RIO GRANDE VALLEY
EST.
2019
METROPOLITAN PLANNING ORGANIZATION
RGVMPO

1. **Approval of Minute(s) for: May 11, 2023**

☑ **Action** ☐ **Possible Action** ☐ **Information**

Presenter: **JP Terrazas, TAC Chairman**

Item Summary: Approval of the May 11, 2023, Regular Meeting minutes

RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
VIRTUAL MEETING

Minutes

May 11, 2023

I) CALL TO ORDER

JP Terrazas, Chairman (City of Mission) called the TAC Meeting to order at 10:00 AM. The TAC Meeting was held virtually.

II) ROLL CALL

RGVTAC Representatives in attendance were as follows:

MEMBERS PRESENT	
ENTITY	**VOTING MEMBERS**
City of Mission	JP Terrazas, Chairman
Cameron County	Benjamin Worsham, Vice Chairman
City of Brownsville	Helen Ramirez
City of Edinburg	Tomas D. Reyna
City of Harlingen	Ana Hernandez
City of McAllen	Rene Gonzalez
City of Pharr	Absent
City of San Benito	Johanna Maldonado
Hidalgo County	Armando Garza, Jr.
Starr County	Absent
TxDot Pharr District	Norma Y Garza
Valley Metro	Nancy Sanchez
Cameron County RMA	Eric Davila Pete Sepulveda
Hidalgo County RMA	Ramon Navarro
Brownsville Metro	Simon Ortiz
McAllen Metro	Jon Ray Bocanegra
Port of Brownville	Absent
Port of Harlingen	Absent
Port Isabel-San Benito Navigation District	Absent
Cameron County Spaceport Dev Corp.	Absent
RGVMPO Executive Director	**Andrew A. Canon**
RGVMPO Assistant Director	**Luis Diaz**
RGVMPO	**Staff**

DRAFT

III) PUBLIC COMMENTS

No public comments

IV) CONSENT AGENDA

1. Approval of Minutes

Consideration and Action to Approve the Minutes of:

- April 13, 2023

Vice-Chairman Benjamin Worsham asked if there were any more corrections to the TAC minutes of April 13, 2023. No corrections or comments were noted to the minutes of April 13, 2023, Hidalgo County Armando Garza Jr. made a motion to approve the minutes of April 13, 2023. The motion was seconded by Tomas D. Reyna with City of Edinburg. Motion carried.

2. Presentation on TxDOT Freight Planning Rio Grande Valley Traffic Management Strategies to Support Surface Freight

Luke Albert provided an update and requested stakeholder feedback on freight traffic management assessment in the Rio Grande Valley for the TxDOT Freight Systems Branch. The item was for information only, no action required.

Ramon Navarro made a comment about toll road 365, currently under construction. He does not know if the corridors have been considered proposing the IBTC and the impacts to the region.
Luke Albert confirmed that those corridors have been considered and noted and the impact in separating freight vehicles and other vehicles.

Armando Garza Jr. made a comment about a project on Dicker Rd mostly designated for truck traffic and he wanted to make sure that the project was considered.
Luke Albert thanked Armando Garza.

Eric Davila made a comment about the QR code provided within the presentation listing IH2 US 83 Anzalduas Bridge Expansion under Brownsville area. Mr. Davila suggested that that would be listed under a separate category, either the Pharr Bridge or the McAllen Bridge Area.
Luke Albert informed that it must have been a formatting error, but it would be corrected.

Ana Hernandez asked that Highway 281 was mentioned and if that include the area where the Free trade bridge is located or Los Indios?
Albert Luke stated that 281 covers a lot of territory and TTI's thought is to look at both the east and west part of Military Hwy.

Andrew Canon asked if the Border Master Plan from the Border Trade Advisory Committee is being taken in consideration thru this process.
Albert Luke informed that the Border Master Plan was in the list of documents and everything in there would be considered.

Andrew Canon asked, "What is the end goal here?" Albert Luke responded that the end goal is to identify strategies and ways for TxDOT to implement these strategies on the key freight corridors and then how that would feed into a potential traffic maintenance center for the programming process. This would help feed the potential traffic maintenance center. Mr. Canon responded that he is a little confused because some of this information exists, but it seems like we are putting all of this together way before we have a management center for it to be beneficial for it. Albert Luke stated that there are some strategies that can be rolled out without a management center. Some strategies can be rolled out in the short term, like the smart work zones and information dissemination.

Andrew Canon asked if this item would be something to present at the Policy Board. Albert Luke confirmed that he was planning to refer to the group to see what the next step within the area would be to present this project to others.

Javier Dominguez asked if a concrete definition for Traffic Management Center can be provided and be included in presentation for the Policy board. Albert responded that a Traffic Management Center is a central location used to manage traffic within an area. Usually, the camera fees and signal timing fees are connected to this area, it could be a brick and mortal building or a virtual environment. It essentially helps with communication for incidents and monitoring of traffic, signaling timing and monitoring work zones.

Andrew Canon asked Chairman if item should be included for the Policy Board. Chairman JP Terrazas confirmed that the item needs to be presented to the Policy Board.

Chairman JP Terrazas asked if there were any questions. After no questions or comments were presented, Chairman proceeded to item 3.

3. **Discussion and Possible Action on the RGVMPO Complete Streets Policy**

Klarissa Gonzalez presented a draft of the RGVMPO Complete Streets Policy, highlighting the background of the policy and the definition. A Complete Streets Policy is a policy that plans for equitable transportation networks that prioritize safety, comfort, and connectivity to destination for people of all ages and abilities. The

planning activity described in the BIL (Bipartisan Infrastructure Law) is the development of a Complete Streets policy, which is what we've provided today. In February of 2022, the Policy Board agreed for the RGB MPO to work on a Complete Streets policy. In May of 2022, the Policy Board adopted the UPWP Amendment #2 which allocated around $120,000 for its complete Streets planning activities over a two-year budget period.

Over the past year, the RGVMPO staff has been in coordination with planning partners regarding existing and future Complete Streets policies to determine strengths and weaknesses. Staff made an inventory list of existing Complete Streets policies adopted by local governments. Now the staff has produced a regionwide Complete Streets policy, and we're looking to the Technical Advisory Committee and the Transportation Policy Board for feedback this May. We are preparing for public involvement during the next 30 days and on May 17th, we will be presenting the RGVMPO Complete Streets Policy at the Veterans Clinic in Weslaco. After that we will present the updated policy incorporating feedback for approval by the Policy Board in June.

Ms. Gonzalez reviewed the five subsections of the policy; A background mentions how it is federally mandated, a definition as worded in the BIL, a policy Statement with regional vision of safety of safe, multimodal transportation, and a description of requirements, recommendations, design, guidance, and exceptions. The policy states that it can use bike PED counter data as a method of performance measurement. As for implementation, the policy states that the RGVMPO staff will ensure the directives of this policy are reflected in ongoing and programming work by reviewing project applications and monitoring current projects for compliance with the policy.

Ms. Gonzalez ended by providing her contact information and opened the floor for discussion.

Representative from the City of San Benito, Johanna Maldonado asked for confirmation of public involvement dates. Ms. Gonzalez confirmed that public involvement will be May 17th at Weslaco and it will begin after this date and then for the next 30 days at the LRGVDC.

Representative from the City of McAllen Jon Ray Bocanegra made a comment about the importance of safety and the need for citizens to accessibility to safe pads especially within the City of McAllen.

Chairman JP Terrazas asked if there were any questions. After no questions or comments were presented, Chairman confirmed that the item was for information and proceeded to move to Item 4.

4. Discussion on FY 2022 Annual Project Listing (APL)

Rodolfo Zamora started the presentation by providing an update on the FY 2022 Annual project Listing. project listing or APL is currently under review. Public involvement will be conducted in compliance with federal regulations and the documents that are included within this packet will also be linked to our website for our public involvement. Mr. Zamora added that the staff is also reviewing these documents and making notes and adding questions of concern and that a version of this document will also be linked to the RGVMPO's website. During public involvement, staff is kindly asking the advisory committee members and members of the planning partner communities to review these transactions for fiscal year 2022 and share any concerns or questions with RGVMPO staff during the public involvement. An official email will launch public involvement which will last for 30 days, and it will include an in-person location. Any questions or concerns this morning or during the public involvement. Please reach out to MPO staff. The ultimate goal is to send these notes and concerns back up to the Finance Division with the state and ultimately FHWA if needed for this listing of Highway projects, route projects, and bicycle and pedestrian projects. Mr. Zamora also asked the transit providers to please provide the MPO staff with a listing of projects that have let during the fiscal year of 2022, it can be available for public involvement. And ultimately create a finalized packet to send back to the finance division when public involvement is completed, then it will be brought back to the advisory committee and the policy board for final approval.

Nancy Sanchez from Valley Metro asked for confirmation on the dates for Public Involvement. Mr. Zamora responded that the official announcement hasn't gone out yet, but technically it will begin today as of this afternoon, documents would be linked to the website and it does go on for 30 days. So we are now May 11th, so we're looking at conducting it for 30 days. So June 11th technically would be the final day of public involved.

Chairman JP Terrazas asked if there were any questions. After no questions or comments were presented, Chairman confirmed that the item was for information and proceeded to move to Item 5.

5. Discussion and Action to approve the Federal Functional Classification Los Ebanos Drive in the City of Mission CSJ #0921-02-521

Luis Diaz provided an update of the Federal Functional Classification CSJ #0921-02-521 in order to request approval. The lasts submittal that was received for requesting functional classification coming from the city of Mission for Los Ebanos rd. and the limits for the project are I2 all the way to Military Parkway. The request is a little different than what we usually do. We do the entire span of the roadway, but a portion of it is already functioning classified. So, from I2 down to mile one, is already functionally classified. The full length of the project is 2.2 miles and all that's needing to be functioning classified is from mile one all the way down to Military Parkway, which is a total length of 1.7 miles. They are requesting a major collector, regarding the northern section, that's already a major collector.

Mr. Diaz continued by restating that today we're bringing this as an action item requesting to move forward to the policy board. The policy board will be presented with a resolution which will allow MPO to continue put a packet together for processing through TxDOT Pharr district on the TPMP and then on to federal highways for final approval.

Armando Garza Jr stated that he did not have any questions, but he just wanted to mention that the county thinks this is a very important project and we fully support it and we're glad that you know we're on our way.

Then he asked to confirm if a public meeting was held recently. Chairman advised that it was a different project.

Armando Garza Jr. made a motion to approve, and it was second by the City of Brownsville.

Chairman JP Terrazas asked if there were any questions. After no questions or comments were presented, Chairman proceeded to move to Item 6.

6. Update on Federal Functional Classification Pending Submittals

Luis Diaz presented an update of all pending Federal Functional stating highlighting that the MPO has a total of seven and he added that we're doing an analysis internally where we're doing a comparison of the UTP compared to the projects that are functionally classified to identify what needs to be functionally classified moving forward. But we'll provide that list later when that's been cleaned up. If there are any questions about any of this.

Ramon Navarro from HCRMA asked, about the schedule as far as the schedule or assumed review time with projects that are with the MPO. Mr. Diaz responded that it would be about a two-week turnaround at the longest before it's handed over to TxDOT Pharr District.

Ramon Navarro asked Dora with TxDot about their timeline. Dora with TxDOT informed that once they receive the packages from the MPO staff at the Pharr District tries to review them within a week or two. During that time frame, they may have some back and forth just to make sure they have all the information needed included and then they hand it off to division after that the timeline kind of varies.

Chairman JP Terrazas asked if there were any questions. After no questions or comments were presented, Chairman proceeded to move to Item 7.

7. Discussion and Possible Action on Transportation Alternatives set-Aside

Eva Garcia provided an overview and summary of the FY2023-2024 TASA Call for Projects that is currently open. Deadline for project proposals/applications is May 31, 2023. The RGVMPO has $9 million available to program for planning and construction projects.

Ms. Garcia provided a schedule of activities update, highlighting that April 26, 2023, is the deadline to request technical assistance, May 31, 2023, is the deadline to submit project proposals and applications via email by 5pm. It will be reviewed over the summer and taken to the Bicycle and Pedestrian Advisory Committee for evaluation in August. Then in September it will be presented to TAC and Policy Board with recommendations.

Ms. Garcia also detailed the process for reviewing the application, highlighting project eligibility, verifying supportive materials and project funding. She also presented the TASA Call for Projects timeline and process.

Ms. Garcia reviewed the three documents/resources available online for assistance. Call for Projects, Scoring Criteria and the Application, which includes 3 parts (A,B,C).

Ms Garcia reminded everyone of the links for the TxDOT required LGP 101 course and she recommended that is good to have more than one person certified.

Ms. Garcia gave an overview of the different resources/links available for anyone that wants to get more

familiar with the local government project procedures.
Ms. Garcia also reviewed the availability of an online request form for technical assistance.

Chairman JP Terrazas asked if there were any questions. After no questions or comments were presented, Chairman proceeded to move to next Item.

V) **RGVMPO Executive Director's Report and Updates**

Andrew Canon provided and updated the RGVMPO budget report highlighting that the budget is at 51.7% budget spend and it should be at 70, but it should go up as new bills are received more bills from the consultants.
Mr. Canon provided a budget update highlighting the mark at 46% and it should be at 66%, but those would come up from expenditures coming in from McAllen Metro and B-Metro on some transit plan.

Mr. Canon also presented the HERO(Highway Emergency Response Operators) Program as part of develop and review as part of the Safety Task Force Program to start working on vision zero.

Mr. Canon presented a video promoting TxDOT's safety campaign, End the Streak Campaign, and suggested the it would be a good model to consider in promoting safety on the roadways, maybe including some of the local sports teams.

Ramon Navarro suggested contacting TxDOT regarding the HERO program. They used to have the program in place, and it would be a good idea to refer to them as per any pros and cons.

Benjamin Worsham commented that he was part of the program when he was with San Antonio, and he supports the effort, and he highly recommends doing something like that locally.

Vice-Chairman Benjamin Worsham he called for a motion to acknowledge the Executive Director's report. Mayor from San Benito Ricardo Guerra made a motion to acknowledge and Eric Davila from Hidalgo County RMA second the motion.

VI) Status Reports

A. TxDOT Project Status Report

Dora Robles provided an update for TxDot Projects, she noted that the only major update is Liberty Boulevard, which was moved out Liberty Boulevard into fiscal year 2026- pending some coastal overruns being worked on by the local governments.

Ms. Robles also stated that there are also some TA projects showing. The City of McAllen and Brownsville are working with TxDOT to get those projects to letting and once that's complete the letting reports will be updated accordingly.

No questions were posed after the presentation.

B. Cameron County RMA

Eric Davila (Cameron County RMA) provided an updated presentation on projects that are currently within the Cameron County RMA.

- Veterans POV Expansion CSJ: 0921-06-313
- SH 550 GAP 2 Project CSJ: 0684-01-068
- East Loop CSJ:0921-06-315
- Floor De Mayo Bridge CSJ: TBD
- Free Trade Bridge
- Morrison Road CSJ: 0921-06-291
- Old Alice Rd CSJ: 0921-06-290
- FM 509 CSJ: 0921-06-254
- Dana Road CSJ: 0921-06-330
- FM 1846-Williams Road
- SPI 2nd Access CSJ: TBD
- Harlingen Rail Improvement Project FR-CRS-21-002
- S. Parallel Corridor Phase II CSJ: 0921-06-252
- S. Parallel Corridor Phase III CSJ: 0921-06-257
- West Blvd – Roadway
- Whipple Road CSJ: 0921-06-292
- FM 1847 Sidewalk Project CSJ: 0921-06-325
- Outer Parkway CSJ: 0921-06-283
- U.S. 77 – I69E Plan -Fully funded by TxDOT - 2021 UTP

No questions were posed after the presentation.

C. **Hidalgo County RMA**

Ramon Navarro (Hidalgo County RMA) provided an updated presentation on projects that are currently within the Hidalgo County RMA. He highlighted that there have not been major updates from the last time the report was provided. There was only an update on the Loop cost that can be found within the report. Other updates include:

- 365 Toll Project
- IBTC Project Over
- Overweight Permit Summary
- Construction Economics Update

No questions were posed after the presentation.

VII) **NEW OR UNFINISHED BUSINESS**

NONE

VIII) **ADJOURNMENT:**

There being no further business to come before the RGVTAC Members, Chairman called for a motion to adjourn. Cameron County RMA made a motion to adjourn the meeting at 11:02am. The motion was seconded by Hidalgo County RMA, Ramon Navarro, meeting was adjourned.

2. Discussion and Action on FY 2022 Annual Project Listing (APL)

☑ **Action** ☐ **Possible Action** ☐ **Information**

Presenter: Rudy Zamora Jr., Transportation Planner II

Item Summary: The FY 2022 Annual Project Listing (APL) has been reviewed and Public Involvement will conclude on June 11th. Pending any concerns, MPO staff is kindly requesting Advisory Committee members' approval.

Rio Grande Valley Metropolitan Planning Organization FY 2022 Annual Listing of Projects

Rio Grande Valley Metropolitan Planning Organization
Annual Listing of Projects

Introduction

As required by 23 CFR 450.334, each Metropolitan Planning Organization (MPO) shall seek out public input for the Annual Project Listing (APL) through the procedures developed in their individual Public Participation Plans, similar to short-range planning & programming (TIP) development and approval.

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 – Federal regulation 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 separate responsibilities held by organizations in planning, programming, and project implementation. The MPO presents information on the projected schedule and funding for projects listed within the Transportation Improvement Program (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 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

Federal regulation requires 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, the 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.

News

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VIRTUAL PUBLIC INVOLVEMENT MEETING APL

Post Date: 05/11/2023 3:49 PM

Your Opportunity to Get Involved

As part of the 30-day public involvement process, the RGVMPO and the Texas Department of Transp (TXDOT) are giving notice of public involvement for the FY 2022 Annual Project Listing (APL). As require 450.334, each Metropolitan Planning Organization (MPO) shall seek out public input for the Annual Pro (APL) through the procedures developed in their individual Public Participation Plans.

Public Involvement May 11, 2023 – June 11, 2023

Documents available for your review below:

APL Flyer

FY 2022 APL Original

FY 2022 APL RGVMPO Comments

- A link to our Public Involvement Homepage: VIRTUAL PUBLIC INVOLVEMENT MEETING APL | News | Rio Grande Valley MPO, TX (rgvmpo.org)

3. Discussion and Action on FY 2023-2026 STIP & MTP Amendments – August 2023 Quarterly Revision Cycle

☑ **Action** ☐ **Possible Action** ☐ **Information**

Presenter: Rudy Zamora Jr., Transportation Planner

Item Summary: The Statewide Transportation Improvement Program (STIP) - August 2023 Revision Cycle is upon us. Amendments to both short-range (TIP) & long-range (MTP) planning tables are included within this meeting packet for review & approval. Public involvement begins on June 14th and all revisions will be adopted by TPB on June 28th. Staff is available to address concerns and recommendations will be referred to our TPB.

FY 2023-2026 TIP & 2045 MTP Amendments

Transportation Improvement Program (TIP) *- Short-range planning tables for FY 2023-2026*

Metropolitan Transportation Plan (MTP) *- Long-range planning tables for FY 2020-2045*

Transportation Policy Board

JUNE 2023

Summary of Amendments for FY 2023-2026 TIP & 2045 MTP

TIP Amendments – FY 2023-2026

Brownsville Area

0684-01-068 – SH 550 – Proposed Category 12 Reconciliation funding: $2,440,000 & transfer of CRRSAA funds to Liberty Blvd. (0921-02-194)

New Project - Stenger Rd. – Category 10 CRP funds in FY 2024

0921-06-289 – Southmost Nature Trail – Revising Cost and Funding: Category 10 CRP funds: $2,500,000 in FY 2025

New Project – Cameron County Signal Improvements – Category 10 CRP funds: $945,000 in FY 2025

0921-06-334 – Los Fresnos Hike & Bike Trail – Revising Cost & Funding – Category 10 CRP funds: $3,000,000

0921-06-360 – Southmost Nature Trail, Ph. 3 – Revising Cost & Funding – Category 10 CRP funds: $1,000,000

Summary of Amendments for FY 2023-2026 TIP & 2045 MTP

Harlingen-San Benito Area

0921-06-359 – Border Safety Inspection Facility – Move project phase (CONST) to FY 2024 and revise as per TXDOT Connect

0039-07-257 – IH-69E – Revise as per TXDOT Connect

Summary of Amendments for FY 2023-2026 TIP & 2045 MTP

Hidalgo County Area

0921-02-194 – Liberty Blvd. – Pending proposed transfer of CRRSAA funds from SH 550 & I Rd. projects to avoid rescinding of federal apportionment – CRRSAA funding: $4.9 Million

0921-02-322 – Liberty Blvd., Ph. 2 - Move project phase to FY 2024: ROW completion estimate is 6-9 months

0921-02-286 – Mile 6 W. – Move project phase to FY 2024: ROW completion estimate is 12+ months

0921-02-328 – Taylor Rd. – Move project phase to FY 2024: ROW completion estimate is 6-9 months

0921-02-361 – Nolana Loop - Move project phase to FY 2024: ROW completion estimate is 6-9 months

0921-02-405 – Cesar Chavez - Move project phase to FY 2024: ROW completion estimate is 12+ months

0921-02-399 – Cesar Chavez - Move project phase to FY 2024: ROW completion estimate is 12+ months

0921-02-423 – Pharr Bridge Commercial Vehicle Parking Site – Revise limits, description, cost, & funding: Category 10 CRP funds: $11,439,844

0921-02-363 – I Rd. – Pending transfer of CRRSAA funds to Liberty Blvd. – Swapping Category 7 STP-MM ($2,413,582)

0921-02-394 – Donna International Bridge – Revised cost & local funds as per TXDOT Connect

0865-01-108 – SH 495 – Move project phase (CONST) to FY 2026

0342-01-093 – SH 107 – Move project phase (CONST) to FY 2025 – Revised cost & funding as per TXDOT Connect

1064-01-043 – FM 676 – Cost & funding revised as per TXDOT Connect

0921-02-499 – I Rd. – Pending Transfer of CRRSAA funds to Liberty Blvd. **-** Swapping Category 7 STP-MM ($327,167)

New Project – Hidalgo County Signal Improvements – Category 10 CRP funds: $945,000 in FY 2025

1803-01-094 – FM 1925 – Revised cost & funding as per TXDOT Connect

Summary of Amendments for FY 2023-2026 TIP & 2045 MTP

Starr County Area

0038-06-047 – US 83 – Revised cost & funding as per TXDOT Connect

MTP Amendments – FY 2027-2033

0921-06-361 – Southmost Nature Trail Ph. 5 – Category 10 CRP funds: $4,000,000

New Project – Bus Curb Cuts (City of Brownsville) – Category 10 CRP funds: $920,000 in FY 2027

0921-02-475 – Nolana (S4) – Moving CONST phase from FY 2030 to 2032 ($4,000,000 of Category 7)

0921-02-435 – Las Milpas Rd. East – Moving CONST phase from FY 2032 to 2034-41 grouping

0921-02-521 - Los Ebanos Rd. – Pending FC in FY 2026 (locally funded) – Move to FY 2032 once FC is complete ($4,000,000 of Category 7)

***All Unfunded (Lacking Federal and/or State Funds) Projects within Unified Transportation Programming years (2024-2033) will move to the Unfunded List. MPO staff will continue to collaborate with local governments and TXDOT staff to prioritize and program projects accordingly.**

Statewide Transportation Improvement Program (STIP)

Quarterly Revision Cycles

Both short-range (TIP) and long-range (MTP) planning tables are amended quarterly, during the months of: **February, May, August, and November.**

Public involvement is held for at least 30 days and all amendments are approved by the Transportation Policy Board (TPB).

August 2023 Revisions – Public Involvement: **June 14th – July 14th**

Our next revision cycle dates are listed below:

STIP Revision: August 2023

August 2023 Revision Timeline (if Federal approval of May Revision on June 13)		
Open August Revision	June 14, 2023	Day after May approved
All projects must be finalized in the eSTIP portal	July 14	Gives Districts and MPOs 8 days
TPP check TIPs and prepare TxDOT website	July 14 – August 3	14 days for TPP to review
TX Register Notice posted	August 4	Starts 30 public comment period
Public Hearing held week of	August 20	15+ days after TX Register posting
Public comment period ends week of	September 5	Comment period ends at COB
Earliest date for FHWA / FTA approval	September 6	First day FHWA / FTA could approve
Earliest date for opening August Revision	September 7	Open November Revision

August 2023 Revision: Districts / MPOs program to the 2024 UTP
November 2023, February 2024, May 2024 on schedule

Please submit amendments to RGVMPO staff prior to: **June 14th, 2023**

TPB adoption date: **June 28th, 2023**

https://www.rgvmpo.org/Home/Components/Calendar/Event/342/19

4. Presentation of Preliminary CAT 7 Unified Transportation Program (UTP TxDOT 10 Year Plan) Off System Project Scores

☐ **Action** ☐ **Possible Action** ☑ **Information**

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

Summary: The RGVMPO is presenting preliminary scores for the current Unified Transportation Program (UTP TxDOT 10 Year Plan) CAT 7 Off System Projects. This process is being brought forth as a collaborative venture with all local governments to produce the most comprehensive scores for approval at our next TPB meeting.

Fiscal Year 2023

RGVMPO Category 7 Project List								
Fiscal Year	**Project Sponsor**	**CSJ:**	**Project Name:**	**Project Phase:**	**Total CAT 7 Amount**	**CAT 7 (CRRSAA Funds)**	**Project Score(Preliminary)**	**Column1**
2023	CCRMA	0684-01-068	SH 550 Gap II	C, PE, CE	$20,763,425	$2,161,668	90	
2023	CCRMA	0921-06-292	Whipple Rd	PE	$278,677		60	
2023	HC 1	0921-02-286	Mile 6 W	R	$4,396,313		Pending	
2023	HC 2	0921-02-405	Cesar Chavez	PE, R	$4,570,000		30	
2023	HC 2	0921-02-399	Cesar Chavez	R	$1,000,000		31	
2023	HC 3	0921-02-194	Liberty Blvd	C,E,R	$10,535,477		86	
2023	HC 3	0921-02-322	Liberty Bvld Ph II	R	$2,030,000		76	
2023	HC 3	0921-02-328	Taylor Rd	R	$2,011,852		77	
2023	HC 4	0921-02-493	Mile 5 HID	R	$1,000,000		66	
2023	Pharr	0921-02-375	Hi line East	C,E,R	$6,665,273		65	
2023	TxDOT	0865-01-108	Veterans (SH 495)	R	$2,699,360		31	

Fiscal Year 2024

RGVMPO Category 7 Project List								
Fiscal Year	**Project Sponsor**	**CSJ:**	**Project Name:**	**Project Phase:**	**Total CAT 7 Amount**	**CAT 7 (CRRSAA Funds)**	**Project Score(Preliminary)**	**Column1**
2024	Edinburg	0921-02-440	Freddy Gonzalez Dr.	R	$560,000		44	
2024	HC 3	0921-02-328	Taylor Rd	C,CE	$13,487,802		77	
2024	HC 3	0921-02-327	Taylor Rd	C,CE	$494,380	$4,500,000	88	
2024	McAllen/ HC 4	0921-02-362	Russel Rd	C,E,R	$4,950,000		69	Pending FC
2024	Pharr	0921-02-363	I Road (Rancho Blanco- Dicker Rd)	C,CE	$8,411,344	$2,413,582	64	
2024	Pharr	0921-02-499	I Road (Dicker-Military Hwy)	C,CE	$8,293,922	$327,164	63	
2024	Pharr	0921-02-376	Hi Line West	C,E,R	$6,131,860		34	
2024	Pharr	0921-02-479	Twin Span Bridge - Pharr	C,CE	$2,000,000		68	
2024	Pharr	0921-02-434	Las milpas rd (Jackson-Cage)	R	$792,000		19	
2024	Pharr	0921-02-435	I Rd (Las Milpas-Cage)	R	$455,000		18	
2024	TxDOT/ HC 4	1064-01-043	Taylor Rd	C	$5,000,000		84	

Fiscal Year 2025

RGVMPO Category 7 Project List								
Fiscal Year	**Project Sponsor**	**CSJ:**	**Project Name:**	**Project Phase:**	**Total CAT 7 Amount**	**CAT 7 (CRRSAA Funds)**	**Project Score(Preliminary)**	**Column1**
2025	Brownsville	0921-06-289	Southmost Nature Trail Phase IV	C,CE	$938,130		Pending	
2025	CCRMA	0921-06-315	East Loop	C,CE	$20,875,000		55	Pending FC
2025	HC 1	0921-02-254	Mile 1 East	C,E,R	$7,380,000		48	
2025	HC 2	0921-02-361	Nolana Loop (S1)	C,CE	$17,473,719		80	
2025	HC 3	0921-02-332	Mile 3 N - Phase II	C,E,R	$7,190,000		64	
2025	McAllen	0921-02-512	Bensten Rd	C	$4,060,840		25	

Fiscal Year 2026

RGVMPO Category 7 Project List								
Fiscal Year	Project Sponsor	CSJ:	Project Name:	Project Phase:	Total CAT 7 Amount	CAT 7 (CRRSAA Funds)	Project Score(Preliminary)	Column1
2026	Brownsville	0921-06-360	Southmost Nature Trail Phase III	C	$2,257,768		Pending	
2026	CCRMA	0921-06-257	South Parallel Cooridor Phase III	C	$6,765,000		71	Pending FC
2026	Edinburg	0921-02-440	Freddy Gonzalez Dr.	C,CE	$5,524,955		44	
2026	HC 1	0921-02-447	Mile 6 W	C,CE	$22,612,489		47	
2026	HC 1	0921-02-360	Mile 10 N	R	$3,200,000		51	
2026	HC 4	0921-02-442	Trenton Rd	PE,R	$715,000		37	
2026	HCRMA	0921-02-142	IBTC	C,CE	$20,000,000		60	Pending FC
2026	Hidalgo County	0921-02-395	Inspiration Road/Military Parkway Loop	R	$3,500,000		55	
2026	Los Fresnos	0921-06-334	Los Fresnos Hike & Bike Trail	C	$3,027,100		18	
2026	Pharr	0921-02-436	Moore Rd	C,E,R	$6,084,000		43	

Fiscal Years 2027 - 2032

RGVMPO Category 7 Project List								
Fiscal Year	**Project Sponsor**	**CSJ:**	**Project Name:**	**Project Phase:**	**Total CAT 7 Amount**	**CAT 7 (CRRSAA Funds)**	**Project Score(Preliminary)**	**Column1**
2027	Brownsville	0921-06-361	Southmost Nature Trail Phase V	C,CE	$3,772,102		Pending	
2027	Mission/ McAllen/ Hidalgo	0921-02-395	Inspiration/Military Pkway Loop	C,CE	$22,250,000		55	
2027	San Juan/ Alamo/ HC 1-2	0921-02-405	Cesar Chavez Rd	C,CE	$21,350,000		30	
2027	San Juan/ Alamo/ HC 1-2	0921-02-399	Cesar Chavez	C,CE	$6,850,000		31	
2028	HC 3	0921-02-322	Liberty Blvd -Phase II	C,CE	$11,880,000		76	
2028	Pharr/ San Juan/ HC 2	0921-02-403	Eldora rd (Jackson Rd - I Rd)	C,CE	$13,720,000		31	
2029	Cameron County	0921-06-290	Old Alice Rd (Sports Park Blvd - SH 100)	C,CE	$20,330,000		66	
2029	CCRMA	0921-06-292	Whipple Rd	C	$4,541,623		60	
2029	HC 1	0921-02-448	Mile 6 W Rd	C,CE	$12,000,000		62	
2029	HC 1-2	0921-02-169	Nolana Loop (S 2-4)	R	$3,500,000		51	
2029	McAllen	0921-02-396	Nolana Loop (Ware Rd - 23rd St)	C,E	$3,420,000		40	
2029	Weslaco/ HC 1	0921-02-360	Mile 10 N	C,CE	$18,920,000		51	
2030	CCRMA	0921-06-330	Dana Ave (FM 3248- FM 802)	C,CE	$16,180,000		55	
2030	Edinburg	0921-02-466	Sprague Ave (Sugar Rd- SH 336)	C	$4,500,000		28	
2030	Edinburg/ HC 4	0921-02-442	Trenton Rd (I-69/ US 281 - FM 907)	C,CE	$14,440,000		37	
2032	CCRMA	0921-06-362	Morrison Rd (Seg 2)	C,CE	$16,400,000		Pending	
2032	HC 1	0921-02-475	Nolana (S4) FM 493 to FM 88	C	$4,000,000		Pending	
2032	Mission/HC 3	0921-02-521	Los Ebanos Rd.	C	$4,000,000		Pending	Pending FC
2032	Pharr	0921-02-435	Las Milpas Rd E (Cage - I Rd)	C,CE	$8,460,000		25	
2032	Pharr	0921-02-437	Moore Rd East (Cage Rd - I Rd)	C,E,R	$7,950,000		40	
2032	Pharr	0921-02-434	Las Milpas Rd W (Jackson - Cage)	C,CE	$6,240,000		24	

5. FY2024 AND FY2025 Unified Planning Work Program

☑ **Action** ☐ **Possible Action** ☐ **Information**

Presenter: **Fernando Cantu, RGVMPO Planner III**

Summary: Staff is seeking approval from the Transportation Policy Board for the proposed FY2024 and FY2025 Unified Planning Work Program (UPWP).

