Ranking of Congested Segments																Yellow	Yellow									
1.6 - Recommendations for Improvements																		Yellow	Yellow	Yellow	Yellow					
1.7 - Presentation of Preliminary and Final Report to MPO Technical and Policy Committees																								Yellow		Yellow

## Exhibit B - Proposed Budget

### Rio Grande Valley MPO Congestion management Data Collection (Spring 2022)

2/22/2022

Rio Grande Valley MPO Congestion Management Data Collection – Spring 2022

#### ATTACHMENT "B" PROJECT BUDGET

Rio Grande Valley MPO - Congestion Management Process (Spring 2022)							17-Feb-22	
	Personnel	Sr. Project Manager	Operations Task Manager	GIS Task Manager	Travel Time Runs / Turning Movement Counts	Local Mileage	Task Hours	
<i>Task</i>								
Congestion Management Process Data Collection - Spring 2022							Task Hours	Task Budget
1.1 - Mapping	40	80			2,500		120	\$21,050.00
Update Roadway Attributes in GIS			40				40	\$6,400.00
1.2 - Travel Times on Included Roadways	25	80			450	10,000	555	\$56,300.00
Travel Time Processing		32	60				92	\$14,400.00
Travel Time QC		20	40				60	\$9,400.00
1.3 - Summary of Travel Times and Respective Congestion Indices	16	40	80				136	\$21,840.00
"After" Analysis for Spring 2022	40	60	32				132	\$21,720.00
1.4 - Volume Based Performance Measure	8	16	24				48	\$7,760.00
1.5 - Ranking of Congested Segments	8	24					32	\$5,120.00
1.6 - Recommendations for Improvements	40	80					120	\$19,600.00
1.7 - Presentation of Preliminary and Final Report to MPO Technical and Policy Committees	40		24				64	\$11,440.00
<b>Total Hours</b>	217	432	300		450	12,500	1399	
<b>Rate</b>	\$190.00	\$150.00	\$160.00		\$75.00	\$0.580		
<b>Staff Effort</b>	\$41,230.00	\$64,800.00	\$48,000.00		\$33,750.00	\$7,250.00		\$195,030.00

## CoPLAN - HOURLY LOADED RATES BREAKDOWN

	Loaded Rates	Base salary	Indirect = 101.6% of base salary	Overhead = 25.25% of base salary	Profit = 12% loaded rate
<b>Sr. Project Manager</b>	\$190.00	<b>\$73.70</b>	\$74.88	\$18.61	\$22.80
<b>Operations Task Manager</b>	\$150.00	<b>\$58.18</b>	\$59.11	\$14.69	\$18.00
<b>GIS Task Manager</b>	\$160.00	\$62.07	\$63.06	\$15.67	\$19.20

## CONSULTANT SELECTION DESCRIPTION

### PROJECT TITLE: RIO GRANDE VALLEY MPO CONGESTION MANAGEMENT PROCESS DATA COLLECTION WINTER 2019

#### 3. RESULTS OF COST/PRICE ANALYSIS:

Report Number 2022-01

Project # or Description

This contract is for the collection of data on congestion levels in the urbanized area of the Rio Grande Valley and the analysis and development of a plan to relieve congestion in several corridors identified in the Rio Grande Valley MPO's Congestion Management Process. The data to be gathered includes the following:

- Mapping
- Travel times on included roadways
- Summary of travel times and respective congestion indices
- Volume Based Performance Measure
- Ranking of congested segments
- Recommendations for improvements for congested segments
- Operational Case-Study
- Traffic Signal Hardware Assessment and Prioritization
- Based on findings and related costs, review and update recommended prioritization for TAC approval
- Develop planning level Regional Synchro Mode based on anticipated delay reduction, review and update recommended prioritization for TAC approval
- Implement Recommended Signal Timing
- Presentation of preliminary and final report to the MPO Technical Advisory Committee (TAC) and the MPO Transportation Policy Board (TPB).

Contractor  
CoPLAN, LLC

Evaluation Requested By:

TxDOT's General Service Division, (the MPO is self-certified and is performing the Cost/Price analysis)

Evaluation Performed  
February 22, 2022



Andrew A. Canon  
Executive Director  
RGVMPO

1. Purpose and Scope

This report is furnished to assist the contracting official in making an appropriate selection of a contractor for this project. Only those items or conditions appropriate to this proposal were considered.

2. References

The Following Federal and/or State Regulations apply:

- A. Code of Federal Regulations 23, Chapter 1, 172.7
- B. Code of Federal Regulations 48, Chapter 1, Part 31.2
- C. The Common Rule of OMB Circular A-102
- D. Administrative Circular 17-89 (Department)
- E. Federal-Aid Policy Guide
- F. Administrative Circular 40-85 (Department)
- G. Administrative Circular 5-87 (Department)

3. Release of this Report

In the interest of the MPO's negotiating position, the release or disclosure of any portion of this report should be at the discretion of the responsible contracting official.

4. The Necessity and Quantity of Work Involved

This evaluation did not take into consideration the necessity for this work but did consider the quantity of the items to be evaluated as well as the quantity of time involved. Such an evaluation was made and is used in conjunction with this report. Through the evaluation it was discovered that the quantity of time involved for this project was consistent with staff efforts in the past.

5. Type of Contract Proposed

Lump Sum paid by percentage of completion

6. Maximum Amount Payable

**\$195,030.00** (CoPlan's Proposed Project Budget)

7. Findings of items Evaluated

See Attachment 1 for narrative discussion of these items of cost:

- A. Labor Costs and Rates (No overtime contemplated)
- B. Labor Additives
- C. Subcontract Costs and Procedures
- D. Other Direct Costs
- E. Indirect and Overhead Costs
- F. Profit
- G. Other Considerations

8. Comments

Based on the above information and without the benefit of comparison with other proposals, for this same amount of work, the degree of risk involved in accepting the proposal as presented would, in my opinion, be:

- a.  None
- b.  Minimal
- c.  Considerable
- d.  Unable to assess due to:

9. Staff Recommendation

**Approval**



**ATTACHMENT 1**  
**FINDINGS FOR ITEMS EVALUATED**

**A. LABOR COSTS AND RATES (NO OVERTIME CONTEMPLATED)**

The base labor hourly rates proposed by the main contractor by labor discipline compared favorably with the same acceptable rates obtained from the 2011 US Department of Labor by occupation. Both the main contractor and the subcontractor submitted loaded rates. This method is the counter to the method usually employed, so this will be explained further under Section G. The following **unloaded** rates were all within the allowable range.

<b>Position</b>	<b>Contractor Base Rate</b>	<b>Average</b>	<b>Standard Deviation</b>	<b>Allowable Range</b>
Sr. Project Manager	<b>\$73.70</b>	<b>\$58.75</b>	<b>+/- \$17.63</b>	<b>\$41.12 to \$76.38</b>
Operations Task Manager	<b>\$58.18</b>	<b>\$45.74</b>	<b>+/- \$13.72</b>	<b>\$32.02 to \$59.46</b>
GIS Task Manager	<b>\$62.07</b>	<b>\$49.99</b>	<b>+/- \$15.00</b>	<b>\$34.99 to \$64.99</b>

**B. LABOR ADDITIVES**

The consultant provided labor additives which will be discussed in item F.

**C. OTHER DIRECT COSTS**

\$7,250 of the direct cost is the result of approximately 12,500 miles of commuting within the RGVMPPO area at \$0.580 cents per mile. This compares favorably to the MPO standard mileage rate of \$0.580 cents per mile.

**D. INDIRECT AND OVERHEAD COSTS**

The mean overhead or indirect rate since 1994 has been 1.40, with a standard deviation of +/- \$0.23. The consultant's proposed rate of 1.69% for 2019 compares favorably with the mean.

**E. PROFIT**

The proposal includes a 12% profit rate. Since 1998, the MPO's profit rate has been 19.09% with a standard deviation of 9.25%. According to regulations, the consultant's profit rate of 12% is within the acceptable range of 9.84% and 28.34%.

**F. OTHER CONSIDERATIONS**

In Task 1.7.4, the updated prioritization will be presented to the TAC Committee for review, discussion, edits, and approval. If there are any changes in the number of intersections included, some Priority 2 intersections could be moved up and considered for inclusion. If so, those added will be considered additional services since they will need to go through Task 1.7.1 also before advancing.

Implementation of signal timing at intersections not included in listing of early deployment intersections as of date contract is executed, Development and / or timing plans other than AM or PM peak periods

Commercial Private Sector Speed Data - Over the last few years, private sector commercial traffic speed data has become more robust with coverage and sample sizes improving. The application of this data source to congestion management is something to be considered if the intent and focus of CMP is maintained. That said, commercial sector data is currently a link-based summary with no detail about the actual location of delay or congestion. What this means is the average speed of a segment is reported, but the details about the operations within a segment is lost and therefore, making recommendations with only this source of data is limited.

But, the benefits of such a data set open the door to a variety of key performance measures (travel time reliability, duration of congestion, etc.) and temporal analysis (seasonal variation, time of day conditions, day of week, etc.). With the purchase of a raw data set and conflation to the regional roadway network in GIS, it is possible to evaluate the performance of the network of a year vs. only three (3) runs as is currently done. The procurement of a full year data set is very cost effective. But completing an analysis of this data set and identifying the congested corridor, it would then be recommended to go collect detailed travel time results on a sub-set of the overall 1,000 centerline mile network, thus reducing the overall cost of this portion of the project.

Private sector commercial traffic data is currently being used by TxDOT to identify the Texas Top 100 congested areas for prioritization of funding.

Multi-modal considerations – By definition, the congestion management process is to be multi-modal. This means it is to consider transit, bike / pedestrian provisions, etc. as alternate modes to address congestion. The MPO has documented these elements in other initiatives within the planning process, but it has not been incorporated directly into the congestion management data collection. Common elements that would be incorporated include transit accessibility, presence of transit shelters, bus stop locations, bike lanes, and pedestrian/bike paths.

**Rio Grande Valley Metropolitan Planning Organization  
FY 2021 Annual Listing of Projects**



617 W. University Dr.  
Edinburg, TX 78539  
Office Phone: 956-682-3481  
Email: [info@rgvmpo.org](mailto:info@rgvmpo.org)



## Rio Grande Valley Metropolitan Planning Organization Annual Listing of Projects

### Introduction

As required by the new transportation bill passed on December 4th, 2015, the Fixing America's Surface Transportation (FAST) Act outlines the requirement for Metropolitan Planning Organizations (MPOs) to publish an annual listing of projects for which funds have been obligated in the preceding year including a listing of pedestrian and bicycle projects. From FAST-Act, 23 U.S.C. 134(j)(7)(B), 23 U.S.C. 135(g)(5)(B), 49U.S.C.5303(j)(7)(B), and 49U.S.C.5304(g)(5)(B):

“...an Annual Listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the funding categories identified in each metropolitan transportation improvement program (TIP).”

This provision is intended to increase the transparency of government spending on transportation projects and strategies in metropolitan areas to State and local officials, and to the public at large. Realizing this objective involves promoting accuracy and responsiveness in financial planning and adoption of a proactive approach to sharing information with the public in a meaningful way, at an appropriate time, and in a user-friendly format.

### Discussion Key Terms and Concepts in Statutory Language

**Cooperative Process** – FAST-Act just like its predecessors MAP-21, SAFETEA-LU and TEA-21 before that, requires the MPO, State, and public transportation operator(s) to cooperate in preparing a list of projects for which Federal funds were obligated for spending during the immediately preceding year. This cooperation is essential because of the different responsibilities held by the organizations in planning, programming, and project implementation. The MPO presents information on the projected schedule and funding for projects contained in the TIP based only upon what is received from implementing organizations. Similarly, up to date information on implementation of projects in the TIP is available only from those implementing organizations. Thus, the annual report of projects for which an obligation of funds took place must be a cooperative effort.

**Metropolitan Area Focus** – Although the Annual Project Listing of obligated projects provision appears in both metropolitan and statewide planning sections of the law, the applicability is limited to metropolitan areas. Statutory reference is made in conjunction with statewide TIPs, but only to the extent that those

documents contain project information from metropolitan area TIPs. These two references in law are redundant and are not meant to require two separate project listings.

**Content and Format of Project Listing** – The project listings should align with categories included in the TIP. This includes project name, location, and other descriptive information included in the TIP. The listing also should include the amount of funds programmed in the TIP, the amount obligated in the program year, and the amount of funds remaining and available for use in subsequent years.

**Pedestrian and Bicycle Facilities** – The Annual Listing must include obligations for projects in the TIP that were specifically identified as bicycle or pedestrian projects. For projects in the TIP that include bicycle and/or pedestrian facilities as an incidental part of a larger project, a reasonable effort should be made to identify the cost and general location of these facilities in the Annual Listing.

**Timing of Publication** – The Annual Listing should be completed and published within three months after the end of the program year. The list should also include visual components, such as maps and charts, to ensure that the information is understandable to a broad readership with varying levels of familiarity with transportation planning and programming concepts.

**Program Year** – The year for which project obligations are reported would be each MPO's previous program year. The program year can be a calendar year, the Federal fiscal year, the local fiscal year, or any other annual increment that MPOs and States choose for the TIP.

**Obligated** – Within this context, an obligation is the Federal government's legal commitment to pay the Federal share of a project's cost. An obligated project is one that has been authorized by the federal agency and funds have been obligated. Projects for which funds have been obligated are not necessarily initiated or completed in the program year, and the amount of the obligation will not be necessarily equal the total cost of the project. For FTA projects, obligation occurs when a project agreement is executed and the State/grantee requests that the funds be obligated.

## RGVMPO Background

FAST-Act requires those urbanized areas with a population greater than 50,000 to develop an MPO as a condition for spending federal highway or transit funds. The Rio Grande Valley MPO promotes a regional perspective towards transportation planning and has the responsibility for planning, programming, and coordinating federal investments. The Rio Grande Valley MPO planning process creates a partnership among state, local government, and transit operators in providing transportation improvements. The Rio Grande Valley MPO coordinates planning efforts with the Texas Department of Transportation (TxDOT), Lower Rio Grande Valley Development Council (LRGVDC), regional transit providers: Valley Metro, McAllen Metro & Brownsville Metro, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA). The Transportation Policy Board (TPB) is the decision-making committee of the MPO. The committee develops its positions by working with the agencies previously listed, elected officials, local government staff, and the general public, through a committee system where various issues are presented, discussed, and recommendations are made. Current committees include, the Technical Advisory Committee (TAC) and Bicycle Pedestrian Advisory Committee (BPAC). Special subcommittees and working groups are created and appointed, as need dictates.

# RGVMPO 2021 Bike Projects

Federal-Aid Project Number:  
2021058

CSJ Number:  
0921-02-392

MPO Project ID:  
HC-359

Sponsor:  
EDINBURG

Phase of Work:  
C

Project Name/Facility:  
VA

Limits:  
From: CANO  
To: FREDDY GONZALEZ

Funding Categories:

Project Description:  
INSTALLATION OF SOLAR POWERED LIGHTING ALONG THE CANO WALKING TRAIL

Amount of Federal Funding Programmed in MPO TIP: \$ 0.00

Amount of Federal Funding Obligated in Fiscal Year: \$ 265,177.60

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

# RGVMPO 2021 Grouped Projects



Federal-Aid Project Number:  
1402233

CSJ Number:  
0921-02-304

MPO Project ID:

Sponsor:

Phase of Work:  
C

Project Name/Facility:  
CS

Limits:  
From: ON 11TH ST, .70 MI E OF FM 493  
To: @ DRAINAGE DITCH,STR# AA03-48-002

Funding Categories:  
6

Project Description:  
REPLACE BRIDGE AND RECONSTRUCT APPROACHES

Amount of Federal Funding Programmed in MPO TIP: \$ 21,121.51

Amount of Federal Funding Obligated in Fiscal Year: \$ 21,121.51

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:  
1902311

CSJ Number:  
1801-01-050

MPO Project ID:

Sponsor:

Phase of Work:  
C

Project Name/Facility:  
FM 1847

Limits:  
From: FM 510  
To: FM 2893

Funding Categories:  
1

Project Description:  
REHABILITATE ROADWAY

Amount of Federal Funding Programmed in MPO TIP: \$ 13,279,235.45

Amount of Federal Funding Obligated in Fiscal Year: \$ 13,279,235.45

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:  
1902312

CSJ Number:  
0039-02-072

MPO Project ID:

Sponsor:

Phase of Work:  
C

Project Name/Facility:  
US 83

Limits:  
From: TABASCO RD.  
To: FM 1427

Funding Categories:  
11, 8

Project Description:  
HAZARD ELIMINATION & SAFETY

Amount of Federal Funding Programmed in MPO TIP: \$ 1,880,474.89

Amount of Federal Funding Obligated in Fiscal Year: \$ 1,880,474.89

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:  
2010761

CSJ Number:  
0921-02-252

MPO Project ID:  
HC-63

Sponsor:  
TXDOT

Phase of Work:  
C

Project Name/Facility:  
CR

Limits:  
From: STR #AA06-53-001 @ S FLOODWAY CHANL  
To: .40 MI E OF FM 907

Funding Categories:  
6, LC

Project Description:  
REPLACE BRIDGE & RECONST APPROACHES

Amount of Federal Funding Programmed in MPO TIP: \$ 110,000.00

Amount of Federal Funding Obligated in Fiscal Year: \$ 110,000.00

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:  
2017218

CSJ Number:  
0921-02-357

MPO Project ID:

Sponsor:

Phase of Work:  
C, E

Project Name/Facility:  
CS

Limits:  
From: ON OWASSA RD, FROM JACKSON RD  
To: I 69-C

Funding Categories:

Project Description:  
ROW ACQUISITION

Amount of Federal Funding Programmed in MPO TIP: \$ 302,349.00

Amount of Federal Funding Obligated in Fiscal Year: \$ 302,349.00

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:  
2018523

CSJ Number:  
0039-12-058

MPO Project ID:

Sponsor:

Phase of Work:  
C

Project Name/Facility:  
BU 77-X

Limits:  
From: @ PFC JUAN GARZA RD.  
To: .

Funding Categories:  
8

Project Description:  
INSTALL INTERSECTION FLASHING BEACON, SAFETY LIGHTING AT INTERSECTION

Amount of Federal Funding Programmed in MPO TIP: \$ 141,000.00

Amount of Federal Funding Obligated in Fiscal Year: \$ 141,000.00

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:  
2019148

CSJ Number:  
0921-02-378

MPO Project ID:  
HC-256R & HC-256

Sponsor:  
HIDALGO (COUNT

Phase of Work:  
C, E, R

Project Name/Facility:  
CS

Limits:  
From: ON TAYLOR RD, FROM BUS 83  
To: I-2 (US 83)

Funding Categories:  
ROW

Project Description:  
RIGHT OF WAY

Amount of Federal Funding Programmed in MPO TIP: \$ 500,000.00

Amount of Federal Funding Obligated in Fiscal Year: \$ 500,000.00

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:  
2019954

CSJ Number:  
0039-02-070

MPO Project ID:

Sponsor:

Phase of Work:  
C

Project Name/Facility:  
US 83

Limits:  
From: 2.164 MILES WEST OF FM 2221  
To: FM 2221

Funding Categories:  
1, 4

Project Description:  
REHABILITATE ROADWAY

Amount of Federal Funding Programmed in MPO TIP: \$ 2,568,342.41

Amount of Federal Funding Obligated in Fiscal Year: \$ 2,568,342.41

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:  
2020076

CSJ Number:  
0342-04-035

MPO Project ID:

Sponsor:

Phase of Work:  
C

Project Name/Facility:  
FM 508

Limits:  
From: IH-69E  
To: FM 106

Funding Categories:  
1

Project Description:  
SEAL COAT

Amount of Federal Funding Programmed in MPO TIP: \$ 1,255,813.84

Amount of Federal Funding Obligated in Fiscal Year: \$ 1,255,813.84

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:  
2020078

CSJ Number:  
0039-02-067

MPO Project ID:

Sponsor:

Phase of Work:  
C

Project Name/Facility:  
BU 83-S

Limits:  
From: IH-2  
To: INSPIRATION RD.