Task 1 – FY 2024-2025

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]		FTA Section 5307 Funds		Local Funds		Total Funds SPLIT into 2 years	
		FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025	FY 2024	FY 2025
1.1	**MPO**	$694,846.00	$694,846.00	$0	$0	$0	$0	$694,846.00	$694,846.00
1.2	**MPO,** Brownsville	$25,177.60	$25,177.60	$8,000	$8,000	$2,000	$2,000	$33,177.60	$33,177.60
1.3	**MPO**	$9,449.00	$9,449.00	$0	$0	$0	$0	$9,449.00	$9,449.00
1.4	**MPO**	$11,889.80	$11,889.80	$0	$0	$0	$0	$11,889.80	$11,889.80
1.5	**MPO**	$58,500.00	$58,500.00	$0	$0	$0	$0	$58,500.00	$58,500.00
1.6	**MPO**	$116,143.00	$116,143.00	$0	$0	$0	$0	$116,143.00	$116,143.00
1.7	Brownsville	$0	$0	$12,000	$12,000	$3,000	$3,000	$15,000	$15,000
TOTAL		**$916,005.40**	**$916,005.40**	**$20,000**	**$20,000**	**$5,000**	**$5,000**	**$941,005.40**	**$941,005.40**

[1] TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

E. FUNDING SUMMARY TASK 2.0 DATA DEVELOPMENT AND MAINTENANCE

Task 2 – FY 2022-2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]		FTA Section 5307 Funds		Local Funds		Total Funds SPLIT into 2 years	
		FY 2022	FY 2023	FY 2022	FY 2023	FY 2022	FY 2023	FY 2022	FY 2023
2.1	**MPO**	$66,319.16	$66,319.16	$0	$0	$0	$0	$66,319.16	$66,319.16
2.2	**MPO**	$37,896.66	$37,896.66	$0	$0	$0	$0	$37,896.66	$37,896.66
2.3	**MPO**	$47,245.00	$47,245.00	$0	$0	$0	$0	$47,245.00	$47,245.00
2.4	**MPO**	$75,793.32	$75,793.32	$0	$0	$0	$0	$75,793.32	$75,793.32
2.5	Brownsville	$0	$0	$12,000	$12,000	$3,000	$3,000	$15,000	$15,000
TOTAL		**$227,254.14**	**$227,254.14**	**$12,000**	**$12,000**	**$3,000**	**$3,000**	**$242,254.14**	**$242,254.14**

[1] TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

E. FUNDING SUMMARY TASK 3.0 SHORT RANGE PLANNING

Task 3 – FY 2022-2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]		FTA Section 5307 Funds		Local Funds		Total Funds SPLIT into 2 years	
		FY 2022	FY 2023	FY 2022	FY 2023	FY 2022	FY 2023	FY 2022	FY 2023
3.1	**MPO** TXDOT Cities	$19,398.00	$19,398.00	$0	$0	$0	$0	$19,398.00	$19,398.00
3.2	**MPO** TXDOT Cities Consultant	$136,694.00	$56,694.00	$0	$0	$0	$0	$136,694.00	$56,694.00
3.3	**MPO**	$124,637.00	$124,637.00	$0	$0	$0	$0	$124,637.00	$124,637.00
3.4	**MPO** Consultant	$100,000.00	$0	$0	$0	$0	$0	$100,000.00	$0
3.5	**MPO** Consultant	$80,000.00	$0	$0	$0	$0	$0	$80,000.00	$0
3.6	**MPO** Consultant	$200,000.00	$100,000.00	$0	$0	$0	$0	$200,000.00	$100,000.00
3.7	Brownsville	$0	$0	$16,000	$16,000	$4,000	$4,000	$20,000	$20,000
TOTAL		**$660,729.00**	**$330,729.00**	**$16,000**	**$16,000**	**$4,000**	**$4,000**	**$680,729.00**	**$350,729.00**

[1] TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

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E. FUNDING SUMMARY TASK 4.0 METROPOLITAN TRANSPORTATION PLAN

Task 4 – FY 2022-2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]		FTA Section 5307 Funds		Local Funds		Total Funds SPLIT into 2 years	
		FY 2022	FY 2023	FY 2022	FY 2023	FY 2022	FY 2023	FY 2022	FY 2023
4.1	**MPO**	$18,948.33	$18,948.33	$0	$0	$0	$0	$18,948.33	$18,948.33
4.2	**MPO**	$18,948.33	$18,948.33	$0	$0	$0	$0	$18,948.33	$18,948.33
4.3	**MPO**	$18,948.33	$18,948.33	$0	$0	$0	$0	$18,948.33	$18,948.33
4.4	**MPO**	$416,643.00	$66,643.00	$0	$0	$0	$0	$416,643.00	$66,643.00
TOTAL		$473,487.99	$123,487.99	**$0**	**$0**	**$0**	**$0**	$473,487.99	$123,487.99

[1] TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

E. FUNDING SUMMARY TASK 5.0 SPECIAL STUDIES

Task 5 – FY 2022-2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]		FTA Section 5307 Funds		Local Funds		Total Funds SPLIT into 2 years	
		FY 2022	FY 2023	FY 2022	FY 2023	FY 2022	FY 2023	FY 2022	FY 2023
5.1	**MPO** TxDOT	$18,948.33	$18,948.33	$0	$0	$0	$0	$18,948.33	$18,948.33
5.2	**MPO** Consultant	$28,347.00	$28,347.00	$0	$0	$0	$0	$28,347.00	$28,347.00
5.3	**MPO** Consultant	$175,000.00	$62,500.00	$0	$0	$62,500.00	$0	$237,500.00	$62,500.00
5.4	**MPO** Cities	$11,474.17	$11,474.17	$0	$0	$0	$0	$11,474.17	$11,474.17
TOTAL		**$233,769.50**	**$121,269.50**	**$0**	**$0**	**$62,500.00**	**$0**	**$296,269.50**	**$121,269.50**

[1] TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

VII. Budget Summary

2-Year Funding Summary - FY 2022 and FY 2023

UPWP Task	Description	Transportation Planning Funds (TPF)[1]		FTA Section 5307 Funds		Local Funds		Total Funds SPLIT into 2 years	
		FY 2022	FY 2023	FY 2022	FY 2023	FY 2022	FY 2023	FY 2022	FY 2023
1.0	Administration Management	$916,005.40	$916,005.40	$20,000	$20,000	$5,000	$5,000	$941,005.40	$941,005.40
2.0	Data Development and Maintenance	$227,254.14	$227,254.14	$12,000	$12,000	$3,000	$3,000	$242,254.14	$242,254.14
3.0	Short Range Planning	$660,729.00	$330,729.00	$16,000	$16,000	$4,000	$4,000	$680,729.00	
4.0	Metropolitan Transportation Plan	$473,487.99	$123,487.99	$0	$0	$0	$0	$473,487.99	$123,487.99
5.0	Special Studies	$233,769.50	$121,269.50	$0	$0	$62,500.00	$0	$296,269.50	$121,269.50
Total:		**$2,511,246.03**	**$1,718,746.03**	**$48,000.00**	**$48,000.00**	**$74,500.00**	**$12,000.00**	**$2,633,746.03**	**$1,778,746.03**

[1] TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

Full Unified Planning Work Program (UPWP)
On RGVMPO Website
Click Here

6. SWOT Analysis Virtual SWOT Analysis Workshop Proposal

☑ **Action** ☐ **Possible Action** ☐ **Information**

Presenter: **Javier Dominguez**

Summary: The RGVMPO is presenting a proposal to host a follow-up virtual SWOT Analysis Workshop for the RGVMPO Resiliency & Sustainability Study during the allocated timeframe for the July TAC Meeting if no meeting is to be held.

RGVMPO Virtual SWOT Analysis Workshop Proposal

RGVMPO
Resilience and Sustainability Analysis

- Monday April 17th
- 2:00PM – 4:00PM
- 26 Participants from over 10 organizations

- Proposed follow-up Virtual SWOT Analysis Workshop
- During July TAC meeting if no meeting is being held
- Update on Research and Recommendations

7. Contract Extension of CoPlan - Congestion Management Process Planning Level Operations Study

☑ **Action** ☐ **Possible Action** ☐ **Information**

Presenter: **Fernando Cantu, RGVMPO Planner III**

Summary: Staff is requesting approval for a one-month extension and an additional $10,000 to further enhance the Congestion Management Process Planning Level Operations Study.

AGREEMENT TO AMEND CONTRACT

This Contract Amendment is made and entered into on the 28th day of June 2023, by and between the Rio Grande Valley Metropolitan Planning Organization, herein after called RGVMPO, acting by its duly authorized Transportation Director and CoPLAN, LLC., herein after called the Consultant, acting for himself to perform professional services for the project described as **Winter FY2022 Congestion Management Process Contract.** The RGVMPO and the CONSULTANT hereby agree to amend the contract as set forth below.

Article 1 - CONTRACT PERIOD.

This contract amendment becomes effective when fully executed by all parties hereto or on September 29, 2023, whichever occurs earlier, and shall terminate upon the RGVMPO's final approval of work completed by the Consultant or on Friday October 27, 2023, whichever occurs earlier, unless otherwise terminated or modified as hereinafter provided.

Article 2 – RESPONSIBILITIES OF THE PARTIES

The Consultant shall undertake and complete the additional tasks as described in Attachment "A" as approved by the Policy Committee.

Article 3 – COMPENSATION

The maximum amount payable under this Contract Amendment shall not exceed the amount of **$393,906.65** as per Attachment "B".

All terms and conditions of the contract not specifically amended herein shall remain in full force and effect.

IN WITNESS HEREOF, the parties to this amendment have set out their signatures below on June 28, 2023.

Date: 6/28/23 Date:

Manuel Cruz
Executive Director
Lower Rio Grande Valley
Development Council CoPLAN, LLC.
301 West Railroad

Steve Taylor
Partner
CoPLAN, LLC.
5508 Sandalwood
McKinney, TX 75070

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 RGVMPO: Congestion Management Process Planning Level Operations Study **(Winter 2022):**

Task 1 - Traffic Signal Hardware Assessment and Prioritization

- 1.1 Self- Assessment with City that has responsibility for maintenance
- 1.2 Based on findings and related costs, review and update recommended prioritization for TAC approval

Task 2 - Develop planning level Synchro Model

- 2.1 Collect intersection turning movement traffic counts
- 2.2 Review of existing timing plans
- 2.3 Develop baseline signal timing optimization models
- 2.4 Facilitate discussion with respective cities to come to agreement on corridor / intersection phasing
- 2.5 Develop subsequent coordinated planning level signal optimization models
- 2.6 Review recommended timing with city staff
- 2.7 Based on anticipated delay reduction, review and update recommended prioritization for TAC approval

Task 3 - The CMP Planning Level Operations Study Intersections Based on:

- 3.1 Coordinate Entry of Recommended Signal Timing by Cities
- 3.2 Update Synchro Model based on Adjustments made During Fieldwork
- 3.3 Prepare Documentation of Coordination Results

Task 4 – Perform "Before / After" Analysis

- 4.1 "After" Travel Time Analysis
- 4.2 Calculate and Document Performance Measure Results Compared to Spring 2022 CMP

B. PROJECT is located within Cameron, Hidalgo County, and Starr counties of Texas

C. Notice to Proceed will be received on or before **September 29, 2023.**

D. Final deliverable, including a presentation to the RGVMPO Policy, will be completed by **October 27, 2023.**

E. 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 RGVMPO and CoPLAN, LLC prior to work being completed.

F. The traffic signal hardware assessment and prioritization scope as described will be completed for **172** Priority 1 intersections as illustrated in attached figure.

G. Signals and / or corridors that include intersections maintained by TxDOT will be timed around optimized timing plans developed and provided by TxDOT. It is estimated that TxDOT is responsible for **37** intersections (mostly diamond intersections that are counted as 2 locations) that are part of those identified as Priority 1 locations.

H. Traffic Counts will be limited for up to **100** intersections

I. Traffic Counts will be performed for 1.5 hours in each of the AM and PM Peak Periods.

J. The AM peak period will be 7:30-9 AM and the PM peak period will be 4:30-6 PM.

K. All GIS files will be prepared in ArcGIS 10.0+.

Congestion Management Process Planning Level Operations Study – Winter 2022

Task 1 - Traffic Signal Hardware Assessment and Prioritization

1.1 Self-Assessment with City that has 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 representatives, will visit each **172** intersections included in the study and perform assessment of the signal equipment contents, working condition, capabilities, and limitations
- Photographs will be taken 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

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

- Following the completion of Task 1.1, 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 regional signal operations study. 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 CMP 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.

Task 2 - Develop planning level Synchro Model

2.1 Collect intersection turning movement traffic counts

- All included intersections (up to **100**) will have turning movement counts (TMCs) collected for 1.5 hours during the AM Peak period and 1.5 hours in the PM Peak period.
- Traffic counts will be digitally coded.

2.2 Review of existing timing plans

- CoPLAN will work with each City to collect PDF copies of the existing timing plans, when available. These timing plans will be used to assess the existing parameters used by each City and how they may vary between adjacent cities.

2.3 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.
- The City of McAllen stated that they will provide a copy of their recent citywide **153** signal coordination study model. Therefore, the proposed effort reflects this to extend the coordination into adjacent cities. If the model is not available or is not reflective of the existing conditions in the field, this will result in additional services for the added effort.

2.4 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 to develop a model that best reflects the recommended signal phasing.

2.5 Develop subsequent coordinated planning level signal optimization models

- Based on the results of Task 2.4, CoPLAN will develop the optimized traffic signal model for both and 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.

2.6 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.

2.7 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 2.3.
- The potential benefits, including reduction in delays, improved travel speeds, and fuel savings will be tabulated.

- Based on the results of the model estimated **"Before / After"** conditions, the intersection prioritization will be reassessed for the third time based on the anticipated benefits.
- The updated prioritization will be presented to the CMP 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 the full scope as described.

Task 3 - The CMP Planning Level Operations Study Intersections Based on:

- Results of traffic controller field assessment,
- Repairs of vehicle detection needed by cities, and
- Capabilities and condition of existing equipment, and
- Limited up to **100** intersections.

3.1 Coordinate Entry of Recommended Signal Timing by Cities

- Coordinate with respective cities responsible for signal maintenance (Edinburg, McAllen, Mission, Pharr, and Brownsville)
- Manage the entry of recommended peak period signal timing plans by city staff ahead of activation
- Activate peak period signal timing by corridor

3.2 Update Synchro Model based on Adjustments made During Fieldwork

- 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

3.3 Prepare Documentation of Coordination Results

-

Task 4 – Perform "Before / After" Analysis

4.1 "After" Travel Time Analysis

- Perform travel time runs on respective corridors included in the coordinated signal timing installed by the cities.
- Process the travel time runs using the same base as the Spring 2022 CMP.

4.2 Calculate and Document Performance Measure Results Compared to Spring 2022 CMP

- Compare and document the results between the "After" travel time runs and those that represent the "Before" collected as part of the Spring 2022 CMP. Performance measures shall include: travel time,

delay, control delay, fuel savings, and driving time savings.

Task 5 – Deliverable – Spring 2022

Deliverables to the RGVMPO will be as follows:

1. Tabulated results of the Task 1.1 **"Self-assessment"** including database and referenced to GIS.

2. Updated tabulation of Task 1.2 prioritization once approved by the committee.

3. Excel and database that includes the tabulated turning movement counts (TMC) for each intersection as described in Task 2.1.

4. PDFs of the existing traffic signal timing plans collected in Task 2.2 as provided by the respective cities and referenced in GIS.

5. A flash drive containing the Synchro files of the baseline models as prepared in Task 2.3.

6. Notes and tabulations of elements identified for discussion with each City as part of Task 2.4. The results of said meetings will be summarized and ultimately reflected in the optimized traffic signal models.

7. A flash drive containing the Synchro files of the optimized models as prepared in Task 2.5.

8. Notes and tabulations of elements identified for discussion with each City as part of Task 2.6. The results of said meetings will be summarized and ultimately reflected in the final optimized traffic signal models.

9. Updated tabulation of Task 2.7 final prioritization once approved by the committee.

10. Updated Synchro traffic model that reflects adjustments made in the field based on peak period observations

11. Prepare documentation that summarizes the observed results of the implementation of the peak period signal timings for the "**Before / After**" analyses

Task 6 – Additional Services

Additional services may include the following:

1. In Task 1.2, the updated prioritization will be presented to the Technical 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 also before advancing to Task 2.

2. Development and / or timing plans other than AM or PM peak periods
3. If any intersections identified as being maintained by TxDOT are not optimized by TxDOT, but need to be in order to coordinate the balance of the corridor, any work on those intersections including collection of traffic counts, model coding, optimizing, etc will be considered additional services.

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**.

Unit Cost Basis

Tasks 1, 2, 3 and 4 Congestion Management Process Planning Level Operations Study (Winter 2022) $383,906.65

	Sub-Total	$383,906.65
Task 5	**Deliverables**	$ 0.00
Task 6	**Additional Services**	$ 10,000.00
	Total Budget	$393,906.65

ATTACHMENT "B"

PROJECT BUDGET

172	Full Scope Priority 1 Int (Task 1)
100	Full Scope Priority 1 Int (Tasks 2, 3, and 4)

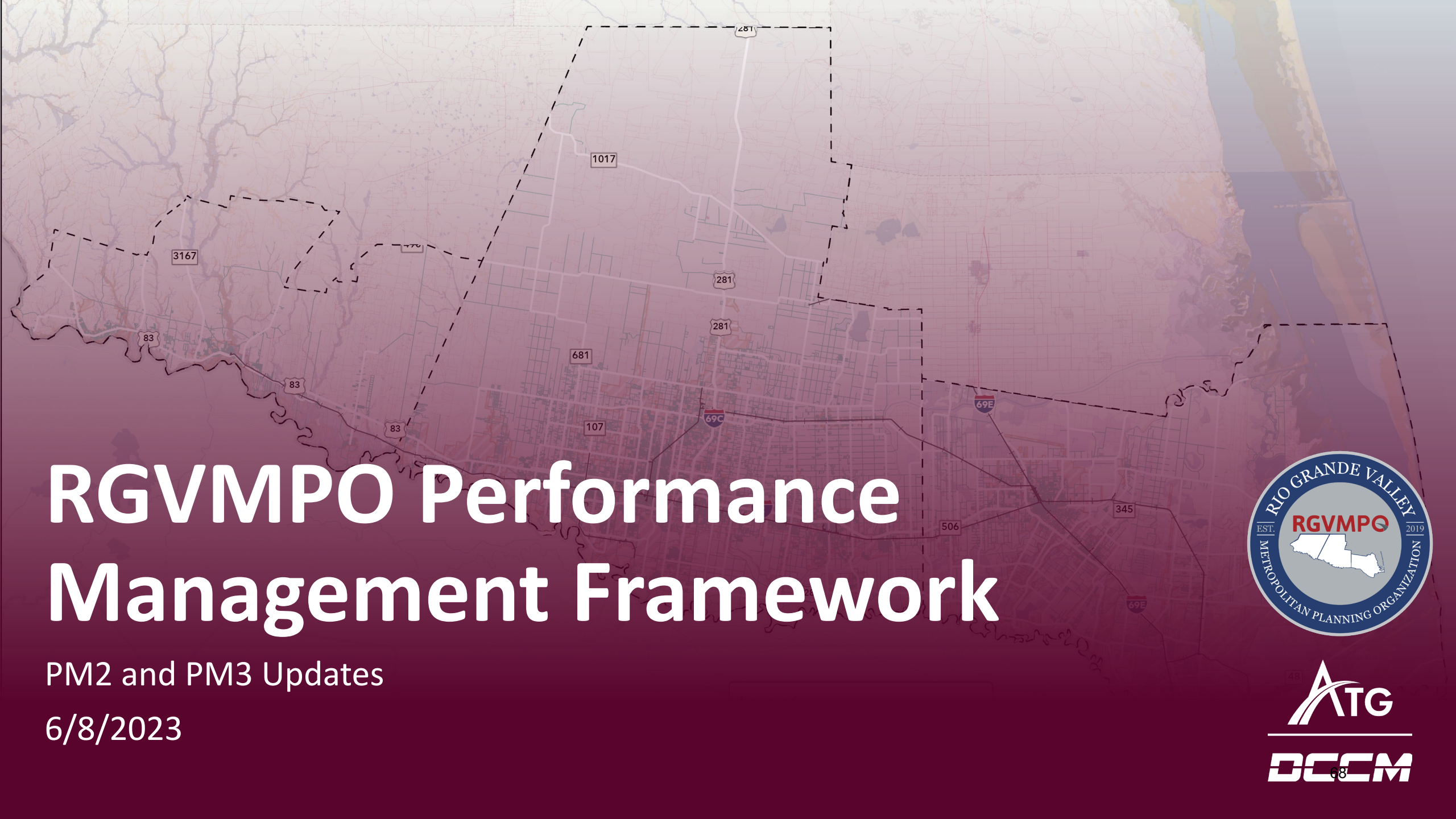
Personnel	Sr. Project Manager	Operations Task Manager	GIS Task Manager	Turning Movement Counts	Local Mileage	Task Hours	Task Budget	Unit Cost Per Task / Int	Applicable Number of Intersections	GIS Task
Task										
Task 1- Traffic Signal Hardware Assessment and Prioritization										$76,802.66
1.1 – "Self Assessment" with City with responsibility for maintenance (2 hr / int)	172		172		2280	344	$61,522.66	$357.69	172	$61,522.66
1.2 - Based on findings and related costs, review and update recommended prioritization for TAC approval (0.5 hr / int)	8		86			94	$15,280.00	$88.84	172	$15280.00
Task 2 - Develop planning level Synchro Model										$137,254.00
2.1 - Collect intersection turning movement traffic counts	50	50		400	1300	500	$43754.00	$437.54	100	$43,754.00
2.2 - Review of existing timing plans (1 hr / int)	100					100	$19,000.00	$190.00	100	$19,000.00
2.3 - Develop baseline signal timing optimization models (1.5 hr / int)	50	100				150	$24,500.00	$245.00	100	$24,500.00
2.4 - Facilitate discussion with respective cities to come to agreement on corridor / intersection phasing (0.5 hr / int	50					50	$9,500.00	$95.00	100	$9,500.00
2.5 - Develop subsequent coordinated planning level signal optimization models (2 hr / int)	25	175				200	$31,000.00	$310.00	100	$31,000.00
2.6 - Review recommended timing with city staff (0.25 / int)	25					25	$4,750.00	$47.50	100	$4,750.00
2.7 - Based on anticipated delay reduction, review and update recommended prioritization for TAC approval (0.25 / int)	25					25	$4,750.00	$47.50	100	$4,750.00
Task 3 - The CMP Planning Level Operations Study Intersections Based on:										$93,780.00
3.1 Coordinate Entry of Recommended Signal Timing by Cities (4 / int)	150	250			1000	400	$66,580.00	$665.80	100	$66,580.00
3.2 Update Synchro Model based on Adjustments made During Fieldwork	40	40				80	$13,600.00	$136.00	100	$13,600.00
3.3 Prepare Documentation of Coordination Results	40	40				80	$13,600.00	$136.00	100	$13,600.00
Task 4 - Perform "Before / After" Analysis										$76,070.00
4.1 "After" Travel Time Runs (2 / int)	50	100	50	300	1500	500	$52,870.00	$528.70	100	$52,870.00
4.2 Calculate and Document Performance Measure Results Compared to Spring 2022 CMP	40	40	60			120	$23,200.00	$232.00	100	$23,200.00
Task 5 – Deliverable – Spring 2022										
Task 6 – Additional Services										
Resynchronization and "After" Analysis of SH107 & Closner Blvd (Edinburg)	25	35				60	$10,000.00	$588.24	17	$10,000.00
Total Hours	850	830	368	700	6,080	2,728				66
Rate	$190.00	$150.00	$160.00	$65.00	$0.58					
Staff Effort	$161,500.00	$124,500	$58,880.00	$45,500.00	$3,526.66		$393,906.66			$393,906.66

8. Update on the Performance Management Framework project

☐ **Action** ☐ **Possible Action** ☑ **Information**

Presenter: **Ben Magallon, Alliance Transportation Group Project Manager**

Summary: Alliance Transportation Group staff will be providing an update on the Performance Management Framework project. The presentation will consist of a summary of our plan and process review memo.



RGVMPO Performance Management Framework

PM2 and PM3 Updates

6/8/2023

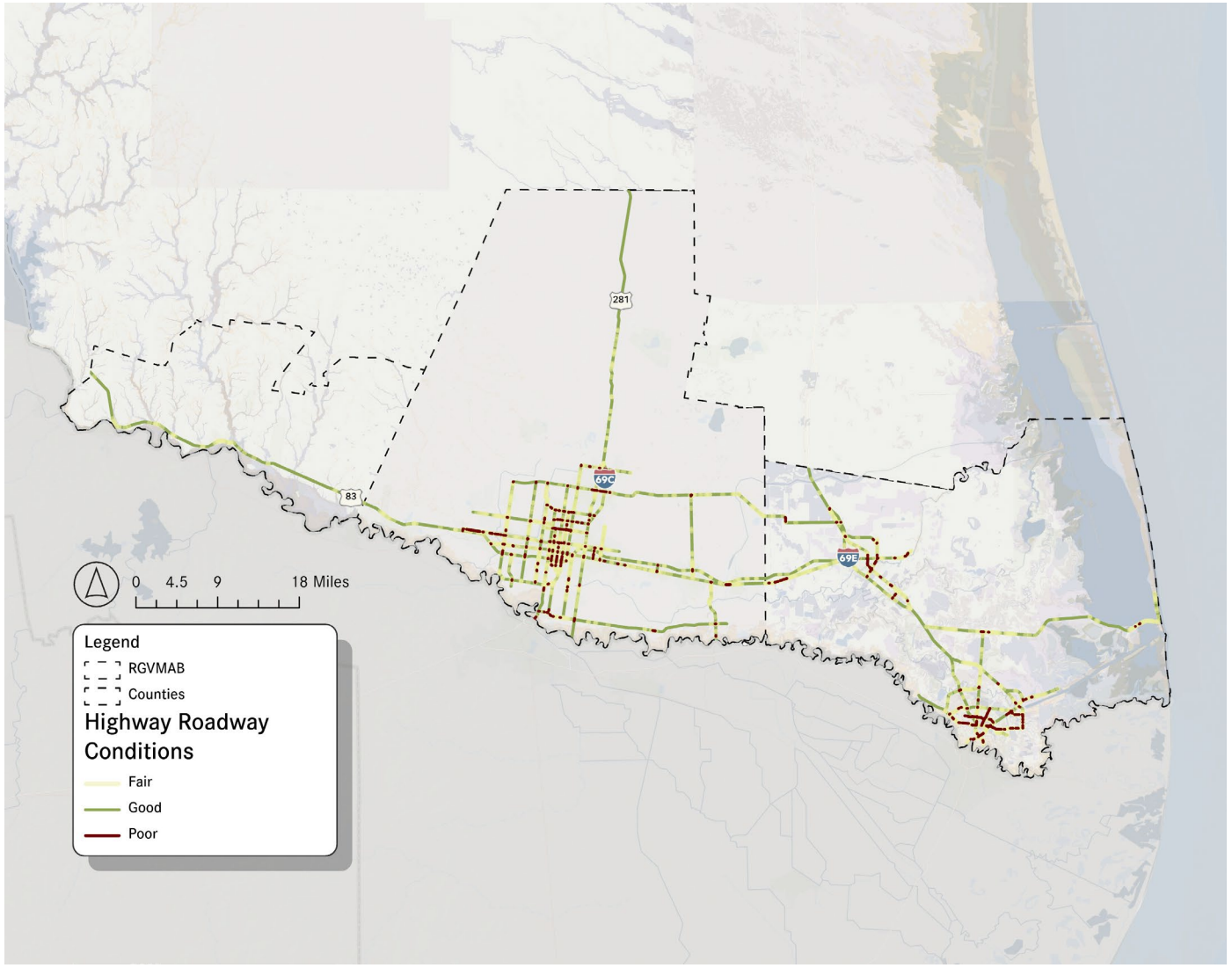
Agenda

- Pavement and Bridge Condition (PM2)
  - Performance measures
  - Current conditions
  - Measuring anticipated performance
- System Performance, Freight, and CMAQ (PM3)
  - Performance Measures
  - Current Conditions
  - Measuring anticipated performance

Pavement and Bridge Condition (PM2)

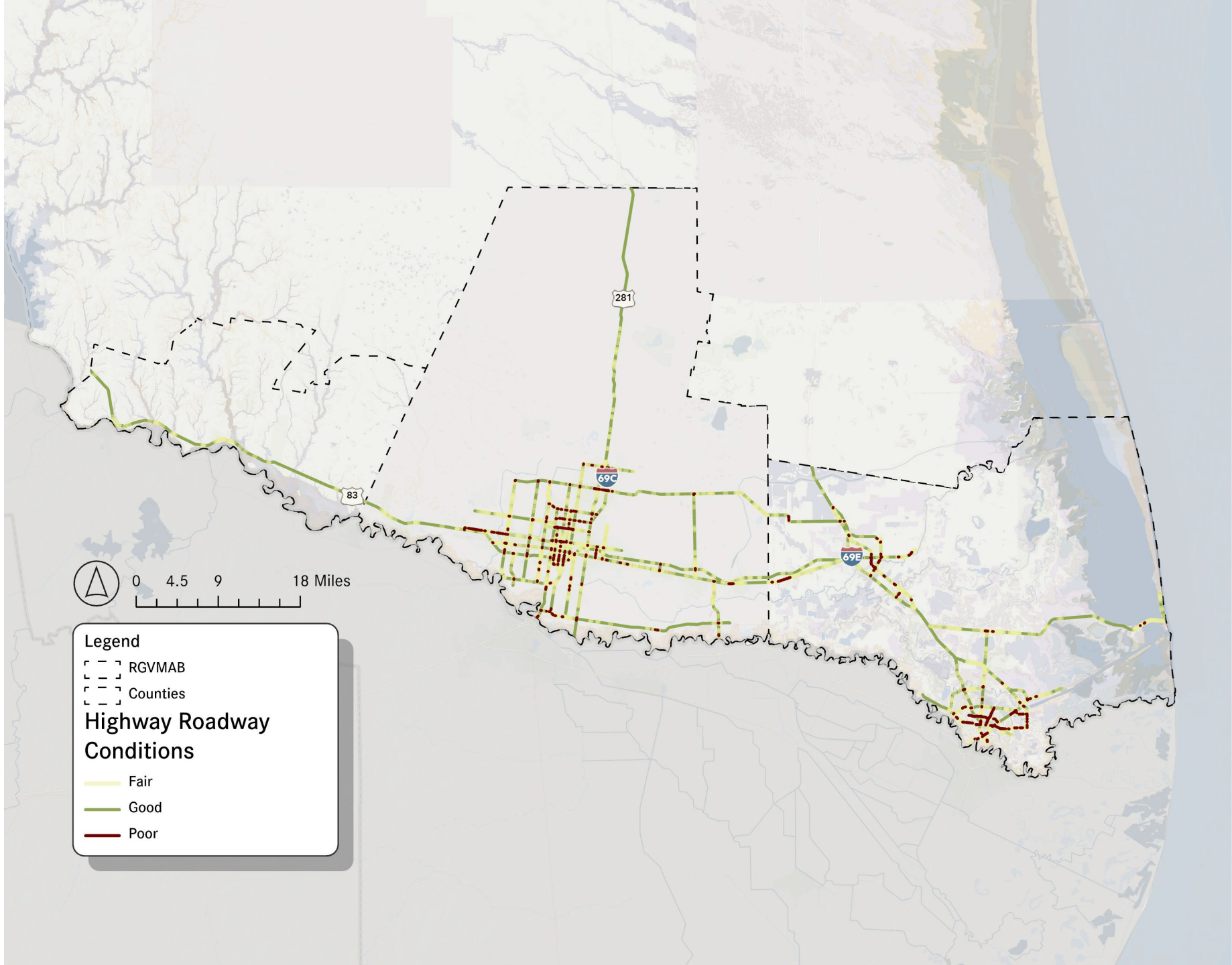
- Pavement
  - Percentage of Interstate pavements in Good condition
  - Percentage of Interstate pavements in Poor condition
  - Percentage of non-Interstate NHS pavements in Good condition
  - Percentage of non-Interstate NHS pavements in Poor condition
- Bridge
  - Percentage of NHS bridges in Good condition
  - Percentage of NHS bridges in Poor condition