Funding Categories:  
1

Project Description:  
SEAL COAT

Amount of Federal Funding Programmed in MPO TIP: \$ 1,418,217.75

Amount of Federal Funding Obligated in Fiscal Year: \$ 1,418,217.75

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:  
2020111

CSJ Number:  
0039-03-106

MPO Project ID:

Sponsor:

Phase of Work:  
C

Project Name/Facility:  
BU 83-S

Limits:  
From: FM 3362  
To: US 281

Funding Categories:  
1

Project Description:  
OVERLAY

Amount of Federal Funding Programmed in MPO TIP: \$ 3,315,231.01

Amount of Federal Funding Obligated in Fiscal Year: \$ 3,315,231.01

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:  
2020113

CSJ Number:  
3468-01-020

MPO Project ID:

Sponsor:

Phase of Work:  
C

Project Name/Facility:  
FM 3362

Limits:  
From: FM 3461  
To: BUS 83

Funding Categories:  
1

Project Description:  
OVERLAY

Amount of Federal Funding Programmed in MPO TIP: \$ 1,391,343.44

Amount of Federal Funding Obligated in Fiscal Year: \$ 1,391,343.44

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:  
2020562

CSJ Number:  
0039-17-198

MPO Project ID:

Sponsor:

Phase of Work:  
C

Project Name/Facility:  
IH 2

Limits:  
From: FM 2220 (WARE RD.)  
To: LOS EBANOS RD.

Funding Categories:  
1

Project Description:  
OVERLAY

Amount of Federal Funding Programmed in MPO TIP: \$ 8,630,786.74

Amount of Federal Funding Obligated in Fiscal Year: \$ 8,630,786.74

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:  
2021076

CSJ Number:  
0038-03-042

MPO Project ID:

Sponsor:

Phase of Work:  
C

Project Name/Facility:  
US 83

Limits:  
From: 1.1 MILES SOUTH OF FM 3169  
To: 3.69 MILES SOUTH OF FM 3169

Funding Categories:  
1

Project Description:  
SEAL COAT

Amount of Federal Funding Programmed in MPO TIP: \$ 320,000.00

Amount of Federal Funding Obligated in Fiscal Year: \$ 320,000.00

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:  
2021193

CSJ Number:  
0331-01-052

MPO Project ID:

Sponsor:

Phase of Work:  
C

Project Name/Facility:  
SH 100

Limits:  
From: S. MESQUITE ST.  
To: 567 FT. EAST OF EBANO ST.

Funding Categories:

Project Description:  
PREVENTIVE MAINTENANCE

Amount of Federal Funding Programmed in MPO TIP: \$ 3,000,000.00

Amount of Federal Funding Obligated in Fiscal Year: \$ 3,000,000.00

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:  
2021311

CSJ Number:  
1064-01-047

MPO Project ID:  
HC-144

Sponsor:

Phase of Work:  
C, E

Project Name/Facility:  
FM 676

Limits:  
From: TAYLOR RD.  
To: FM 2220

Funding Categories:  
7

Project Description:  
WIDEN ROAD - ADD LANES

Amount of Federal Funding Programmed in MPO TIP: \$ 1,000,000.00

Amount of Federal Funding Obligated in Fiscal Year: \$ 1,000,000.00

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:  
2021370

CSJ Number:  
0863-01-071

MPO Project ID:

Sponsor:

Phase of Work:  
C

Project Name/Facility:  
FM 493

Limits:  
From: IH-2  
To: BUS 83

Funding Categories:  
1

Project Description:  
OVERLAY

Amount of Federal Funding Programmed in MPO TIP: \$ 1,183,280.48

Amount of Federal Funding Obligated in Fiscal Year: \$ 1,183,280.48

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:  
2021932

CSJ Number:  
0039-07-258

MPO Project ID:  
HC-363

Sponsor:

Phase of Work:  
C

Project Name/Facility:  
IH 69E

Limits:  
From: 0.1 MILES NORTH OF NEW HAMPSHIRE ST.  
To: 0.1 MILES SOUTH OF NEW HAMPSHIRE ST.

Funding Categories:  
8

Project Description:  
TRAFFIC SIGNAL IMPROVEMENTS

Amount of Federal Funding Programmed in MPO TIP: \$ 352,301.02

Amount of Federal Funding Obligated in Fiscal Year: \$ 352,301.02

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:  
2B20159

CSJ Number:  
0698-02-058

MPO Project ID:

Sponsor:

Phase of Work:  
C

Project Name/Facility:  
FM 88

Limits:  
From: 1200' NORTH OF MILE 21 N. RD.  
To: 1500 ' SOUTH OF MILE 21 N. RD.

Funding Categories:

Project Description:  
HAZARD ELIMINATION & SAFETY

Amount of Federal Funding Programmed in MPO TIP: \$ 172,444.98

Amount of Federal Funding Obligated in Fiscal Year: \$ 172,444.98

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:  
2B20170

CSJ Number:  
0684-03-022

MPO Project ID:

Sponsor:

Phase of Work:  
C

Project Name/Facility:  
FM 1732

Limits:  
From: US 281  
To: IH-69E

Funding Categories:  
1

Project Description:  
REHABILITATE ROADWAY

Amount of Federal Funding Programmed in MPO TIP: \$ 1,340,144.00

Amount of Federal Funding Obligated in Fiscal Year: \$ 1,340,144.00

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:  
2B20182

CSJ Number:  
1939-01-064

MPO Project ID:

Sponsor:

Phase of Work:  
C

Project Name/Facility:  
FM 2061

Limits:  
From: @ MCCOLL & WISCONSIN  
To: .

Funding Categories:

Project Description:  
RAILROAD CROSSING IMPROVEMENTS

Amount of Federal Funding Programmed in MPO TIP: \$ 135,478.00

Amount of Federal Funding Obligated in Fiscal Year: \$ 135,478.00

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

RGVMPO 2021  
Highway Projects



Federal-Aid Project Number:  
1602275

CSJ Number:  
2094-01-038

MPO Project ID:  
HC-19b

Sponsor:  
TXDOT

Phase of Work:  
C, R, R:ACQ, R:UTL

Project Name/Facility:  
FM 2220

Limits:  
From: MILE 5 N (AUBURN AVE)  
To: FM 1924 (MILE 3 N)

Funding Categories:  
10, 12S, 2M, 3LC, 7

Project Description:  
WIDEN TO 6 LANE DIVIDED

Amount of Federal Funding Programmed in MPO TIP: MOD

Amount of Federal Funding Obligated in Fiscal Year: \$ 360,000.00

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:  
1702341

CSJ Number:  
0921-02-354

MPO Project ID:  
HC-333

Sponsor:  
EDINBURG

Phase of Work:  
C

Project Name/Facility:  
MCINTYRE

Limits:  
From: 5TH AVE  
To: 6TH AVE

Funding Categories:  
7

Project Description:  
MCINTYRE RAILROAD PEDESTRIAN CROSSING IMPROVEMENTS

Amount of Federal Funding Programmed in MPO TIP: MOD

Amount of Federal Funding Obligated in Fiscal Year: \$ 363,499.20

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:  
1702648

CSJ Number:  
0921-02-333

MPO Project ID:  
HC-309

Sponsor:  
DONNA INT"L BRIDGE BOARD

Phase of Work:  
C

Project Name/Facility:  
DONNA INTL POE

Limits:  
From: DONNA INT"L BRIDGE  
To:

Funding Categories:  
10, 11

Project Description:  
FEDERAL COMMERCIAL VEHICLE INSPECTION FACILITIES AT DONNA INTL BRIDGE

Amount of Federal Funding Programmed in MPO TIP: \$ 4,800,000.00

Amount of Federal Funding Obligated in Fiscal Year: \$ 3,550,005.18

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:  
1802564

CSJ Number:  
0921-02-369

MPO Project ID:  
HC-351

Sponsor:  
ANZALDUAS BOARD

Phase of Work:  
C

Project Name/Facility:  
Anzalduas POE

Limits:  
From: ANZALDUAS POE  
To:

Funding Categories:  
10

Project Description:  
CONSTRUCTION OF TWO ADDITIONAL NORTHBOUND PASSENGER LANES

Amount of Federal Funding Programmed in MPO TIP: MOD

Amount of Federal Funding Obligated in Fiscal Year: \$ 2,150,000.00

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:  
1902417

CSJ Number:  
0039-17-175

MPO Project ID:  
HC-287a

Sponsor:  
TXDOT

Phase of Work:  
C, E

Project Name/Facility:

Limits:  
From: @ US 83/US 281 INTERCHANGE  
To:

Funding Categories:  
10

Project Description:  
IMPROVEMENTS AT US 83/US 281 INTERCHANGE

Amount of Federal Funding Programmed in MPO TIP: MOD

Federal-Aid Project Number:  
1902417

CSJ Number:  
0255-08-107

MPO Project ID:  
HC-366

Sponsor:  
TXDOT

Phase of Work:  
C

Project Name/Facility:  
IH-2 / I-69C

Limits:  
From: IH-2  
To: 1.82mi N IH-2

Funding Categories:  
4, 7

Project Description:  
CONSTRUCT INTERCHANGE

Amount of Federal Funding Programmed in MPO TIP: MOD

Amount of Federal Funding Obligated in Fiscal Year: \$ 64,480,000.00

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:  
2002496

CSJ Number:  
0921-00-052

MPO Project ID:  
HC 251

Sponsor:

Phase of Work:  
C

Project Name/Facility:  
VA

Limits:  
From: AT PHARR & REYNOSA INTERNATIONAL BRI  
To: .

Funding Categories:  
10

Project Description:  
CONSTRUCT TEMPORARY WEIGH IN MOTION SITE

Amount of Federal Funding Programmed in MPO TIP: MOD

Amount of Federal Funding Obligated in Fiscal Year: \$ 300,000.00

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:  
2002624

CSJ Number:  
0921-00-053

MPO Project ID:  
HSB 098

Sponsor:

Phase of Work:  
C

Project Name/Facility:  
VA

Limits:  
From: LOCATED IN VICINITY OF GSA FACILITY  
To: LOS INDIOS FREE TRADE INT'L BRIDGE

Funding Categories:  
10

Project Description:  
CONSTRUCT TEMPORARY WEIGH IN MOTION SITE

Amount of Federal Funding Programmed in MPO TIP: MOD

Amount of Federal Funding Obligated in Fiscal Year: \$ 210,000.00

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:  
2002625

CSJ Number:  
0921-00-054

MPO Project ID:  
BMPO LS 19

Sponsor:

Phase of Work:  
C

Project Name/Facility:  
VA

Limits:  
From: LOCATED IN VICINITY OF GSA FACILITY  
To: LOS TOMATES VETERANS INT'L BRIDGE

Funding Categories:  
10

Project Description:  
CONSTRUCT TEMPORARY WEIGH IN MOTION SITE

Amount of Federal Funding Programmed in MPO TIP: MOD

Amount of Federal Funding Obligated in Fiscal Year: \$ 360,000.00

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:  
2013420

CSJ Number:  
0921-02-368

MPO Project ID:  
RMA-1aa

Sponsor:  
HCRMA

Phase of Work:  
C

Project Name/Facility:  
CS

Limits:  
From: ON 365 TOLLWAY, FROM 396 (ANZALDUAS HIGHWAY)  
To: US 281 MILITARY HIGHWAY

Funding Categories:  
10, 11, 12, 12, 3LC

Project Description:  
CONSTRUCT 4 LANE CONTROLLED ACCESS TOLLED FACILITY

Amount of Federal Funding Programmed in MPO TIP: \$ 153,442,423.00

Amount of Federal Funding Obligated in Fiscal Year: \$ 27,000,000.00

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:  
2014907

CSJ Number:  
0863-01-047

MPO Project ID:  
HC-32

Sponsor:  
TXDOT

Phase of Work:  
C, R, R:ACQ, R:UTL

Project Name/Facility:  
FM 493

Limits:  
From: CHAMPION ST  
To: US 281

Funding Categories:  
1, 10

Project Description:  
RECONSTRUCT & ADD SHOULDERS

Amount of Federal Funding Programmed in MPO TIP: \$ 13,679,543.00

Federal-Aid Project Number:  
2014907

CSJ Number:  
0863-01-053

MPO Project ID:  
HC-272

Sponsor:  
TXDOT

Phase of Work:  
C

Project Name/Facility:  
FM 493

Limits:  
From: BUSINESS 83  
To: CHAMPION ST

Funding Categories:  
1, 10

Project Description:  
OVERLAY

Amount of Federal Funding Programmed in MPO TIP: \$ 489,578.00

Amount of Federal Funding Obligated in Fiscal Year: \$ 400,000.00

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:  
2017405

CSJ Number:  
0921-02-356

MPO Project ID:  
HC 196

Sponsor:

Phase of Work:  
E

Project Name/Facility:  
CS

Limits:  
From: ON MILE 6 W, IH-2  
To: SH 107

Funding Categories:  
ROW

Project Description:  
RIGHT OF WAY

Amount of Federal Funding Programmed in MPO TIP: \$ 1,520,000.00

Amount of Federal Funding Obligated in Fiscal Year: \$ 570,000.00

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 1,730,400.00

Federal-Aid Project Number:  
2019085

CSJ Number:  
0342-01-074

MPO Project ID:  
HC-227

Sponsor:  
TXDOT

Phase of Work:  
C

Project Name/Facility:  
SH 107

Limits:  
From: US 281 MILITARY  
To: FM 493 (LA BLANCA)

Funding Categories:  
2M

Project Description:  
CONSTRUCT 6 LANE DIVIDED RURAL

Amount of Federal Funding Programmed in MPO TIP: \$ 12,173,270.00

Amount of Federal Funding Obligated in Fiscal Year: \$ 2,814,154.00

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:  
2019142

CSJ Number:  
0921-02-372

MPO Project ID:  
HC-284AR & HC-284A

Sponsor:

Phase of Work:  
C, E, R

Project Name/Facility:  
CS

Limits:  
From: LIBERTY BLVD, FROM MILE 3  
To: US 83

Funding Categories:  
ROW

Project Description:  
RIGHT OF WAY

Amount of Federal Funding Programmed in MPO TIP: \$ 880,825.60

Amount of Federal Funding Obligated in Fiscal Year: \$ 880,826.00

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:  
2019482

CSJ Number:  
0921-02-370

MPO Project ID:

Sponsor:  
HIDALGO (COUNT

Phase of Work:  
C, E

Project Name/Facility:  
CS

Limits:  
From: ON DICKER RD., FROM SP 115  
To: FM 2061

Funding Categories:  
ROW

Project Description:  
RIGHT OF WAY

Amount of Federal Funding Programmed in MPO TIP: \$ 1,120,000.00

Amount of Federal Funding Obligated in Fiscal Year: \$ 1,120,000.00

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:  
2020441

CSJ Number:  
0921-02-420

MPO Project ID:  
HC-148ba

Sponsor:  
HIDALGO COUNTY

Phase of Work:  
C, E

Project Name/Facility:  
CS

Limits:  
From: On Mile 6 W From Mile 9 N  
To: Mile 11 N

Funding Categories:  
10, 12S, 7

Project Description:  
Widen to 4 Lane

Amount of Federal Funding Programmed in MPO TIP: \$ 10,082,950.00

Amount of Federal Funding Obligated in Fiscal Year: \$ 768,000.00

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:  
2020678

CSJ Number:  
0684-01-068

MPO Project ID:  
BMPO-CCR1

Sponsor:  
CCRMA

Phase of Work:  
C, E

Project Name/Facility:  
SH 550

Limits:  
From: 0.203 MI S OF FM 1847  
To: 1.13 MI SE OF UPRR OVRPSS FM 3248

Funding Categories:  
3LC, 7

Project Description:  
CONSTRUCT CONTROLLED ACCESS TOLLED FACILITY

Amount of Federal Funding Programmed in MPO TIP: MOD

Amount of Federal Funding Obligated in Fiscal Year: \$ 760,481.60

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:  
2020728

CSJ Number:  
0255-07-142

MPO Project ID:  
HC-384

Sponsor:  
TXDOT

Phase of Work:  
C

Project Name/Facility:  
US 281

Limits:  
From: 0.273 MI S. SH 186  
To: 0.023 MI N. FM 490

Funding Categories:  
11, 4

Project Description:  
RURAL EXPRESSWAY FACILITY- CONSTRUCT 4 LANES WITH OVERPASSES AND TWO - 2 LANE FRONTAGE ROADS

Amount of Federal Funding Programmed in MPO TIP: \$ 94,960,000.00

Amount of Federal Funding Obligated in Fiscal Year: \$ 500,000.00

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:  
2020927

CSJ Number:  
0921-02-364

MPO Project ID:  
HC-284BR

Sponsor:

Phase of Work:  
R

Project Name/Facility:  
CS

Limits:  
From: LIBERTY BLVD., FROM MILE 3  
To: FM 2221

Funding Categories:  
ROW

Project Description:  
RIGHT OF WAY

Amount of Federal Funding Programmed in MPO TIP: \$ 1,624,000.00

Amount of Federal Funding Obligated in Fiscal Year: \$ 500,000.00

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 9,374,273.44

Federal-Aid Project Number:  
2021256

CSJ Number:  
0921-02-321

MPO Project ID:  
HC-286a

Sponsor:  
HIDALGO COUNTY

Phase of Work:  
C, E, R

Project Name/Facility:  
MILE 3 N

Limits:  
From: TOM GILL RD  
To: FM 492

Funding Categories:  
3LC

Project Description:  
WIDEN TO 4 LANE DIVIDED - CURB & GUTTER SECTION

Amount of Federal Funding Programmed in MPO TIP: \$ 13,810,939.00

Amount of Federal Funding Obligated in Fiscal Year: \$ 12,532,763.55

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00

Federal-Aid Project Number:  
2021844

CSJ Number:  
1804-01-068

MPO Project ID:  
HC-310

Sponsor:  
MCALLEN

Phase of Work:  
C

Project Name/Facility:  
FM 1926

Limits:  
From: AT FM 1926 (23RD ST) HACKBERRY AVE  
To:

Funding Categories:  
7

Project Description:  
ADDITION OF NORTH AND SOUTHBOUND CENTER TURN LANES

Amount of Federal Funding Programmed in MPO TIP: \$ 69,012.00

Federal-Aid Project Number:  
2021844

CSJ Number:  
1804-01-069

MPO Project ID:  
HC-311

Sponsor:  
MCALLEN

Phase of Work:  
C

Project Name/Facility:  
FM 1926

Limits:  
From: FM 1926 & KENDLEWOOD AVE  
To:

Funding Categories:  
7

Project Description:  
ADDITION OF NORTH AND SOUTHBOUND CENTER TURN LANES

Amount of Federal Funding Programmed in MPO TIP: \$ 75,828.00

Federal-Aid Project Number:  
2021844

CSJ Number:  
1804-01-071

MPO Project ID:  
HC-313

Sponsor:  
MCALLEN

Phase of Work:  
C

Project Name/Facility:  
FM 1926

Limits:  
From: AT FM 1926 (23RD ST) & EBONY AVENUE  
To:

Funding Categories:  
7

Project Description:  
ADDITION OF EAST, NORTH, AND SOUTH BOUND CENTER TURN LANES

Amount of Federal Funding Programmed in MPO TIP: \$ 112,975.00

Amount of Federal Funding Obligated in Fiscal Year: \$ 257,815.00

Amount of Federal Funding Remaining and Available for Subsequent Years: \$ 0.00





## **FY 2023 – 2026 TIP & 2045 MTP Amendment # 6**

(Highway/Street Name, CSJ#, Program Fiscal Year, Project Update)

### **City of Pharr**

I Rd. – 0921-02-499 - FY 2026 – Revise CONST Cost, YOE & Funding remains the same

Moore Rd. – 0921-02-436 – FY 2026 – Revise PE Cost and Total Project Cost, YOE remains the same, No changes to funding

Moore Rd. – 0921-02-437 – FY 2032 – Revise CONST & CE Cost, YOE & Funding remains the same

Minnesota – 0921-02-932 – FY 2037 – Revise CONST, CE, & Total Cost, YOE & Funding remains the same – New CSJ# **0921-02-438**

Minnesota – 0921-02-933 – FY 2037 - Revise CONST, CE, & Total Cost, YOE & Funding remains the same – New CSJ# **0921-02-439**

Las Milpas – 0921-02-434 – FY 2032 – Add CE to project phase, New YOE: \$8,020,866, Add \$618,750 of LOCAL funds

Las Milpas – 0921-02-435 – FY 2032 – Revise PE, CONST, CE, & Total Cost, YOE & Funding remain the same

Hi-Line West – 0921-02-376 – FY 2023 – Revise Costs & Funds (Local) – Move to 2024

Pharr Bridge Dock Phase 1 – 0921-02-424 – FY 2024 – Revise Costs & Funds (Local)

Pharr Bridge Dock Phase 2 (Cold) – 0921-02-425 – FY 2024 – Revise Costs & Funds (Local)

Pharr Bridge Commercial Vehicle Staging Area – 0921-02-423 – FY 2024 - Revise Costs & Funds (Local)

Pharr Bridge Ag. Lab – 0921-02-433 – FY 2024 - Revise Costs & Funds (Local)

Pharr Bridge Twin Span – 0921-02-479 – FY 2024 - Revise Costs & Funds (Local)

## CCRMA

Dana Rd – 0921-06-330 – FY 2030 – Revise Costs & reduce CAT 3 LC funds - \* Intent is to fully fund CE with CAT 7

Dana Rd (PE phase) – 0921-06-330 – FY 2022 - Revise Costs and continue funding PE with CAT 3 LC – Move to FY 2023

East Loop – 0921-06-315 – FY 2024 – Revise Costs & Funding: CAT 3 LC for CONST and CE – Move to FY 2025

East Loop (PE phase) – 0921-06-315 – FY 2022 – Revise Costs and Move to FY 2023

East Loop (ROW phase) – 0921-06-315 – FY 2022 – Revise Costs and Move to FY 2024

FM 509 Ext. – 0921-06-254 – FY 2023 – Revise Costs & Add Local funds for CE - Move to FY 2025 – Pending FC

Morrison Rd. – 0921-06-291 – FY 2032-36 – Revise all costs & funds, segment project, and program C & CE into FY 2026 (Segment 1: FM 1847 to Dana Rd.) 1.3 Mi. - \*New CSJ# Pending

Morrison Rd. – 0921-06-291 – FY 2032-36 – Revise all costs & funds, and program C & CE phase into FY 2032 (Segment 2: Dana Rd. to FM 511) 3.0 Mi. – \*New CSJ# Pending

Morrison Rd. (PE phase) – 0921-06-291 – Revise Costs (represents Segments 1 & 2) - Move to 2023 – \*New CSJ# Pending

Veteran’s INTL Bridge – 0921-06-313 – FY 2022 – Revise funding (CE will be fully funded with Local \$) – \*If project Lets 4/2022, no phase is needed on new TIP

Old Alice Rd. – 0921-06-290 – FY 2029 – Revise Costs and Funding (Add \$1.82 M of CAT 7 from Veteran’s Bridge Project - CE)

Old Alice Rd. (PE phase) – 0921-06-290 – FY 2022 – Revise Costs and Move to FY 2023

SH 550 – 0684-01-068 – FY 2022 – Revise YOE & Funding (adding \$261,871 of CAT 7 from Veteran’s Bridge PE phase) for CONST & CE, Move to FY 2023

US 77/83 S. Parallel Corridor (PE, ROW phase) – 0921-06-257 – FY 2021 – Revise Costs & Local Funds, Move to FY 2023

US 77/83 S. Parallel Corridor – 0921-06-257 – FY 2023 – Revise Costs & Funds - Move to FY 2026 – Add \$3,000,000 of Rider 11-B funds once project is Functionally Classified

West Blvd. – 0921-06-340 – FY 2024 – Revise Total Project Cost, YOE & Funds

Whipple Rd. – 0921-06-292 – FY 2029 – Revise Costs & Local Funds

Whipple Rd. (PE phase) – 0921-06-292 – FY 2023 - Revise Costs

### **Hidalgo County**

Pct. 2 - Cesar Chavez – 0921-02-399 – FY 2027 – Revise Costs & Funds for C, CE –

**Requesting increase in CAT 7 for C, CE (\$1,656,184)**

- Move ROW phase to FY 2023

Pct. 2 - Cesar Chavez – 0921-02-405 – FY 2027 – Revise Construction cost and **Move to FY**

**2025 - Requesting CAT 7 increase (\$1,700,000)**

- Move ROW & PE phase to 2023

Pct. 2 - Eldora Rd. – 0921-02-403 – FY 2028 – Revise C, CE Costs and **Move to 2023 –**

**Request to increase CAT 7 (\$1,581,958)**

Pct. 2 - Nolana Loop (S1) – 0921-02-361 – FY 2025 – Revise Costs and **Move to 2024 –**

**Requesting increase in CAT 7 for C, CE (\$3,087,716)** – \*TXDOT recommends leaving in 2025 (18 parcels pending)

- Move ROW phase to 2023

Pct. 2 - SH 107 – 0342-01-093 – FY 2023 – YOE & CAT 2: \$19,000,000 – \*TXDOT request to move to 2024

Pct. 4 - Russell Rd. – 0921-02-362 – FY 2024 – Revise Costs & Funding (Local) – Pending FC

Pct. 4 - Trenton Rd. – 0921-02-442 – FY 2026 – Revise Limits, Costs and Add PE funding (Local)

- Revise Limits, Costs & Local Funds on Construction phase in FY 2030

Pct. 4 - Canton Rd. – New Project – **Allocate CAT 7 for C & CE (FY 2028): (\$14,700,000)**

- PE & ROW funded Locally

Pct. 4 – FM 676 – 1064-01-043 – FY 2023 - Revise Costs & Funds – **Request to add (\$2,263,648) of CAT 2 for Construction**

Pct. 4 – FM 1925 – 1803-01-092 – FY 2024 - Revise Costs & Funds – **Request to add (\$723,265) of CAT 2 for Construction**

Pct. 4 – FM 1925 – 1803-02-035 – FY 2024 - Revise Costs & Funds – Reduced CAT 2 to \$6,235,180 for Construction

Pct. 1 – Mile 6 W – 0921-02-447 – FY 2031 - Move C & CE phase to FY 2026, Remove Local funds

Pct. 1 – Mile 6 W – 0921-02-286 – FY 2022 - Revise Costs & Funds – **Increase CAT 7 (\$3,000,000) for ROW** – Move to FY 2023

Pct. 1 – Mile 6 W – 0921-02-448 – FY 2029 – Revise Costs & Funds – **Increase CAT 7 (\$2,672,000) for C & CE** – Move to FY 2026

Pct. 1 – Mile 10 N – 0921-02-360 – FY 2029 – Revise Costs & Funds – **Increase CAT 7 (\$8,047,877) for C & CE** – Move to FY 2026  
- Move ROW phase to 2023 – **Increase CAT 7 (\$1,000,000)**

Pct. 1 – 0921-02-254 – Mile 1 E – FY 2025 – Revise Costs & Funds – **Increase CAT 7 (\$3,861,000) for Construction & ROW**

Pct. 1 – 0698-02-043 – FM 88 – FY 2037- 2041 – Revise Costs & Funds – **Requesting CAT 2 (\$8,147,277)** – Let date listed as FY 2022?

Pct. 1 – Nolana Loop (S2-S4) – 0921-02-169 – FY 2029 – ROW phase – Revise Cost & **Increase CAT 7: (\$1,800,000)** – Move into TIP years '23-26  
- **Increase CAT 7 (\$7,410,000)** for PE – Move into TIP years '23-26

- Nolana Loop S2 – 0921-02-460 – FY 2030 – Construction phase
- Nolana Loop S3 – 0921-02-461 – FY 2030 – Construction phase
- Nolana Loop S4 – 0921-02-475 – FY 2030 – Construction phase
  - o **Increase CAT 7 (\$55,328,000)** and Move to FY 2026
    - (if Construction segments are combined into 0921-02-460 for FY 2026, 0921-02-461 & 0921-02-475 will be deleted)

Pct. 3 – 0865-01-108 – Veteran’s Blvd. – FY 2023 - Revise Costs and Funds – **Increase CAT 7 (\$2,500,640) for ROW** (adding ROW to Construction phase)

Pct. 3 – 0921-02-194 – Liberty Blvd. Phase 1 – FY 2023 - Revise Costs & Funds for ROW, C, & CE

Pct. 3 – 0921-02-322 – Liberty Blvd. Phase 2 – FY 2028 – Revise Costs & Funds – **Increase CAT 7 for Construction: (\$871,258)** – Move to 2024  
- Move ROW phase to 2023

Pct. 3 – 0921-02-332 – Mile 3 N – FY 2025 – Revise Costs & Funds – **Increase CAT 7 for C & CE: (\$1,533,876)**  
- Move ROW to FY 2023, **Increase CAT 7 (\$500,000)**

Pct. 3 – New Project – Coyote Rd. Overpass at US 83 Relief Route – **Requesting CAT 2 (\$11,000,000) for Construction & (\$1,000,000) for CE**

### **City of Mission**

Inspiration/Military Pkwy – 0921-02-395 – FY 2027 – Revise Construction & Total Cost - Move to 2024 – **Requesting increase in CAT 7 for Const. (\$5,342,199)** – \*TXDOT recommends moving to FY 2026 due to 54 parcels of ROW acquisition  
– Move ROW phase from 2022 to 2023

Taylor Rd, Sec. 1 – 0921-02-327 – ROW (FY 2021) C & CE (FY 2022) - Revise Costs for PE, C, & Total - YOE & Funds remain the same - \*TXDOT recommends FY 2024

Taylor Rd., Sec. 2 – 0921-02-328 – FY 2023 – Revise Costs for PE, C, & CE – **Requesting increase in CAT 7 for C & CE (\$2,133,561)** – \*TXDOT recommends FY 2024  
– Move ROW phase from 2021 to 2023

Trinity Rd. – New Project – **Allocate CAT 7 for Const. (FY 2030): \$6,034,580**  
– **CE (2024): \$724,150**

Los Ebanos Rd. – New Project – **Allocate CAT 7 for C & CE (FY 2030): \$7,393,802**  
– **Allocate CAT 7 for ROW (2023): \$816,000**

Glasscock Rd. – New Project – **Allocate CAT 7 for C & CE (FY 2030): \$10,647,101**  
– **Allocate CAT 7 for ROW (2024): \$1,400,000**

Holland Rd. – New Project – **Allocate CAT 7 for C & CE (FY 2030): \$7,393,820**  
– **Allocate CAT 7 for ROW (2023): \$620,400**

Los Ebanos Rd. – New Project – **Allocate CAT 7 C & CE (FY 2030): \$16,266,404**  
– **Allocate CAT 7 ROW (2023): \$1,255,000**

### **HCRMA**

IBTC - 0921-02-142 – FY 2026 – Revising Costs and Funding (PE, ROW, C, CE) – Pending FC

**City of McAllen**

Bentsen Rd. – CSJ Pending – FY 2030 – Revised Costs and Funding on Construction phase – Requesting Move to 2025 and additional CAT 7 request is pending

- PE phase added to FY 2022 (Local funds)
- ROW phase added to FY 2023 (Local funds)

FM 396/I-2 – New Project – **Allocate CAT 2 for Construction (FY 2026): \$35,000,000**

- Add PE phase to FY 2023 (Local funds)
- Add ROW phase to FY 2024 (Local funds)

FM 396/I-2, Phase 2 – New Project - **Allocate CAT 2 for Construction (FY 2028): \$40,945,050**

- Add PE phase to FY 2026 (Local funds)
- Add ROW phase to FY 2027 (Local funds)

Chapin – New Project – FY 2028 – **Allocate CAT 7: \$4,172,000 for Construction**

Freddy Gonzalez – New Project – FY 2028 – **Allocate CAT 7: \$5,802,800 for Construction**

Freddy Gonzalez – New Project – FY 2026 – **Allocate CAT 7: \$5,217,400 for Construction**

Freddy Gonzalez – New Project – FY 2030 – **Allocate CAT 7: \$3,920,000 for Construction**

Kennedy Ave – New Project – FY 2028 – **Allocate CAT 7: \$3,280,000 for Construction**

Shary Rd – New Project – FY 2028 – **Allocate CAT 7: \$5,220,000 for Construction**

Auburn Ave – New Project – FY 2024 – **Allocate CAT 7: \$615,000 for Construction**

McColl Rd – New Project – FY 2026 – **Allocate CAT 7: \$3,456,000 for Construction**

McColl Rd – New Project – FY 2024 – PE, ROW, & CE w/ Local funds

Auburn Ave – New Project – FY 2023 - PE, ROW, & CE w/ Local funds

Shary Rd – New Project – FY 2026 - PE, ROW, & CE w/ Local funds

Kennedy Ave – New Project – FY 2026 - PE, ROW, & CE w/ Local funds

Freddy Gonzalez (Shary to Ware) – New Project – FY 2028 - PE, ROW, & CE w/ Local funds

Freddy Gonzalez (Ware to 26<sup>th</sup>) – New Project – FY 2026 - PE, ROW, & CE w/ Local funds

Ware Rd – New Project – FY 2026 – PE, ROW, & CE w/ Local funds

Freddy Gonzalez (26<sup>th</sup> to 10<sup>th</sup>) – New Project – FY 2024 - PE, ROW, & CE w/ Local funds

Chapin (FM 1926/23rd to 34<sup>th</sup>) – New Project – FY 2025 - PE, ROW, & CE w/ Local funds

## **TXDOT**

US 83 – 0038-06-047 – New Project (Starr County) – FY 2024

IH-69E – 0039-07-049 – FY 2025 – Revise Costs and Move to 2028

BU 77X – 0039-12-254 – FY 2028 – Revise Costs

IH-69E – 0039-07-257 – FY 2022 – Revise Costs and Move to 2023

US 281 – 0220-04-049 – FY 2026 – Revise Costs

US 281 – 0220-04-050 – FY 2025 – Revise Costs and Move to 2026

SH 48 – 0220-05-076 – FY 2025 - Revise Costs and Move to 2031

US 281 – 0255-06-069 – FY 2027 – Revise Costs and Move to 2025  
- Funding will be revised during November 2022 Revisions

US 281 – 0255-07-140 – FY 2025 – Revise Costs & Funds - Add project to STIP & Revise  
Sponsor to: TXDOT on MTP

BU 77X – 0327-08-098 – FY 2026 – Revise Costs

SH 107 – 0342-01-093 – Revise and Move to FY 2024

SH 107 - 0342-02-052 – Revise and Move to 2035

SH 107 – 0342-03-040 – Add project to FY 2029

SH 107 – 0528-01-118 – FY 2023 – Revise funding

FM 494 – 0864-01-069 – FY 2025 – Revise & Move to 2035

SH 495 – 0865-01-108 – FY 2023 – Revise & Move to 2024

Various (GSA, Veteran's Bridge) – 0921-06-207 – FY 2024 – Revise and Move to 2027

FM 676 – 1064-01-027 – Revise & Add to FY 2025 on STIP

FM 676 – 1064-01-032 – FY 2022 – Revise and Move to 2023

FM 1015 – 1228-03-041 – FY 2025 – Revise and Move to 2027

FM 1925 – 1803-01-092 – New Project – FY 2024 – Revise funding

FM 1925 – 1803-01-094 – FY 2025 - Revise and Move to 2026

FM 1925 – 1803-01-095 – FY 2026 – Revise and Move to 2029

FM 2220 – 2094-01-063 – FY 2024 – Revise funding

FM 3362 – 3468-01-021 – Add project to FY 2027

SH 68 – 3468-01-001 – FY 2026 – Revise funding

\*Requests for additional CAT 7 funding (for both existing and new projects) will be shared in detail, during the March 17<sup>th</sup> Workshop. A table listing requests for PE, ROW, CE, & Construction will be shared, along with Project Scoring for Construction phases seeking programming into TIP years ('23-26).

Please note this a draft summary that is currently showing all project updates received. No action will be taken on final project selection until TAC & TPB meetings in May.

Thank you for your cooperation and RGVMPPO staff is available to address questions or concerns.



## 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	\$45,963.19									\$251,043.72	\$442,499.03
Public Participation Plan	1.2	\$168,638.32	\$84,319.16		\$84,319.16	\$572.20	\$890.10	\$1,494.10	\$254.58									\$3,210.98	\$81,108.18
Training for TAC & TPC	1.3	\$4,289.66	\$2,144.83		\$2,144.83	\$0.00	\$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	\$1,500.00									\$7,344.80	\$58,117.55
Staff Development	1.5	\$103,393.32	\$51,696.66		\$51,696.66	\$8,151.79	\$295.00	\$199.68	\$5,191.32									\$13,837.79	\$37,858.87
Demographic Data	2.1	\$132,638.32	\$66,319.16		\$66,319.16	\$0.00	\$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									\$0.00	\$37,896.66
Model Work	2.3	\$227,379.96	\$113,689.98		\$113,689.98	\$0.00	\$38.13	\$304.97	\$2,538.04									\$2,881.14	\$110,808.84
Land Use Map	2.4	\$113,689.98	\$56,844.99		\$56,844.99	\$11,016.29	\$21,515.67	\$3,084.04	\$6,158.87									\$41,774.87	\$15,070.12
Service Coordination	3.1	\$77,093.32	\$38,546.66		\$38,546.66	\$3,650.85	\$5,086.21	\$3,942.36	\$78.16									\$12,757.58	\$25,789.08
Planning Assistance	3.2	\$171,684.98	\$85,842.49		\$85,842.49	\$9,709.83	\$15,983.16	\$25,744.22	\$14,959.38									\$66,396.59	\$19,445.90
Project Selection Criteria	4.1	\$37,896.66	\$18,948.33		\$18,948.33	\$0.00	\$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	\$3,897.50									\$18,216.13	\$134,170.51
Truck Route & Freight Planning	4.3	\$37,896.66	\$18,948.33		\$18,948.33	\$156.13	\$228.73	\$0.00	\$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									\$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	\$194.46									\$1,605.09	\$94,961.56
Regional Transit Plan	5.1	\$37,896.66	\$18,948.33		\$18,948.33	\$0.00	\$38.13	\$0.00	\$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									\$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	\$0.00									\$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									\$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									\$0.00	\$9,474.17
<b>Totals</b>		<b>\$3,745,047.94</b>	<b>\$1,941,075.64</b>		<b>\$1,941,075.64</b>	<b>\$64,678.68</b>	<b>\$110,798.10</b>	<b>\$164,241.28</b>	<b>\$80,735.50</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$420,453.56</b>	<b>\$1,520,622.08</b>

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														
<b>Totals</b>		<b>\$3,745,047.94</b>	<b>\$1,803,972.30</b>		<b>\$1,803,972.30</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

FY 2022	Task	Adjusted upwp	Total Spent	% of adjust. Budget spent	Amount we should've spent		FY 2023 Task	Adjusted upwp	Total Spent	% of adjust. Budget spent	Amount we should've spent	
					spent	Difference					spent	Difference
1		\$897,165.75	\$275,437.29	30.70%	\$299,055	\$23,618	1	\$897,165.75	\$0.00	0.00%	\$0	\$0
2		\$274,750.79	\$44,656.01	16.25%	\$91,584	\$46,928	2	\$274,750.79	\$0.00	0.00%	\$0	\$0
3		\$124,389.15	\$79,154.17	63.63%	\$41,463	(\$37,691)	3	\$124,389.15	\$0.00	0.00%	\$0	\$0
4		\$305,923.28	\$20,206.08	6.60%	\$101,974	\$81,768	4	\$305,923.28	\$0.00	0.00%	\$0	\$0
5		\$338,846.67	\$1,000.01	0.30%	\$112,949	\$111,949	5	\$201,743.33	\$0.00	0.00%	\$0	\$0
<b>Totals</b>		<b>\$1,941,075.64</b>	<b>\$420,453.56</b>	<b>21.66%</b> <b>33.33%</b>	<b>\$647,025.21</b>	<b>\$226,571.65</b>	<b>Totals</b>	<b>\$1,803,972.30</b>	<b>\$0.00</b>	<b>0.00%</b> <b>0.00%</b>	<b>\$0.00</b>	<b>\$0.00</b>

FY 22-23	Task	Adjusted UPWP	Total Spent	% of adjust. Budget spent	Amount we should've spent	
					spent	Difference
1		\$1,794,331.50	\$275,437.29	15.35%	\$299,055	\$23,618
2		\$549,501.58	\$44,656.01	8.13%	\$91,584	\$46,928
3		\$248,778.30	\$79,154.17	31.82%	\$41,463	(\$37,691)
4		\$611,846.56	\$20,206.08	3.30%	\$101,974	\$81,768
5		\$540,590.00	\$1,000.01	0.18%	\$90,098	\$89,098
<b>Totals</b>		<b>\$3,745,047.94</b>	<b>\$420,453.56</b>	<b>11.23%</b> <b>16.67%</b>	<b>\$624,174.66</b>	<b>\$203,721.10</b>

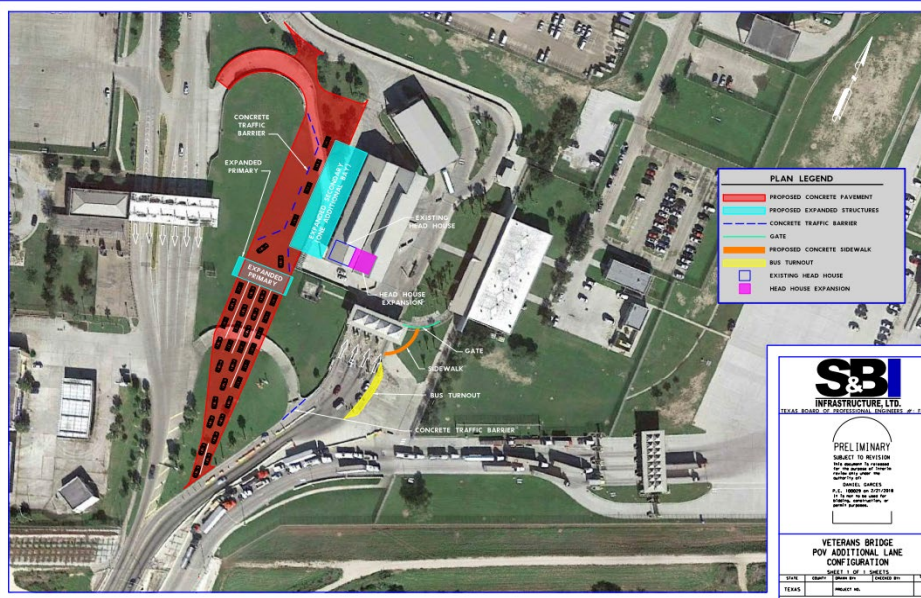
CCRMA  
Project Status Presentation  
RGVMPO Technical Advisory Committee

March 10, 2022



# 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 April 27, 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 ✓



Shovel Ready

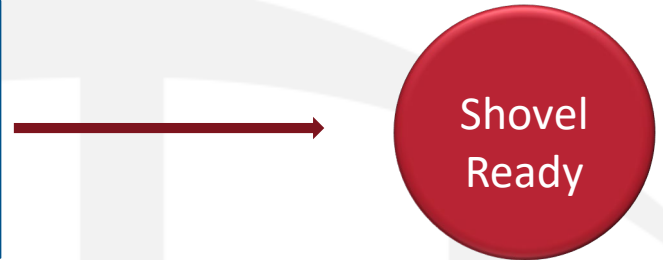
# SH 550 GAP 2 Project

## CSJ: 0684-01-068



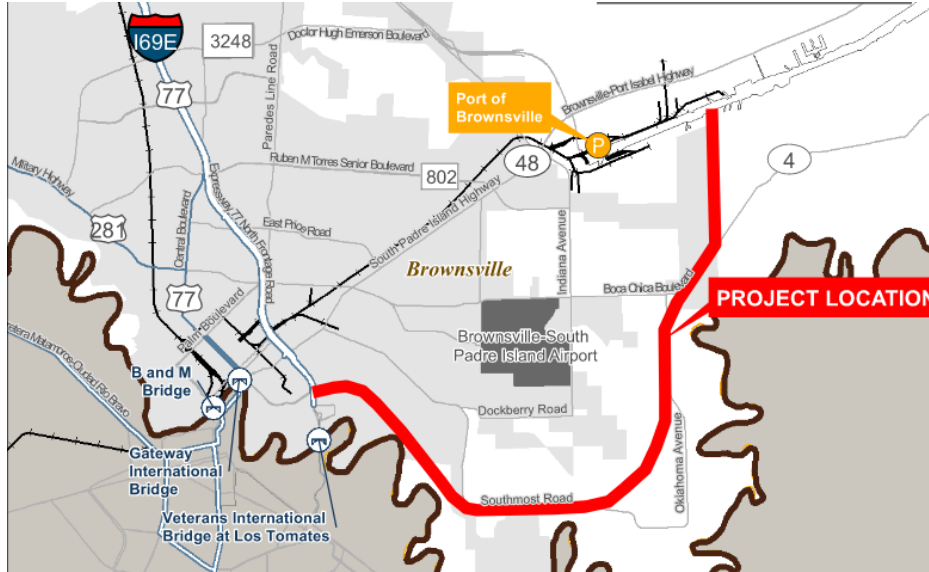
- 1 **Environmental** ✓
- 2 **Preliminary Engineering** ✓
- 3 **ROW & Utilities:** ✓
- 4 **Design** - 90% PS&E Completed
- 5 **Funding** ✓

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



# East Loop

## CSJ: 0921-06-315



### 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
- March 31, 2022-30% PS&E

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

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

# Free Trade Bridge



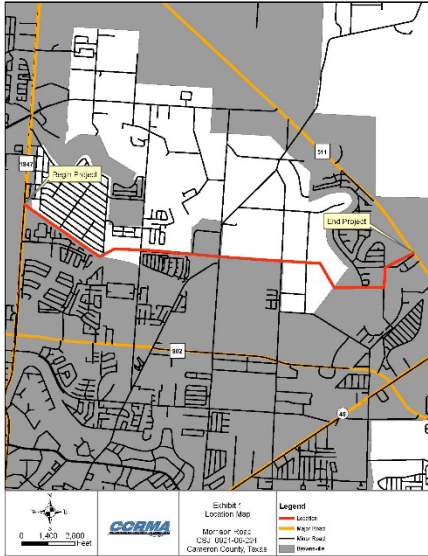
## Recent Activity:

- CBP/GSA Final DAA Underway
- Design Underway
- Utilizing Local funds

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

# Morrison Road

## CSJ: 0921-06-291



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

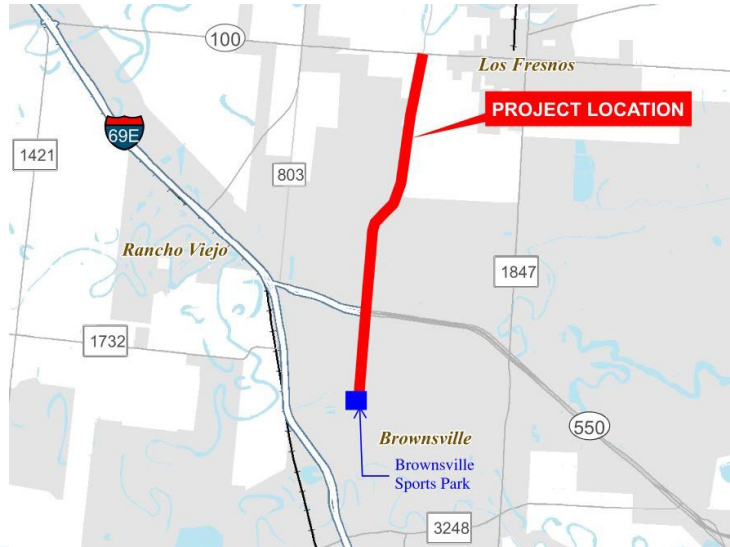
### Recent Activity:

- 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



### 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.
- Will work with RGVMPPO/TxDOT to accelerate letting

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

# FM 509

## CSJ: 0921-06-254



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

### Recent Activity:

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

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

## CSJ: TBD



### Recent Activity:

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

1

**Environmental** - Underway

2

**Preliminary Engineering** - Underway

3

**ROW & Utilities:** - Pending

4

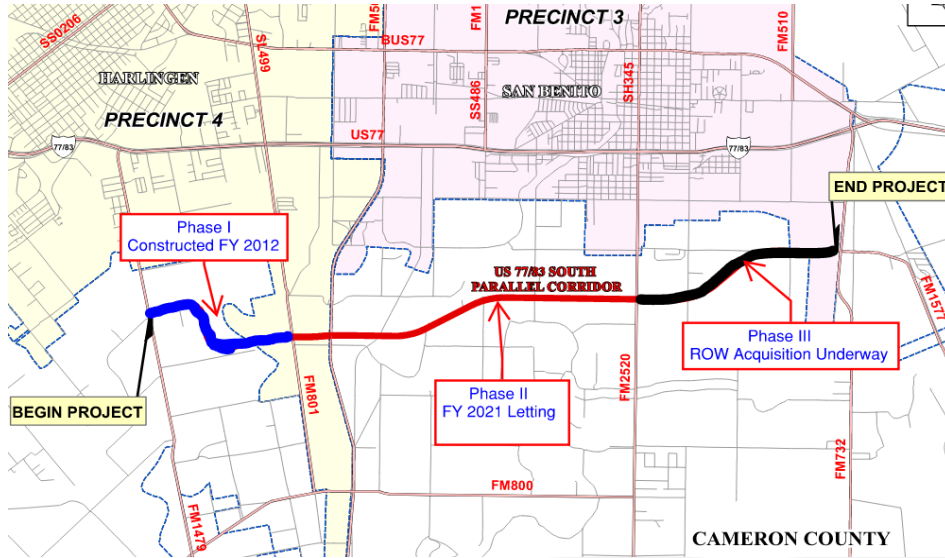
**Design** - Pending

5

**Funding** - Pending

# S. Parallel Corridor Phase II

## CSJ: 0921-06-252



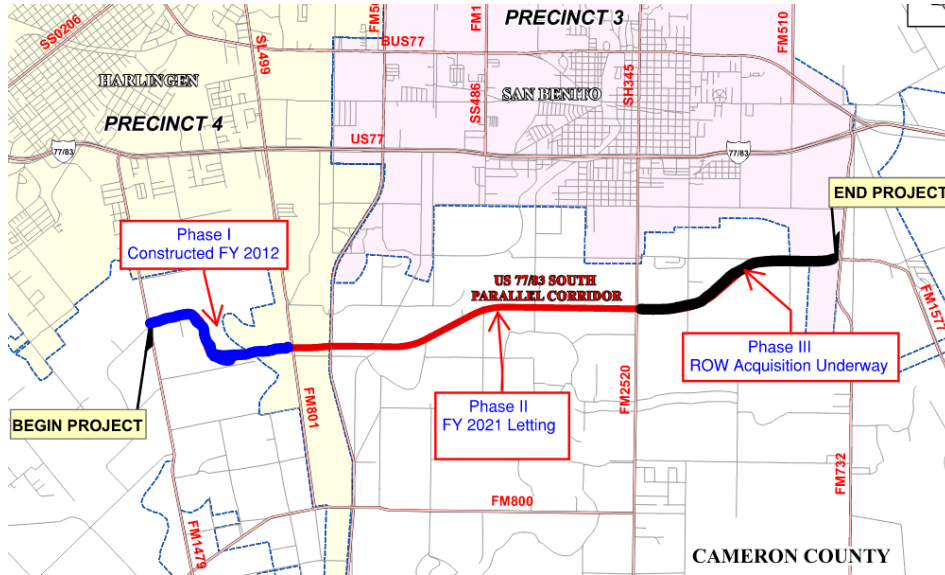
1	Environmental	✓
2	Preliminary Engineering	✓
3	ROW & Utilities:	✓
4	Design	✓
5	Funding	✓

### 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
- Under Construction

# 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



## 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

1

**Environmental**

- Pending

2

**Preliminary  
Engineering**

- Pending

3

**ROW & Utilities:**

- Pending

4

**Design**

- Pending

5

**Funding**

- Pending

# West Blvd – Roadway CSJ:



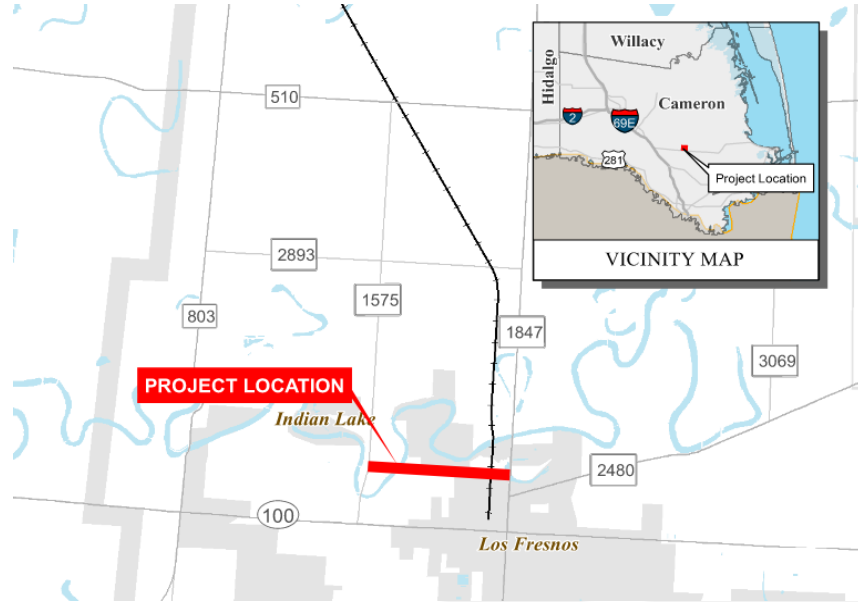
1	Environmental	- Underway
2	Preliminary Engineering	- Underway
3	ROW & Utilities:	✓
4	Design	- Pending
5	Funding	✓

### 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
- PS&E underway with local funds

# Whipple Road

## CSJ: 0921-06-292



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

### Recent Activity:

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





# U.S. 77 – I69E Plan

## Fully Funded by TxDOT - 2021 UTP

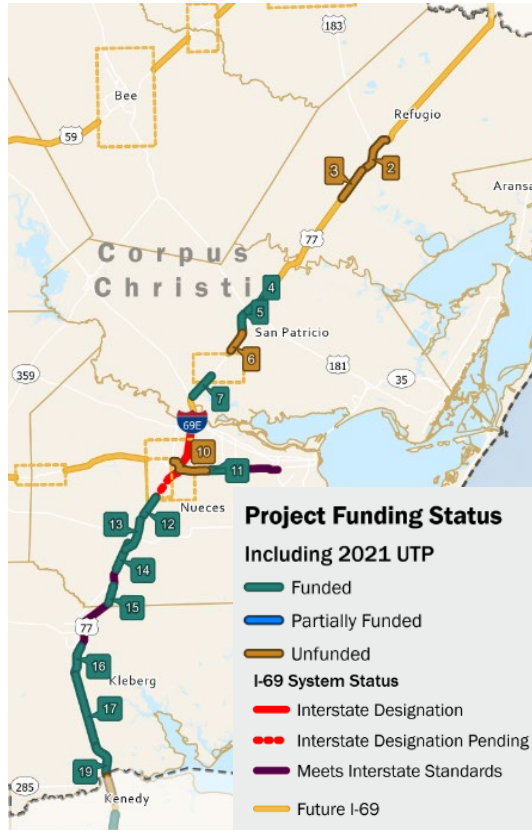


#	CSJ	HWY	Current XS <sup>2</sup>	Limits	Description	EST. CONSTRUCTION COST (M)	EST. TOTAL COST <sup>3</sup>	MILES	FUNDING STATUS <sup>5</sup>	LET YEAR
1	0327-02-055	US 77	4D+	KENEDY/KLEBERG COUNTY LINE to 0.71 MILES N. OF LA PARRA AVE.	Interstate Designation	\$23.3	\$28.0	TBD	Unfunded	2025
2	0327-02-056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

Included in Border Master Plan

# U.S. 77 – I69E Plan

## Fully Funded by TxDOT - 2021 UTP



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

Included in Border Master Plan



## CCRMA TOLL SYSTEM PROJECTS

### CCRMA Back Office Update

- FUEGO Tag live October 21, 2021
- Customer Tag Functionality
- Electronic Communications
- Customization of Accounts to accommodate Bridges & Parks
- Redesigned reporting for Interoperability
- Account migration to Prepaid accounts
- New interfaces with Neopost (print & mail), Interop Systems, and Collections

**Vendors:**  
TollPlus, LLC

### CC Intl Bridge Toll Collection System

- Estimated Go Live – May 1, 2022
- 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 – Fall 2022
- 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: \$4 Million

### Cameron County Parks

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

### Cameron County Parks Warehouse

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

### Isla Blanca Toll Booths

- Construction of toll booth for Cameron County Beach Access #1
- Estimated project cost: \$.4 Million

### Isla Blanca Park Parking Lot 10 Expansion

- Construction of the Isla Blanca Park Parking Lot 10 Expansion
- 220 Parking Spaces
- Construction Cost: \$574,800
- Substantially Complete as of 02.10.22

### Beach Access 3

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

### Mountain Bike Trail

- Enhancements to existing mountain bike trail at the Pedro “Pete” Benavides County Park, Cameron County Texas
- Estimated project cost: \$.5 Million

### Pedro “Pete” Benavides Basketball Court Pavilion

- Construction of a basketball pavilion
- Construction Cost: \$645,000
- Notice to Proceed issued 02.07.22



## 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-Under Construction
- South Parallel Corridor Ph. II
  - \$8.5 M-Under Construction
- Veterans Intl. Bridge Expansion
  - \$15 M- April 27, 2022 Lettin