Pavement Condition

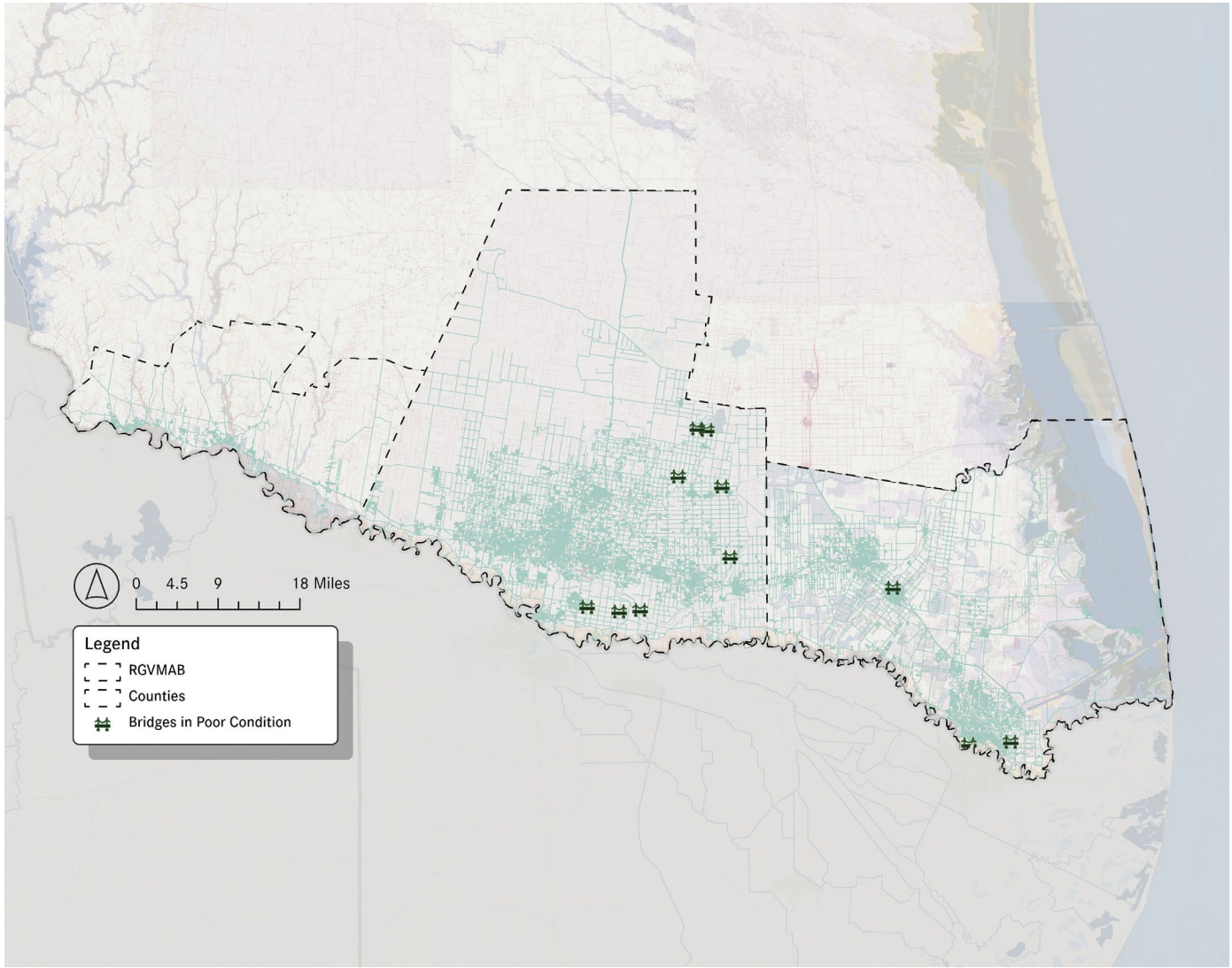


	% Total Lane Miles			
Condition	Interstate NHS	TxDOT Goal	Non-Interstate NHS	TxDOT Goal
Good	84%	66.5%	60%	54.1%
Fair	15%	-	32%	
Poor	0.5%	0.2%	8%	14.2%

Source: US DOT, 2018

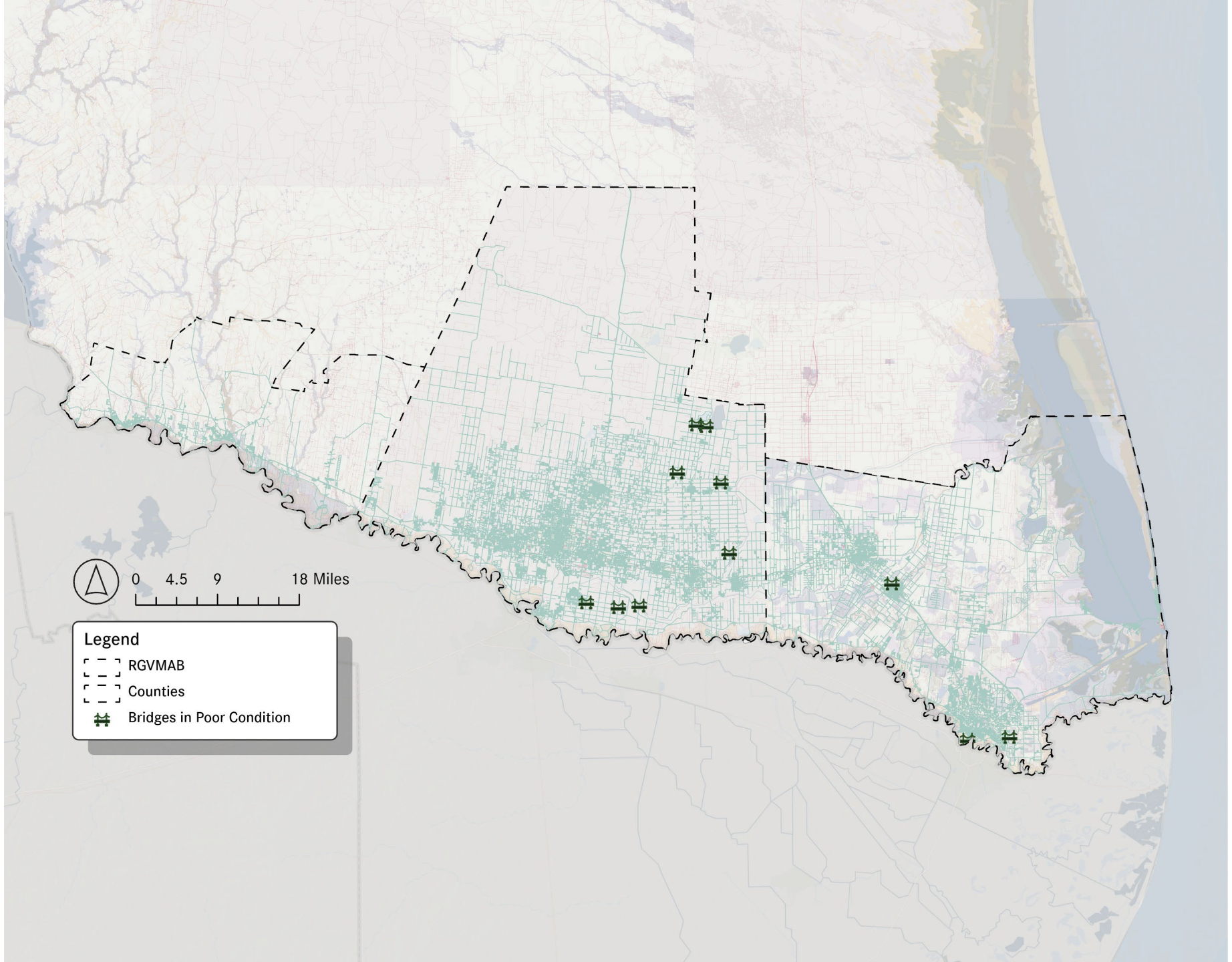

281
83
69C
69E
0 4.5 9 18 Miles
Legend
RGVMAB
Counties
Highway Roadway Conditions
Fair
Good
Poor

Bridge Condition



	% Total Deck Area		
Condition	All Bridges	NHS Bridges	TxDOT NHS Goal
Good Condition	54%	58%	50.4%
Fair Condition	46%	42%	-
Poor Condition	0.2%	0%	1.5%

Source: TxDOT, 2023


0 4.5 9 18 Miles
Legend
RGVMAB
Counties
Bridges in Poor Condition

Measuring Anticipated Performance

1

Establish baseline

- Pavement miles in Poor condition
- Bridge deck area in Poor condition

2

Identify TIP projects that will be completed within 4 years

3

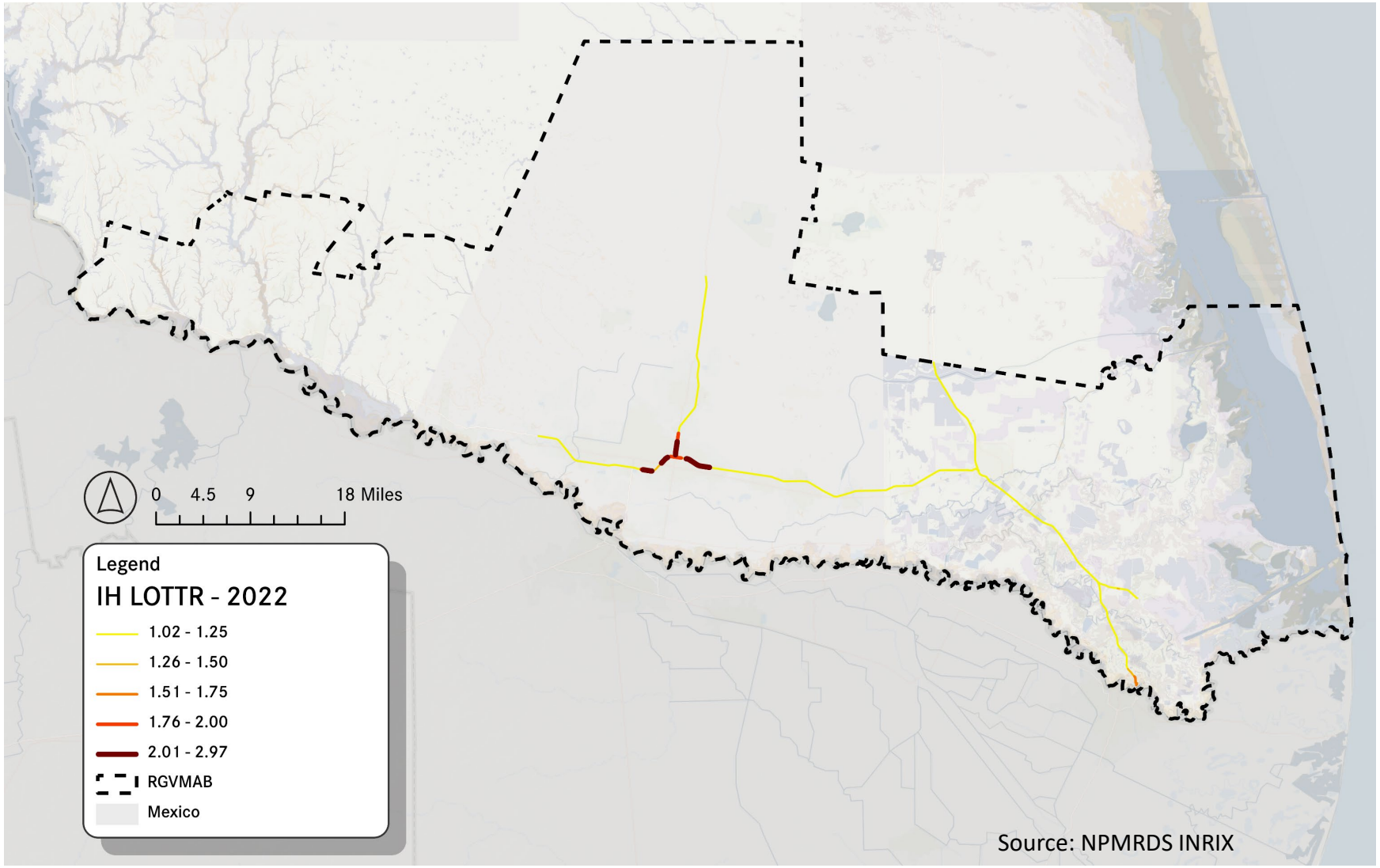
Calculate condition upon project completion

- Number of Poor condition pavement miles that will be improved
- Amount of Poor condition bridge deck area that will be improved

System Performance, Freight, & CMAQ (PM3)

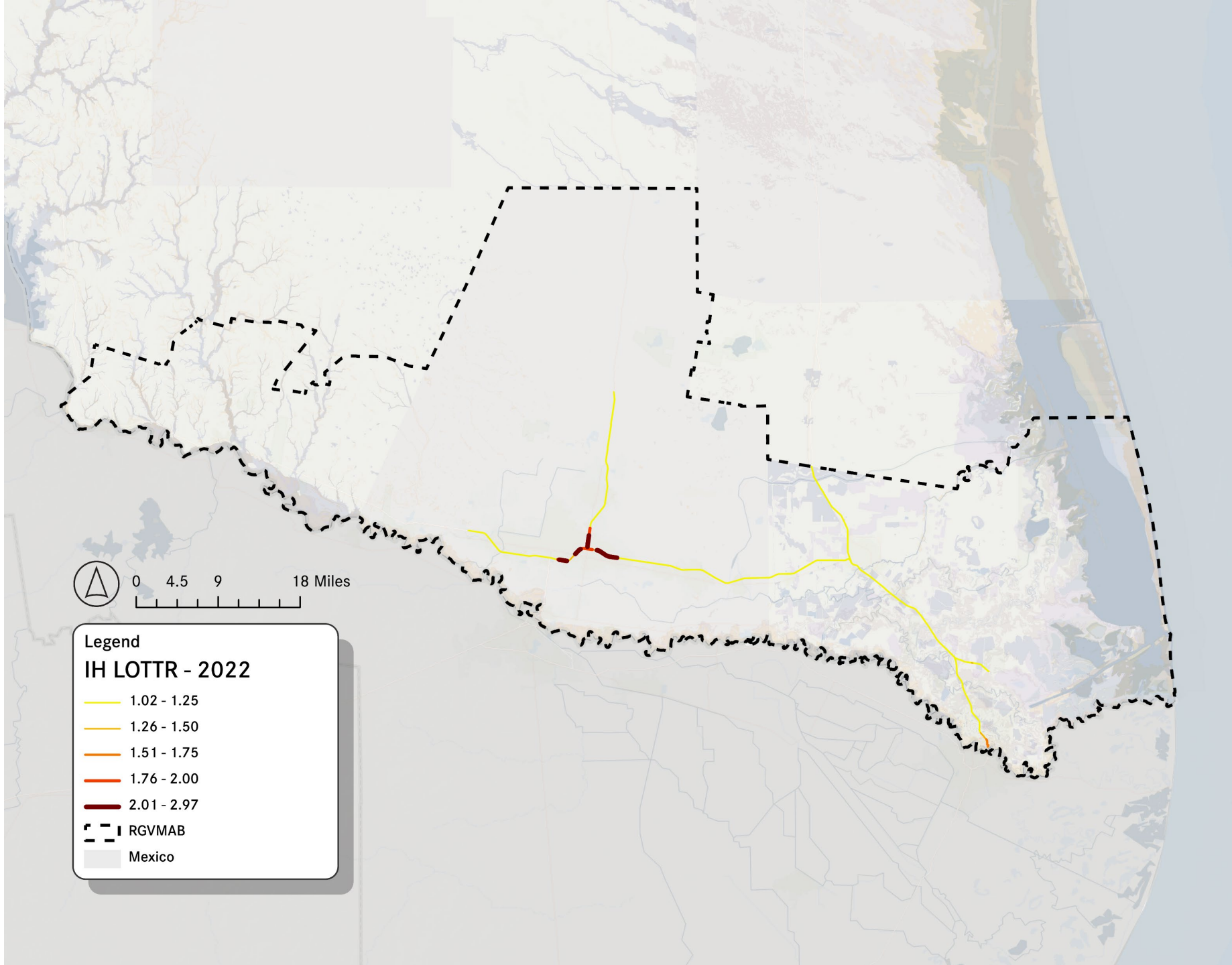
- System Performance
  - Interstate travel time reliability – percent of person-miles traveled on the Interstate that are reliable (LOTTR)
  - Non-interstate travel time reliability – percent of person miles traveled on the non-Interstate that are reliable (LOTTR)
- Freight Movement
  - Truck Travel Time Reliability (TTTR) Index
- CMAQ
  - Not applicable to the RGVMPO

Interstate LOTTR (Level of Travel Time Reliability)

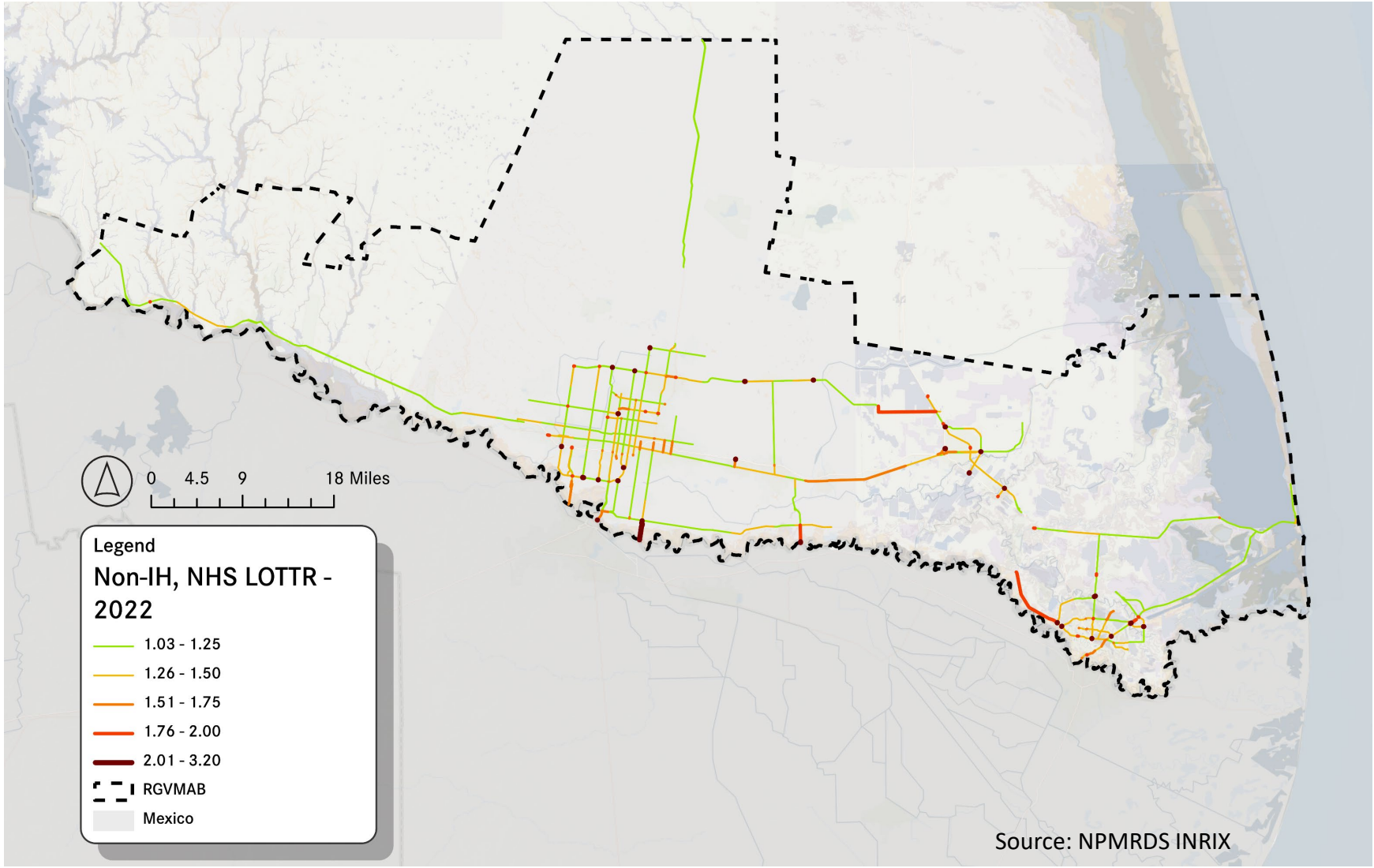


Interstate LOTTR: 91.5% reliable

TxDOT Goal: 56.6%

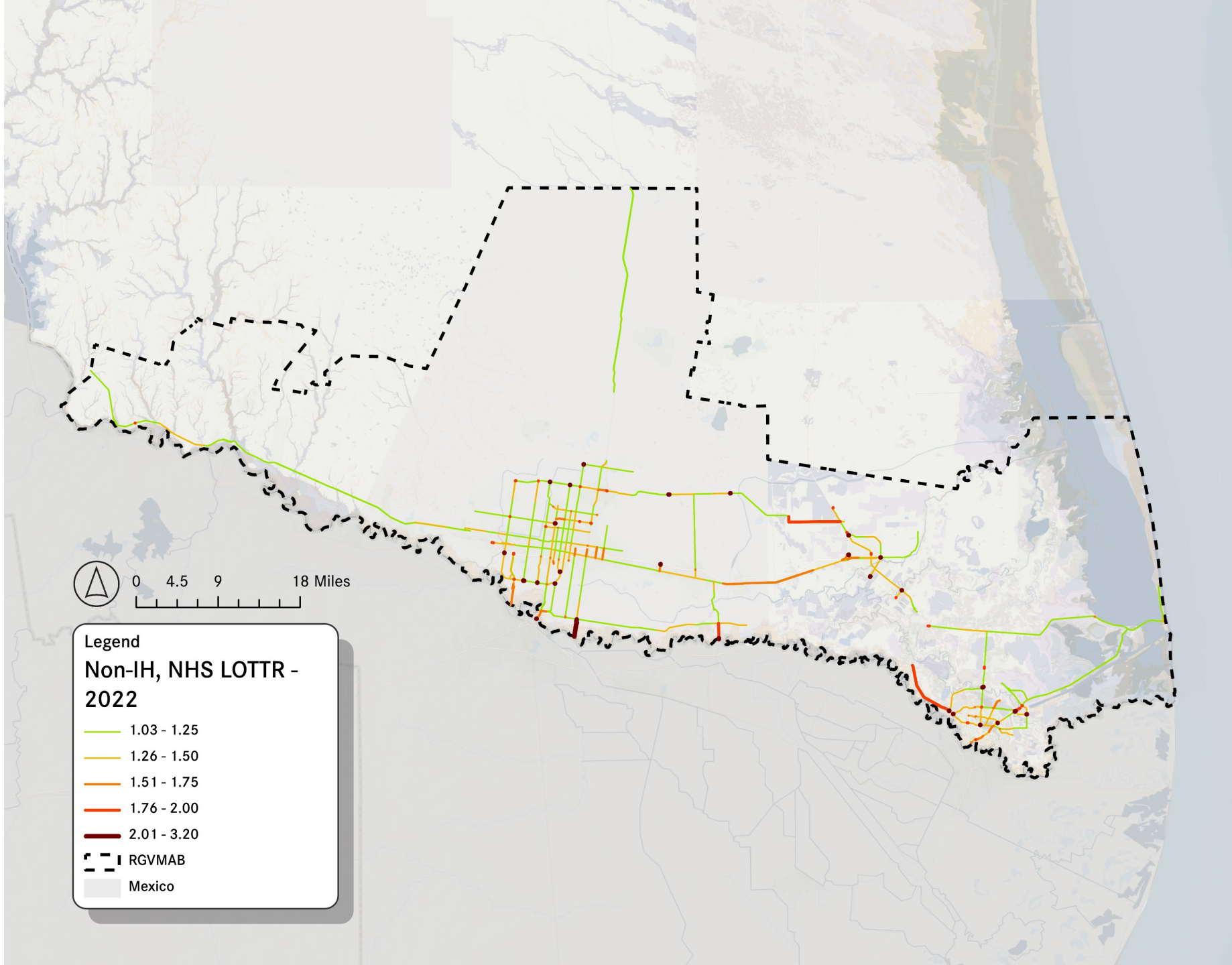

0 4.5 9 18 Miles
Legend
IH LOTTR - 2022
1.02 - 1.25
1.26 - 1.50
1.51 - 1.75
1.76 - 2.00
2.01 - 2.97
RGVMAB
Mexico

Non-Interstate LOTTR (Level of Travel Time Reliability)

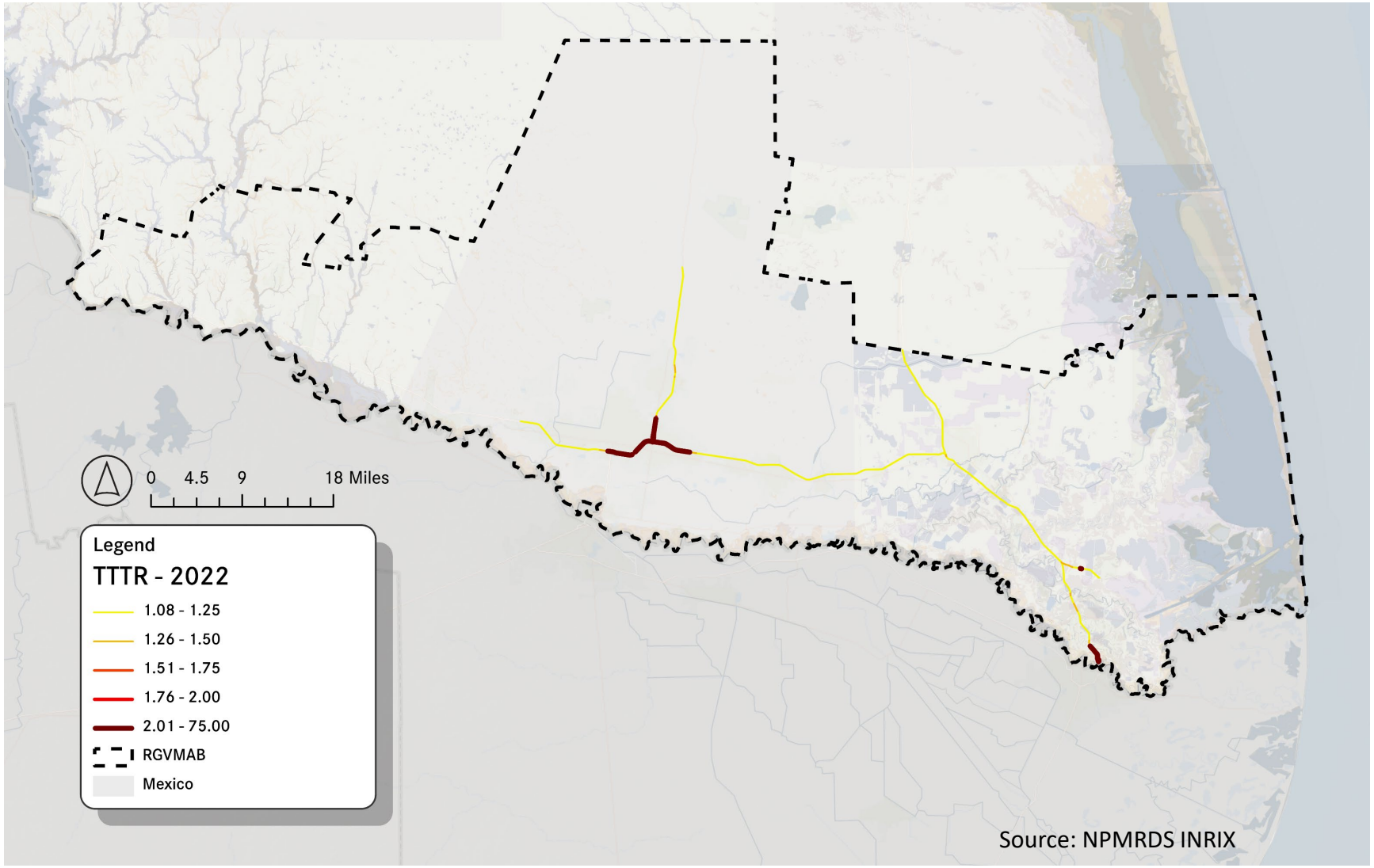


Non-Interstate LOTTR: 95.9% reliable

TxDOT Goal: 55%

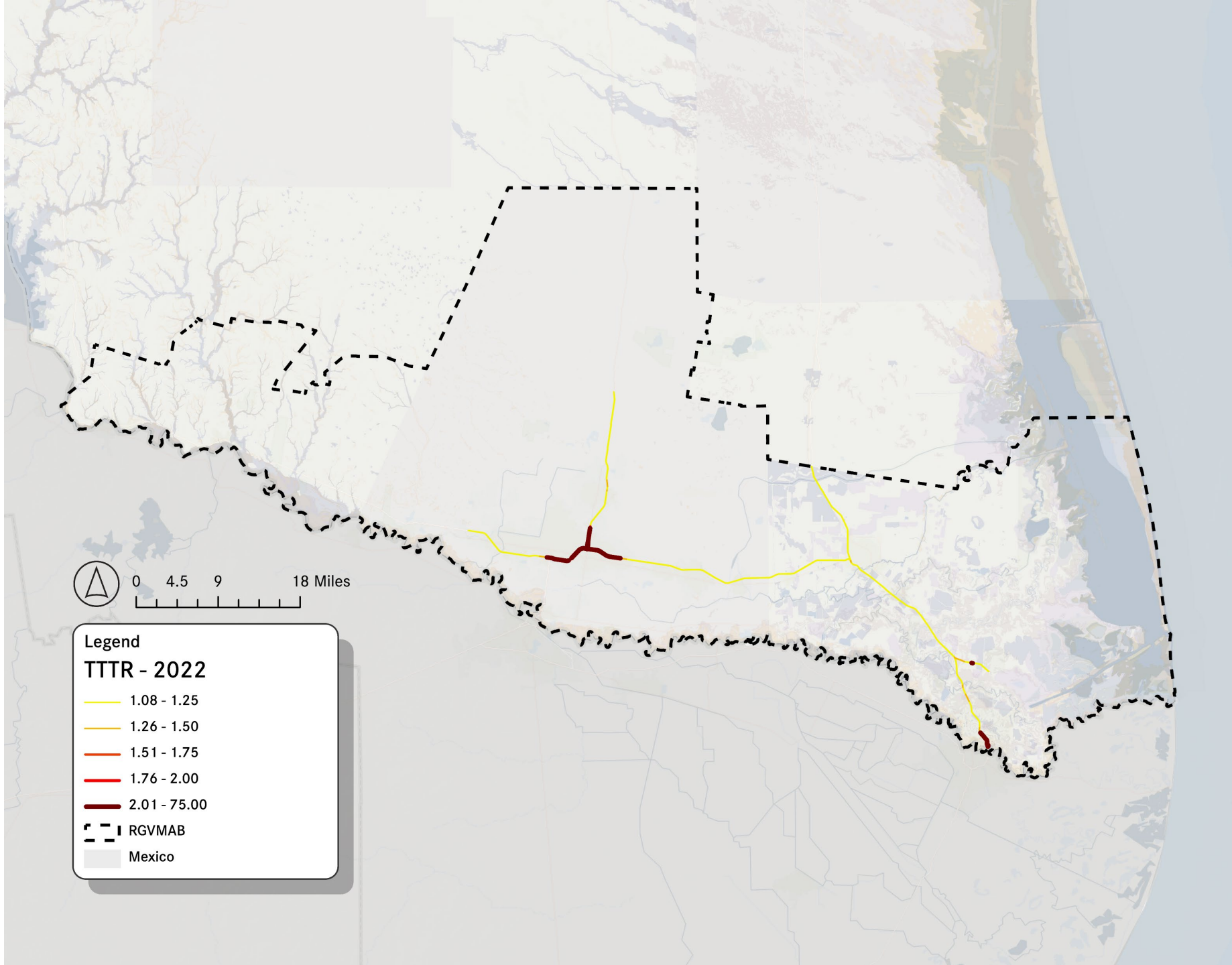

0 4.5 9 18 Miles
Legend
Non-IH, NHS LOTTR - 2022
1.03 - 1.25
1.26 - 1.50
1.51 - 1.75
1.76 - 2.00
2.01 - 3.20
RGVMAB
Mexico

Truck Travel Time Reliability (TTTR)



TTTR: 1.34

TxDOT Goal: 1.79


0 4.5 9 18 Miles
Legend
TTTR - 2022
1.08 - 1.25
1.26 - 1.50
1.51 - 1.75
1.76 - 2.00
2.01 - 75.00
RGVMAB
Mexico

Measuring Anticipated Performance

1

Establish baseline

- Interstate LOTTR
- Non-Interstate LOTTR
- Truck Travel Time Reliability

2

Identify TIP projects that will be completed within 4 years

3

Calculate reliability upon project completion

- Increase in Interstate LOTTR from improvement
- Increase in Non-interstate LOTTR from improvement
- Increase in TTTR from improvement

Discussion

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ATG Deputy Project Manager
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9. Discussion and Action on Adoption of PM2/PM3 (Pavement/Bridge condition and System Reliability) Targets

☐ **Action** ☑ **Possible Action** ☐ **Information**

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

Summary: RGVMPO Staff RGVMPO staff has been working with Alliance Transportation group to evaluate our current system performance and reliability targets as required by TxDOT and FHWA. MPO's are required to adopt targets for PM2/PM3 (Pavement/Bridge condition and System Reliability) performance measures by August 8, 2023. The presentation will consist of the draft targets and recommendations on moving forward in addressing the above-said requirements.

PM2 Targets as adopted by TxDOT

TxDOT Established PM2 Performance Measures and Targets			
Federal Performance Measure	**Baseline**	**2-Year Target**	**4-Year Target**
Pavement Condition			
Percentage of Pavements of the Interstate System in Good Condition	64.5%	63.9%	63.6%
Percentage of Pavements of the Interstate System in Poor Condition	0.1%	0.2%	0.2%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	51.7%	45.5%	46.0%
Percentage of Pavements of the Non-Interstate NHS Poor Condition	1.3%	1.5%	1.5%
Bridge Condition			
Percentage of NHS Bridges Classified as in Good Condition	49.2%	48.5%	47.6%
Percentage of NHS Bridges Classified as in Poor Condition	1.1%	1.5%	1.5%

PM3 Targets as adopted by TxDOT

TxDOT Established PM3 Performance Measures and Targets			
Federal Performance Measure	**Baseline**	**2-Year Target**	**4-Year Target**
System Performance			
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	84.6%	70.0%	70.00%
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	90.3%	70.0%	70.0%
Freight			
Truck Travel Time Reliability (TTTR) Index	1.39	1.55	1.55

10. Action on the RGVMPO Complete Streets Policy

☑ **Action** ☐ **Possible Action** ☐ **Information**

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

Summary: RGVMPO staff has produced a regional Complete Streets policy. Staff is conducting public involvement until June 11th to ascertain feedback on this policy. Feedback will be implemented as necessary to then present a final version to the Transportation Policy Board for approval on June 28th. This policy is intended to represent a commitment by Policy Board members to plan, design, and construct Complete Streets throughout the region, as contextually appropriate.

RGVMPO
Complete Streets Policy

1. Public involvement for RGVMPO Complete Streets Policy is almost through (May 11th – June 11th)

2. Public Comment request to remove the phrase "especially bicyclists and pedestrians" was incorporated. No other comments have been received.

3. "RGVMPO Complete Streets Policy" final draft is ready to be conveyed to TPB contingent upon public comments.

RGVMPO Complete Streets Policy

Open for Discussion

Action Item

Contact Information

Klarissa Gonzalez

Transportation Planner I

kgonzalez@RGVMPO.org

RGVMPO Complete Streets Policy

Background

On November 15th, 2021, President Joe Biden signed the Infrastructure Investment and Jobs Act (IIJA) Public Law 117-58 , also commonly known as the Bipartisan Infrastructure Law (BIL). BIL Section 11206 dictates that all MPO's must conduct specified Complete Streets planning activities, with the term "Complete Streets standards or policies" defined as "Standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles."

Furthermore, a survey conducted in FY 2022 among RGVMPO Bicycle and Pedestrian Advisory Committee (BPAC) members identified Complete Streets as a top priority for the MPO, and the Active Transportation Plan, adopted by the RGVMPO's Transportation Policy Board on 12/10/2020, identified only one municipality in the region which had an existing Complete Streets Policy, thus signaling both a demand and a need for a regional policy.

Definition

Complete Streets are streets, highways, bridges, and facilities that are planned, designed, constructed, operated, and maintained for the needs and safety of all users across the entire public right-of-way. This includes users of all ages and abilities who are walking; using powered, street-legal vehicles such as cars, trucks, motorcycles, buses, or scooters; bicycling; using transit; and shipping freight.

Policy Statement

The RGVMPO seeks to achieve the regional vision of a safe, balanced, regional multimodal transportation system that is coordinated with land use planning, supports equitable access to opportunities, and protects the environment. This vision can be furthered through the implementation of Complete Streets and contextually appropriate solutions.

The RGVMPO promotes the development of Complete Streets throughout the region and encourages all local jurisdictions to adopt and implement Complete Streets policies.

This Complete Streets Policy applies to the following:

1. All RGVMPO planning activities that involve public rights-of-way, included in the Metropolitan Transportation Plan (MTP).
2. All activities conducted by the RGVMPO to program federal funds for projects in the Transportation Improvement Program (TIP).

Requirements

1. This policy does not supersede any federal, state or local laws.
2. Planned and programmed projects shall provide safe accommodations for all users who have legal access and who may reasonably be expected to use the facilities, while being sensitive to both current and future community standards.
3. This policy applies to all phases of a project, including planning, design, rights-of-way acquisition, construction, operations, and maintenance.
4. Planned and programmed projects shall make use of policies, guidelines, and design standards that reflect contextually-appropriate best practices. Project sponsors retain design decision authority over their projects.

Recommendations

1. Integrate planning and design practices to help achieve economic, community, and environmental benefits. In addition to planning and engineering approaches to implementing Complete Streets, the RGVMPO also encourages project sponsors to utilize enforcement and education strategies to further these goals.
2. The RGVMPO encourages local governments to stay abreast of best practices by reviewing design guidelines, standards, and resources, and to amend and/or adopt local design approaches as suitable to meet the community's needs.
3. The RGVMPO encourages local governments to continuously evaluate adopted Complete Streets policies and procedures, through both quantitative and qualitative metrics, and to amend local approaches as deemed necessary.
4. The RGVMPO encourages local communities to coordinate and collaborate with each other, specifically in strategies for livable and sustainable communities, as well as in the integration of land use and environment with transportation.

Current Best Practices and Design Guidance

Project sponsors are encouraged to work with RGVPMO and TxDOT staff to determine appropriate design for a project and to ensure that the design does not conflict with required standards. National best practices should be referenced in the design and implementation of Complete Streets. Current guidelines and resources supported by the RGVMPO that can be utilized include:

- American Association of State Highway and Transportation Officials (AASHTO) Guide for Planning, Designing and Operating Pedestrian Facilities
- American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities
- Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
- National Association of City Transportation Officials (NACTO) Urban Street Design Guide
- National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide
- FHWA Bikeway Selection Guide
- FHWA Separated Bike Lanes Planning and Design Guide
- FHWA Designing for Pedestrian Safety
- TXDOT Roadway Design Manual

As of October 2022, the following are recommended by the RGVMPO when designing streets:

1. Locations for safe street crossings should be considered throughout the length of a project.
2. Consideration should be given to street design that encourages safer travel speeds. Speed management and traffic calming elements including, but not limited to, road diets, street trees, and narrowing of lane widths, should be considered where safe and appropriate.
3. Proposed/existing undivided roads with high traffic volumes are recommended to have non-traversable medians installed. Should a non-traversable median be deemed non-practical, Two-Way Left Turn Lanes (TWLTL) may be appropriate on roads which meet the following criteria:
    A. Traffic volume is less than 24,000 Annual Daily Traffic (ADT) AND there are less than 40 access points per mile.
    B. There is not a high volume of pedestrians walking along or crossing the road.
4. If a parcel has street access via two different streets, the parcel should generally only be allowed access point(s) (driveways) on the street of lower functional classification and/or with lower traffic volumes.
5. Roundabouts should be considered as a viable alternative to signalized intersections, during the design process, so long as sufficient right-of-way exists or can be acquired.

Exceptions

Not every street can or should be a complete street for all modes of transportation, and exceptions need to be made for some projects.

Entities sponsoring projects shall be responsible for determining when designs accommodating various modes of transportation are appropriate, but shall make a good faith effort to accommodate all users wherever feasible. RGVMPO Staff reserve the right to award fewer points in the project scoring process for projects that do not incorporate contextually-appropriate complete streets design, in accordance with the current project scoring criteria adopted by the Transportation Policy Board.

However, RGVMPO Staff shall award full points to projects that do not include these designs when they determine that it would be unduly burdensome (e.g. if the addition of complete streets facilities would increase the cost so as to endanger the ability to secure local funds, would result in the significant expansion of a project schedule, or would create significant impacts to natural, topographical, cultural or historic resources that cannot be reasonably mitigated). RGVMPO staff shall make this determination based on current transportation best practices, knowledge of the local area, and/or other factors as appropriate In any case, the intent of this policy is that the sponsoring entity shall make a good faith effort to accommodate users of all transportation modes where feasible, regardless of whether the improvements may not be fully accounted for in the scoring process or whether the increase in the project's score may be negligible to the acquisition of federal funds for the project.

Per best practices, as of October 2022, cases where scores for projects will not be reduced for not accommodating all transportation users shall include, but not be limited to, the following:

1. Where using specific modes of travel are prohibited by law, such as bicyclists and pedestrians on some sections of interstate highways or trucks on boulevards. In such cases, efforts should be made to accommodate prohibited modes elsewhere, as appropriate for each mode, to ensure network connectivity. Where a proposed project for a limited-access facility would cross a major barrier (such as a river, railroad, or highway), consideration should be given to including access across the barrier for otherwise limited modes.
2. Where the cost of providing facilities for all users would be excessively disproportionate to the need or likely use. Federal guidance defines this as exceeding 20 percent of the total project costs; however, this exception should also be context sensitive. For example, lower-income communities generally have both more bicyclists and pedestrians and more casualties for these users, necessitating additional investment in improvements for these users, which is also in keeping with the spirit of the federal Justice 40 Initiative (Section 223 of EO 14008). Additionally, a larger percentage of project costs for pedestrians and cyclists may be appropriate in downtown streetscapes.
3. Where population scarcity or other factors indicate an absence of need for both current and future conditions of the anticipated project life (usually a minimum of 20 years for roadways and 50 or more years for bridges).

All exceptions, where scores are not reduced, will be documented, and made public.

Performance Measures

To assist with the evaluation of this policy, RGVMPO will continue to encourage meaningful progress in the region using measures included in the RGVMPO's 2045 MTP. RGVMPO staff may also use bicycle and pedestrian counter data, when available, to monitor bicycle and pedestrian traffic in affected areas, per the RGVMPO's Active Transportation Plan.

Implementation

To implement this Complete Streets Policy into planning and programming processes at the regional level, the RGVMPO will take the following steps:

1. Ensure the directives of this policy are reflected in ongoing planning and programming work and current policies.
2. Review all project applications seeking federal transportation funding through the RGVMPO's programming process for compliance with the Complete Streets Policy, as reasonably feasible.
3. Score all project applications using criteria which includes points for complete streets designs.

4. Monitor all projects receiving federal transportation funding through the RGVMPO's programming process for compliance with the Complete Streets Policy, as applicable.
5. Engage project sponsors in evaluating projects for the Transportation Improvement Program that receive federal funding outside the RGVMPO's programming processes.
6. Re-evaluate the policy as needed.

To carry out this Complete Streets Policy and encourage all local governments to address the needs of all road users through context-appropriate solutions, the RGVMPO will take the following steps:

1. Encourage all local governments to adopt Complete Streets policies and incorporate their policies into facility designs. This includes working with local governments to develop and implement their policies.
2. Provide assistance to local communities seeking to develop a Complete Streets policy, including providing resources detailing Complete Streets best practices and providing a sample Complete Streets ordinance.
3. Help coordinate inter-jurisdictional discussion and efforts.

11. Discussion and Possible Action on Transportation Alternatives Set-Aside (TASA; also known as Category 9) Projects

☐ **Action** ☑ **Possible Action** ☐ **Information**

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

Summary: RGVMPO Staff will provide one final status update regarding FY2019-2020 projects (to obligate funds in FY2023) but focus more of this presentation on FY2021-2022 projects (to obligate funds in FY2024 & FY2025). Members may take action to re-program funds for FY2021-2022 projects that have not met the deadline to execute Advanced Funding Agreements (AFA). See 'FY2021-2022 TASA Program Schedule of Activities' table in packet for more information.

Key Terms	Transportation Planning Meaning
Apportioned	Specific amount of federal funds allocated by to the region (based on population) for an identified purpose; outlined in TxDOT's Unified Transportation Plan (UTP).
Programmed	Funds that have been approved/awarded by a governing body to be used for 'X' project(s); outlined in State Transportation Improvement Program (STIP).
Obligated	Funds/projects that have received the Federal Participation Authorization Agreement & State Letter of Authority; received by the project sponsor.
Lapsing	The expiration of funds that have not been obligated within a time frame, per federal legislation. TxDOT will notify RGVMPO if funds are at-risk to lapse.

Commonly Used Acronyms	Transportation Planning Meaning
LG	Local Government
RPIC	Responsible Person In-Charge
AFA	Advance Funding Agreement
RTL	Ready-to-Let
FPAA	Federal Participation Authorization Agreement
SLOA	State Letter of Authority
RR	Railroad
ROW	Right-of-Way

FY2019-2020 TASA Projects = $4,546,377

All projects must obligate federal funds by August 2023

FY2019-2020 TASA Program Schedule of Activities	
~~December 2022~~	~~Report to Transportation Policy Board for consideration(s) of funding/project changes~~
~~January 2023~~	~~Deadline for final consideration(s) of funding/project changes – Resolutions to Policy for Action.~~
~~May 2023~~	~~Deadline to fully execute AFA Amendment(s) for final approved funding/project changes.~~
June 2023	**100% Plans + BID Documents + Final Project Certifications = Ready-To-Let (RTL)**
July 2023	Federal Participation Authorization Agreement (FPAA) + State Letter Of Authority (SLOA) Request
August 2023	**Funds are obligated with the receival of FPAA + SLOA …. Or funds lapse!**

- The obligation of funds occurs through the receival of a State Letter of Authority (SLOA; TxDOT's approval of project/funds) and Federal Participation Agreement Authorization (FPAA; FHWA's approval of project/funds).

- Prior to submitting a request for an FPAA/SLOA, the 100% Plans, BID Documents and Final Project Certifications must be completed to signal the project's Ready-to-Let (RTL) status.

This Table reflects the list of RGVMPO Transportation Alternatives Set-Aside (TASA; also known at Category 9)
Projects **programmed** with the FY2019-2020 federally **apportioned** funds.

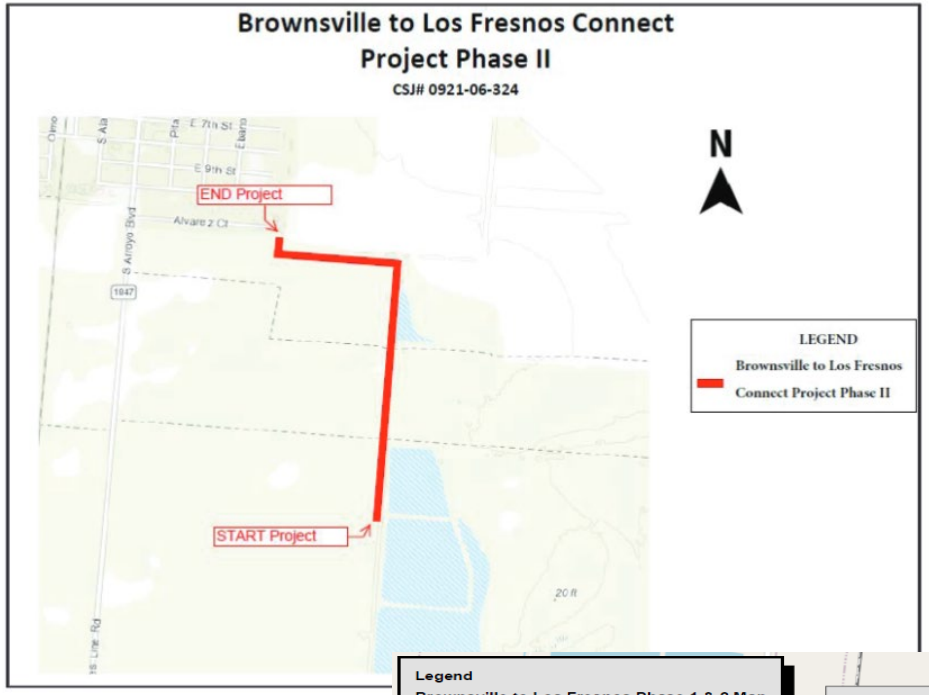
CSJ #	PROJECT NAME	PROJECT SPONSOR	FEDERAL AWARD
0921-02-430	Hidalgo County Mobility Plan	LRGVDC	$ 264,000
0921-02-431	Jackson Rd. Hike & Bike Trail	McAllen	$ 808,232
0921-02-432*	PSJA Tri-City Ped. Safety, Phase II	Pharr	$ 1,296,136
0921-06-322	Brownsville to Los Fresnos Connect	Brownsville	$ 512,000
0921-06-324	Brownsville to LF Connect, Phase II	Brownsville	$ 512,000
0921-06-325*	North High School Park Connection	Los Fresnos	$ 308,810
0921-06-326	Olmito Sidewalks	Cameron Co.	$ 318,965
0921-06-327	Las Palmas Sidewalks	Cameron Co.	$ 240,934
0921-02-480	Hike & Bike Trail + Bike Racks	UTRGV	$ 285,300
	Total FY2019-2020 Programmed RGVMPO TA Funds:		**$4,546,377**

- The TASA/Category 9 funds awarded to this list of projects will lapse/expire September 2023.
  - This means the federal awards must be **obligated** by August 2023.
- The RGVMPO has developed a schedule of activities Project Sponsors must meet to prevent the lapsing of funds.

FPAA & SLOA MUST BE RECEIVED BY AUGUST 2023

0921-06-322/324
Brownsville
BRO to LF Connect
Phase II
$512,000

1. Responsible Person In Charge (RPIC) & Advanced Funding Agreement (AFA) ✓
2. Preliminary Engineering ✓
3. RR – ROW – Utilities **TxDOT ROW Agreement**
4. Environmental **Environmental & Surveying Concerns**
5. Design **60%**
6. Final Project Certifications (RTL) & FPAA/SLOA Request



ORIGINAL PROJECT MAP

Changes approved by Policy 3/2023 (Resolution 2023-02)

REVISED PROJECT MAP

FY2021-2022 TASA Projects = $2,293,784

All projects must obligate federal funds by August 2025

FY2021-2022 TASA Program Schedule of Activities	
~~April 2023~~	~~Deadline to fully execute Advanced Funding Agreement (AFA) for programmed projects.~~
May-July 2023	**Potential re-programming of funds for projects without executed AFAs.**
July-Sept. 2023	Deadline for final consideration(s) of funding/project changes - Resolutions to Policy for Action.
January 2024	Deadline to fully execute AFA Amendment(s) for final approved funding/project changes.
June 2024	100% Plans + BID Documents + Final Project Certifications = Ready-To-Let (RTL)
July 2024	Federal Participation Authorization Agreement (FPAA) + State Letter Of Authority (SLOA) Request
August 2024	Funds obligated by receival of FPAA + SLOA
June 2025	100% Plans + BID Documents + Final Project Certifications = Ready-To-Let (RTL)
July 2025	Federal Participation Authorization Agreement (FPAA) + State Letter Of Authority (SLOA) Request
August 2025	FINAL OPPORTUNITY to have funds obligated by receival of FPAA + SLOA
September 2025	FY2021-2022 FUNDS EXPIRE!!!

- The obligation of funds occurs through the receival of a State Letter of Authority (SLOA; TxDOT's approval of project/funds) and Federal Participation Agreement Authorization (FPAA; FHWA's approval of project/funds).
- Prior to submitting a request for an FPAA/SLOA, 100% Plans + Final Project Certifications + BID Documents must be completed to signal the project's Ready-to-Let (RTL) status.

This Table reflects the list of RGVMPO Transportation Alternatives Set-Aside (TASA; also known at Category 9)
Projects **programmed** with the FY2021-2022 federally **apportioned** funds.

CSJ #	PROJECT NAME	PROJECT SPONSOR	FEDERAL AWARD
0921-02-495	Elsa Getting Connected	Elsa	$ 46,920
0921-02-496	Bridge Street BikePed Plan	Hidalgo	$ 70,000
0921-02-497*	Freddy Gonzalez Trail	Edinburg	$ 699,996
0921-06-349	Arroyo Colorado Phase III Study	Harlingen	$ 141,568
0921-06-350	West Rail Trail - Amenities	Brownsville	$ 900,000
0921-06-351*	Bejarano-McFarland-Gonzalez Trail Ext.	Port Isabel	$ 435,300
	Total FY2021-2022 Programmed RGVMPO TA Funds:		**$2,293,784**

*Projects **with a fully executed AFA** for awarded TASA funds.*
** = project received Economically Disadvantaged Counties (EDC) funds*

- Resolution 2021-15, approved by the RGVMPO TPB in September 2021, officially programmed FY2021-2022 TASA funds.
  - Award notice letters, outlining program and project details, were sent to Project Sponsors in October 2021.
    - The TASA/Category 9 funds awarded to this list of projects will lapse/expire September 2025.
      - This means the federal awards must be **obligated** before, or no later than, August 2025.
- The RGVMPO has developed a schedule of activities Project Sponsors must meet to prevent the lapsing of funds

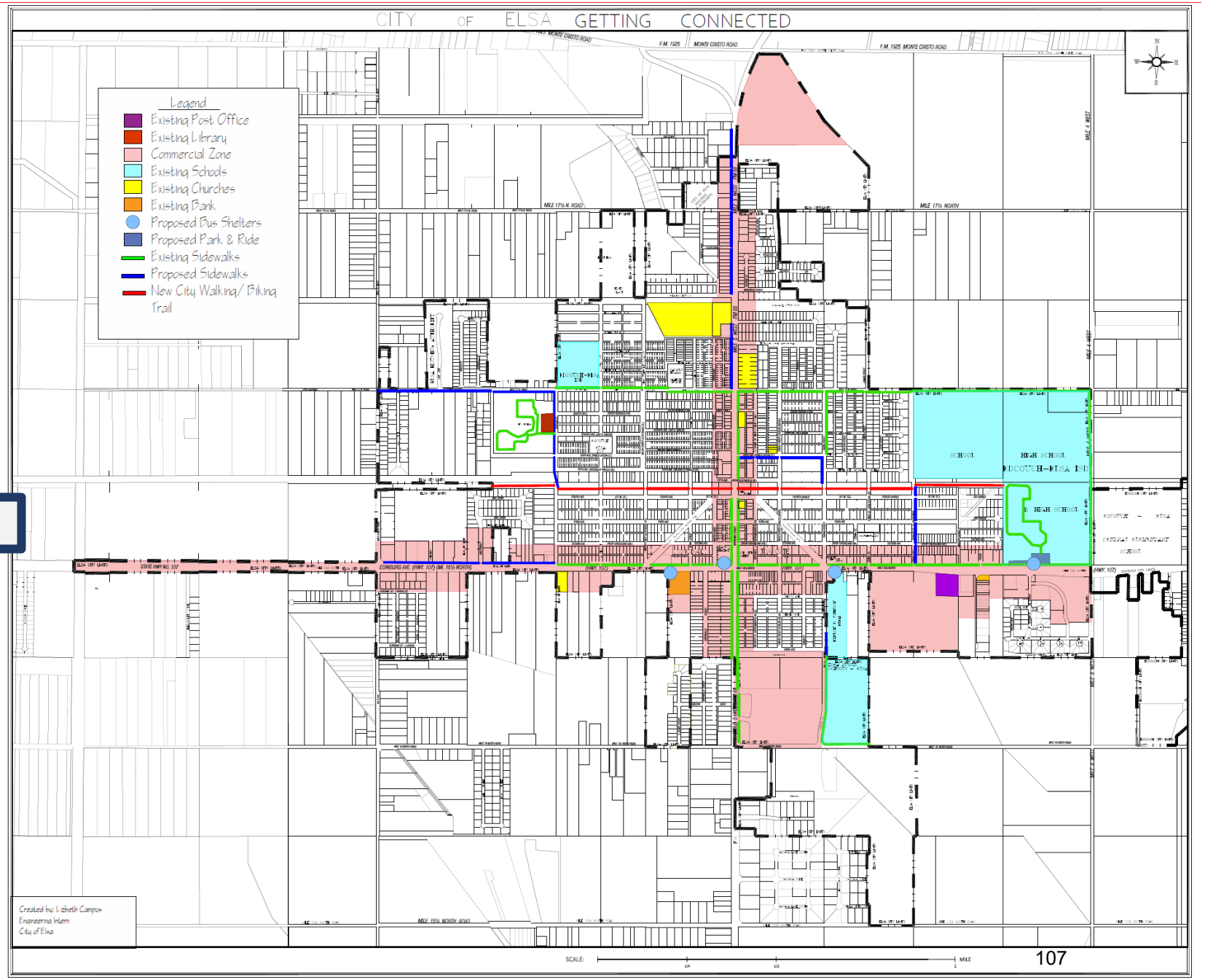
0921-02-495

Elsa

Getting Connected

$46,920

1. Advance Funding Agreement ✓
2. Kick-Off Meeting with TxDOT — **Pending**
3. Procurement Plan Approval
4. RFP/RFQ/BID Documents
5. FPAA & SLOA Request
6. Procurement of Services



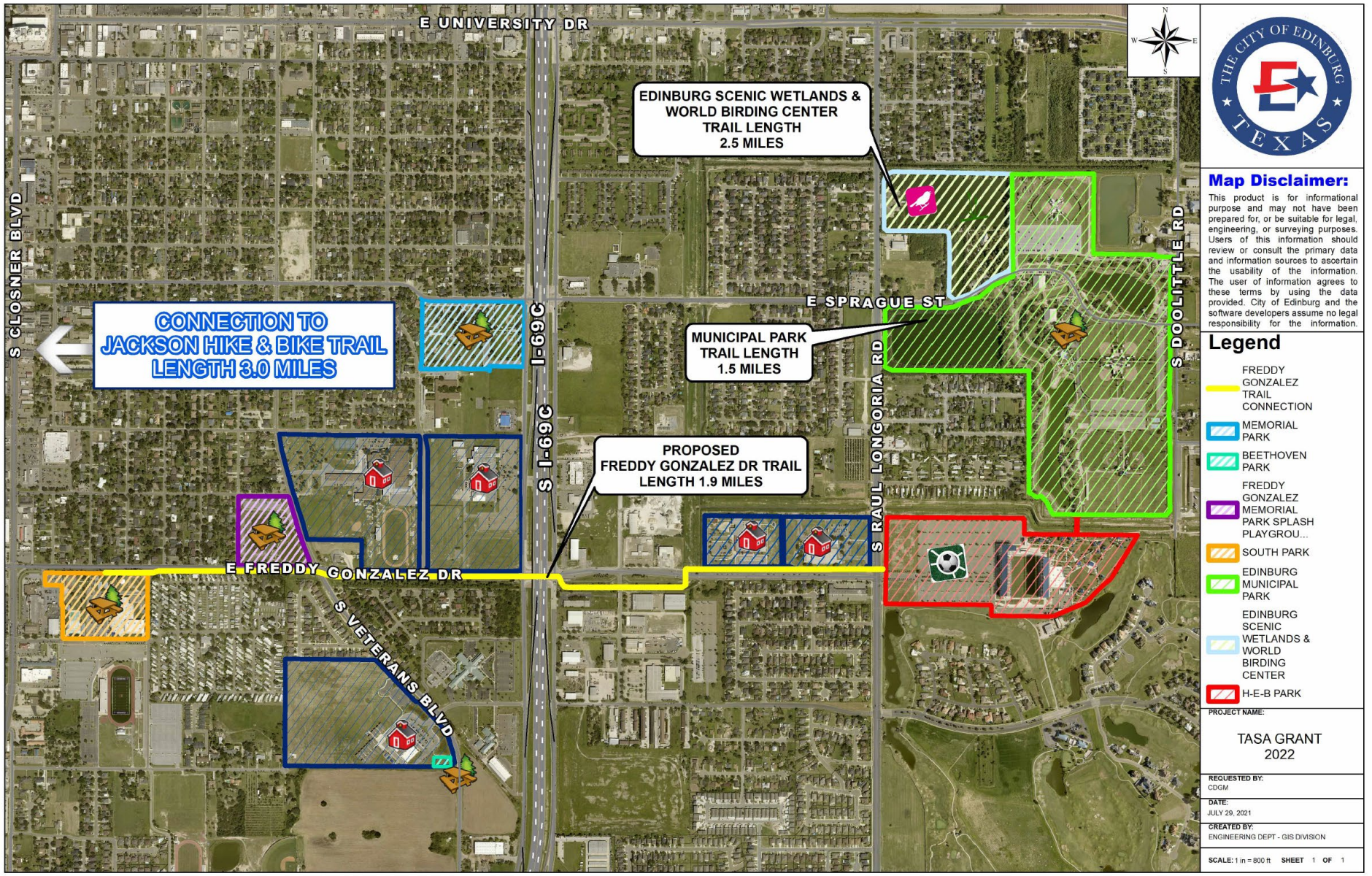
0921-02-496
Hidalgo
Bridge Street BikePed Plan
$70,000

1. Advance Funding Agreement ✓
2. Kick-Off Meeting with TxDOT — **Pending**
3. Procurement Plan Approval
4. RFP/RFQ/BID Documents
5. FPAA & SLOA Request
6. Procurement of Services