**\$70 Million in Locally Developed Shovel Ready Projects.**

### Projects in Design

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

**\$185 Million in Locally Developed Shovel Ready Projects.**

### Projects In Development

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

**\$1.18 Billion  
Planning Phase**

**14 CCRMA Projects Currently included in the TxDOT Border Master Plan**



**HCRMA**  
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

# BOARD OF DIRECTORS MEETING FOR MARCH 2022

## HCRMA Board of Directors

**S. David Deanda, Jr., Chairman**  
**Forrest Runnels, Vice-Chairman**  
**Ezequiel Reyna, Jr., Secretary/Treasurer**  
**Alonzo Cantu, Director**  
**Carlos Del Angel, 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

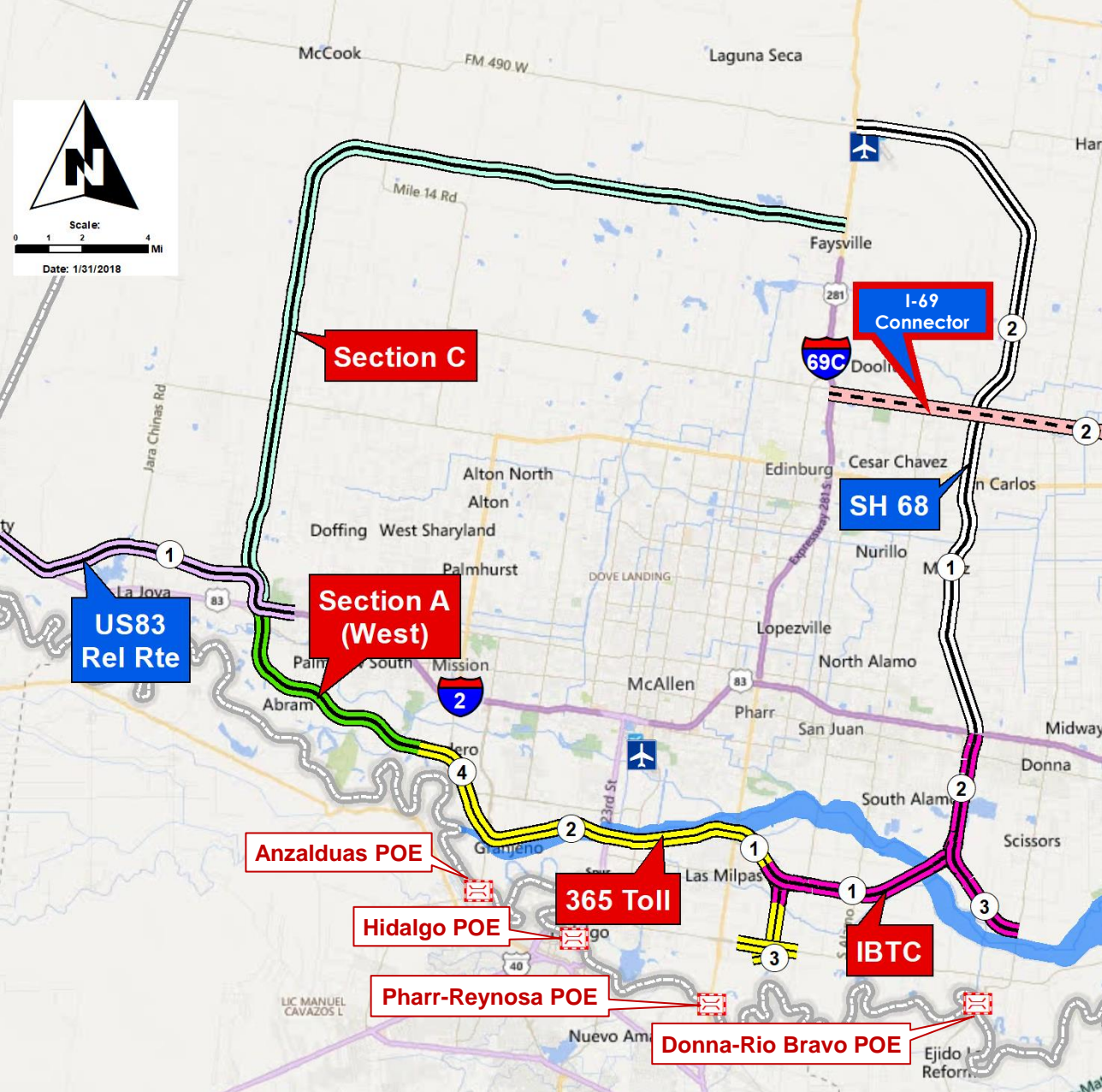
### MISSION STATEMENT:

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

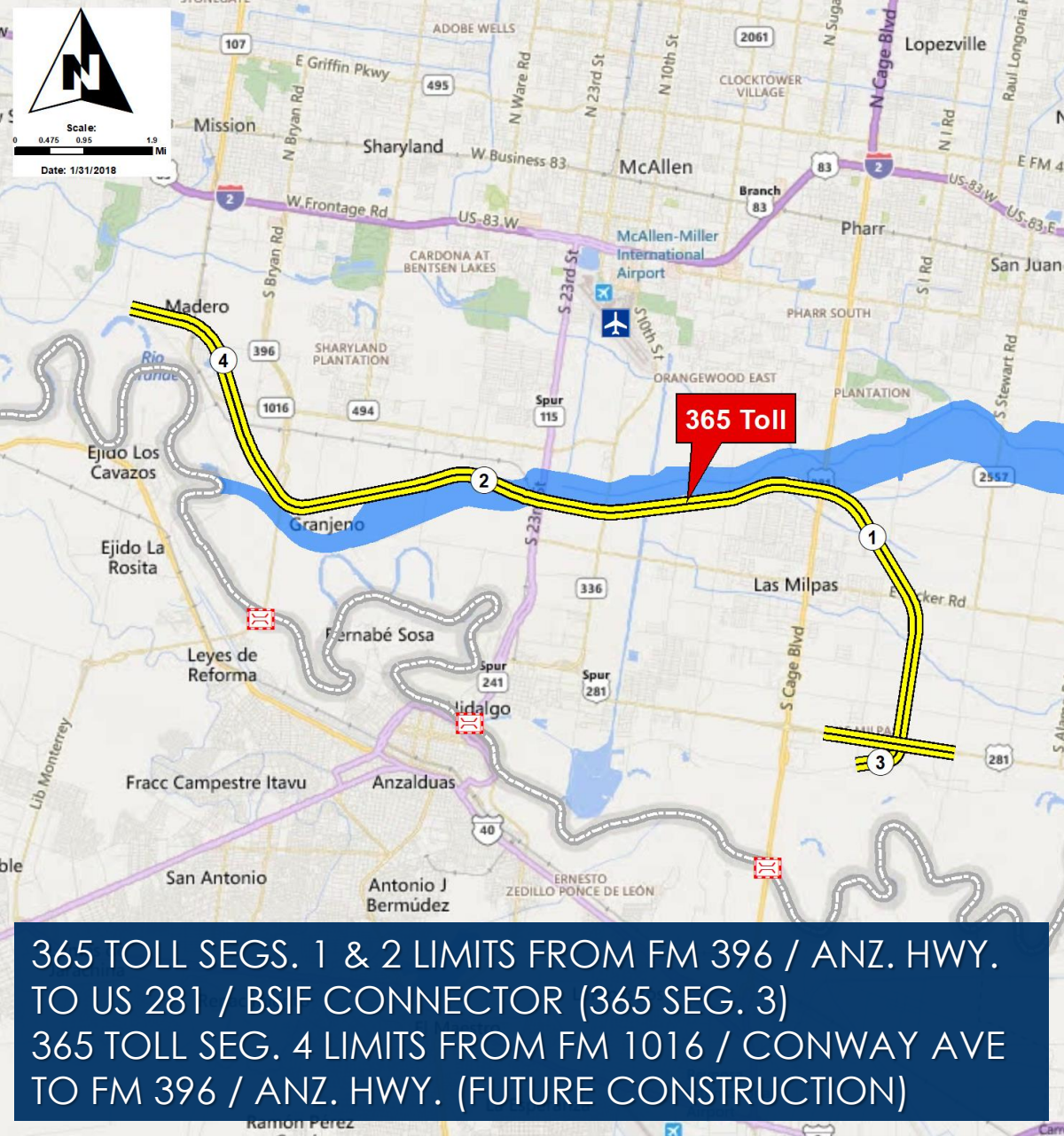


# HCRMA STRATEGIC PLAN

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







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



**MAJOR MILESTONES:**

NEPA CLEARANCE  
 07/03/2015

100% ROW ACQUIRED

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

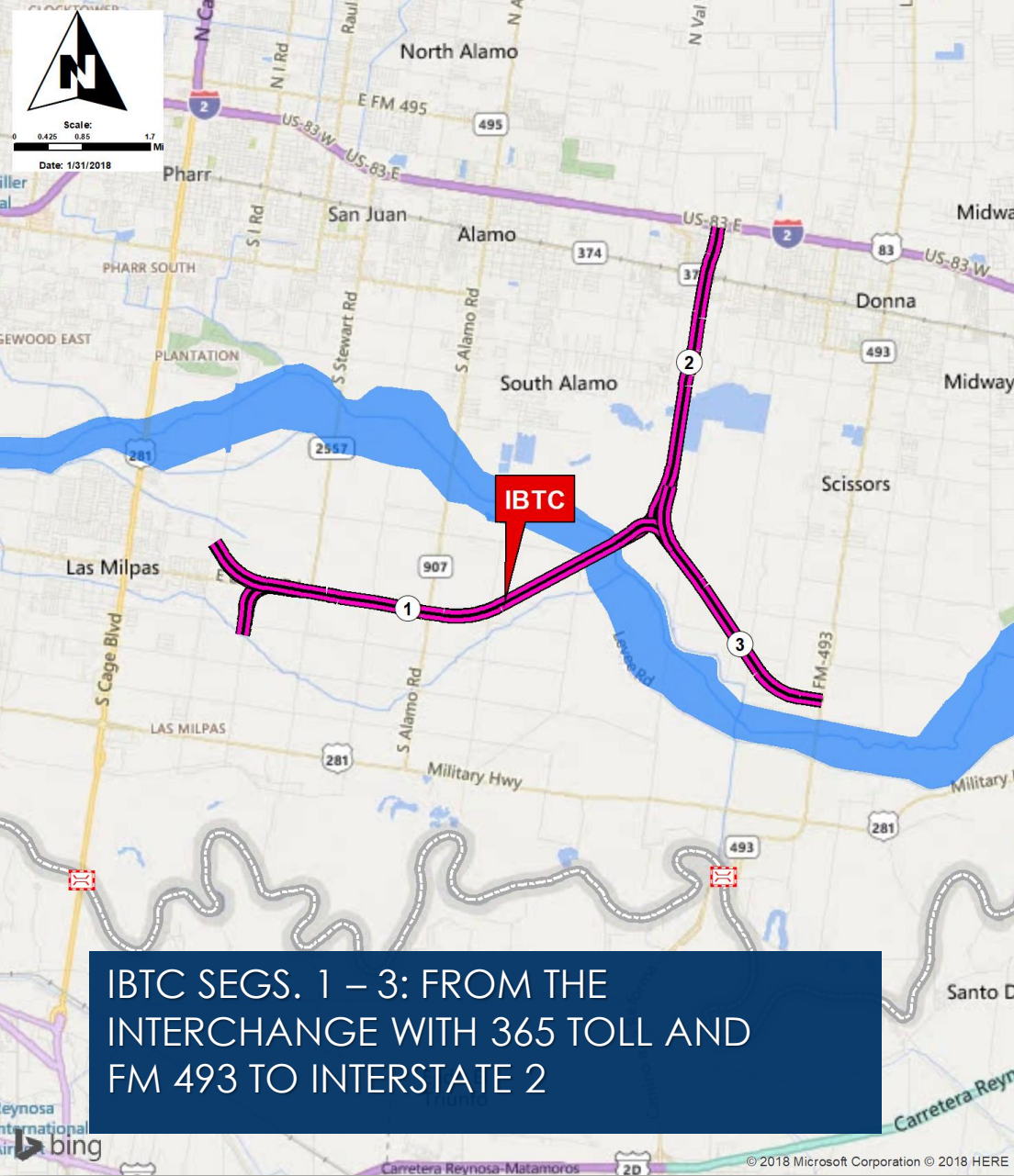
**PH 2: 365 TOLL**  
**SEGS. 1 & 2 –**  
 OPEN: 01/2029



## ► SCHEDULE:

- ~~08/08/2021 - 10/13/2021~~, HCRMA advertises the 365 Toll (60 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.





**MAJOR MILESTONES:**

OBTAINED EA ENV CLASSIFICATION: 11/2017

SCHEMATIC APPROVED: 11/2021

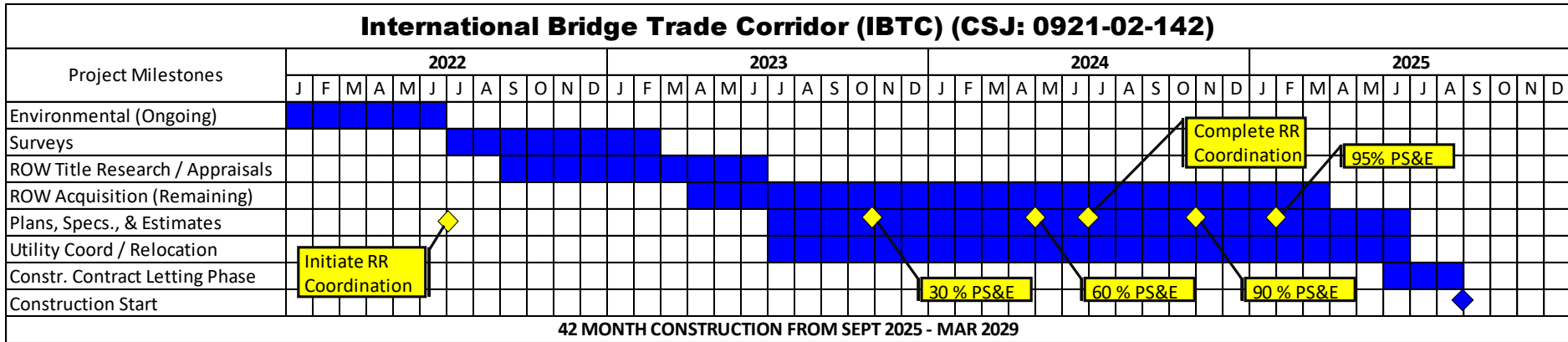
NEPA CLEARANCE: MID 2022

EST. LETTING: LATE 2025

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



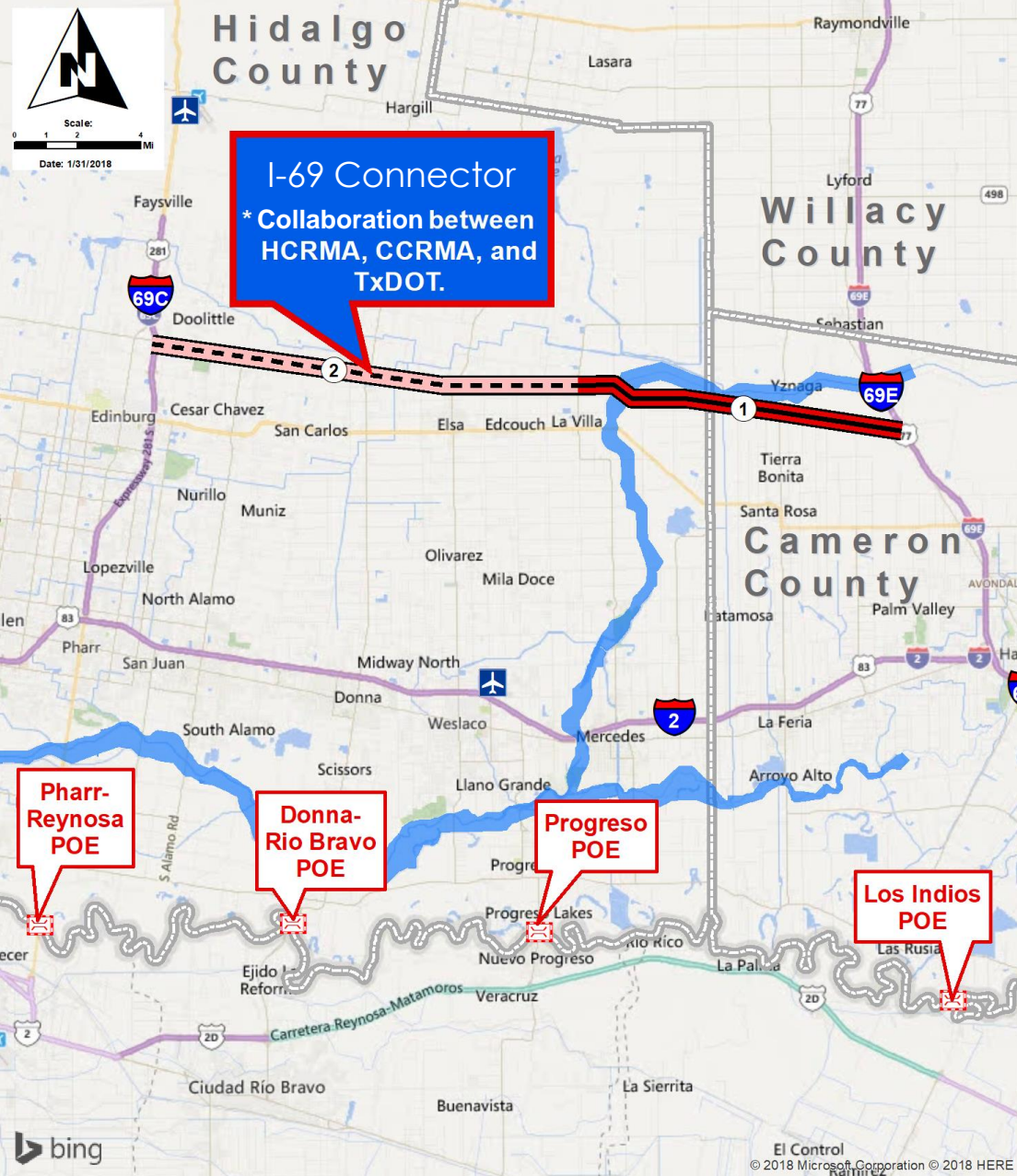
# ▶ IBTC SCHEDULE



## ▶ ADVANCE PLANNING

- ~~❑ Env.: Classification Letter and Scoping Toolkit Submitted Aug 2017~~
- ~~❑ Held IBTC Environmental Kick off with TxDOT PHR / ENV April 6, 2018.~~
- ~~❑ Public Meeting took place at Donna High School March 29, 2019.~~
- ~~❑ All major technical reports submitted and approved.~~
- ❑ Submitted TIP revisions February 15, 2022 to program access to federal funds once project is functionally classified—pending plan STIP update.
- ❑ Conducting public hearing on March 17, 2022.
- ❑ Conducting risk workshop with TxDOT on April 5, 2022.