0921-02-497
Edinburg
Freddy Gonzalez Trail
$699,996

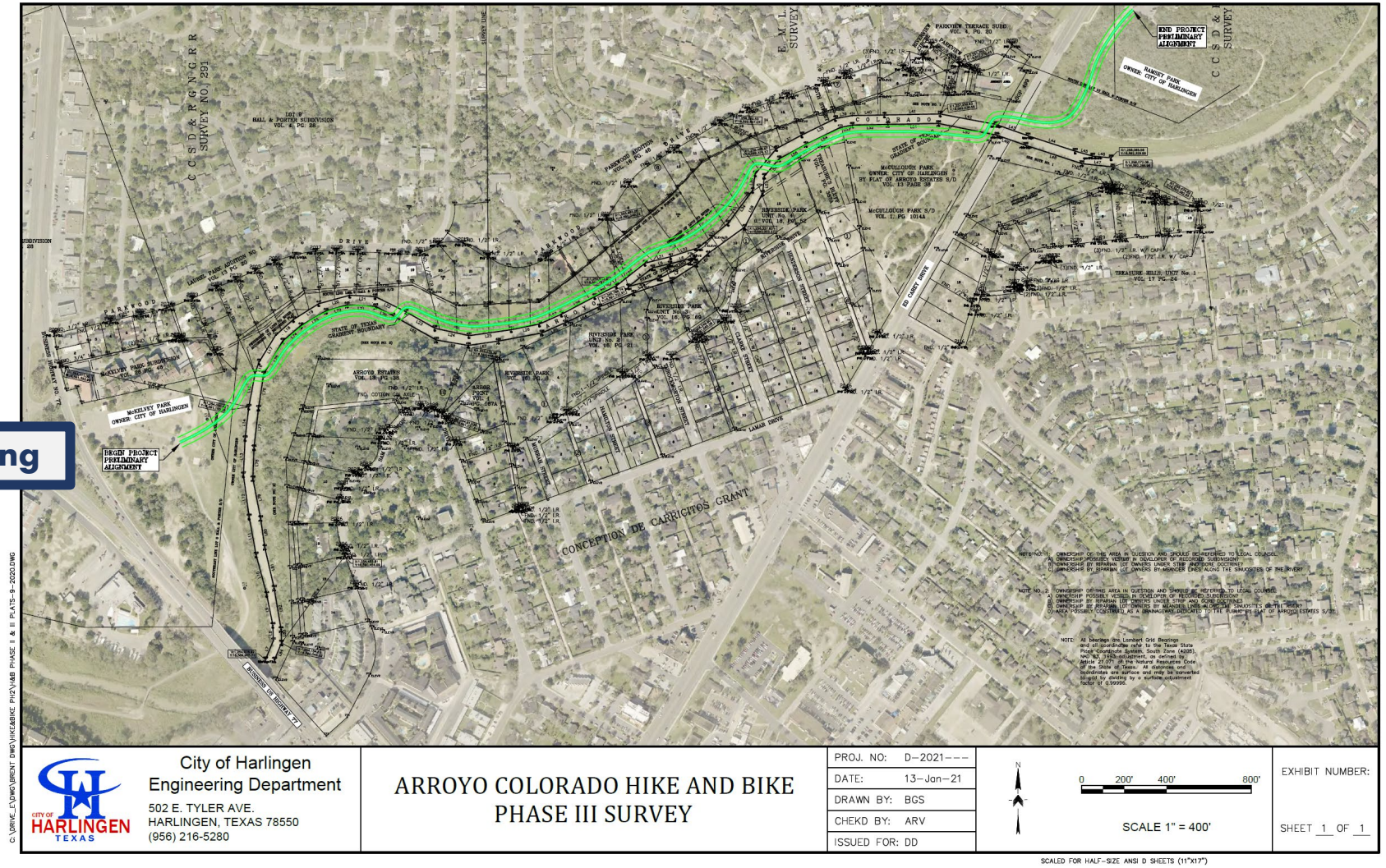
Pending Kick-Off Meeting with TxDOT

1. Advance Funding Agreement ✓
2. Environmental
3. RR – ROW – Utilities
4. PS&E
5. Ready-to-Let
6. FPAA/SLOA Request



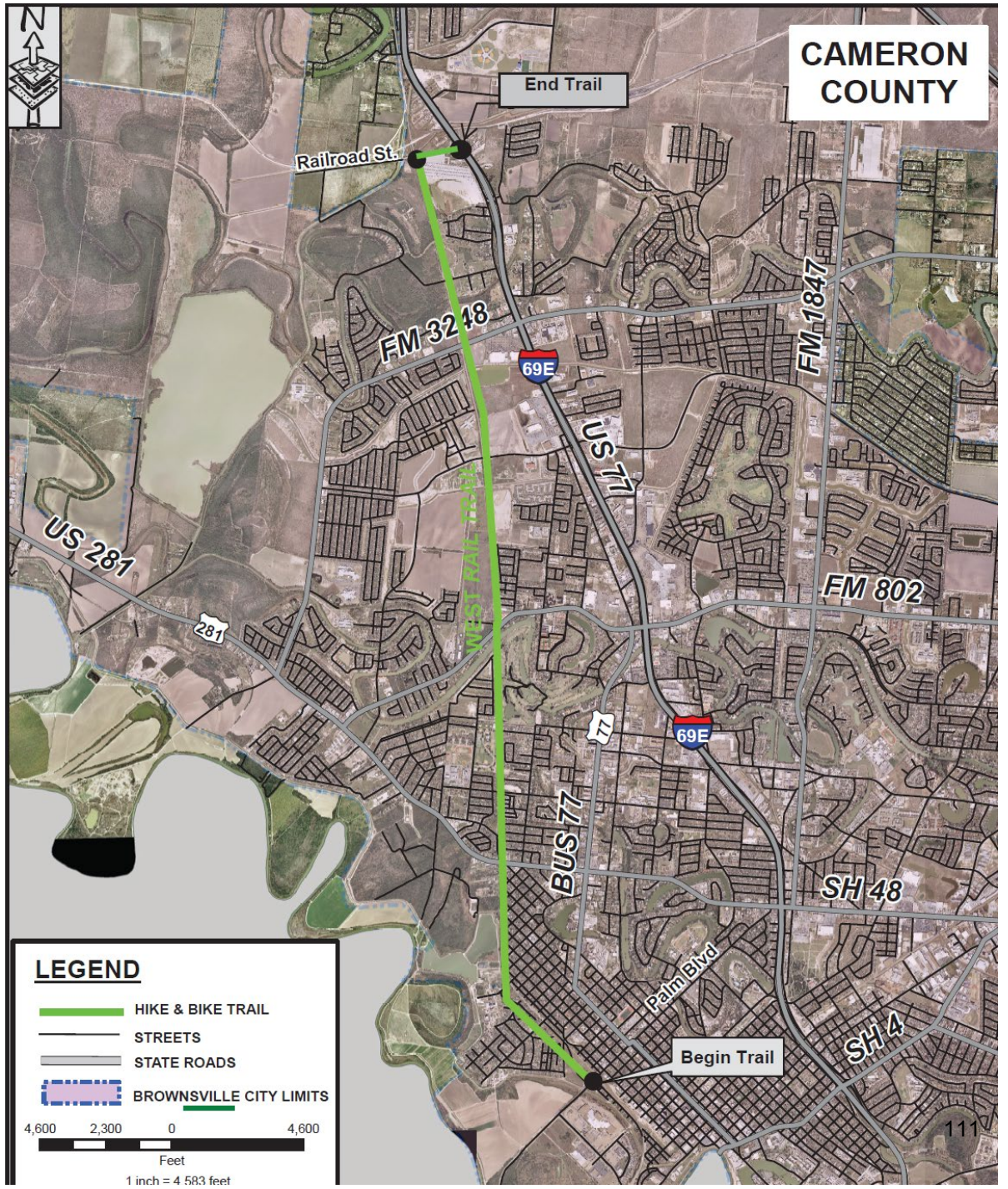
0921-06-349
Harlingen
Arroyo Colorado Trail Phase III Study
$141,568

1. Advance Funding Agreement ✓
2. Kick-Off Meeting with TxDOT — **Pending**
3. Procurement Plan Approval
4. RFP/RFQ/BID Documents
5. FPAA & SLOA Request
6. Procurement of Services



0921-06-350
Brownsville
West Rail Trail
Amenities
$900,000

1	Advance Funding Agreement	**Pending**
2	Environmental	
3	RR – ROW – Utilities	
4	PS&E	
5	Ready-to-Let	
6	FPAA/SLOA Request	



0921-06-351
Port Isabel
Bejarano-McFarland-Gonzalez Trail Ext.
$435,300

1	Advance Funding Agreement	**Pending**
2	Environmental	
3	RR – ROW – Utilities	
4	PS&E	
5	Ready-to-Let	
6	FPAA/SLOA Request	

RGVMPO TASA FY2023-2024
Funding Summary

Amount Available	Funding Category
$900,000	**Planning** Projects (minimum 10% of total funds available)
$8,100,000	**Construction** Projects (maximum of 90% of total funds available)
$9,000,000	**Total Funds Available**

FY2023-2024 TASA funds must be obligated within FY2026-2027.

Apportionment of Funds	Previous Fiscal Years
$4,546,377	FY2019-2020
$2,293,784	FY 2021-2022
$6,840,161	Total Funds Available FY2019-2022

RGVMPO FY2023-2024 TASA Funding Request Summary

Planning Projects

#	PROJECT NAME	TASA REQUEST
1	West Rail Trail to Brownsville Sports Park	$325,820
2	Morrison Road to Monte Bella Park	$153,457
3	Dixieland Reservoir/Park Corridor Preliminary Engineering	$276,000
4	Mission Comprehensive Transportation Alternative Assessment	$200,000
	TOTAL TASA FUNDING REQUESTED	**$955,277**

RGVMPO FY2023-2024 TASA Funding Request Summary

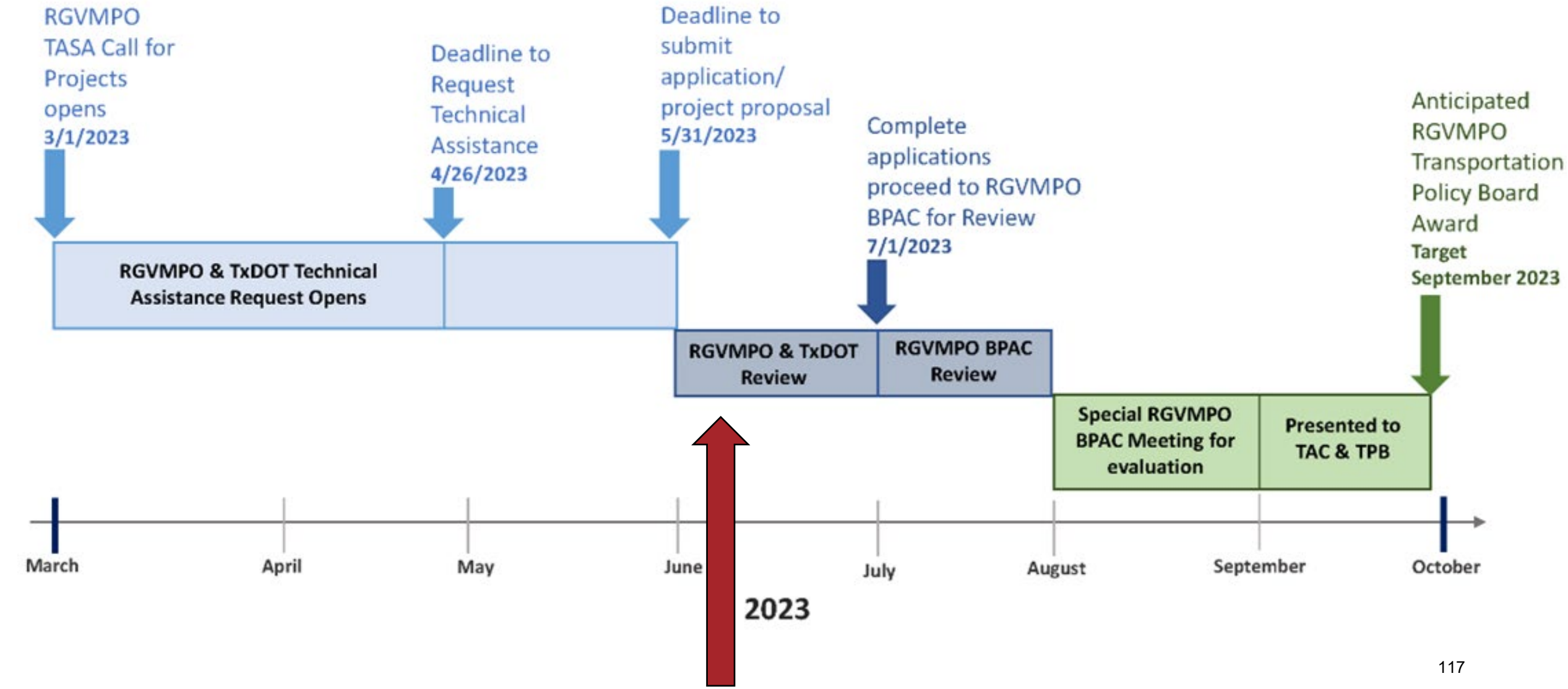
Construction Projects

#	PROJECT NAME	TASA REQUEST
1	Old Alice Road Sidewalks	$3,189,622
2	Dennet Road Gap	$1,308,300
3	Arroyo Colorado Hike & Bike Trail Safety Improvements	$890,836
4	Hidalgo County Precinct 1 & City of Weslaco Hike & Bike Trail – Phase I	$3,558,129
5	FM2220 Underground Pedestrian & Bicycle Trail Crossing at Houston & Ware	$2,237,711
6	I Road/ Hike & Bike Phase I	$952,224
7	Cano St. & Veteran's Blvd. Trail Improvements Project	$886,025
8	Downtown Port Isabel Bicycle & Pedestrian Safety	$1,124,628
	TOTAL TASA FUNDING REQUESTED	**$14,147,475**

RGVMPO FY2023-2024 TASA
Funding Request Summary

#	PROJECT NAME	TASA REQUEST	PROJECT TYPE
1	Old Alice Road Sidewalks	$3,189,622	Construction
2	Dennet Road Gap	$1,308,300	Construction
3	West Rail Trail to Brownsville Sports Park	$325,820	Planning
4	Morrison Road to Monte Bella Park	$153,457	Planning
5	Arroyo Colorado Hike & Bike Trail Safety Improvements	$890,836	Construction
6	Dixieland Reservoir/Park Corridor Preliminary Engineering	$276,000	Planning
7	Hidalgo County Precinct 1 & City of Weslaco Hike & Bike Trail – Phase I	$3,558,129	Construction
8	FM2220 Underground Pedestrian & Bicycle Trail Crossing at Houston & Ware	$2,237,711	Construction
9	I Road/ Hike & Bike Phase I	$952,224	Construction
10	Cano St. & Veteran's Blvd. Trail Improvements Project	$886,025	Construction
11	Downtown Port Isabel Bicycle & Pedestrian Safety	$1,124,628	Construction
12	Mission Comprehensive Transportation Alternative Assessment	$200,000	Planning
	TOTAL TASA FUNDING REQUESTED	**$15,102,752**	

· TASA CALL FOR PROJECTS TIMELINE + PROCESS·



Next Steps

- July: BPAC Review Applications/Project Proposals
- August 2nd: Project Presentations at BPAC Meeting
- August: Evaluate & Score at Special BPAC Meeting
- September: BPAC Recommendations presented to the Technical Advisory Committee & Transportation Policy Board for official programming of apportioned funds.

Criteria Category	Criteria Weights	Maximum Points
Project Readiness	25%	25
Safety Benefits	25%	25
Equity	20%	20
Connectivity	30%	30
Total	**100%**	**100**

Construction & Planning Scoring Criteria

Evaluation Criteria	Description/Factors	Evaluation Method	Evaluation Details
Project Readiness	•Demonstrates planning/construction project funds obligating on time. •Demonstrates the ability to advance the project to construction immediately, if selected for funding •Identifies comprehensive, detailed construction/planning cost estimate. •Meets and/or exceeds design criteria established by UD Access Board, FHWA, AASHTO, TxDOT, and/or NACTO.	Plans, Specifications, and Estimates (PS&E)	Analysis of application responses
		Environmental Documentation	Analysis of application responses
		Right-of-Way (ROW)	Analysis of application responses
		Railroad Impacts & Utility Coordination	Analysis of application responses
Safety Benefits	•Demonstrated need for safety improvement and appropriate safety countermeasures. •Provides safer and/or less intimidating accommodations for walking, bicycling, and other non-motorized travel.	Non-motorized crash count/rate	RGVMPO GIS analysis
		Proposed safety countermeasures	Analysis of application responses
		Proposed infrastructure elements	Analysis of application responses
Equity	•Enhances livability by improving active transportation access and improves modes choice in underserved communities. •Provides health and environmental benefits by incorporating landscaping, sidewalk design, crossing treatments, street furniture, bike racks, or lighting to encourage pedestrian and cyclists to utilize the area. •New BIL requirements state the competitive process used by MPOs must prioritize project location & impact in high-need areas as defined by the State, such as low-income, transit dependent, rural or other areas (23 U.S.C. 133 (h)(4)(D)).	Average percent elderly	RGVMPO GIS analysis
		Average percent disabled	RGVMPO GIS analysis
		Average percent zero car household	RGVMPO GIS analysis
		Percentage living below the poverty line	RGVMPO GIS analysis
		Within a historically disadvantaged tract	RGVMPO GIS analysis
Connectivity	•Improves active transportation access to destinations of interest such as business districts, downtown, centers of business activity, high density residential, and/or employment centers •Supports multi-modal connections. •Eliminates barriers to pedestrians, bicycle riders, and wheelchair users. •Supports investments in local/interregional tourism, especially Texas Bicycle Tourism Trails	Implements local/regional active transportation plans.	Analysis of application responses
		Connects to existing transportation systems (Bike/Ped/Transit)	Analysis of application responses
		Connects to public buildings, schools, and parks	Analysis of application responses
		Multi-jurisdictional connections or 10+ miles in length	Analysis of application responses

V. RGVMPO EXECUTIVE DIRECTORS' REPORT AND UPDATES

☐ Action ☐ Possible Action ☑ Information

Presenter: Andrew A. Canon, RGVMPO Executive Director

FY 2022	Task	Adjusted upwp	Total Spent	% of adjust. Budget spent	Amount we should've spent	Difference
1		$907,165.75	$934,945.37	103.06%	$907,166	($27,780)
2		$224,750.79	$180,485.52	80.30%	$224,751	$44,265
3		$154,389.15	$152,920.49	99.05%	$154,389	$1,469
4		$305,923.28	$188,994.84	61.78%	$305,923	$116,928
5		$301,743.33	$194,249.54	64.38%	$301,743	$107,494
Totals		**$1,893,972.30**	**$1,651,595.76**	**87.20%**	**$1,893,972.30**	**$242,376.54**
				100.00%		

FY 2023	Task	Adjusted upwp	Total Spent	% of adjust. Budget spent	Amount we should've spent	Difference
1		$897,165.75	$570,686.29	63.61%	$598,111	$27,424
2		$224,750.79	$52,009.25	23.14%	$149,834	$97,825
3		$1,039,389.15	$154,804.97	14.89%	$692,926	$538,121
4		$305,923.28	$119,498.80	39.06%	$203,949	$84,450
5		$382,795.00	$219,137.47	57.25%	$255,197	$36,059
Totals		**$2,850,023.97**	**$1,116,136.78**	**39.16%**	**$1,900,015.98**	**$783,879.20**
				66.67%		

FY 22-23	Task	Adjusted UPWP	Total Spent	% of adjust. Budget spent	Amount we should've spent	Difference
1		$1,804,331.50	$1,505,631.66	83.45%	$1,503,610	($2,022)
2		$449,501.58	$232,494.77	51.72%	$374,585	$142,090
3		$1,193,778.30	$307,725.46	25.78%	$994,815	$687,090
4		$611,846.56	$308,493.64	50.42%	$509,872	$201,378
5		$684,538.33	$413,387.01	60.39%	$570,449	$157,062
Totals		**$4,743,996.27**	**$2,767,732.54**	**58.34%**	**$3,953,330.23**	**$1,185,597.69**
				83.33%		

A. TxDOT Project Status Report

☐Action ☐ Possible Action ☑Information

Presenter: Dora Robles, Pharr District Advanced Project Development Director

June 8, 2023

TxDOT Monthly Letting Update

(Projects within Rio Grande Valley MPO Area)

PROJECTS LET IN September 2022

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – On Taylor Rd. *0921-02-327*	HID	BUS 83 to I-2 (BUS 83)	Widen to 4 Lane Divided Roadway	$6,246,255 / $6,212,302.31	CAT 3 & 7 (CRRSAA)

PROJECTS LET IN October 2022

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL-Port Rd *0921-06-352*	CAM	SH 100 to Industrial Drive	Rehabilitate Port Road	$2,468,608 / $12,563,650.86	Rider 37
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 / $574,485	CAT 3 & 9
LL – FM 1926 1804-01-072	HID	@SS 115 (23rd St) & Jackson Ave	Addition of North & South Bound Center Turn Lanes	$116,619 / $250,321.70	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	$77,959 / $173,563.70	CAT 7

Disclaimer: Work in Progress and Subject to Change (FY 2023 might have projects moving around as we continue moving forward)

NO PROJECTS LET IN November & December 2022 & January 2023

PROJECTS LET IN February 2023

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
FM 676 (5 Mile) *1064-01-032*	HID	SH 364 (La Homa) East to SH 107	Widen to 4 Lane Divided	$18,525,288 / $15,880,158	CAT 1 & 2

PROJECTS LET IN March 2023

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
IH-69E *0039-07-257*	CAM	Industrial Blvd to Loop 499 (Primera Rd)	North Bound & South Bound Ramp Reversal	$4,568,744 / $4,138,511	CAT 1 & 2

NO PROJECTS TO BE LET IN April, May, June, July & August 2023

Disclaimer: Work in Progress and Subject to Change (FY 2023 might have projects moving around as we continue moving forward)

PROJECTS TO BE LET IN September 2023

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 3 & 9
LL-Bicentennial Hike & Bike & Wisconsin Rd *0921-02-431*	HID	Within the Cities of Edinburg & McAllen	Jackson Hike & Bike (Phase II)	$1,759,950 / $0.00	CAT 3 & 9

PROJECTS TO BE LET IN October 2023

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
FM 676 *1064-01-043, etc*	HID	Taylor Rd to FM 2220	Widen to 4 Lane Width Left Turn Lane	$8,777,756 / $0.00	CAT 7 & 11

NO PROJECTS TO BE LET IN November 2023

Disclaimer: Work in Progress and Subject to Change (FY 2023 might have projects moving around as we continue moving forward)

PROJECTS TO BE LET IN December 2023

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – Brownsville / Los Fresnos Hike & Bike Trail *0921-06-322, etc*	CAM	2.0 Miles North of FM 511 / FM 1847 Intersection Along Canal, .7 Miles East, .38 Miles North, .3 Miles West	Construct 10' Hike & Bike Trail between Brownsville and Los Fresnos	$1,158,166 / $0.00	CAT 3 & 9

PROJECTS TO BE LET IN January 2024

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – Pharr Int'l Bridge – Ag Lab *0921-02-433*	CAM	@ Pharr Int'l Bridge	Pharr Bridge Agricultural Lab	$15,069,296 / $0.00	CAT 11 (RIDER 11B) & 3
FM 2220 *2094-01-063*	HID	FM 1925 to SH 107	Proposed 6 Lane with Median	$21,300,872/$0.00	CAT 2 & 1
FM 1925 *1803-02-035*	HID	FM 907 (Alamo Rd) to Sharp Rd	Widen to 4 Lane Divided	$6,991,044/$0.00	CAT 2

Disclaimer: Work in Progress and Subject to Change (FY 2023 might have projects moving around as we continue moving forward)

PROJECTS TO BE LET IN February 2024

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
SH 107 *0528-01-118*	HID	SH 495 to FM 1924	Construct 6 Lane with Raised Median	$20,563,732 / $0.00	CAT 2 & 1
Rio Hondo City Limits *0921-06-348*	CAM	Rio Hondo (Various Locations)	Construct Sidewalks	$1,100,995 / $0.00	CAT 9 & 3
LL – UT-RGV Bike/Ped *0921-02-480*	HID	@ UT-RGV Campus	Bicycle and Pedestrian Improvements	$356,626 / $0.00	CAT 9 & 3

PROJECTS TO BE LET IN March 2024

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – SH 550 *0684-01-068*	CAM	.203 Mi S of FM 1847 to 1.13 Mi S of UPRR Overpass @ FM 3248	Construct 4 Lane Toll Facility	$20,474,607 / $0.00	CAT 7 & 3

Disclaimer: Work in Progress and Subject to Change (FY 2023 might have projects moving around as we continue moving forward)

PROJECTS TO BE LET IN April 2024

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
US 83 *0038-06-047*	STR	0.31 Mi S of Placido Rd to 0.09 Mi N of Loma Blanca Rd	Widen from 2 Lane Undivided to 4 Lane	$27,210,268 / $0.00	CAT 2 & 4

PROJECTS TO BE LET IN May 2024

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – Los Fresno – North High School Park Connection *0921-06-325*	CAM	Henderson Rd to 1st St.	Construct Sidewalk on West Side of FM 1847	$386,013 / $0.00	CAT 9 & 3
LL – Olmito Sidewalk Improvement *0921-06-326*	CAM	Interior Rds at Olmito Townsite to FM 1732	Construct 5' Wide Concrete Sidewalks	$398,707 / $0.00	CAT 9 & 3

NO PROJECTS TO BE LET IN June & July 2024

Disclaimer: Work in Progress and Subject to Change (FY 2023 might have projects moving around as we continue moving forward)

PROJECTS TO BE LET IN August 2024

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – Pharr Int'l Bridge – Twin Span Bridge *0921-02-479*	HID	@ Pharr International Bridge	Construct Twin Span Bridge	$39,894,242 / $0.00	CAT 7 & 3
FM 494 (Shary Rd) *0864-01-068*	HID	SH 107 to FM 676 (Mile 5)	Widen to 4 Lane	$18,061,420 / $0.00	CAT 2
LL – Donna Int'l Bridge *0921-02-394*	HID	@ Donna Int'l Bridge	Construction of Roadway Commercial Northbound Loaded / Empty and SouthBound Loaded Trucks	$52,150,061 / $0.00	CAT 10 (Carbon Reduction Funds) & CAT 3
LL – Pharr/Reynosa Int'l Bridge *0921-02-423*	HID	@ Pharr International Bridge	Construct Commercial Vehicle Staging Site	$12,910,854 / $0.00	Rider 11 & CAT 3
LL – Pharr/Reynosa Int'l Bridge *0921-02-424*	HID	@ Pharr International Bridge	Dock Expansion (Phase I)	$11,942,645 / $0.00	Rider 11 & CAT 3
LL – Pharr/Reynosa Int'l Bridge *0921-02-425*	HID	@ Pharr International Bridge	Dock Expansion (Phase II)	$12,700,181 / $0.00	Rider 11 & CAT 3
LL – On Taylor Rd *0921-02-328*	HID	Mile 2 to Bus 83	Widen to 4 Lane Divided Roadway	$12,693,646 / $0.00	CAT 7 & 3
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	$7,239,743 / $0.00	CAT 7 & 3
LL – "I" Rd *0921-02-363*	HID	0.4 Miles South of Rancho Blanco Rd to Dicker Rd	Reconstruct 2 Lane with Shoulders	$18,318,883 / $0.00	CAT 7 & 3
Los Indios Int'l Bridge BSIF *0921-06-359*	CAM	@ Los Indios Int'l Bridge GSA Facility	Construct Border Safety Inspection Facility (BSIF)	$3,808,545 / $0.00	CAT 10

Disclaimer: Work in Progress and Subject to Change (FY 2023 might have projects moving around as we continue moving forward)

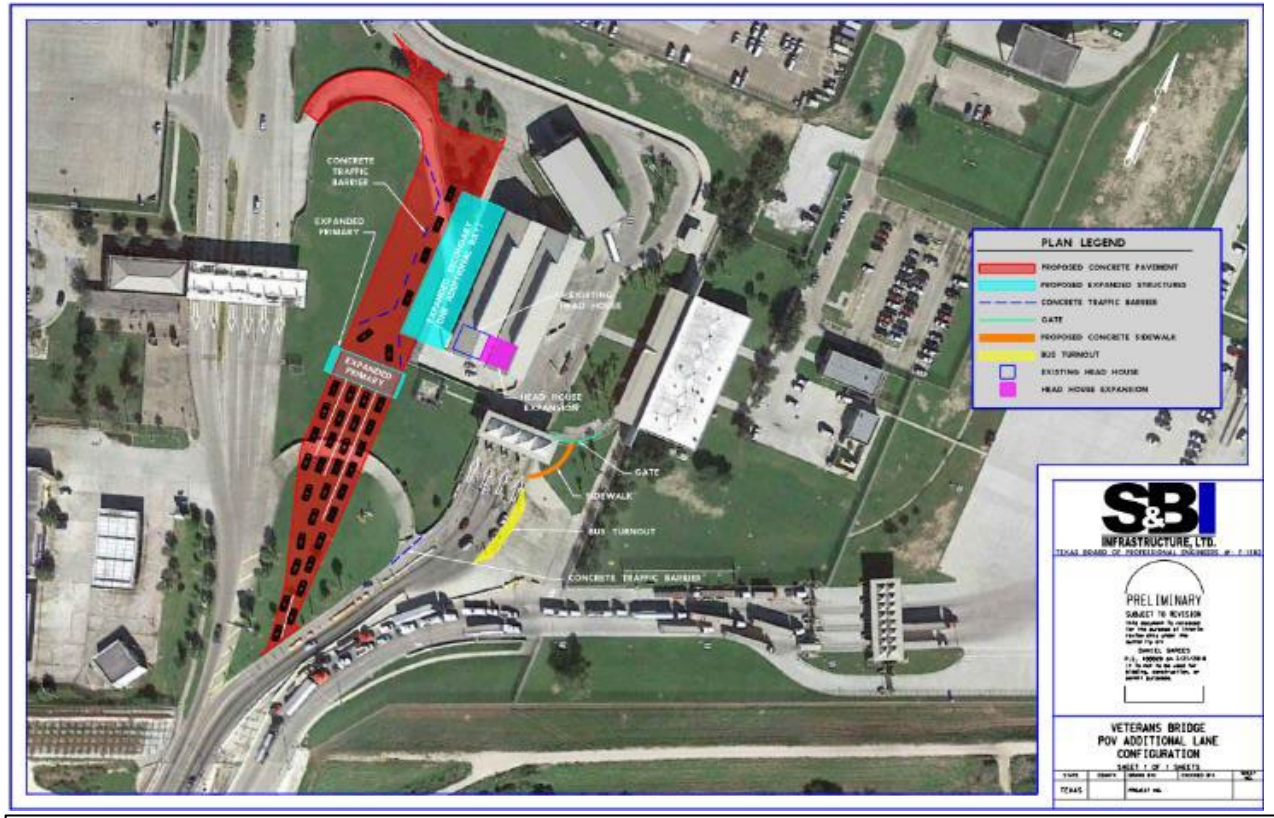
B. Cameron County RMA

☐Action ☐ Possible Action ☑Information

Presenter: Eric Davila

Project Status Presentation
RGVMPO Technical Advisory Committee
June 8, 2023

Veterans POV Expansion
CSJ: 0921-06-313



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

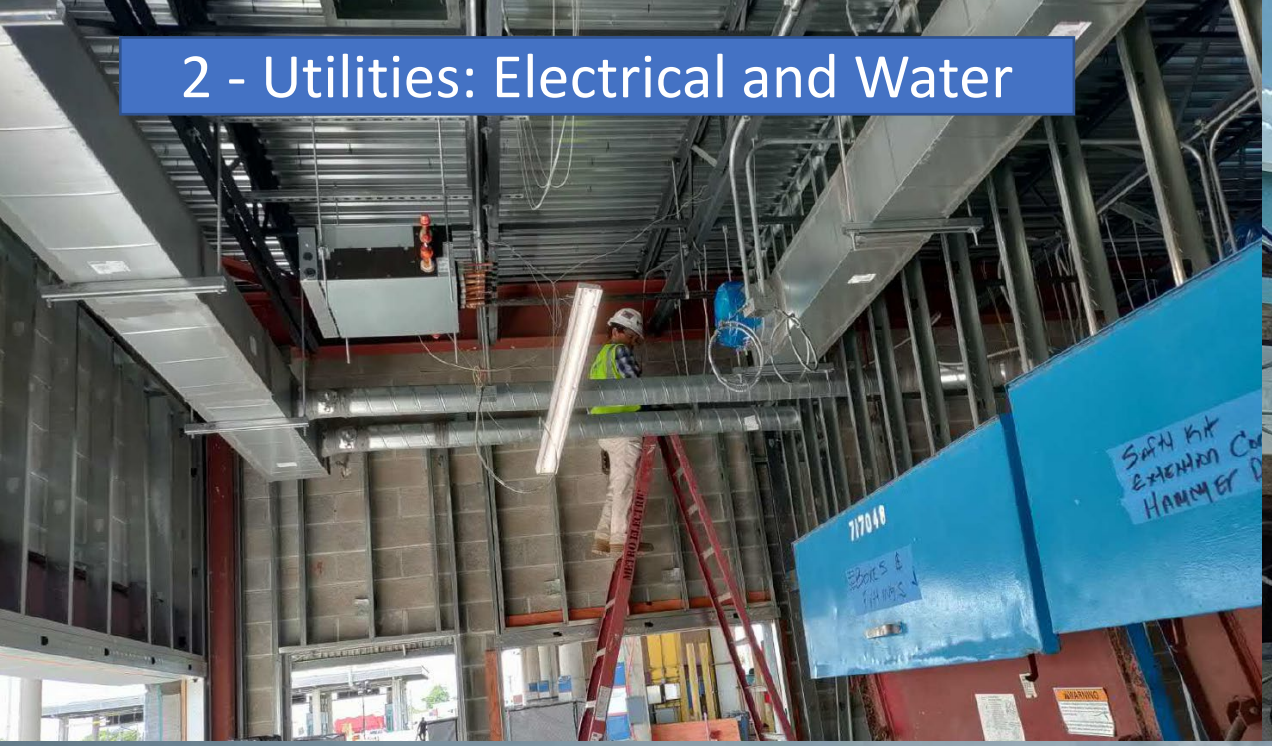
Recent Activity:

- Contract Amount: $14,824,093.86
- Contract Time: 235 Days
- Amount Invoiced: $6,695,146.16 (45%)
- Time Charges: 166 Days (70.6%)

→ Under Construction

Key Activity:

- Pre-Con Meeting and NTP: Aug 2022
- Construction Started: Aug 22, 2022


2 - Utilities: Electrical and Water

1 – Headhouse Ext. Walls

1 – Interior Doors / HVAC

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

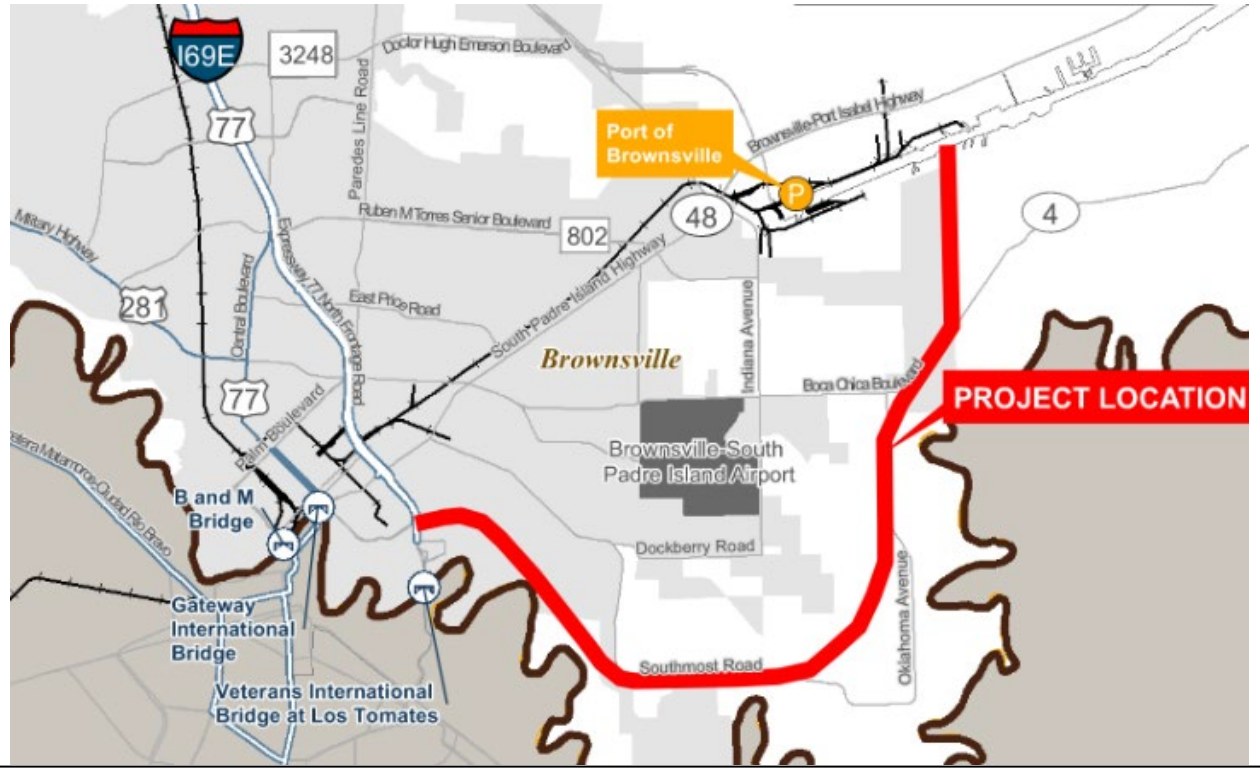
1	Environmental	✓
2	Preliminary Engineering	✓
3	ROW & Utilities:	✓
4	Design	95% PS&E Completed
5	Funding	✓

Recent Activity:

- Included in Border Master Plan- High Impact Project
- ROW in Place / Utilities Adjusted
- Environmental Re Evaluation Underway
- PS&E-95% complete, bridge re-design package submitted to TxDOT
- Exhibit A submitted, UPRR submitted to structures div. 5/24/23
- Funding: $23 Million in CAT 7 Available for Construction

→ Shovel Ready

East Loop
CSJ: 0921-06-315

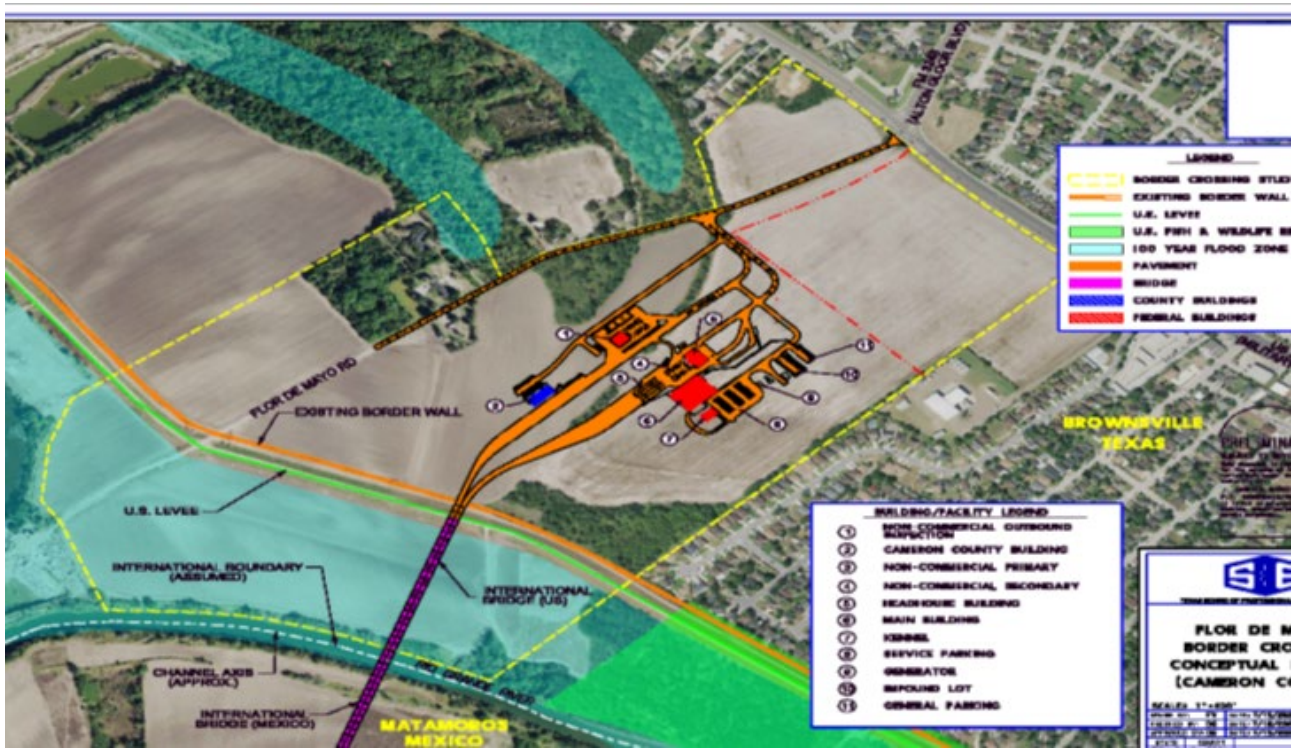


1	Environmental	90% complete
2	Preliminary Engineering	✓
3	ROW & Utilities:	In Process
4	Design	90% - 95%
5	Funding	Partially Funded

Recent Activity:

- Included in Border Master Plan- High Impact Project
- Environmental Documents are 85% complete. USFWS Land Swap Agreement FONSI Issued
- USIBWC Coord. meetings ongoing for levee relocation – 60% package to be submitted June 2023.
- 90% PS&E submitted March 2023, 95% anticipated end of May / early of June 2023
- Utility Relocation Kickoff Meeting held January 2023, met with TxDOT Utility Coordinators May 2023
- CCRMA is Proceeding with 100% Local Funding for Preliminary Engineering to Expedite
- Funding: $20 Million available in CAT 7 Funds, $6 Million available in other Categories

Flor De Mayo Bridge
CSJ: TBD



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

Recent Activity:

- Included in Border Master Plan- High Impact Project
- Feasibility study Complete
- Submitted Presidential Permit Application to DOS
- Addressing DOS Comments
- Environmental clearance scope developed

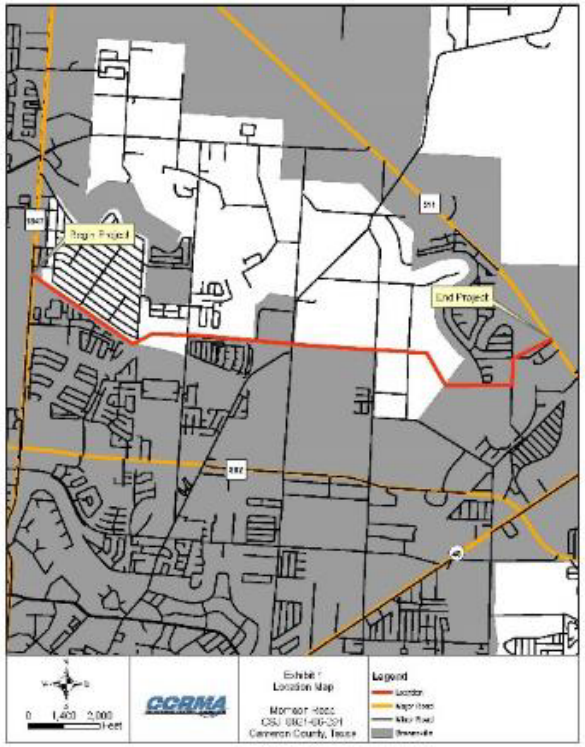
Free Trade Bridge

Recent Activity:

- CBP/GSA Final DAA Underway
- Design is 100% Complete
- Utilizing Local funds
- Letting: Early June 2023 (Est.)
- Funding: $1.5 Million Available

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

Morrison Road
CSJ: 0921-06-291



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

Recent Activity:

- Included in Border Master Plan- High Impact Project
- Environmental and Schematic are under development
- Preliminary Coordination with City and Drainage / District Underway
- Functional Classification comments addressed
- Funding: $16 Million Available in CAT 7 Funds

Old Alice Rd
CSJ: 0921-06-290

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

Recent Activity:

- Included in Border Master Plan- Medium Impact Project
- 100% PS&E complete, revised to joint bid a waterline relocation
- Virtual Public Meeting Held August 11, 2020
- ROW 100% in place
- Utilities relos (4 needed) w/ 1 being joint bid (waterline), 3 remaining coordinated
- Funding: $20 Million Available in CAT 7 Funds – Submitted TASA App. FY 2023-2024

FM 509
CSJ: 0921-06-254

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

Recent Activity:

- Included in Border Master Plan- Medium Impact Project
- Transportation Commission Approved On-System Minute Order - May 2021
- Functional Classification under review by FHWA
- CCRMA will utilize 100% Local Funds for Preliminary Engineering to expedite
- Funding: $7.5 Million Available in CAT 2 Funds
- Environmental / prelim. Engineering 25%

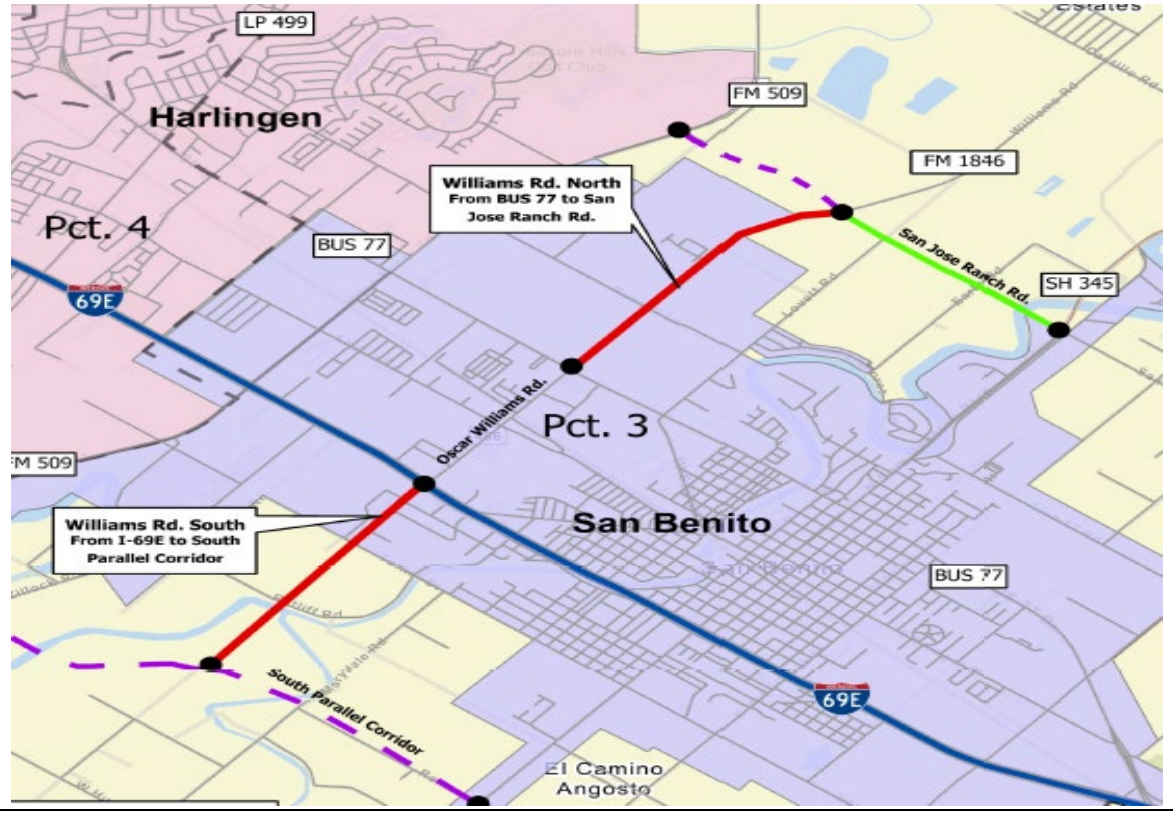
Dana Road
CSJ: 0921-06-330

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

Recent Activity:

- ILA with City of Brownsville approved to add Dana Road Bridge Rehabilitation to project.
- New EDC Rates-Savings of $1.4M
- Schematic 45%
- Environmental Scoping Doc. Complete – Kickoff held May 26, 2023 / Pre-DCC June 5, 2023
- Funding: $16 Million Available in CAT 7 for Construction
- AFA Approval for Roadway and Bridge Projects complete

FM 1846-Williams Road



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

Recent Activity:

- ILA with City of San Benito and Cameron County approved
- Design Survey Underway
- RGVMPO Coordination for 2024 UTP
- Traffic/ H&H Underway
- Design Alternative Analysis Underway
- Schematic-30% complete

SPI 2nd Access
CSJ: TBD

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

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
- Data collection and ROE underway
- Coordination with Resource Agencies including: FHWA, TxDOT, USFWS, TPWD, , USACE, USDA, NOAA, EPA, FEMA, GLO, TCEQ, Railroad Commission, Texas DEM, THC, Sea Turtle Inc.
- USFWS ROW Application Submitted / Follow-up discussion held Feb 22, 2023
- 2nd Agency Coordination meeting held Mar 29, 2023

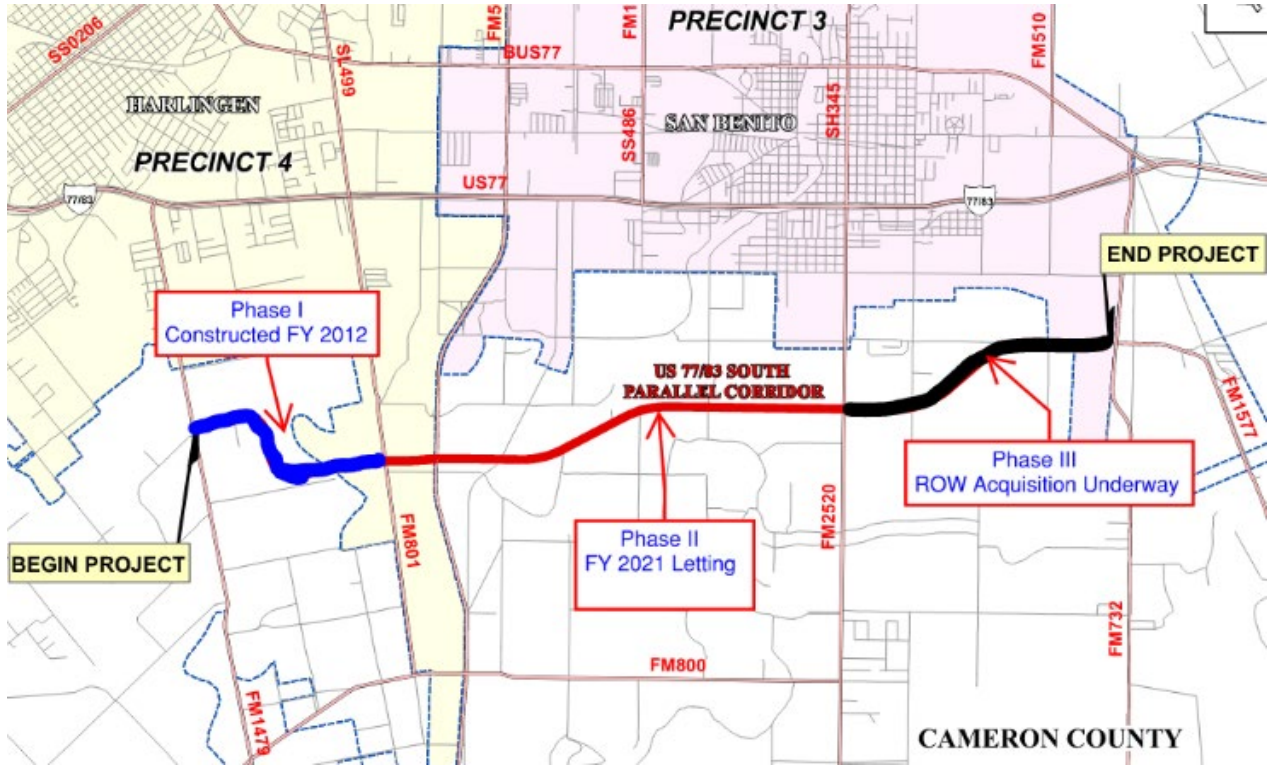
Harlingen Rail Improvements Project FR-CRS-21-002

Recent Activity:

- Partnership between: CCRMA, Cameron County, and City of Harlingen
- Project Scope: Eliminate certain railroad-street crossings
- Limits: N. Commerce street S. of US 77 Sunshine to Adams Avenue
- Using Federal & Local funds to complete Environmental Phase
- Using Federal & Local funds to complete Design
- Funding: $5.6 Million Available for Construction
- FRA Agreement to be executed March 2023
- Agreement with UPRR executed December 2022
- Preliminary Engineering site visit anticipated June 2023

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

S. Parallel Corridor Phase II
CSJ: 0921-06-252



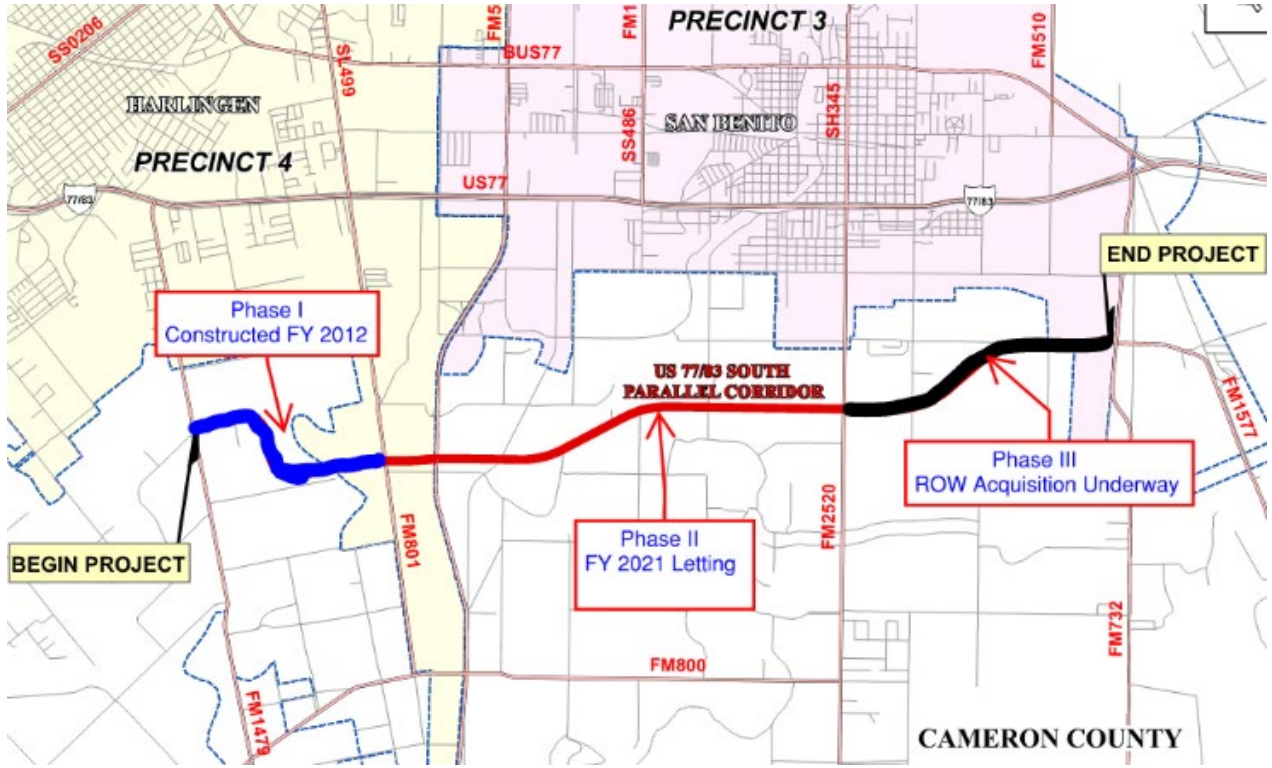
1	Environmental	✓
2	Preliminary Engineering	✓
3	ROW & Utilities:	✓
4	Design	✓
5	Funding	✓

Recent Activity:

- Included in Border Master Plan- Medium Impact Project
- Approx. 79% complete as of end of May 2023 w/ an Aug 2023 intended compeltion.

Under Construction

S. Parallel Corridor Phase III
CSJ: 0921-06-257



1	Environmental	✓
2	Preliminary Engineering	✓
3	ROW & Utilities:	- Underway
4	Design	- 60%
5	Funding	- Pending

Recent Activity:

- Included in Border Master Plan- Medium Impact Project
- ROW Acquisition Underway using Local Funds (90% complete)
- Utility Coordination Underway using Local Funds (60% complete)
- Needs Funding to construct the entire 10-Mile Corridor to a 5-Lane Urban Section
- Funding: $3 Million Available for Construction in Rider 11b and Category 7

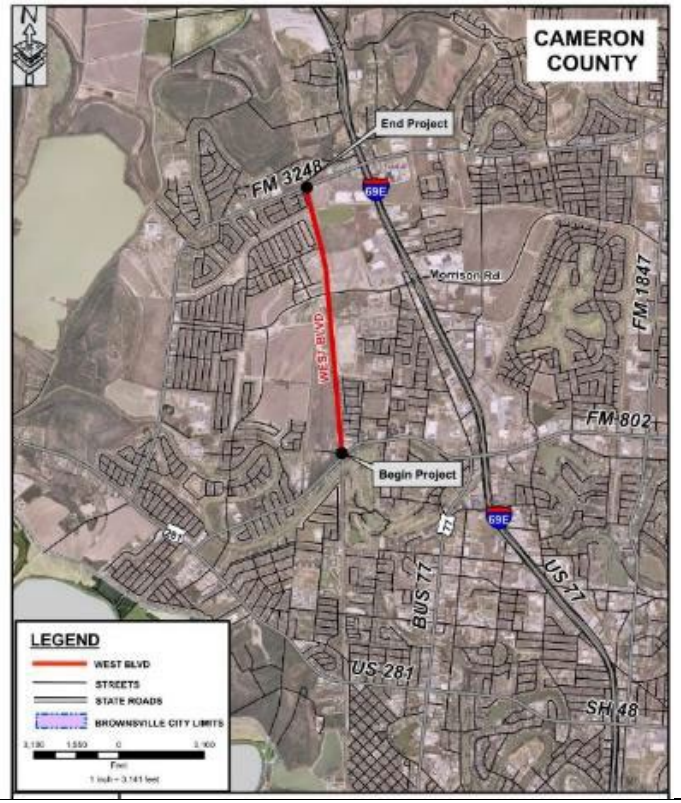
US 281 Connector

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

Recent Activity:

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

West Blvd – Roadway CSJ:

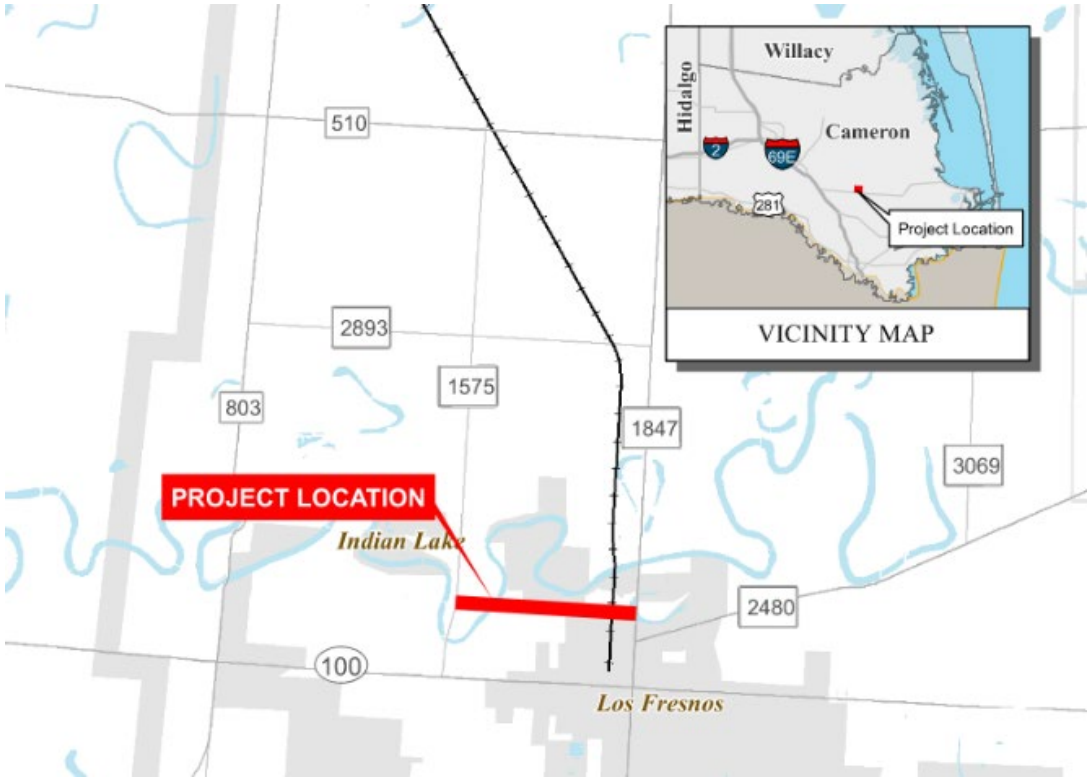


1	Environmental	- Underway
2	Preliminary Engineering	✓
3	ROW & Utilities:	✓
4	Design	- 95%
5	Funding	✓

Recent Activity:

- Preliminary Engineering is being completed with 100% Local Funds
- Functional Classification under development
- Environmental Documents Under Development In-House (CCRMA)
- ROW is in place
- PS&E-95% complete
- Funding: $6.5 Million Available in CAT 12 Funds

Whipple Road
CSJ: 0921-06-292



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

Recent Activity:

- Construction 100% Funded in 2021 UTP – Letting 2029
- DCC held on September 14, 2020
- Schematics at 95%
- Environmental at 80%
- Funding: $4.5 Million Available in CAT 7 Funds
- Public Involvement completed January 06, 2023

FM 1847 Sidewalk Project
CSJ: 0921-06-325

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

Recent Activity:

- Revised limits: Resaca Retreat Dr. to First St.
- Environmentally Cleared (CE) 8/16/2022
- PS&E-100% Feb 2023; 100% Bid Package Apr 2023; est. Letting July 2023.
- TxDOT processing SLOA and FPAA as of June 1, 2023
- Funding: $390,000 Available for Construction

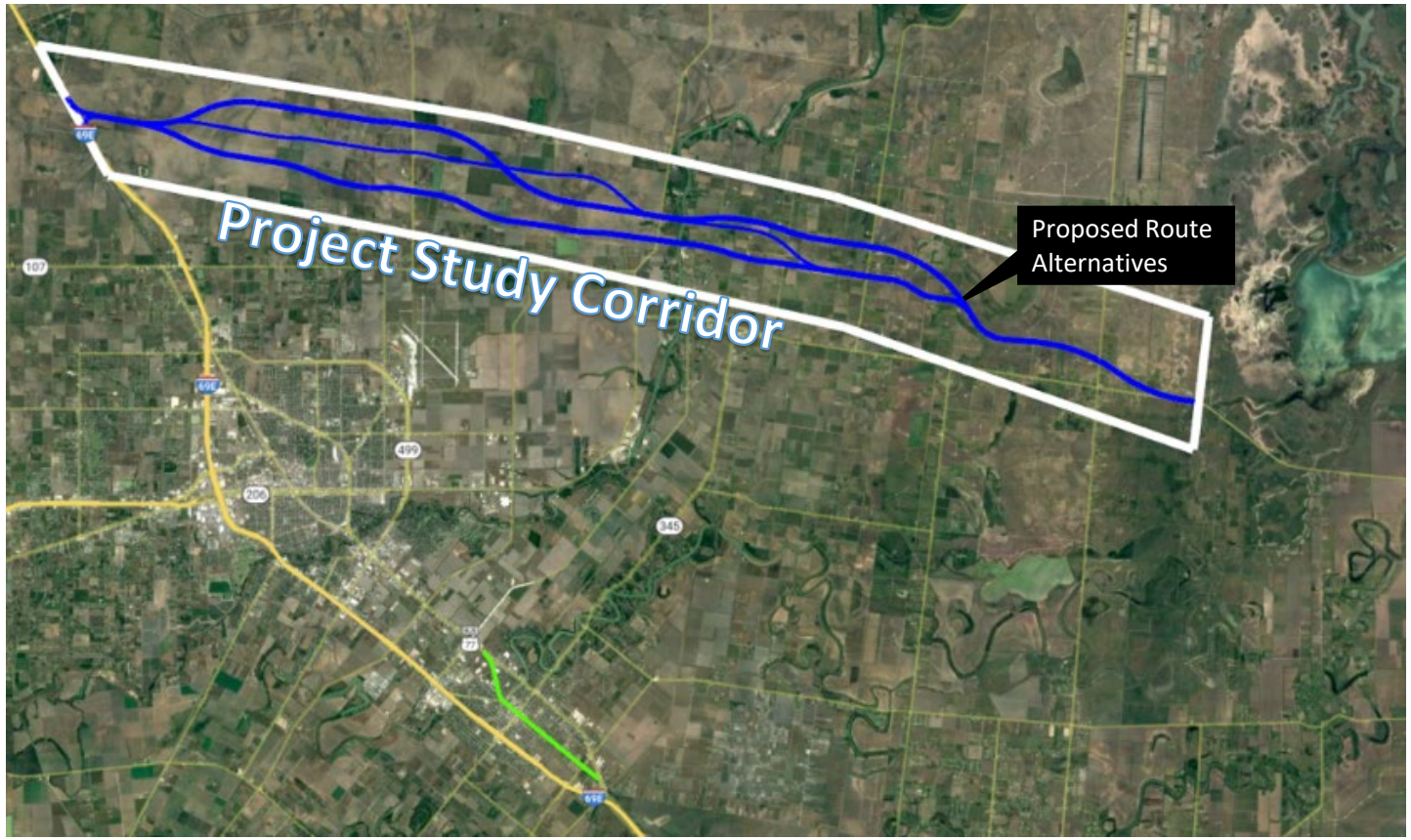
Los Fresnos Hike & Bike Trail
CSJ: 0921-06-334

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

Recent Activity:

- Limits: 2.1 Mile Loop around City of Los Fresnos (Retama Street to Arroyo Blvd)
- ILA between CCRMA And COLF has been executed. AFA in Development w/ TxDOT.
- Environmental & PE to initiate Summer 2023.
- Funding: $3,027,100 Cat 7 Available

Outer Parkway
CSJ: 0921-06-283



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

Recent Activity:

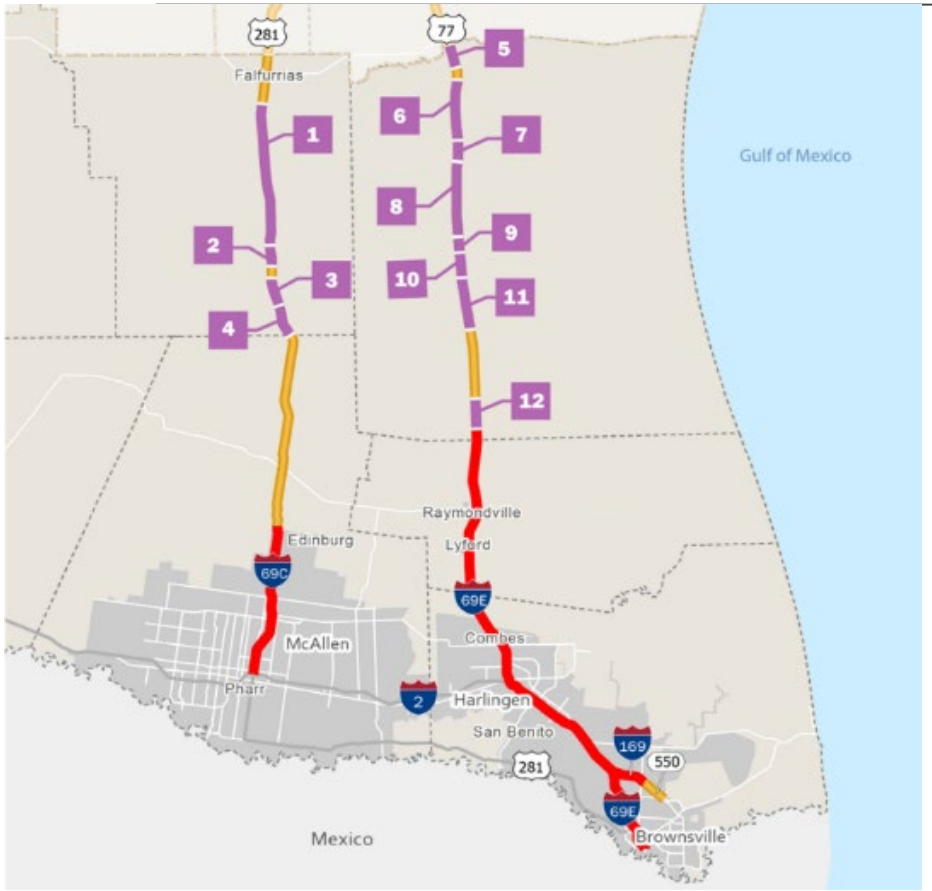
- Cameron County / CCRMA entered into an ILA for PE/Env Clearance on 02/2023.
- CCRMA conducted field investigation 03/2023 to rescope the project and submit updated data to TxDOT to assess whether it remains an Environmental Assessment.
- Technical Preferred Alternative anticipated early 2024.