# 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.

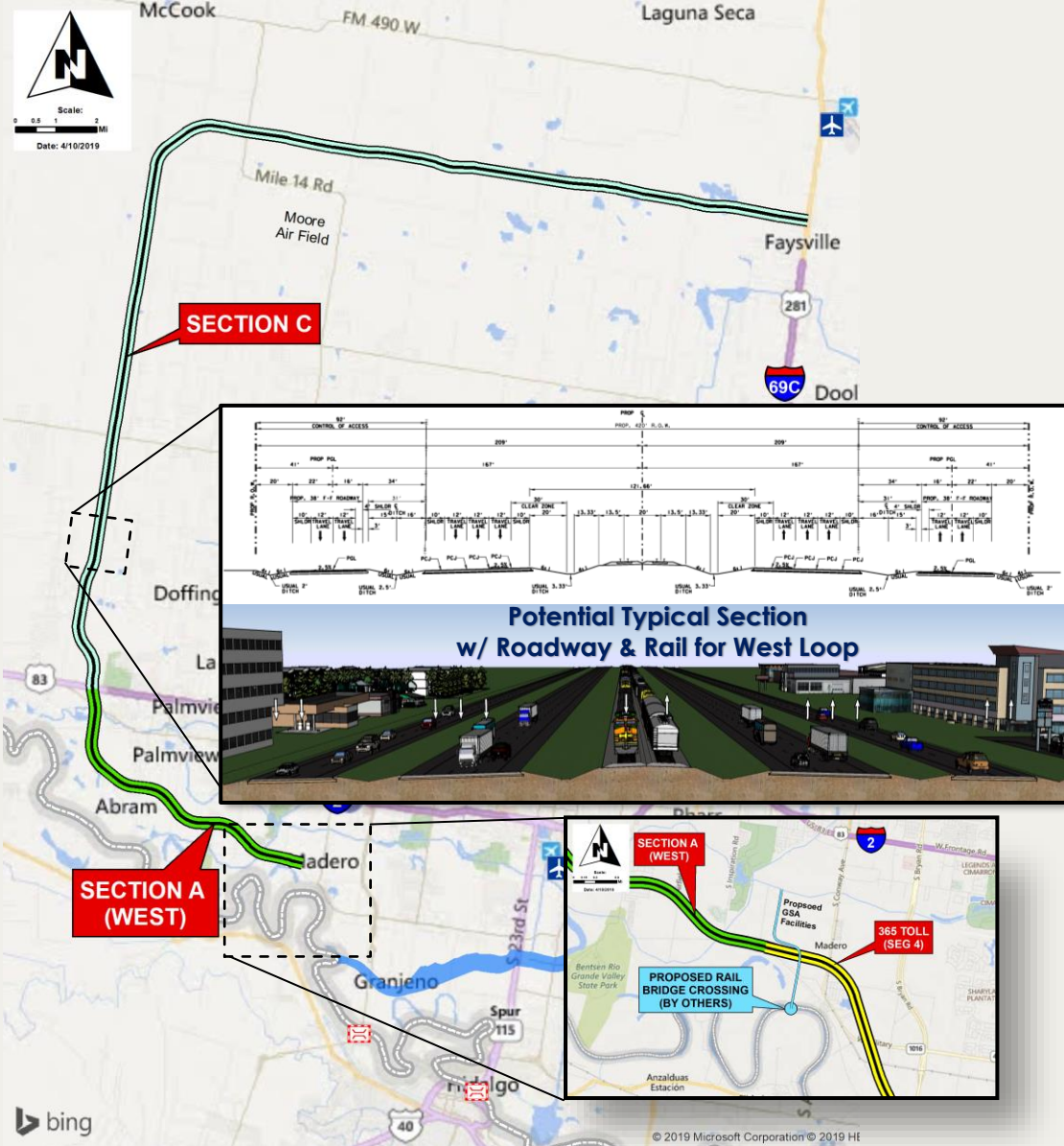
# WEST LOOP

## 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.

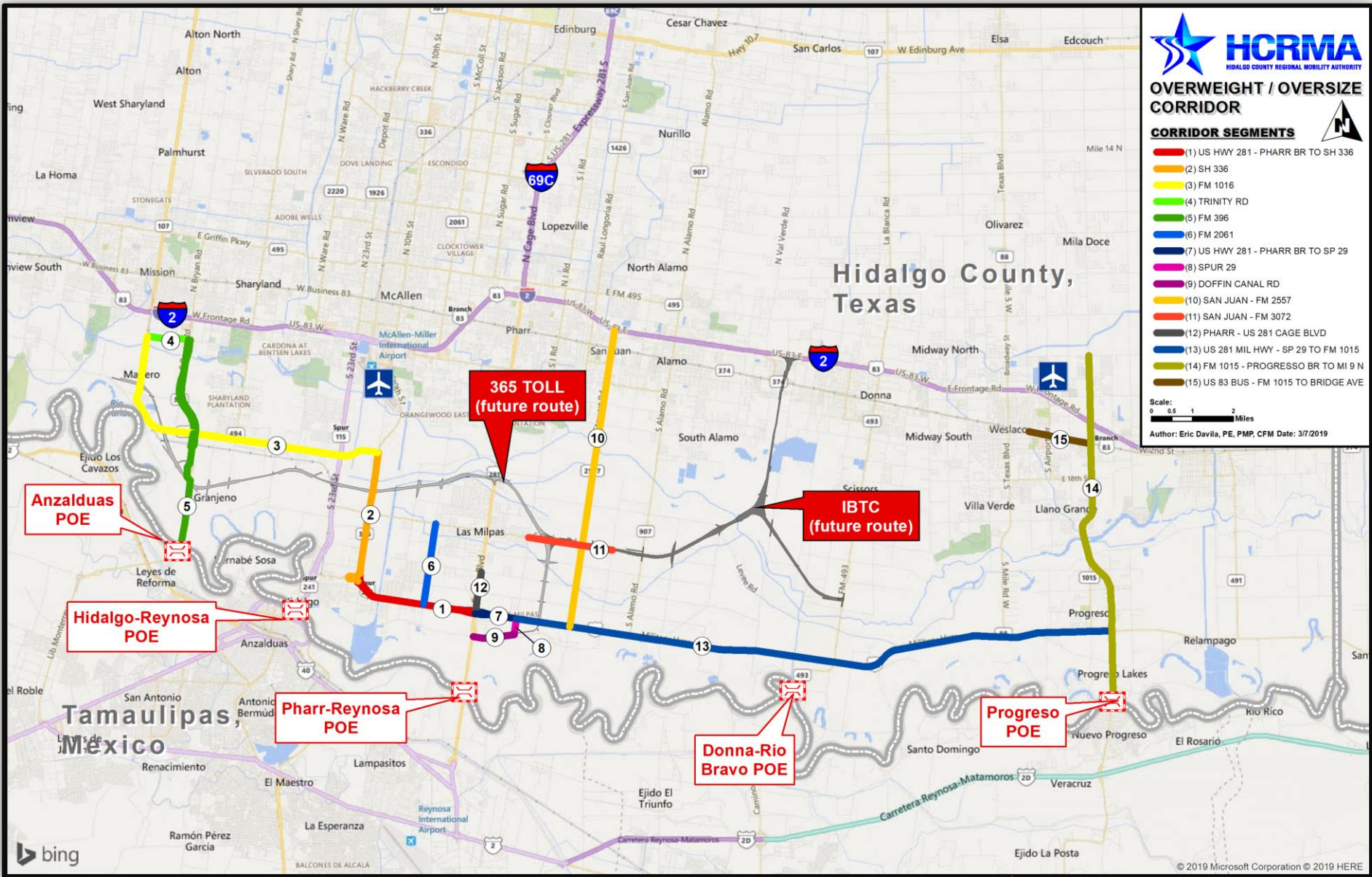


**OVERWEIGHT / OVERSIZE  
CORRIDOR**

**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 MAR 2022:**  
**JAN 1, 2014 – FEB 28, 2022**

**OW**

<b>Total Permits Issued:</b>	<b>228,812</b>
<b>Total Amount Collected:</b>	<b>\$ 37,335,796</b>
■ <b>Convenience Fees:</b>	<b>\$ 737,196</b>
■ <b>Total Permit Fees:</b>	<b>\$ 36,598,600</b>
– Pro Miles:	\$ 686,436
– TxDOT:	\$ 31,108,810
– HCRMA:	\$ 4,803,354



▶ **OVERWEIGHT REPORT FOR MAR 2022:  
JAN 1, 2021 – FEB 28, 2022**

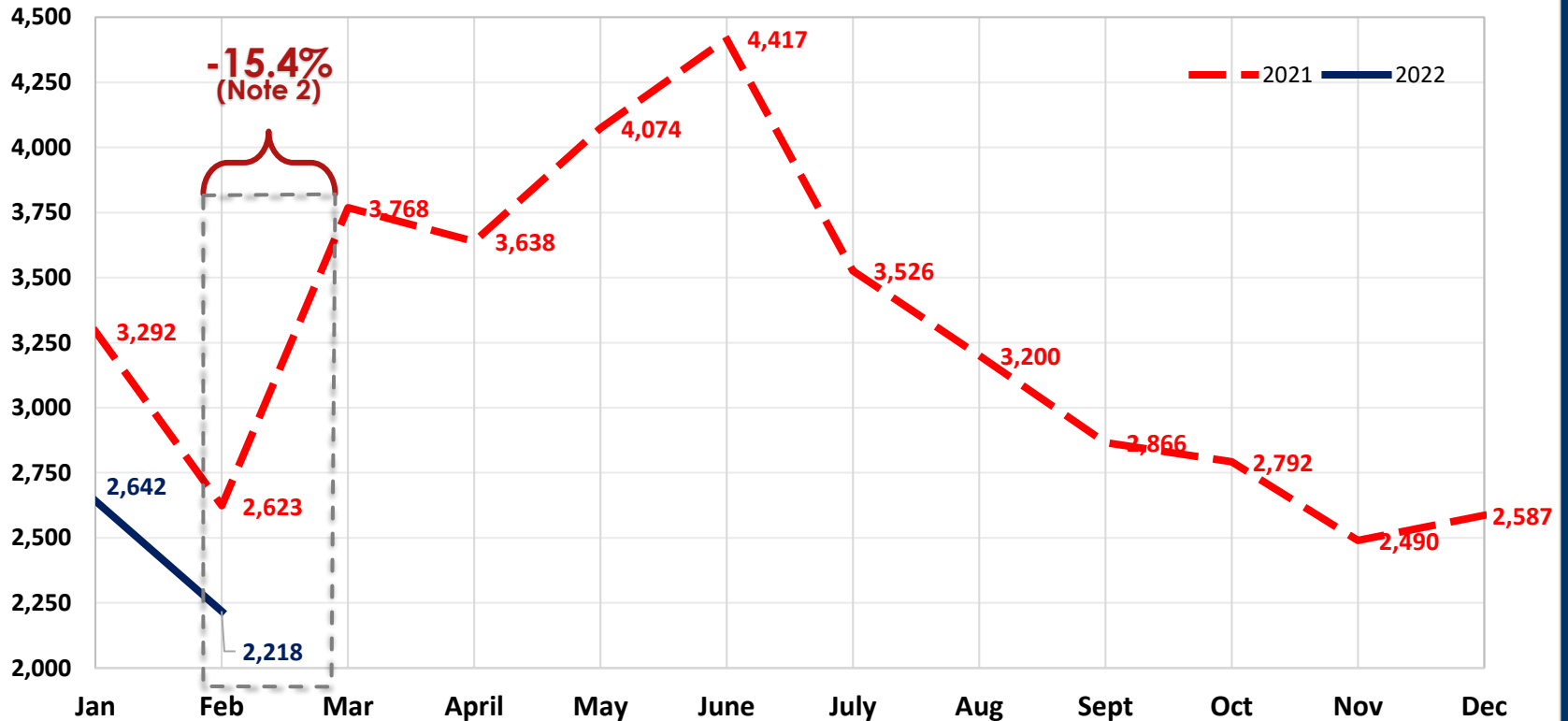
**OW**

<b>Total Permits Issued:</b>	<b>4,860</b>
<b>Total Amount Collected:</b>	<b>\$ 983,220</b>
■ <b>Convenience Fees:</b>	<b>\$ 11,220</b>
■ <b>Total Permit Fees:</b>	<b>\$ 972,000</b>
– Pro Miles:	\$ 14,580
– TxDOT:	\$ 826,200
– HCRMA:	\$ 131,220



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

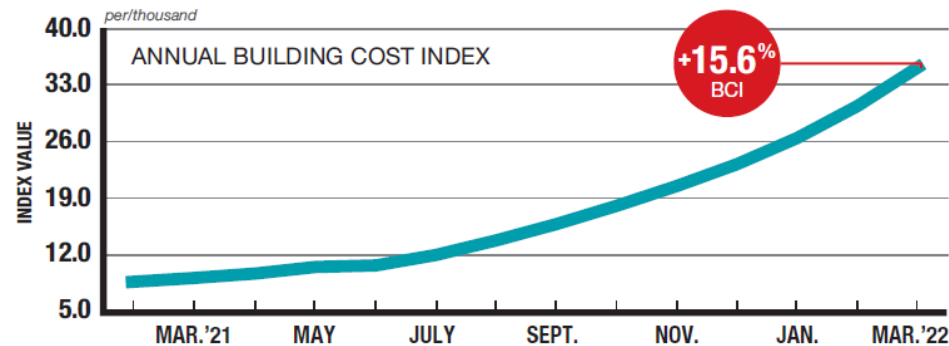
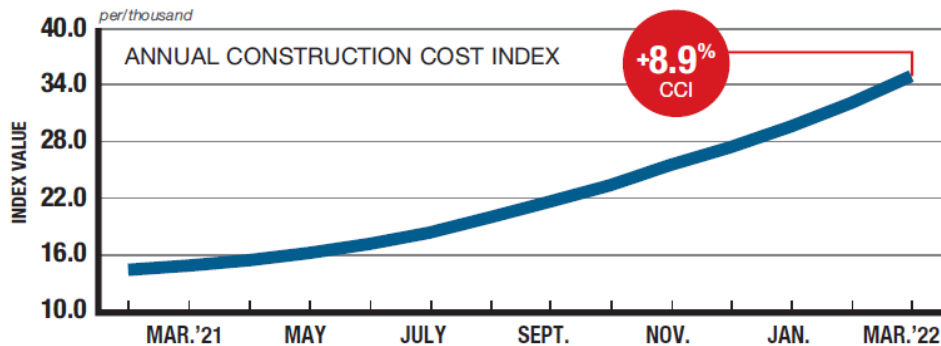
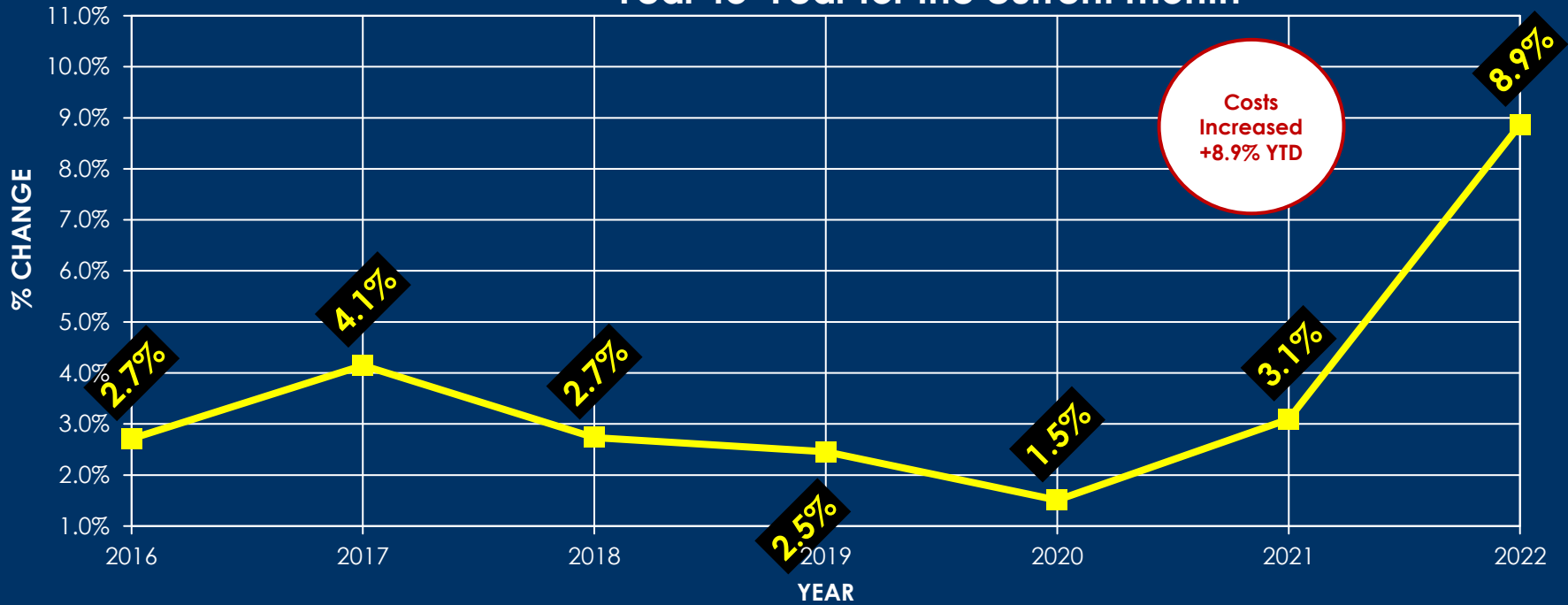
Overweight/Oversized Permit Count  
2021 - 2022 Monthly Comparison



**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 2,218 represents a -15.4% (decrease) compared to the same month in 2020.

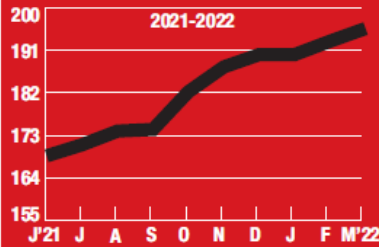
## Construction Cost Index (CCI) Change (%) Year-to-Year for the current month



## CONCRETE BLOCK

**+1.4%**

MONTHLY PRICES ROSE 1.4%,  
WHILE YEARLY PRICES  
ROSE 16.6%.

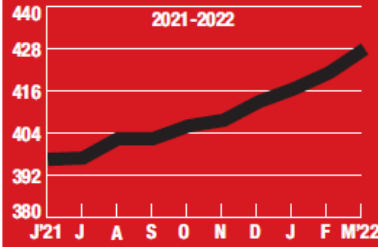


1992=100

## READY-MIX CONCRETE

**+1.6%**

READY-MIX CONCRETE PRICES  
INCREASED 1.6% SINCE  
LAST MONTH.

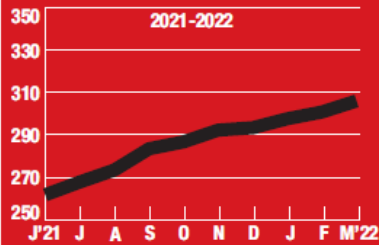


1992=100

## ASPHALT PAVING

**+1.8%**

ASPHALT PRICES ROSE 1.8% THIS  
MONTH, WHILE YEARLY PRICES  
ARE UP 18.5%.



## PORTLAND CEMENT

**+2.3%**

MONTHLY PRICES FOR PORTLAND  
CEMENT ROSE 2.3% IN MARCH.



## 20-CITY AVERAGE

ITEM	UNIT	\$PRICE	%MONTH	%YEAR
<b>ASPHALT PAVING</b>				
PG 58	TON	484.43	<b>+1.8</b>	+18.5
Cutback, MC800	TON	394.06	+1.2	+6.7
Emulsion, RAPID SET	TON	366.42	+0.6	+3.7
Emulsion, SLOW SET	TON	381.77	+0.6	+4.7

## PORTLAND CEMENT

Type one	TON	158.90	<b>+2.3</b>	+5.2
----------	-----	--------	-------------	------

## MASONRY CEMENT

70-lb bag	TON	11.30	+1.5	+2.8
-----------	-----	-------	------	------

## CRUSHED STONE

Base course	TON	15.37	+0.3	+22.3
-------------	-----	-------	------	-------

Concrete course	TON	15.59	+1.8	+32.8
-----------------	-----	-------	------	-------

Asphalt course	TON	16.52	+1.1	+19.7
----------------	-----	-------	------	-------

## SAND

Concrete	TON	14.30	+1.3	+35.4
----------	-----	-------	------	-------

Masonry	TON	14.56	+0.2	+16.0
---------	-----	-------	------	-------

## READY-MIX CONCRETE

3,000 psi	CY	138.91	<b>+1.6</b>	+9.7
-----------	----	--------	-------------	------

4,000 psi	CY	147.84	+1.1	+4.4
-----------	----	--------	------	------

5,000 psi	CY	185.37	+1.0	-1.7
-----------	----	--------	------	------

## CONCRETE BLOCK

Normal weight: 8" x 8" x 16"	C	184.64	<b>+1.4</b>	+16.6
------------------------------	---	--------	-------------	-------

Lightweight: 8" x 8" x 16"	C	172.55	+1.4	+8.1
----------------------------	---	--------	------	------

12" x 8" x 16"	C	266.74	+1.6	+45.8
----------------	---	--------	------	-------



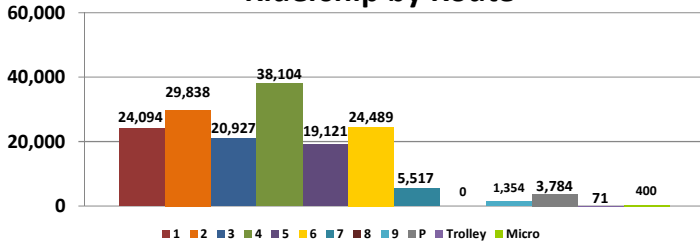
# FY 2021-2022 METRO MCALLEN

## OCTOBER 1, 2021 thru JANUARY 31, 2021 Ridership and Fares

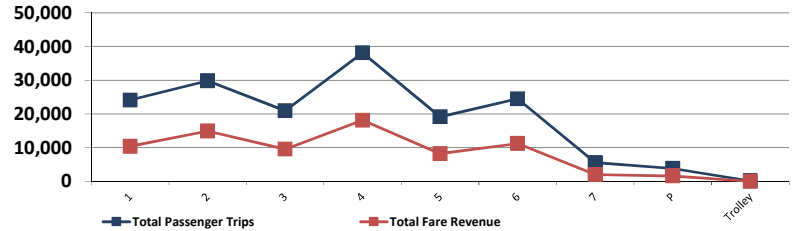
TOTAL RIDERSHIP= 167,699

TOTAL ANNUAL FARE REVENUE= \$80,441

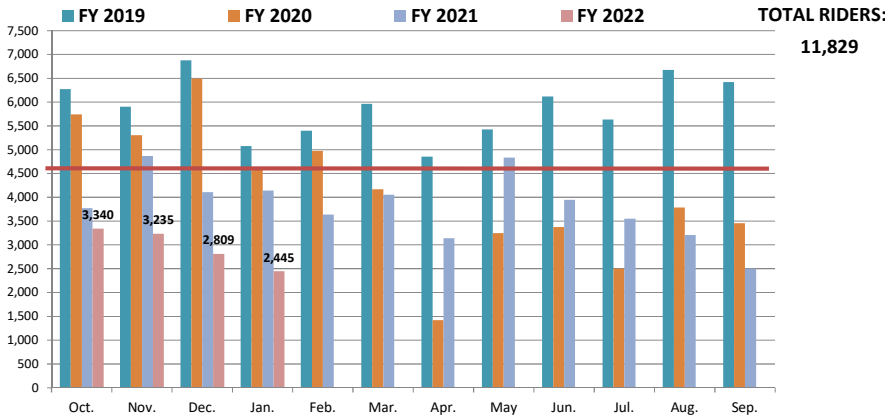
### Ridership by Route



### Route Summary



## SERVICE EXTENSION - YTD Ridership



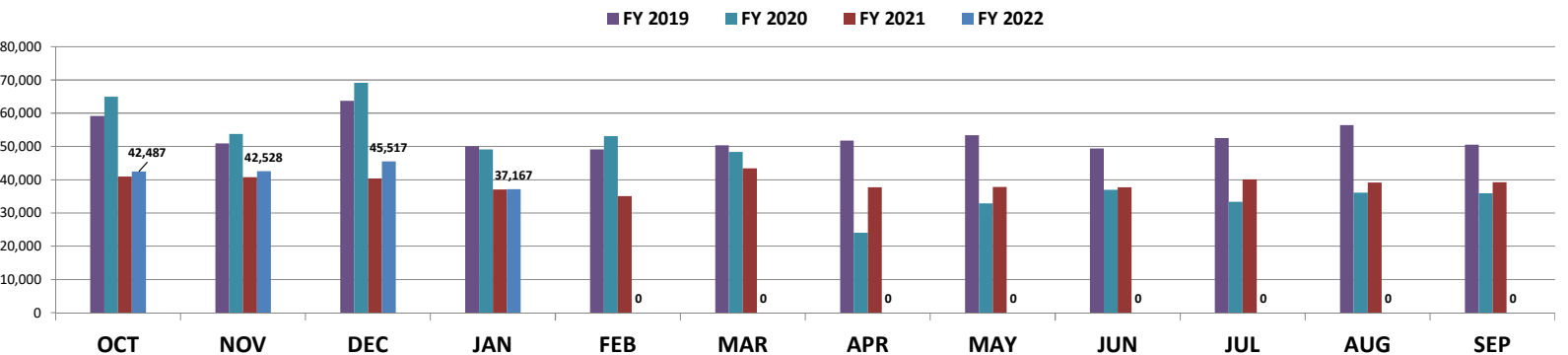
MONDAY-SATURDAY 6:00PM - 9:00PM  
&  
SUNDAY 8:00PM - 6:00PM  
ROUTES

① ② ④ ⑥ P

### 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	2,445	0	0	0	0	0	0	0	0	11,829
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



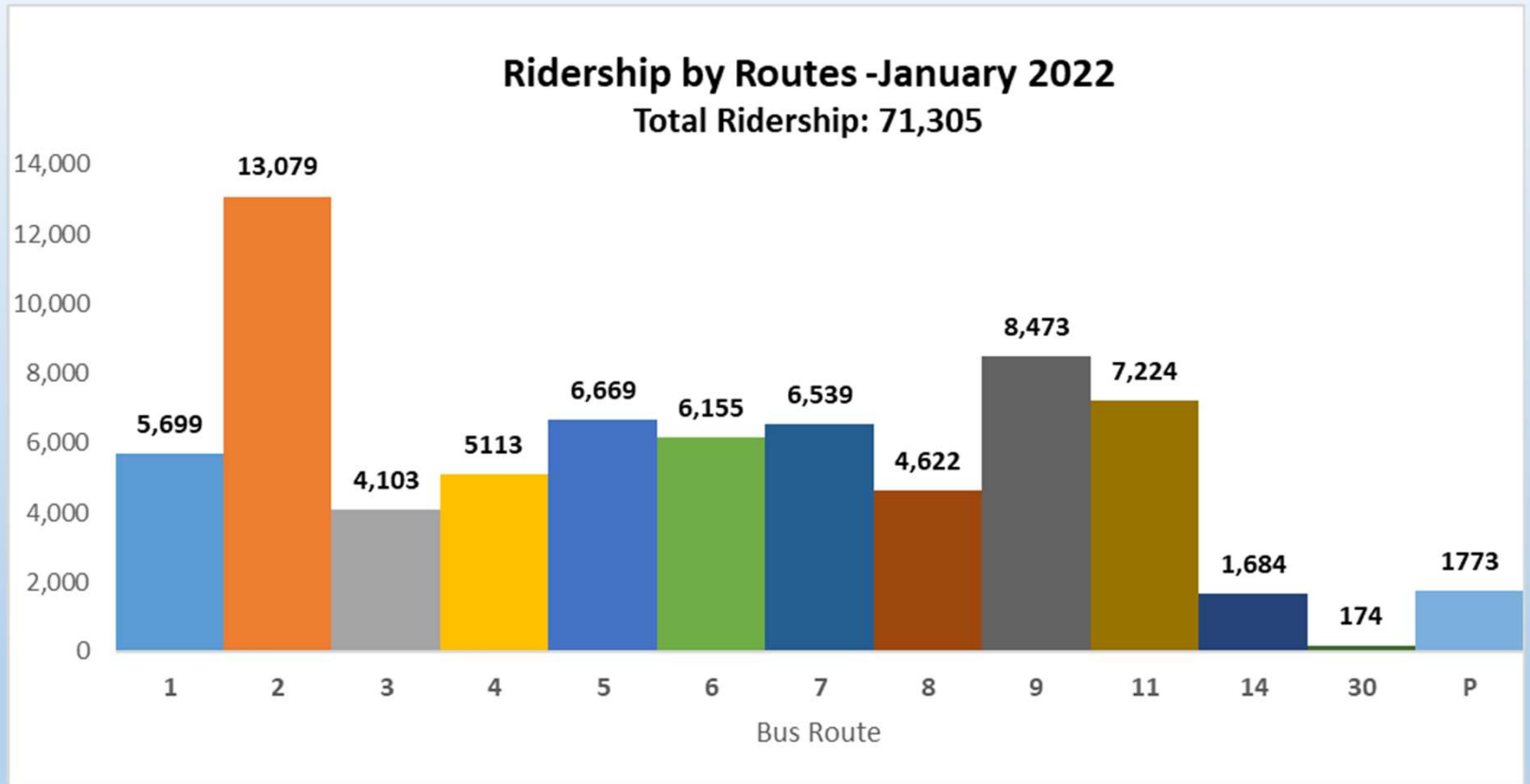
Fiscal Year	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	TOTAL	%Change
FY 2019	59,124	50,893	63,768	50,089	49,104	50,408	51,768	53,334	49,413	52,514	56,433	50,512	637,360	3%
FY 2020	64,986	53,801	69,133	49,137	53,039	48,364	24,095	32,856	36,896	33,340	36,130	35,922	537,699	-16%
FY 2021	40,960	40,791	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	37,167	0	0	0	0	0	0	0	0	167,699	-64%

# Brownsville Metro & Island Metro Transit Reports





# Brownsville Metro

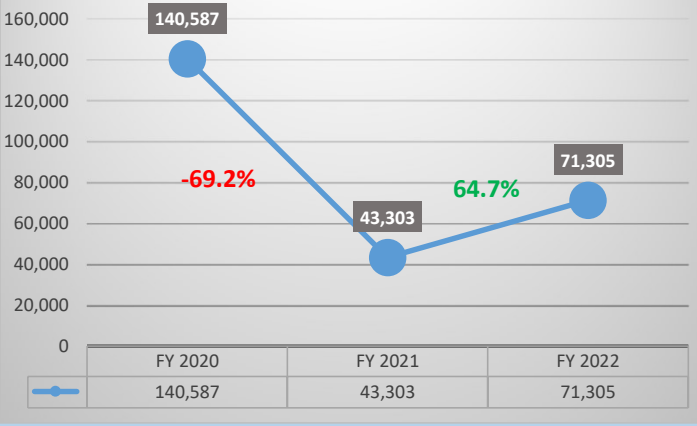




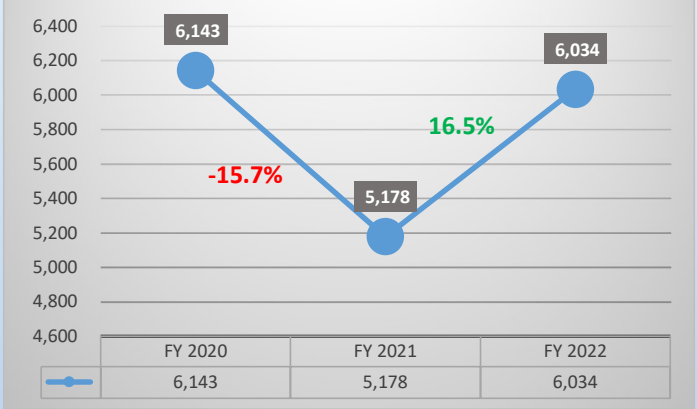


# Brownsville Metro

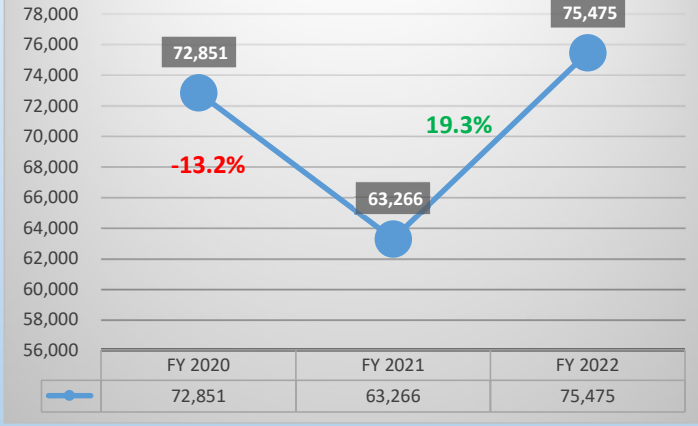
### January 2022 Ridership



### January 2022 Revenue Hours



### January 2022 Revenue Miles





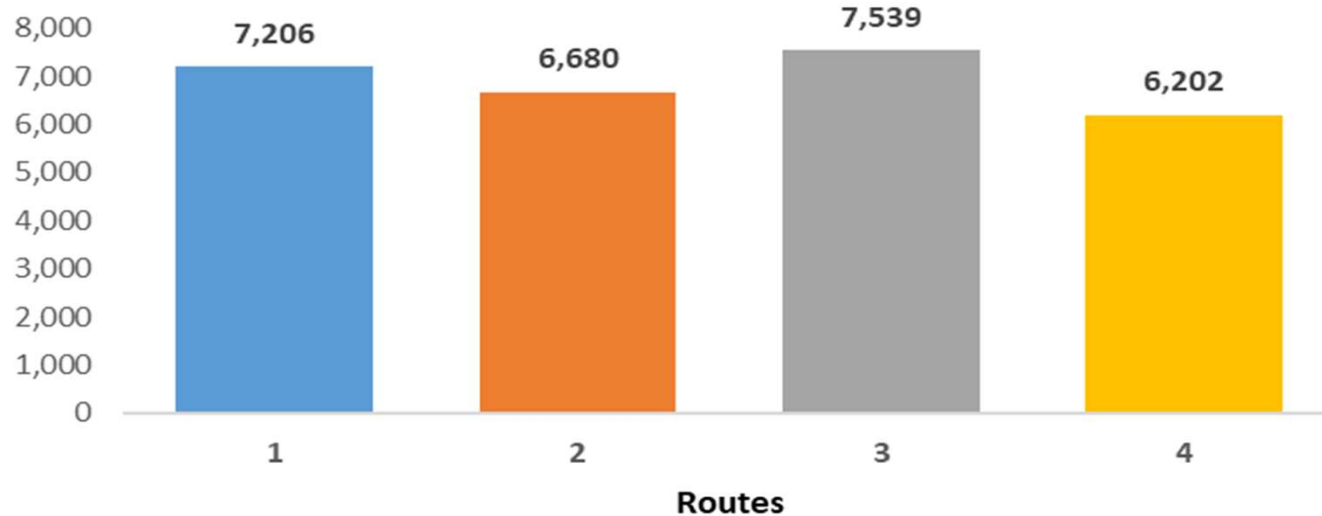
# Brownsville Metro's Fleet "Unit 246"





# Island Metro

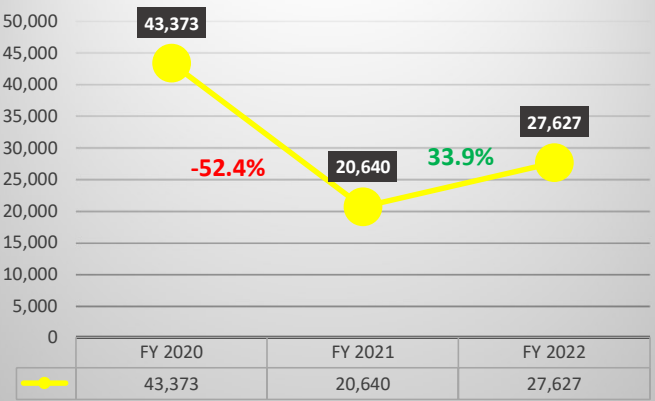
**Ridership by Routes - January 2022**  
**Total Ridership: 27,627**



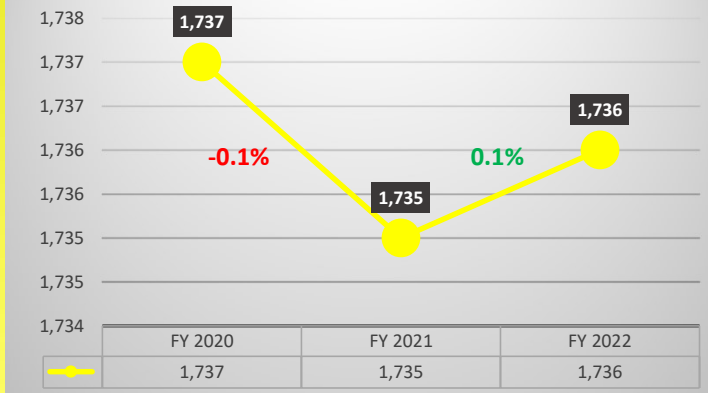


# Island Metro

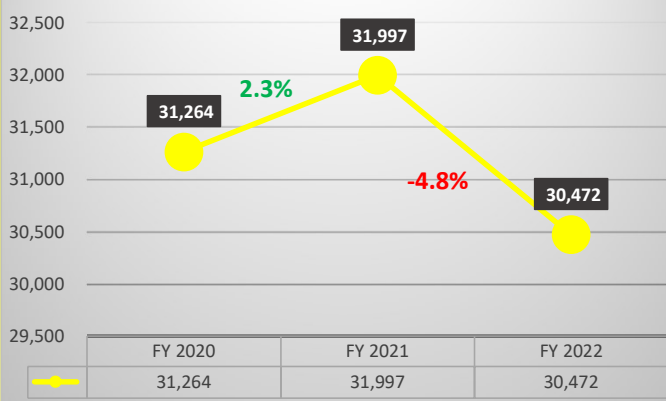
### January 2022 Ridership



### January 2022 Revenue Hours



### January 2022 Revenue Miles

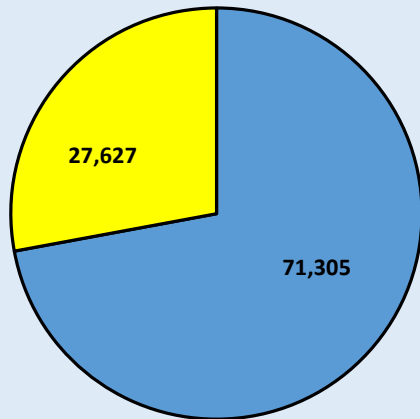




# Combined Ridership

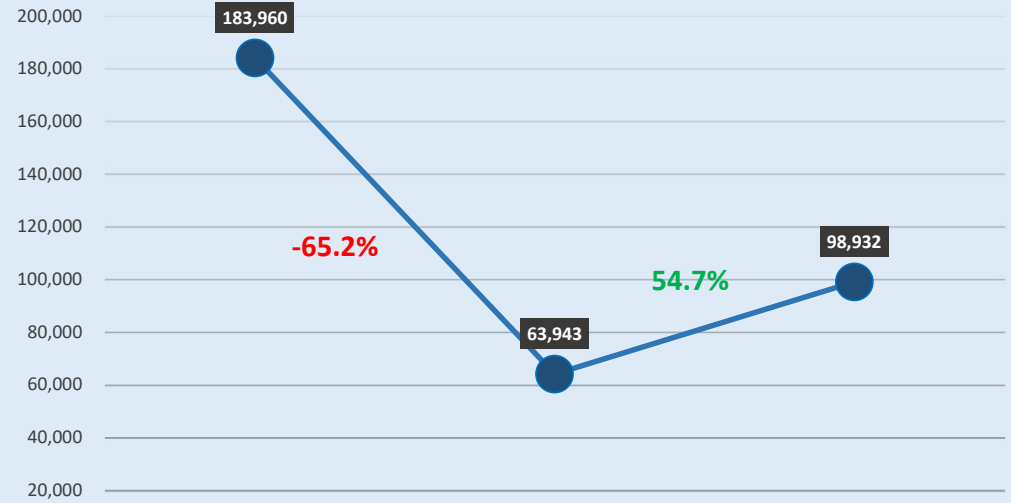


January 2022 Total Ridership  
98,932



■ Brownsville Metro      ■ Island Metro

January Ridership



	FY 2020	FY 2021	FY 2022
January Ridership	183,960	63,943	98,932

**Thank You**

March 10, 2022

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

**NO PROJECTS TO BE LET IN January & February 2022**

### PROJECTS TO BE LET IN March 2022

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – FM 1926 <i>1804-01-071</i>	HID	@ FM 1926 (23 <sup>rd</sup> St) to Ebony Ave	Addition of North & South Bound Center Turn Lanes	\$141,220 / \$0.00	CAT 7 & 3
LL-FM 1926 <i>1804-01-068</i>	HID	@ FM 1926 (23 <sup>rd</sup> ST) & Hackberry AVE	Addition of North and South Bound Center Turn Lanes	\$86,265 / \$0.00	CAT 7 & 3
LL-FM 1926 <i>1804-01-069</i>	HID	@ FM 1926 (23 <sup>rd</sup> St) & Kendlewood Ave	Addition of North & Sout Bound Center Turn Lanes	\$94,785 / \$0.00	CAT 9 & 3
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