U.S. 77 – I69E Plan
Fully Funded by TxDOT - 2021 UTP

PROJECTS IN 2023 UNIFIED TRANSPORTATION PROGRAM (FULLY FUNDED)

#	CSJ	HWY	Limits	Description	Project Stage[1]	Let Year	Miles	Est Cst Cost[2]	CAT Funding[3]
1	0255-06-075	US 281	Hidalgo/Brooks Co Line to 4.4 Miles South of Hidalgo/ Brooks CL	Construct 4 Lanes With Overpasses and Two - 2 Lane Frontage Roads	P	2027	4.4	$71.4 M	$71.4 M
2	0255-06-074	US 281	4.4 Mi S of Hidalgo/Brooks Co Line to 7.4 Mi N of SH 186		P	2027	4.1	$75.0 M	$75.0 M
3	0255-06-073	US 281	7.4 Mi N of SH 186 to 3.9 Mi N of SH 186		P	2027	3.4	$63.7 M	$63.7 M
4	0255-06-069	US 281	3.9 Mi N of SH 186 to 0.315 Mi N of SH 186		P	2025	3.6	$63.4 M	$65.9 M
5	0255-07-140	US 281	0.273 mi S of SH 186 to 0.023 mi N of FM 490	Rural Expressway Facility (Future I-69 Corridor)	PS&E	2025	7.1	$140.7 M	$146.1 M
6	0327-04-040	US 77	1.46 Miles North of Norias Rd. to Norias Rd.	Construct Main Lanes & Overpasses (Future I-69 Corridor)	PS&E	2024	1.5	$17.1 M	$17.1 M
7	0327-05-041	US 77	Norias Rd to 1.34 mi N of Willacy/Kenedy CL		PS&E	2024	11.6	$138.2 M	$138.2 M
8	0684-01-068	SH 550	0.203 mi S of FM 1847 to 1.13 mi SE of UPRR Ovrpss at FM 3248	Construct Controlled Access Tolled Facility	PS&E	2024	3.9	$20.5 M	$21.3 M
						Total	39.6	$590.0 M	$598.6 M

U.S. 77 – I69E Plan
Fully Funded by TxDOT - 2021 UTP



Interstate Designation
Major Highway
Other Highway
Future I-69
TxDOT District
County
Water
Urbanized Area

FUTURE POTENTIAL PROJECTS UNFUNDED OR PARTIALLY FUNDED

#	CSJ	HWY	Limits	Description	Project Stage[4]	Let Year	Miles	Est Cst Cost[5]	CAT Funding[6]	Funding Status	Funding Gap
1	0255-04-096	US 281	0.906 mi S of FM 3066 to 3.158 mi N of FM 755	Construct 4 Lanes With Overpasses and Two-2 Lane Frontage Roads	P	2035	16.8	$238.2 M	–	None	$238.2 M
2	0255-05-043	US 281	3.158 mi N. of FM 755 to 0.690 mi N. of FM 755		PE	2029	2.4	$59.0 M	–	None	$59.0 M
3	0255-05-046	US 281	0.690 Mi S of FM 755 to 3.2 Mi N of Hidalgo/Brooks Co Line		P	2035	4.3	$79.5 M	–	None	$79.5 M
4	0255-05-044	US 281	3.2 Mi N of Hidalgo/Brooks Co Line to Hidalgo/Brooks Co Line		P	2035	3.2	$63.8 M	–	None	$63.8 M
5	0327-02-055	US 77	Kenedy/Kleberg CL to 0.65 mi N. of La Parra Ave	Construct Main Lanes & Overpasses (Future I-69 Corridor)	P	2035	2.8	$37.1 M	–	None	$37.1 M
6	0327-02-056	US 77	0.85 mi S. of La Parra Ave. to 8 mi S. of La Parra Ave.		PE	2035	7.2	$86.6 M	–	None	$86.6 M
7	0327-03-051	US 77	8 miles South of La Parra Ave to 9.71 miles South of La Parra Ave		P	2035	1.7	$20.3 M	–	None	$20.3 M
8	0327-03-048	US 77	9.7 mi S. of La Parra Ave. to 11.40 mi N. of Norias Rd.		P	2035	9.1	$95.4 M	–	None	$95.4 M
9	0327-03-050	US 77	11.40 Miles North of Norias Rd to 9.6 Miles North of Norias Rd		P	2027	1.8	$24.7 M	–	None	$24.7 M
10	0327-04-037	US 77	9.6 Miles North of Norias Rd to 6.33 Miles North of Norias Rd		PS&E	2027	3.2	$43.9 M	$2.8 M	Partial	$41.1 M
11	0327-04-039	US 77	6.33 Miles North of Norias Rd to 1.46 Miles North of Norias Rd		P	2027	4.9	$68.5 M	–	None	$68.5 M
12	0327-05-043	US 77	1.19 mi S of Crystal Gate/ Norias Dr to 1.34 mi N of Willacy/Kenedy CL		P	2035	3.5	$27.4 M	–	None	$27.4 M
						Total	60.9	$844.5 M	$2.8 M		$841.7 M

U.S. 77 – I69E Plan
Fully Funded by TxDOT - 2021 UTP

PHARR DISTRICT				2022 UTP			2023 UTP		
#	CSJ	Highway	Est. Let Date	Est. Const. Cost	Approved Funding	Funding Status	Est. Const. Cost*	Approved Funding	Funding Status
1	0255-06-075	US 281	2027	$ -	$ -	Unfunded	$ 71,388,284	$ 71,388,285	Fully Funded
2	0255-06-074	US 281	2027	$ -	$ -	Unfunded	$ 75,040,000	$ 75,040,001	Fully Funded
3	0255-06-073	US 281	2027	$ -	$ -	Unfunded	$ 63,720,000	$ 63,720,001	Fully Funded
4	0255-06-069[A]	US 281	2025	$ 186,485,486	$ 183,100,001	Partially Funded	$ 63,440,000	$ 65,880,001	Fully Funded
5	0255-07-140	US 281	2025	$ 129,657,976	$ 151,007,652	Fully Funded	$ 140,667,105	$ 146,077,380	Fully Funded
6	0327-04-040	US 77	2024	$ -	$ -	Unfunded	$ 16,419,671	$ 17,076,459	Fully Funded
7	0327-05-041	US 77	2024	$ 102,122,435	$ 110,292,229	Fully Funded	$ 132,850,065	$ 138,164,068	Fully Funded
8	0684-01-068	SH 550	2024	$ 19,958,677	$ 19,958,677	Fully Funded	$ 20,474,606	$ 21,293,590	Fully Funded
1	0255-04-096	US 281	2035	$ -	$ -	Unfunded	$ 308,437,539	$ -	Unfunded
2	0255-05-043	US 281	2029	$ 59,038,621	$ -	Unfunded	$ 59,038,622	$ -	Unfunded
3	0255-05-046	US 281	2035	$ -	$ -	Unfunded	$ 70,913,684	$ -	Unfunded
4	0255-05-044[B]	US 281	2035	$ 86,044,709	$ 92,928,285	Fully Funded	$ 61,229,732	$ -	Unfunded
5	0327-02-055	US 77	2035	$ -	$ -	Unfunded	$ 42,877,478	$ -	Unfunded
6	0327-02-056	US 77	2035	$ 70,043,661	$ -	Unfunded	$ 86,594,204	$ -	Unfunded
7	0327-03-051	US 77	2035	$ -	$ -	Unfunded	$ 28,149,714	$ -	Unfunded
8	0327-03-048	US 77	2035	$ 61,382,719	$ -	Unfunded	$ 109,890,259	$ -	Unfunded
9	0327-03-050	US 77	2027	$ -	$ -	Unfunded	$ 24,671,009	$ -	Unfunded
10	0327-04-037[C]	US 77	2027	$ 104,971,680	$ 47,792,728	Fully Funded	$ 43,859,572	$ 2,844,431	Partially Funded
11	0327-04-039	US 77	2027	$ -	$ -	Unfunded	$ 68,530,580	$ -	Unfunded
12	0327-05-043	US 77	2035	$ -	$ -	Unfunded	$ 27,440,000	$ -	Unfunded

*Future UTP Minimum Funding Amount

A. Project length was reduced on this CSJ and US 281 was broken into more phases. Deauthorized $117,220,000 to place on the other phases of US 281
B. Deauthorized CAT 4 and CAT 12 funds on this project to place on CSJs 0255-06-074 and 0255-06-07
C. Removed all Cat 4 Funding and moved it to CSJ 0327-05-041. Removed Cat 12 and moved it to CSJ 0327-05-041

Total Approved	$ 605,079,572	**Total Approved**	$ 601,484,216
Fully Funded	5	**Fully Funded**	8
Partially Funded	1	**Partially Funded**	1
Unfunded	14	**Unfunded**	11

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 InfoSend (print & mail), Interop Systems, and Collections

Vendors:

TollPlus, LLC

CC Intl Bridge Toll Collection System

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

Vendors:

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

CC Parks User Fee Collection System

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

Vendors:

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

CCRMA PARTNERSHIP PROJECTS WITH CAMERON COUNTY

Cameron County Parks Administration Building Project

- New construction with site work of the two-story 8,695 SF County Parks Administration Building, located within Isla Blanca Park.
- Estimated project cost: $5 Million
- SUBSTANTIAL COMPLETION: JANUARY 2023

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: $0.4 Million
- COMPLETED

Isla Blanca Park Parking Lot 10 Expansion

- Construction of the Isla Blanca Park Parking Lot 10 Expansion
- 220 Parking Spaces
- Construction Cost: $574,800
- COMPLETED

Beach Access 3

- Construction of toll booths for Cameron County Beach Access#3
- Estimated project cost: $0.3 Million

Mountain Bike Trail

- Enhancements to existing mountain bike trail at the Pedro “Pete” Benavides County Park, Cameron County Texas
- Estimated project cost: $0.5 Million

Pedro “Pete” Benavides Basketball Court Pavilion

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

CCRMA Project Executive Summary

$30 Million in Projects Currently Under Construction

$1.6 Billion CCRMA Overall Project Portfolio

Shovel Ready Projects

- SH 550 Gap II
  - $21 M
- Old Alice Road
  - $ 17.75 M
- West Rail Blvd.
  - $7.5 M

$50 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 Blvd.
  - $7.5 M
- Misc. Projects

$180 Million in Locally Developed Shovel Ready Projects.

Projects In Development

- US 77 / I69E
  - $300M
- SPI 2nd access
  - $500M
- Outer Parkway
  - $200M
- Flor de Mayo International Bridge
  - $40M
- I69 Connector
  - $160M
- US 281 Connector
  - $140M

$1.34 Billion
Planning Phase

14 CCRMA Projects Currently included in the TxDOT Border Master Plan

C. Hidalgo County RMA

☐Action ☐ Possible Action ☑Information

Presenter: Ramon Navarro

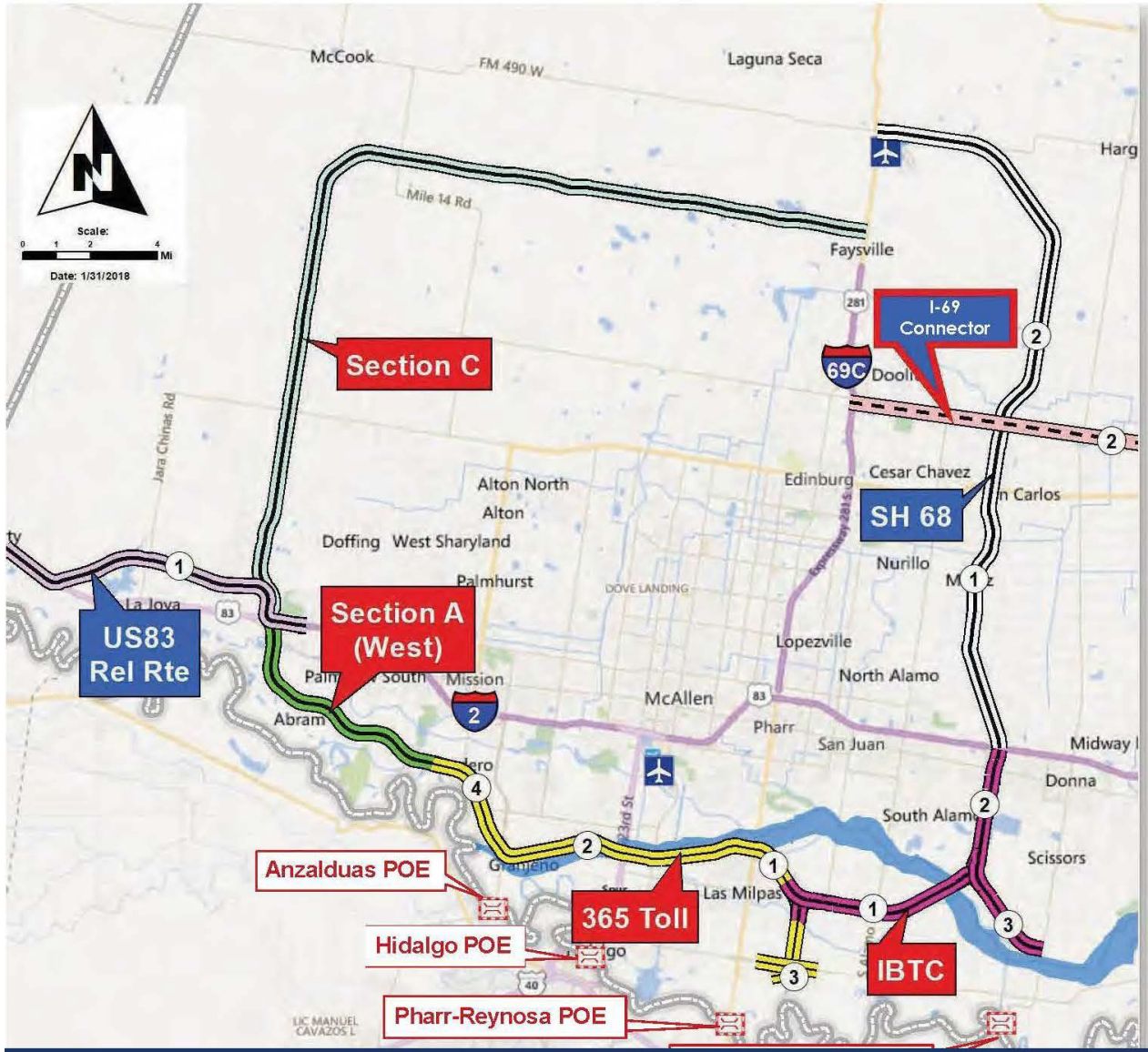
HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY
BOARD OF DIRECTORS MEETING FOR MAY 2023
HCRMA Board of Directors
S. David Deanda, Jr., Chairman
Forrest Runnels, Vice-Chairman
Ezequiel Reyna, Jr., Secretary/Treasurer
Francisco "Frank" Pardo, Director
Juan Carlos Del Angel, Director
Gabriel Kamel, Director
HCRMA Administrative Staff
Pilar Rodriguez, PE, Executive Director
Ramon Navarro IV, PE, CFM, Chief Constr. Eng.
Celia Gaona, CIA, Chief Auditor/Compliance Ofcr.
Ascencion Alonzo, Chief Financial Ofcr.
General Engineering Consultant
HDR ENGINEERING, INC.
www.hcrma.net
Report on HCRMA Activity RGVMPO Report
Chief Construction Engineer – Ramon Navarro IV, PE, CFM
1
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

OVERVIEW

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

MISSION STATEMENT:

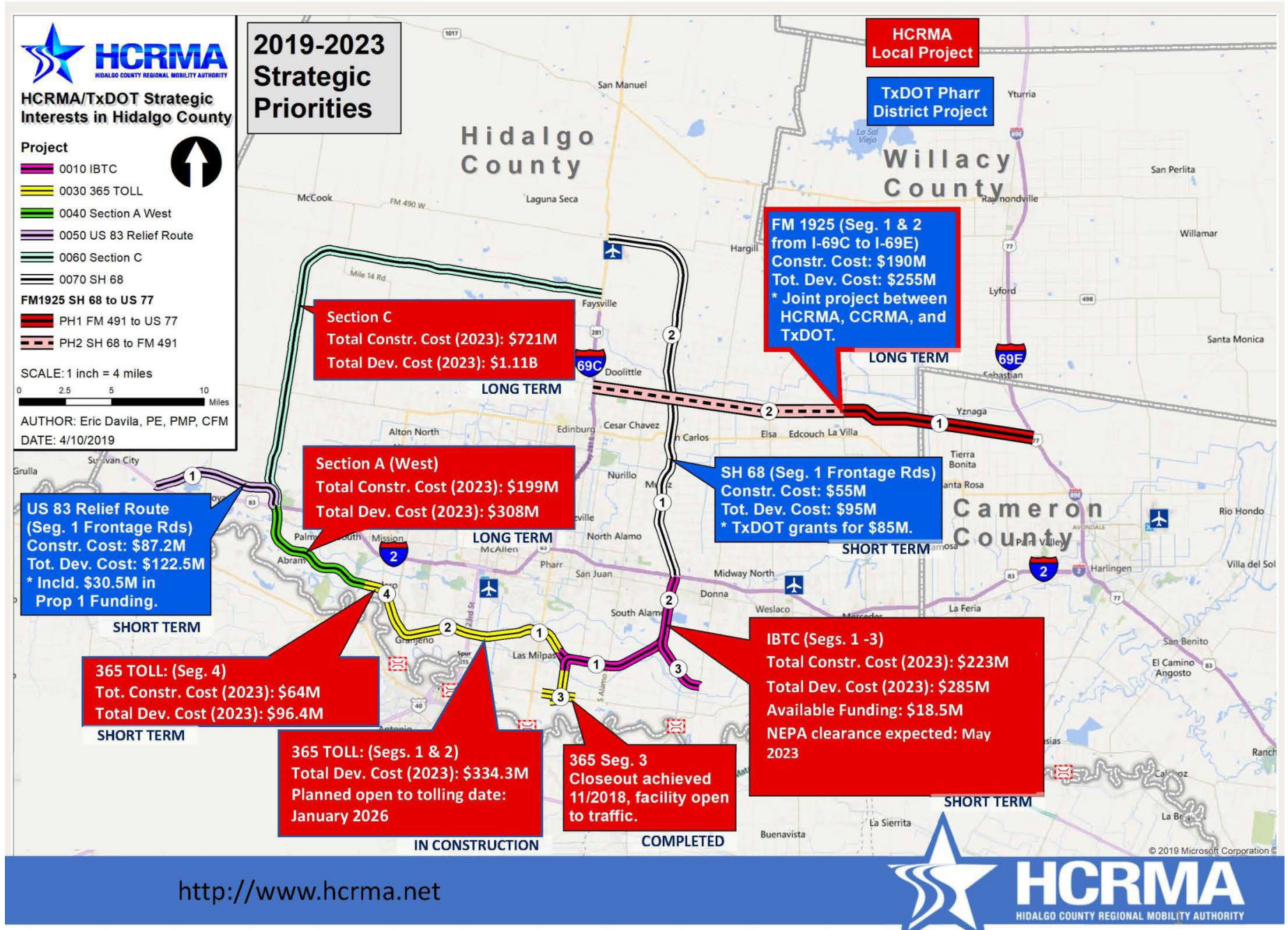
" To provide our customers with a rapid and reliable alternative for the safe and efficient movement of people, goods and services"



HCRMA
STRATEGIC PLAN

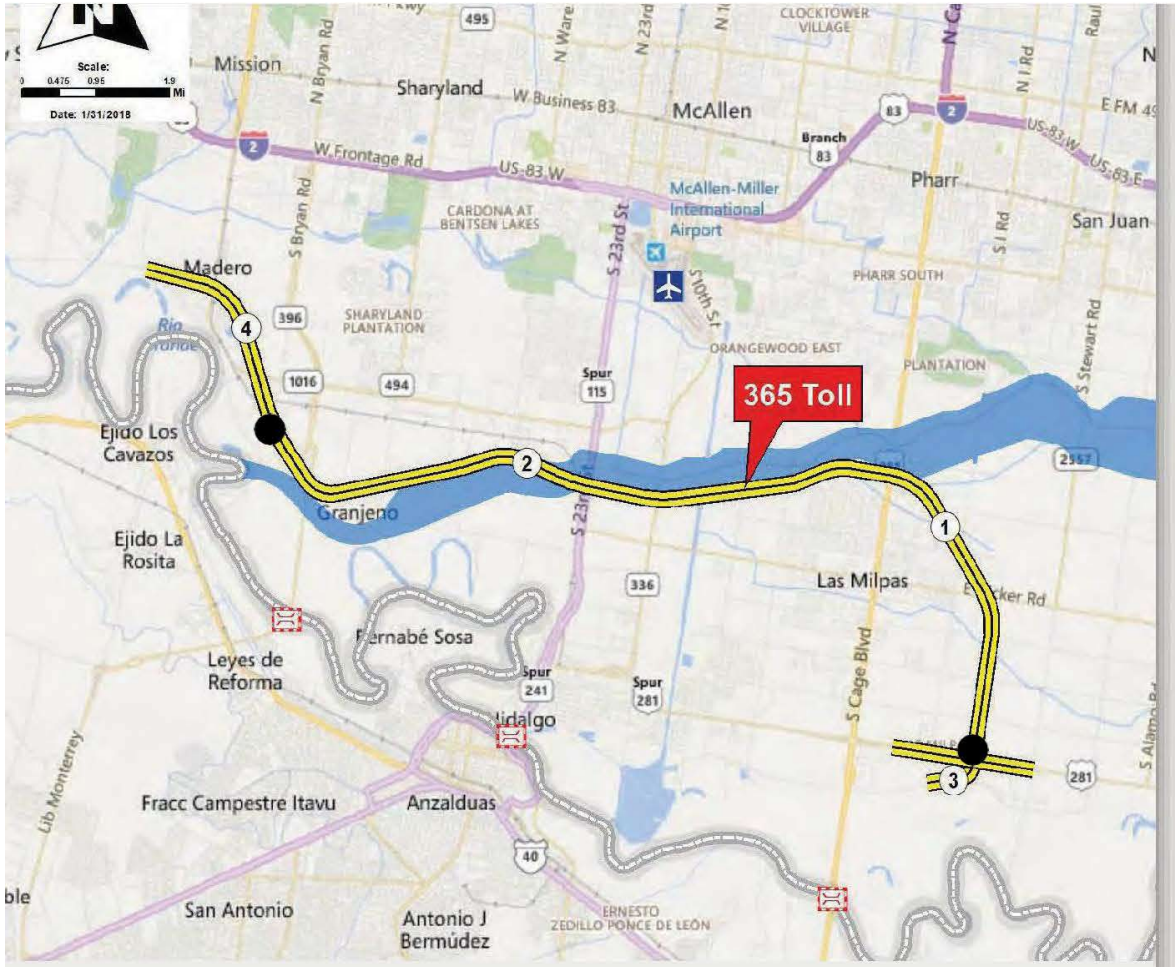
DEVELOP THE INFRASTRUCTURE TO SERVE A POPULATION OF APPROXIMATELY 800,000 RESIDENTS AND 5 INTERNATIONAL PORTS OF ENTRY

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY



http://www.hcrma.net

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY



365 TOLL

HCRMA

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: 01/2026

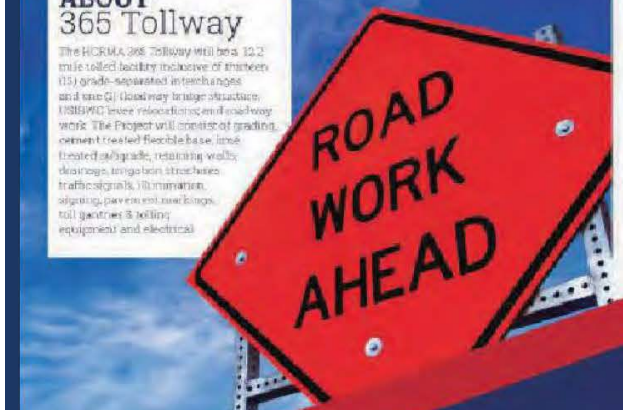
[SEGS. 1 & 2] LIMITS FROM 0.8 MI. W. FM 396 / ANZ. HWY. TO US 281 / BSIF CONNECTOR [365 SEG. 3 COMPLETED]
[SEG. 4 FUTURE] LIMITS FROM FM 1016 / CONWAY TO 0.8 MI. W. FM396 / ANZALDUAS HIGHWAY

www.hcrma.net

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

ABOUT 365 Tollway

The HCRMA 365 Tollway will be a 12.2 mile tolled facility inclusive of thirteen (13) grade-separated interchanges and one (1) toll way bridge structure. [illegible] lanes relocations and toll road way work. The Project will consist of grading, cement treated flexible base, lime treated subgrade, retaining walls, drainage, riprap, box culverts, traffic signals, illumination, signing, pavement markings, toll gantries & tolling equipment and electrical.



HCRMA

HCRMA 365 Tollway

Questions of Comments About the Project?

Contact Pulice

[illegible] W. Sam Houston Pkwy S
Houston, TX 77099
281-599-2283
www.Pulice.com

PULICE

PROJECT DATA

HCRMA

- **Owner:** Hidalgo County Regional Mobility Authority (HCRMA)
- **Location:** Hidalgo County, TX
- **Contract Time:** 1,264 days
- **Project Budget:** $281,723,797.[illegible]

WEST LOOP

365 TOLLWAY: BY THE NUMBERS

Representative Items	Quantity
Excavation	336,770 CY
Embankment	3,564,115 CY
Lime Treatment (Existing Material)	1,489,852 SY
Concrete Pavement	814,676 SY
Pre-Stressed Concrete Pilings	9,668 LF
Test Shafts	11,881 LF
Reinforced Concrete Slabs	488,642 SF
Retaining (MSE) Wall	453,368 SF
Concrete Girders	52,124 LF
Concrete Rail	80,488 LF
Drainage (RCB & RCP)	49,237 LF

Major Project Components

Production and Performance

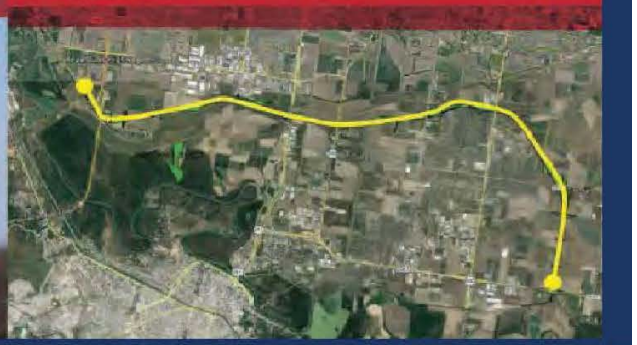
[illegible]

Community Key Issues/Concerns

[illegible]

Environmental

[illegible]



EXECUTIVE SUMMARY

- The Notice to Proceed (NTP) was issued to Pulice Construction Inc. (PCI) on February 15, 2022, with time charges commencing on March 17, 2022.

- The work under this contract shall be substantially completed within **1,264 CALENDAR** days [September 22, 2025] After Substantial Completion, Pulice will be allowed up to an additional 60 calendar days for Final Acceptance. Therefore, all improvements must be final accepted by [November 21, 2025].

- Working days will be charged Sunday through Saturday, including all holidays [with exception of:

  New Year's Day (January 1st)
  Independence Day (July 4th)
  Labor Day (1st Monday in the month of September)
  Thanksgiving Day and day after (4th Thursday and Friday in the month of November);
  Christmas Eve and Day (December 24th and 25th)]

  regardless of weather conditions, material availability, or other conditions not under the control of the Contractor, except as expressly provided for in the Contract. If Contractor fails to complete the work on or before the contract time, Pulice Construction Inc. agrees to pay the Authority $ 16,500 per day as liquidated damages to cover losses, expenses and damages of the Authority for every Calendar Day which the Contractor fails to achieve Substantial Completion of the Project.

- The total construction cost submitted $ 295,932,420.25.

SCHEDULE & CONSTRUCTION COSTS

Four (4) approved Changes Order(s): [$37,838,866.04] +0 days

- CO#1 11/11/2021 entering VECP process +000 days $000,000,000.00 .0%
- CO#2 12/21/2021 VECP Plan Revisions +000 days $(38,010,382.63) (12.84%)
- CO#3 04/26/2022 VECP Contractor Risk +000 days $000,000,000.00 (0%)
- CO#4 01/24/2023 Drill Shaft +000 days $171,516.59 0.06%

CHANGE ORDERS:

Change Order No.1 Summary: November 11,2021

- The Primary purpose of Change Order No. 1 is for the HCRMA and contractor to enter a defined VECP proves to reduce the overall cost of the project based on a 30% design furnished by the contractor.
- Cost to the Project include: 30% of 5% of the project savings to the project or direct costs to the contractor, whichever is less. These costs are intended to pay the contractor for design work achieve a 30% design.
- The HCRMA assumes ownership of all design work developed by the contractor, and cost savings are shared by the HCRMA and contractor by 40% and 60% respectively.

Change Order No. 2 Summary: December 21, 2021

- Change order No. 2 amended the contract price from $295,932,420.25 to 281,723,797.95.
- By execution of Change Order No. 1, the contractor completed a 30% design to an effort to estimate cost savings for the project. Payment for the contractor's initial design work is $613,285.06 in accordance with calculations presented in Change Order No. 1. This is the only cost due to the contractor based on the execution of Change Order No. 2, and is non-participating.
- Notice to proceed was issued 2/15/2022, the HCRMA reimburse the contractor for the remaining design costs to not exceed 5% of the total cost savings. Payments made will be based upon design milestones at 60%, 90% and 100% completion and acceptance.

VECP calculations for Contract Price of $281,723,797.95

VECP Gross Savings	$38,010,382.63	
Less est. Total Design Cost	$1,943,648.45	(Schematics + Final Design)
Less Est. Owner's Fees	$545,178.43	(GEC, Environmental, T&R Costs)
VECP Net Savings	$35,521,555.76	
60% Contractor Saving:	$21,312,933.45	Paid as Progress Payments
40% Own r Savings:	$14,208,622.30	R duce.l from original Project

Change Order No. 3 Summary: April 26, 2022

- As provided for Contract Amendment #1 and Change Order No. 2, the Contractor's share of the net savings includes the "Contractor Risk" that the actual costs of implementing the approved VECP concepts in Change Order No. 2 may not result in the saving approved by the parties. To the extent total actual costs exceed the total amount approved, all overages due to errors, oversights, omissions, additions, or corrections to final units, final quantities, or final unit prices or costs increases shall be deducted from Contractor 60% portion of the net savings.
- To the extent actual costs exceed the amounts presented in Exhibit A, Contractor agrees that such overages due to errors, oversight, omission additions, or corrections to final units, quantities or unit pricing shall be deducted from contractor's 60% portion of the net savings (the "Contractor Risk").
- Contractor VECP Savings Payments.