### 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 – 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
LL-Anzalduas Int'l Bridge <i>0921-02-303</i>	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
LL-Anzalduas Int'l Bridge <i>0921-02-379, etc</i>	HID	Port of Entry North Bound	Inbound Commercial Inspection Preprimary Inspection Pre-Cleared Cargo Traffic	\$38,769,158 / \$0.00	CAT 10 & 3
LL-Anzalduas Int'l Bridge <i>0921-06-313</i>	HID	@ Veterans Int'l Bridge	Expansion of Primary Lanes for Passenger Vehicles	\$13,754,010 / \$0.00	CAT 7 & 3

### PROJECTS TO BE LET IN May 2022

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
Stuart Place Rd – Sidewalks <i>0921-06-311</i>	CAM	.18 Mi N of Primera Rd to FM 2992/Wilson Rd	Construction of 5 to 6 Ft Wide Sidewalks	\$824,105 / \$0.00	CAT 3 & 9

*Disclaimer: Work in Progress and Subject to Change*

March 10, 2022

**PROJECTS TO BE LET IN June 2022**

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – FM 1926 1804-01-072	HID	@SS 115 (23 <sup>rd</sup> St) & Jackson Ave	Addition of North & South Bound Center Turn Lanes	\$116,619 / \$0.00	CAT 7
LL – SH 336 0621-01-106	HID	Intersection of Bus 83 to 135 Ft S of Intersection of Bus 83	Addition of North & South Bound Center Turn Lanes	\$77,958 / \$0.00	CAT 7

**PROJECTS TO BE LET IN July 2022**

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – Loop 499 – Sidewalks 0921-06-312	CAM	Rio Hondo Rd to FM 106 (Harrison Rd)	Construction of ADA Accessible 6 Ft wide Sidewalks	\$574,484, / \$0.00	CAT 3 & 9
FM 491 0861-01-068	HID	FM 1425 to CR 1390	Reconstruct and Widen Roadway with 4ft shoulders	\$4,284,358 / \$0.00	CAT 8

**PROJECTS TO BE LET IN August 2022**

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
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

**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

*Disclaimer: Work in Progress and Subject to Change*



March 10, 2022

**PROJECTS TO BE LET IN October 2022**

<b>Hwy</b>	<b>CO</b>	<b>Limits</b>	<b>Description</b>	<b>Estimate / Low Bid</b>	<b>Funding Categories</b>
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

**PROJECTS TO BE LET IN December 2022**

<b>Hwy</b>	<b>CO</b>	<b>Limits</b>	<b>Description</b>	<b>Estimate / Low Bid</b>	<b>Funding Categories</b>
LL – Liberty Blvd 0921-02-194	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 0921-06-348	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 3-01-2022)

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
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
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
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
	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	\$ -	\$ -	\$ -	\$ 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

PHARR DISTRICT MASTER LETTING PLAN - FY 2020 + <<FOR INTERNAL TxDOT PHARR DISTRICT USE ONLY>> (JS Revised 3-01-2022)

Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6			STATEWIDE FUND 6				Cat 3 Thru Pass	DISTRICT NON-TRADITIONAL TOTALS	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					
	CAM	SH 4	0039-10-089	Improve Traffic Signals	0.1 Miles West of Central Ave. to 0.1 Miles East of Central Ave.					\$ 154,426		\$ 154,426					\$ 154,426
	CAM	SH 4	0039-10-088	Improve Traffic Signals	0.1 Miles West of FM 511 to 0.1 Miles East of FM 511					\$ 4,284,358		\$ 4,284,358					\$ 4,284,358
	CAM	SH 48	0220-07-067	Install Safety Lighting	6045 Ft. South of SH 100 to 4300 Ft. South of SH 100					\$ 151,584		\$ 151,584					\$ 151,584
	HID	FM 493	0863-03-040	Install Safety Lighting	FM 1925 to Rogers Rd.					\$ 230,179		\$ 230,179					\$ 230,179
	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	\$ 5,324,111	\$ -	\$ 6,736,919	\$ -	\$ -	\$ 2,468,608	\$ -	\$ 13,527,692
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
	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

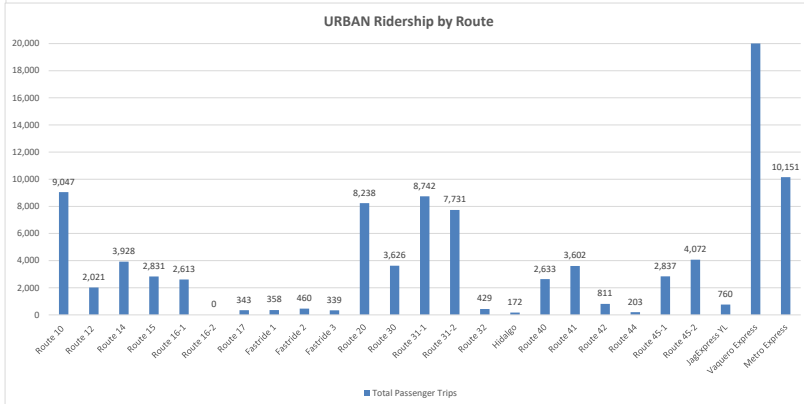
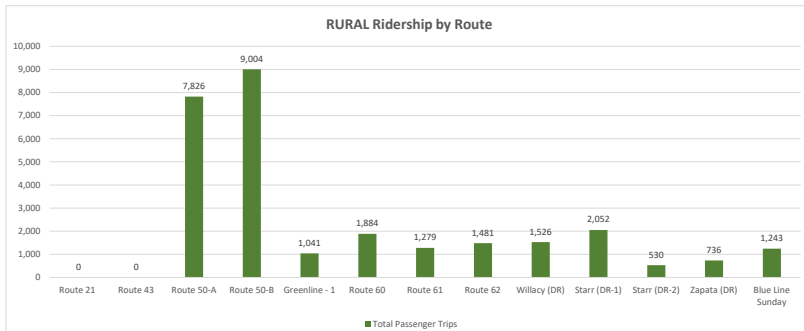
PHARR DISTRICT MASTER LETTING PLAN - FY 2020 + <<FOR INTERNAL TxDOT PHARR DISTRICT USE ONLY>> (JS Revised 3-01-2022)

Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6			STATEWIDE FUND 6			Cat 3 Thru	Pass	DISTRICT NON-TRADITIONAL TOTALS	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						
	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	\$ 18,436,072	\$ -	\$ 18,436,072	\$ -	\$ 18,436,072	\$ 2,468,608	\$ -	\$ 83,882,937



LRGVDC - VALLEY METRO  
RIDERSHIP COUNT YEAR-TO-DATE JANUARY 2022

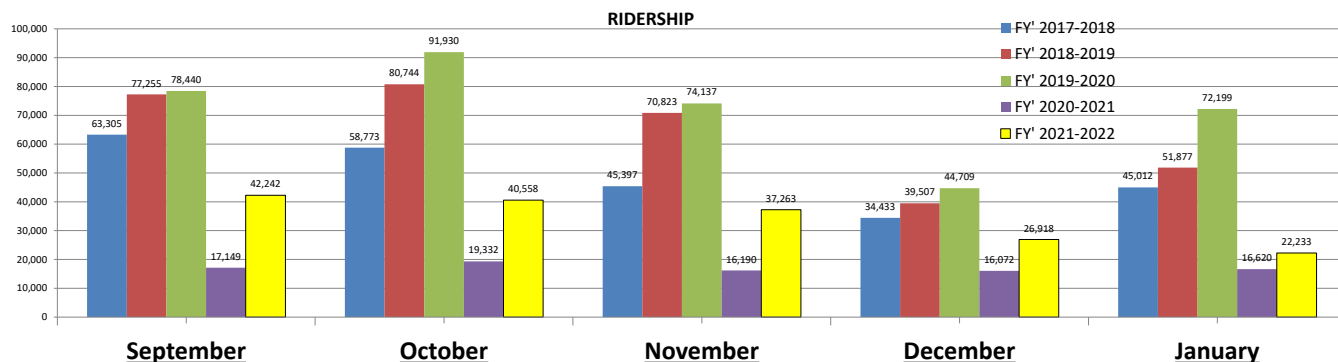
Route	Total Passenger Trips	Route Activity	Area(s) Served
Route 21	0	0%	Sullivan City, West Hidalgo County
Route 43	0	0%	South Cameron County
Route 50-A	7,826	5%	Brownsville, Port Isabel
Route 50-B	9,004	5%	Brownsville, Port Isabel
Greenline - 1	1,041	1%	Rio Grande City
Route 60	1,884	1%	Roma, Rio Grande City
Route 61	1,279	1%	Rio Grande City
Route 62	1,481	1%	Rio Grande City
Willacy (DR)	1,526	1%	Willacy County
Starr (DR-1)	2,052	1%	Starr County
Starr (DR-2)	530	0%	Starr County
Zapata (DR)	736	0%	Zapata County
Blue Line Sunday	1,243	1%	Brownsville, Port Isabel
Route 10	9,047	5%	Edinburg
Route 12	2,021	1%	Edcouch, Elsa, Edinburg
Route 14	3,928	2%	Edinburg
Route 15	2,831	2%	Edinburg
Route 16-1	2,613	2%	Edinburg
Route 16-2	0	0%	Edinburg
Route 17	343	0%	Edinburg
Fastride 1	358	0%	Edinburg
Fastride 2	460	0%	Hidalgo County
Fastride 3	339	0%	Cameron County
Route 20	8,238	5%	Mission
Route 30	3,626	2%	Pharr, San Juan
Route 31-1	8,742	5%	Cameron-Hidalgo County
Route 31-2	7,731	5%	Hidalgo-Cameron County
Route 32	429	0%	Donna
Hidalgo	172	0%	City of Hidalgo
Route 40	2,633	2%	Harlingen
Route 41	3,602	2%	Harlingen
Route 42	811	0%	San Benito
Route 44	203	0%	Primera, La Feria, Santa Rosa
Route 45-1	2,837	2%	Cameron County
Route 45-2	4,072	2%	Cameron County
JagExpress YL	760	0%	Weslaco, Pharr, McAllen
Vaquero Express	64,665	38%	Edinburg
Metro Express	10,151	6%	Rio Grande Valley
<b>TOTAL</b>	<b>169,214</b>	<b>100%</b>	



**VALLEY METRO ROUTES (37)**  
 24 Flex-routes (7 Rural, 17 Urban)  
 7 Demand Response Routes (4 Rural, 3 Urban)  
 3 Fixed Routes (3 Urban)  
 3 Temporarily Inactive (2 Rural, 1 Urban)

YEAR TO DATE RIDERSHIP REPORT

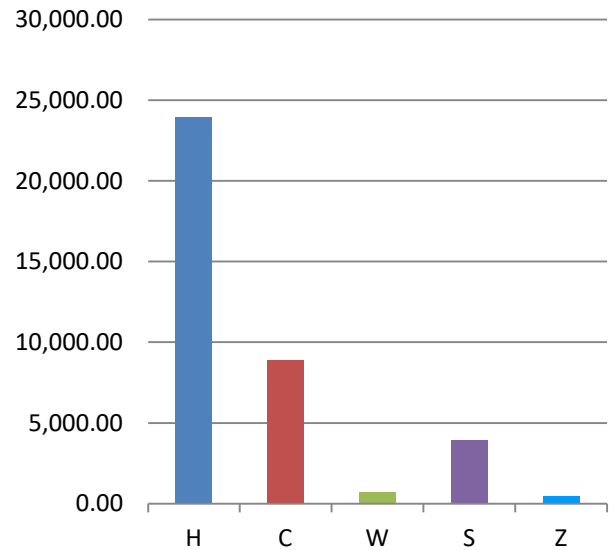
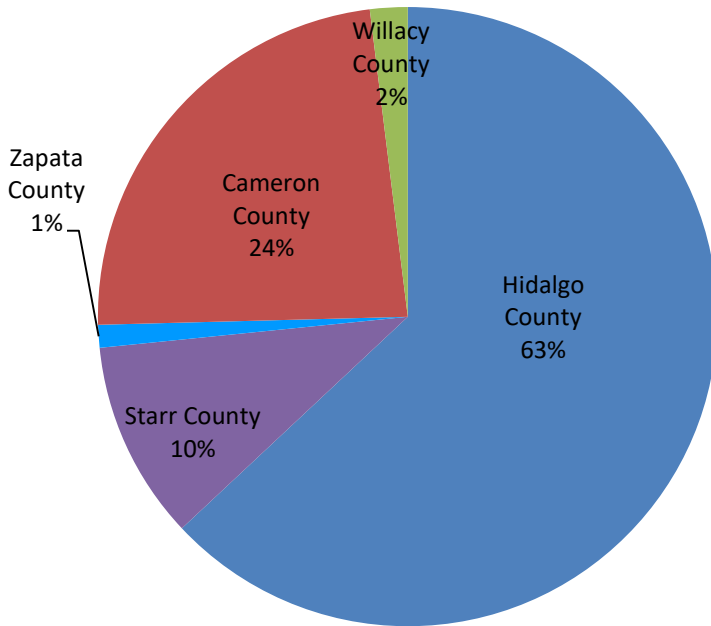
Year to Date - December 2021	Prior Year Sept-Dec Total	DIFFERENCE	% DIFFERENCE
<b>169,214</b>	85,363	83,851	98%



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	22,233	0	0	0	0	0	0	0	169,214	-57,306	-7%
Monthly Change from Previous FY	25,093	21,226	21,073	10,846	5,613	-14,611	-19,300	-18,169	-18,080	-19,842	-19,774	-31,381	-57,306	-202,549	
Percent Change	146%	110%	130.16%	67%	34%	-100%	-100%	-100%	-100%	-100%	-100%	-100%	-25%		

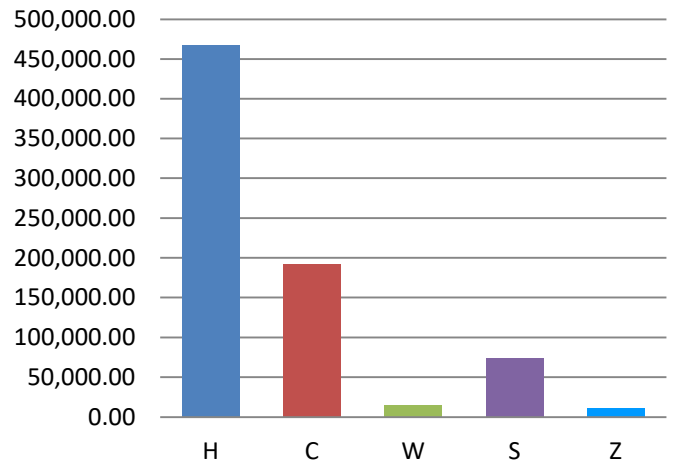
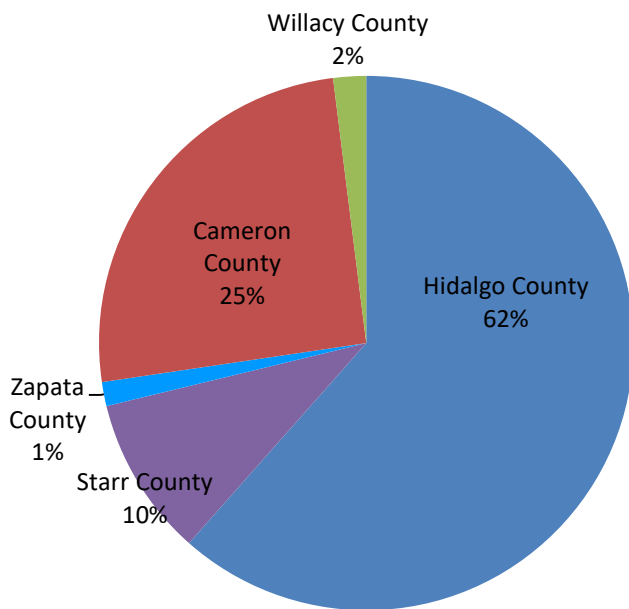


## Distribution of Revenue Hours thru January 2022



Revenue Hours Provided	
Hidalgo County	23,924.51
Starr County	3,943.56
Zapata County	445.41
Cameron County	8,908.49
Willacy County	744.05
<b>Total Revenue Hours</b>	<b>37,966.02</b>

## Distribution of Revenue Miles



Revenue Miles Provided	
Hidalgo County	467,300
Starr County	73,362
Zapata County	11,131
Cameron County	192,566
Willacy County	14,966
<b>Total Revenue Miles</b>	<b>759,325</b>



# 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	37	21	60
January	0	0	0	0	0	0	0	0	0	0	0	1	22	23
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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>106</b>	<b>160</b>	<b>278</b>
<b>FY 2020-2021</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>91</b>	<b>44</b>
Change Over Previous FY	4	9	5	4	0	0	-29	-1	0	0	2	88	69	234

	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug	Total
Direct Routes	57	52	76	58	23	0	0	0	0	0	0	0	266
Indirect Routes	7	2	1	2	0	0	0	0	0	0	0	0	12
Monthly Total	64	54	77	60	23	0	0	0	0	0	0	0	278

2021 - 2022 Valley Metro Routes TSTC Student Passenger Count