Contractor's share of the savings shall be calculated and paid out as progress payments under the terms of the contract, as follows:

Construction Progress	Proposed Savings Payment
20% Completion	$4,262,586.69
40% Completion	$4,262,586.69
60% Completion	$4,262,586.69
80% Completion	$4,262,586.69
Final Acceptance	$4,262,586.69
	$21,312,933.45

The parties agrees that if the Savings are not apparent or justified during a designated progress period, all, or part of any such Savings Payment, on the recommendation of the General Engineering Consultant, may be (i)deferred to the next progress period or (iii) reduced to reflect the Contractor's Risk for unrealized Savings/overages.

Change Order No. 4 Summary: January 24, 2023 [$14,037,105.71]

Change Order No. 4 removes 1,524LF of Item 416-6005 Drill Shaft (42")introduces 48" drill shafts to incorporate detailed, finalized quantities and unit costs; and establishes State/Federal participation on modified unit costs, assuring compliance with the standard specifications included within the contract. Attached exhibits provide current assessment and breakdown. The net cost of $171,516.59 shall be fully paid by the Owner [HCRMA].

PROJECT PRODUCTION

- CAPTURING VECP PACKETS
  2/8/23 VECP Team met, exchanged concepts, formats 3/8/23
  VECP meeting formal report submittals by 3/31/23
  4/20/23 VECP concepts completed and negotiations underway.
  New revised baseline schedule

- FORMAL SUBMITTALS, REVIEW OF DOCUMENTS
  - RFIs 79
  - SUBMITTALS 81

- TESTING [Soils/Concrete]
  - Levees / embankment /
  - Drill Shafts / Bents

- ENVIRONMENTAL JUSTICES [SW3Ps]
- EMBANKMENT and UNDERGROUND WORK SH336 / SP115 Highline/ McColl
- UNDERGROUND WORK Storm Sewer / Irrigation structures [Sta. 792+00 to west end]
  * FM494 12' x 12' BOX
  * Outfall 1A
- DRILL SHAFTS Floodway Bridge / McColl/ Canal @ Las Milpas
- COLUMNS McColl / Floodway
- BENT CAPS floodway / McColl

RETAINING WALLS Highline

365 TOLL PROJECT CSJ:0921-02-368 Under Construction

GREENFIELD PROJECT, PRINCIPAL ARTERIAL, CONTROLLED ACCESS HIGHWAY, TOLL IMPROVEMENT, CSJ: 0921-02-368

Overview

Edit

General Information

Project

Work Type
Heavy Highway

Location

Coordinates
26.14052384945899, -98.24062242016183

Location
FM-396 (ANZALDUAS HIGHWAY) TO US-281 MILITARY HIGHWAY

Management

Prime Contractor
PULICE CONSTRUCTION, INC.

Project Manager
Ramon Navarro, IV., P.E.

Managing Office
HCRMA Construction Department

Created By
Sergio Mandujano

Awarded Amount
$295,932,420.25

Authorized Amount
$258,093,554.21

Approved Changes
-$37,838,866.04

Description

GREENFIELD PROJECT, PRINCIPAL ARTERIAL, CONTROLLED ACCESS HIGHWAY, TOLL IMPROVEMENT, CSJ: 0921-02-368

Amount Paid

Amount paid so far
$66,246,047.43

22% of your Awarded $295,932,420.25

26% of your Authorized $258,093,554.21

100% of your Approved Payments $66,246,047.43

Important Dates

Date Created	Notice to Proceed	Construction Start	Work Completion
Apr 22, 2022	Feb 15, 2022	Mar 17, 2022	Sep 22, 2025

Progress

Time Complete: 443 Days — Time Remaining: 821 Days
35%

Amount Posted: $57,271,449.66 — Awarded Amount: $295,932,420.25
19%

Amount Posted: $57,271,449.66 — Authorized Amount: $258,093,554.21
22%

Total Retainage

Retainage Released

Liquidated Damages

Projects / 365 TOLL PROJECT CSJ:0921-02-368 / Payments

365 TOLL PROJECT CSJ:0921-02-368 Under Construction

GREENFIELD PROJECT, PRINCIPAL ARTERIAL, CONTROLLED ACCESS HIGHWAY, TOLL IMPROVEMENT, CSJ: 0921-02-368

Payments

Issue final payment?

End Date	Status	Payment	To Date	% Complete	No.
05/15/2023	Paid	$1,672,812.23	$66,246,047.43	22.1%	14
04/15/2023	Paid	$2,302,505.87	$64,573,235.20	21.7%	13
03/15/2023	Paid	$1,571,621.63	$62,270,729.33	21.0%	12
02/15/2023	Paid	$1,519,297.77	$60,699,107.70	20.4%	11
01/15/2023	Paid	$943,705.68	$59,179,809.93	19.7%	10
12/15/2022	Paid	$8,892,613.75	$58,236,104.25	19.5%	9
11/14/2022	Paid	$4,085,602.35	$49,343,490.50	16.9%	8
10/14/2022	Paid	$1,427,873.36	$45,257,888.15	16.5%	7
09/15/2022	Paid	$657,136.92	$43,830,014.79	16.4%	6
08/18/2022	Paid	$378,458.17	$43,172,877.87	16.3%	5
07/19/2022	Paid	$2,793,575.17	$42,794,419.70	16.1%	4
06/20/2022	Paid	$2,336,832.39	$40,000,844.53	15.2%	3
05/31/2022	Paid	$14,029,200.82	$37,664,012.14	14.3%	2
04/30/2022	Paid	$23,634,811.32	$23,634,811.32	8.9%	1

Displaying **all 14** payments

infotech

Co

Uploaded by
Jessica Garcia
HCRMA

Name
20230530_112623.jpg

Description
West of Shary Rd. embankment with water.
(Muddy conditions)

Date added
May 31, 2023

Location
26.14125459972222 -98.29764849972221

Download

Uploaded by
Alejandro Alanis
HCRMA

Name
Bent #19 Columns 1-4

Description

Date added
May 23, 2023

Location

No location found.

Download

Uploaded by
GABRIEL MOLINA
HCRMA

Name
IMG_20230601_132155_HDR~2.jpg

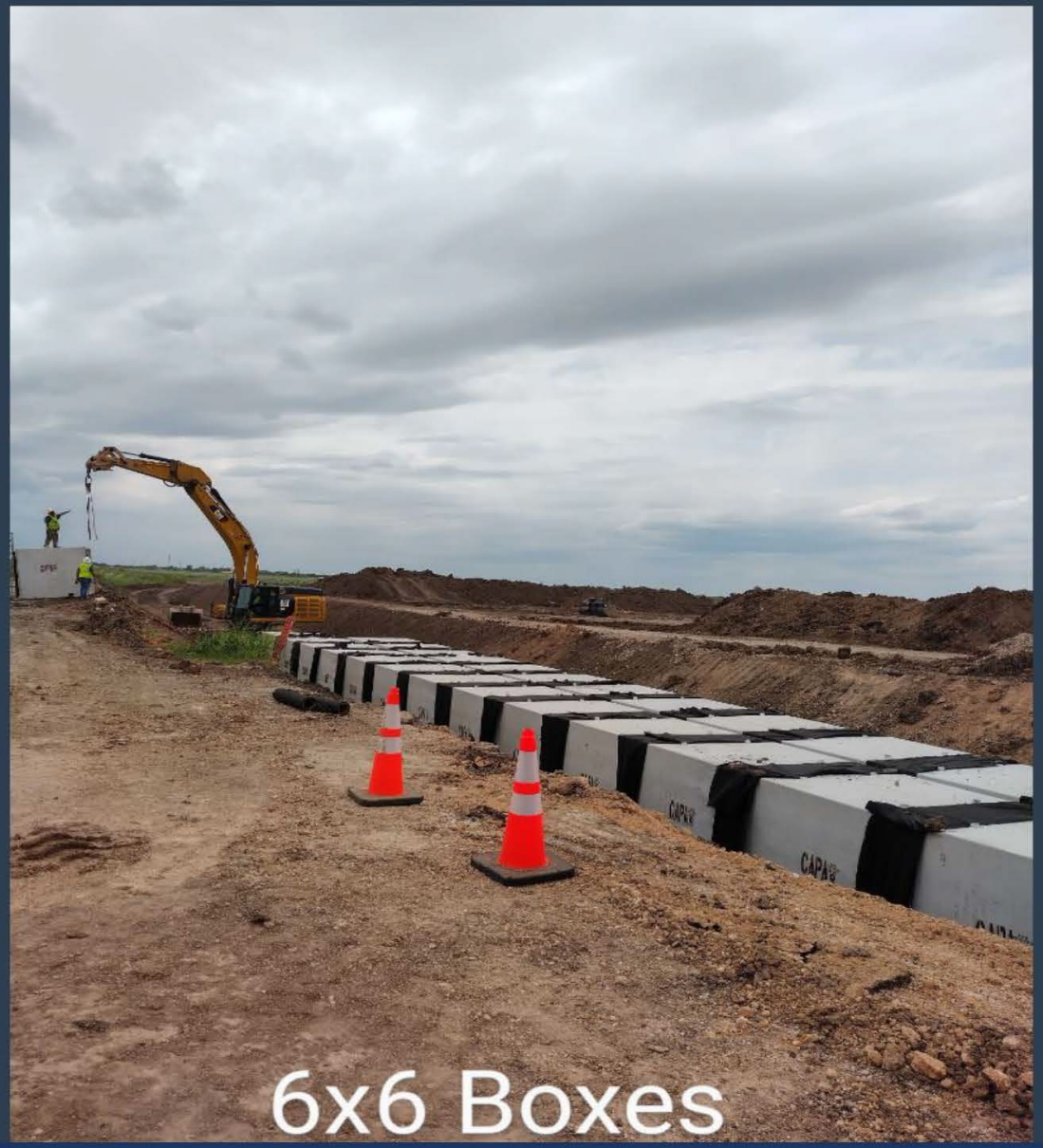
Description
PULICE POURED BENT #3 EASTSIDE COLUMN AT McCOLL RD. STA. 45+08.13

Date added
Jun 1, 2023

Location

No location found.

Download



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GABRIEL MOLINA
HCRMA

Name
IMG_20230601_161132_HDR~2.jpg

Description
6X6 CULVERT BOXES AT STA. 1262+20

Date added
Jun 1, 2023

Location

No location found.

Download

Uploaded by
GABRIEL MOLINA
HCRMA

Name
DENSTY TESTING ON BACKFILL MATERIAL AT WALL #36 AT HI LINE.jpg

Description
DENSTY TESTING ON BACKFILL MATERIAL AT WALL #36 AT HI LINE. 5-17-23

Date added
May 17, 2023

Location

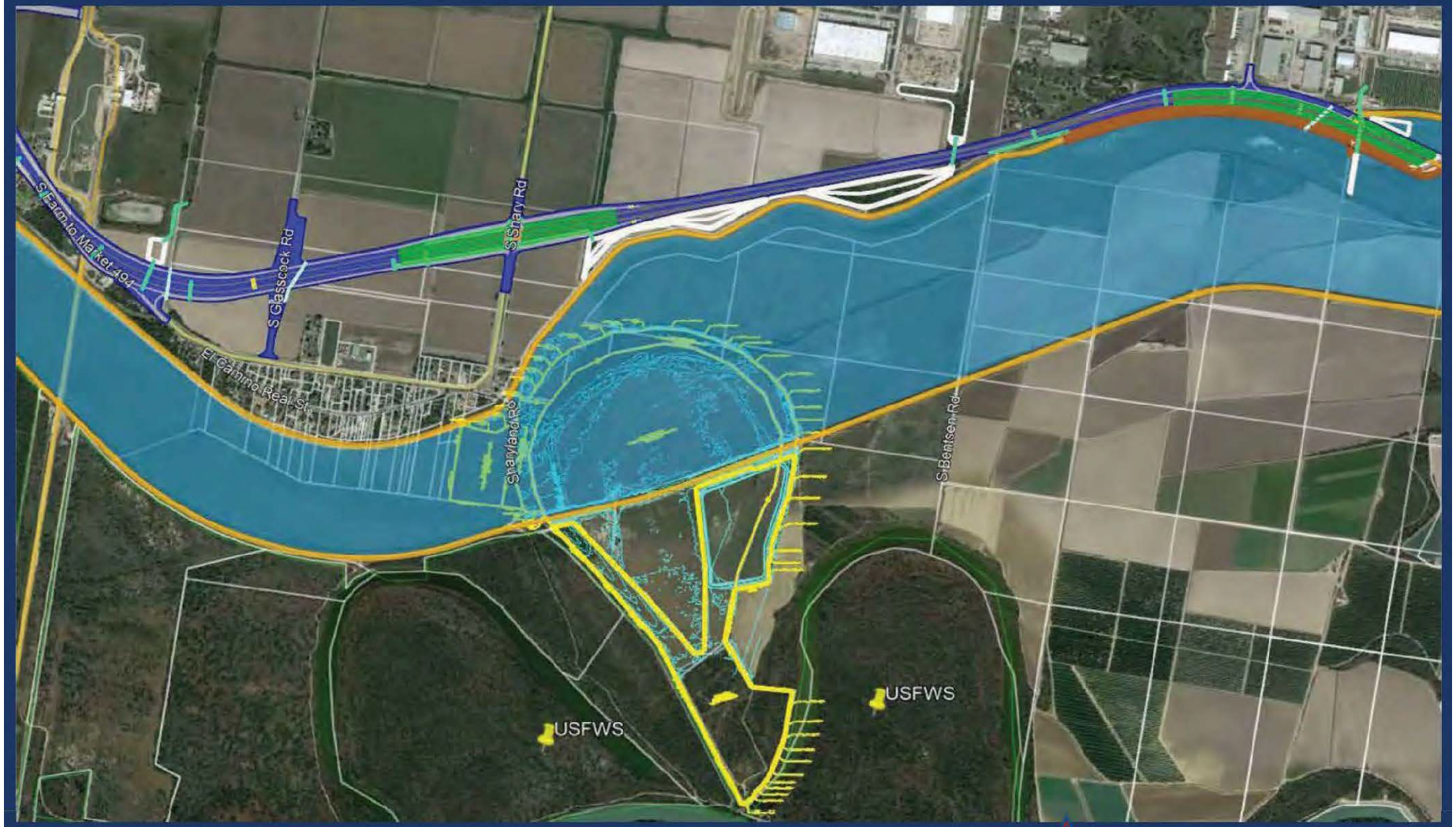
No location found.

Download

365 TOLLWAY COLLECTION SYSTEM INSTALLATION, INTEGRATION, and MAINTENANCE PROJECT

SEPTEMBER 8, 2022	Request for Proposals was released.
OCTOBER 3, 2022	Mandatory Pre-bid meeting was conducted with In-Person or Virtual Attendance option
DECEMBER 9, 2022	Five proposals were received for the 365 Toll Collection System Installation, Integration, and Maintenance Project.
DECEMBER 16, 2022	Compliance reviews were conducted of all electronic bids;
FEBRUARY 6, 2023	Evaluation committee [HCRMA staff and HDR [GEC]] thoroughly reviewed proposals, conducted oral presentations and in accordance with the RFP's two- step scoring process
FEBRUARY 14, 2023	Proposal bid prices opened, evaluated, scored by evaluation committee
FEBRUARY 28, 2023	First executive briefing
MARCH 13, 2023	Second executive briefing
MARCH 14, 2023	Negotiation of contract terms, conditions , & BAFO
MARCH 28, 2023	Award of contract to SICE, Inc. for $13,980,669 with a score of 905

WETLAND MITIGATION SITE



www.hcrma.net

HCRMA

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

Granjeno
Hidalgo
Reynosa
WMV
ANSWER
QUESTION
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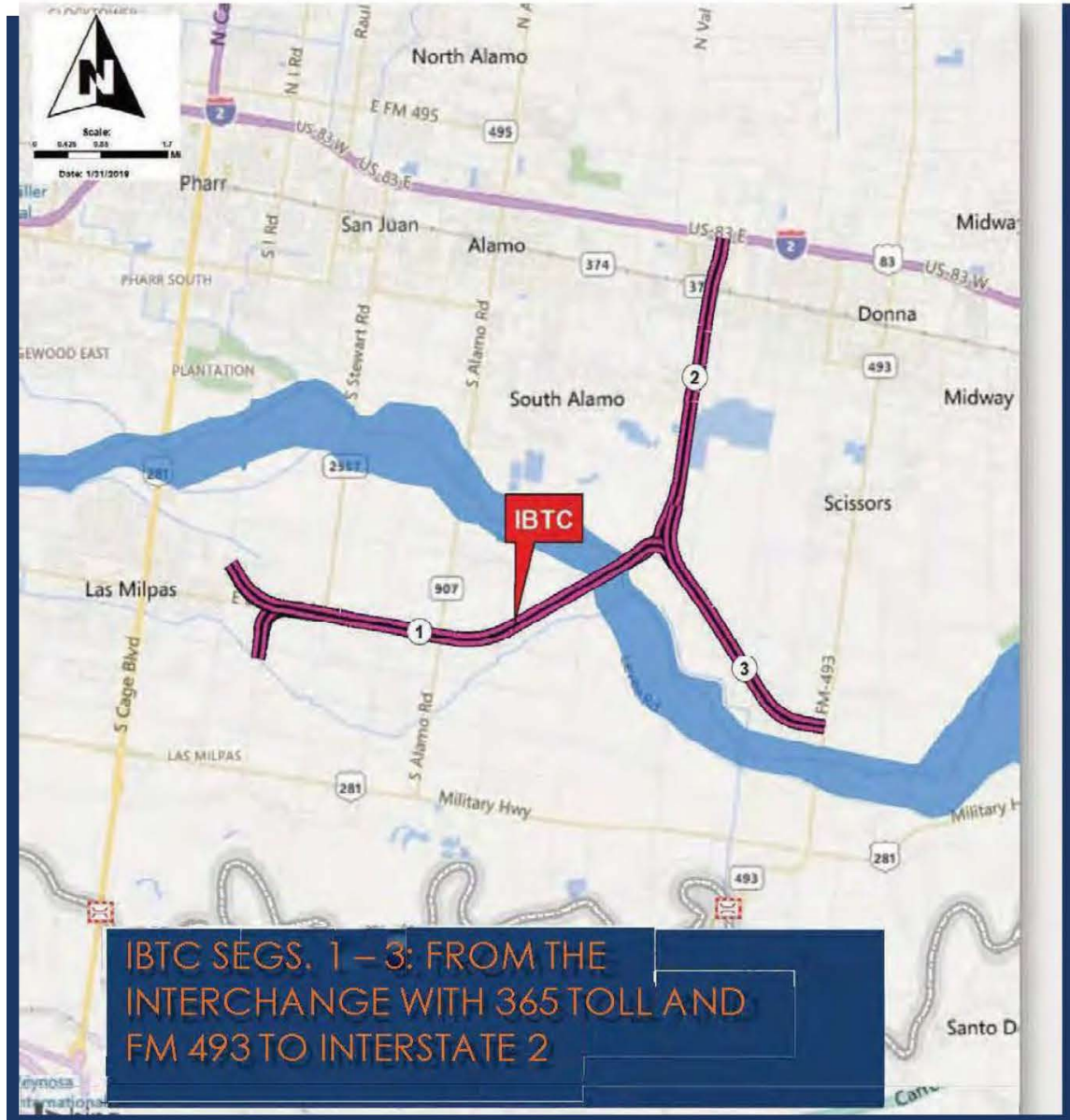
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY



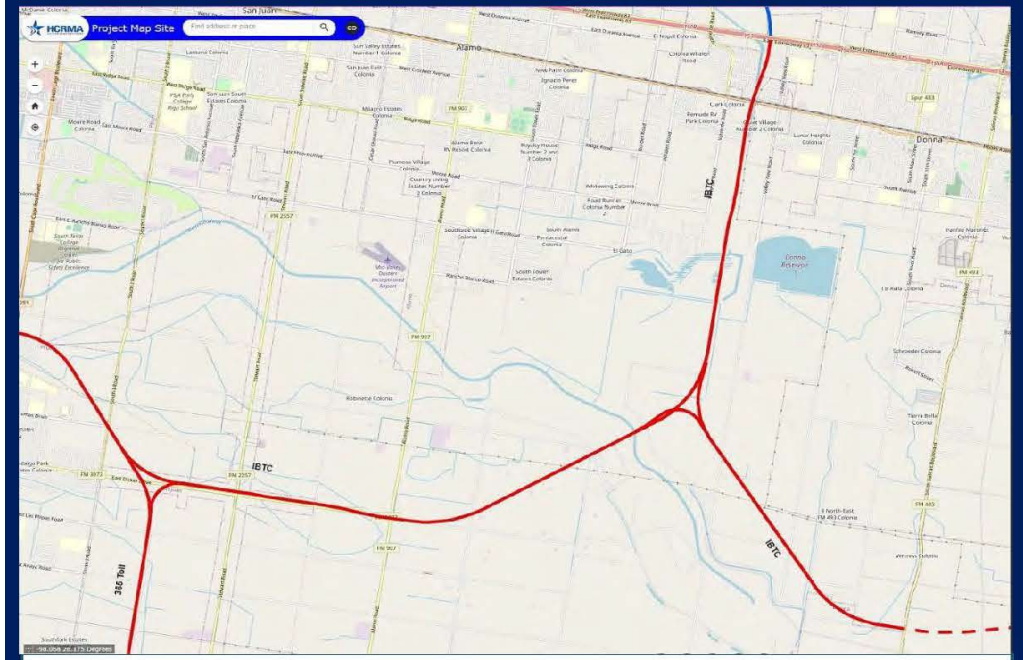
IBTC

13.15-mile long project. The proposed project would construct a new location non-tolled facility beginning at 1) 365 Tollway (Dicker Road) and extends 5.43 miles in a west direction. The alignment splits just west of FM 1423 (Val Verde Road) and travels north, 2) the northern leg continues 4.21 miles to Interstate Highway 2. The east leg 3) travels 3.51 miles east to where it is proposed to connect to FM 493.

www.hcrma.net

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

HCRMA – IBTC Project
CSJ#:0921-02-142



Recent Key Activity:

- Included in Border Master Plan- High Impact Project
- Received Environmental Classification of Environmental Assessment October 2017.
- Held Public Meeting March 2019.
- TxDOT approved schematic November 2021.
- Public Hearing held March 2022.
- Risk workshop held with TxDOT Portfolio Management Division April 2022.
- Requested Functional Classification: Principal Arterial
- Estimated NEPA clearance by May 2023.
- Schematic updates UPRR Structure Group for Railroad Bridge over BUS83
- Working with RGVMPO/TxDOT to federalize project
- TxDOT/FHWA to migrate project ON-SYSTEM

1 **Environmental: 99%**

2 **Preliminary Engineering: 75%**

3 **ROW & Utilities: 60%**
63 of 186 parcels acquired

4 **Design: 65%**

5 **Funding: 20%** $38M / $211,442,110
HCRMA IBTC - 0921-02-142 – FY 2026
– Revising Costs and Funding (PE, ROW, C, CE)
– Pending FC

ADVANCE PLANNING

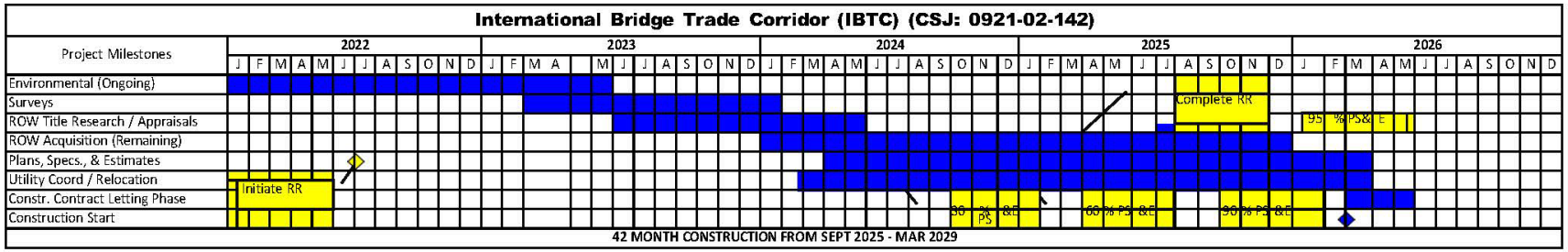
IBTC

Funding / UTP / TIP Status:

- Funding is non-toll and incorporates overweight corridor network fees to help finance project
- HCRMA requested via letter to TxDOT for On-System classification
- The project has been included in federalized amendment to 2023-26 STIP, adding $20 Million of Category 7 federal funds to the project for construction.
- On May 1, 2023 Federal Functional Classification [FC] request was submitted to RGVMPO. Preliminary review and TxDOT concurrence for FHWA submittal is anticipated by July 2023.

Environmental:

- Submitted Final EA revisions 8/8/2022. The Final EA document will need to be updated (Project Consistency Section of the EA) to illustrate the new funding for consistency and anticipate project's final determination by late-2023.
- TxDOT anticipates approval of the the environmental document upon project's federalization [FC].



	Milestones	Target Date	Updated Target Date
1	Start Date		
2	Feasibility Study		
3	SCH/ENV WA		
4	PSE WA	6/1/2022	1/1/2024
5	AFA	12/31/2021	9/30/2022
6	Geotechnical Report	9/1/2022	10/31/2023
7	Design Survey		1/31/2024
8	SUE		2/28/2025
9	Traffic Analysis		
10	Schematic		
11	PSE 30%	12/1/2022	7/31/2024
12	ENV Clearance	11/31/2021	5/31/2023
13	ROW Survey/Map	11/1/2021	8/31/2023
14	PSE 60%	12/1/2022	1/31/2025
15	PSE 95%	5/1/2023	10/31/2025
16	ENV Permits/Survey		
17	ROW Acquisition	6/1/2022	12/31/2025
18	Utility Adjustments	10/1/2022	3/31/2026
19	PSE 100%	7/31/2023	3/31/2026
20	Railroad Coord.	1/1/2022	7/1/2022 - 03/31/2025
21	Ready to Let	10/1/2023	9/1/2025

The IBTC project Is broken down into two phases, Phase I (Interim Design) and Phase II (Ultimate Design). Phase I Includes the construction of frontage roads on the West and East legs of the roadway and the mainlanes in the North leg and is the subject of this grant application. There are no frontage roads Included In the North leg of the IBTC. Typical sections for the East, West, and North legs for Phase I of the IBTC can be foundbelow.

Figure 2: Ease Leg Phase f Typical Section

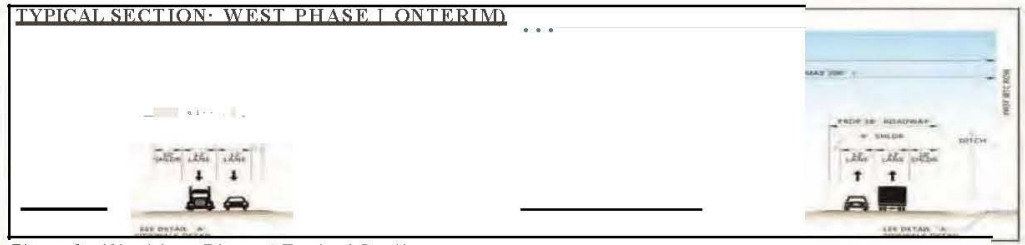


Figure3: West Leg Phase I Typical Section

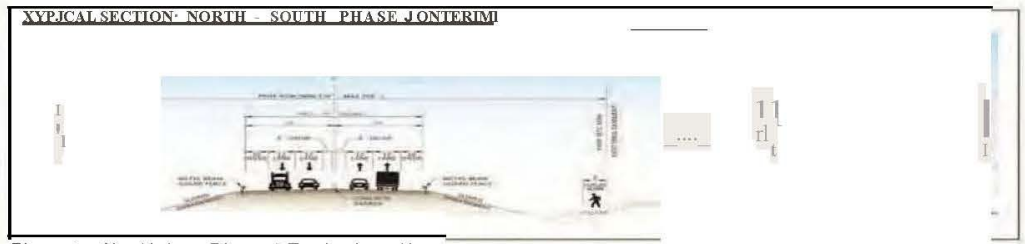


Figure4: North Leg Phase I Typical section

Additional details on the proposed conditions for the West, East, and North legs in the Phase I design can be found below:

East Leg: The East Leg of the project consists of one frontage road with one 12-foot wide lane in each direction (two lanes total), 10-foot-wide inside and outside shoulders, a 12-foot-wide inside ditch, and an 8 to 10 feet outside ditch.

West Leg: The West Leg includes two frontage roads with one 12-foot-wide lane in each direction (four lanes total), a 10-foot-wide outside shoulder, and a 4-foot-wide inside shoulder separated by a variable width grassy median. Also included is a 20-foot-wide outside ditch and variable width inside ditch.

North Leg: The North Leg of the project includes two 12-foot-wide mainlanes in each direction (four lanes total), a 10-foot-wide outside shoulder. and a 4-foot-wide inside shoulder separated by a concrete barrier.

Phase I of the IBTC includes several proposed structures to help facilitate traffic flow and mitigate potential flooding impacts to the roadway. An underpass at Border Road, a bridge over the International Boundary and Water Commission {IBWC) Main Floodway Channel, a bridge/culvert at the Donna Reservoir, and an overpass at Business Highway 83 are all proposed as part of the Phase I design. The maximum depth of impacts for the proposed project would be3 feet in areas for the new pavement, a maximum depth of 10 feet for cross-culverts, and a maximum depth of 10 feet for drainage ditches. At bridge structures, the depth of impacts may extend to 25 feet deep for drilled shafts or pile foundations.

Phase I includes the construction of frontage roads on the West and East legs of tl1e roadway and the mainlanes In the North leg and is the subject of this grant application.

While this MPDG application is for the Phase I (Interim) Design, the IBTC will eventually be built out to include the Phase II (Ultimate) Design. Typical sections for the Phase II Design can be found below for reference.

TYPICAL SECTION· EAST PHASE II (ULTIMATE)

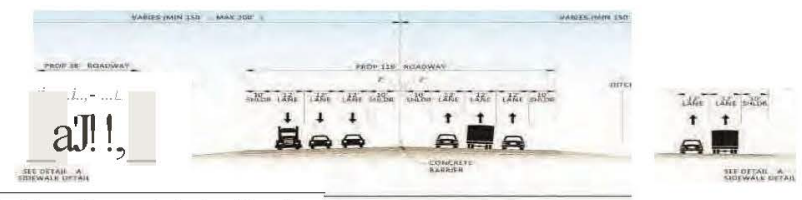


Figure5: East Leg Phase JI Typical Section

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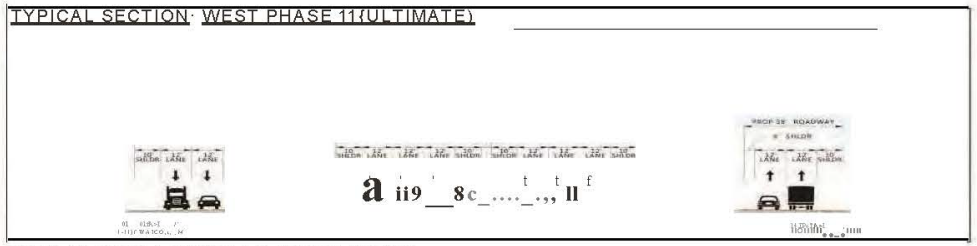


Figure 6: West Leg Phase II Typical Section

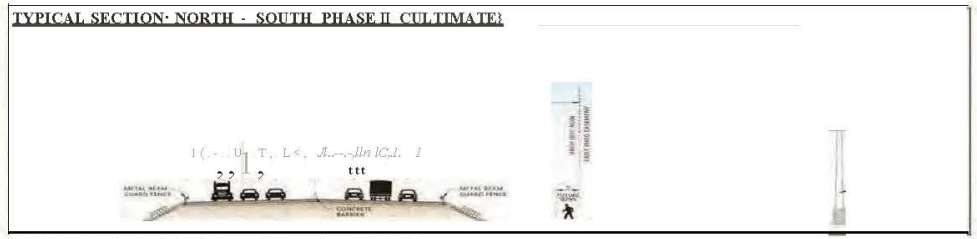


Figure7: North Leg Phase II Typical Section

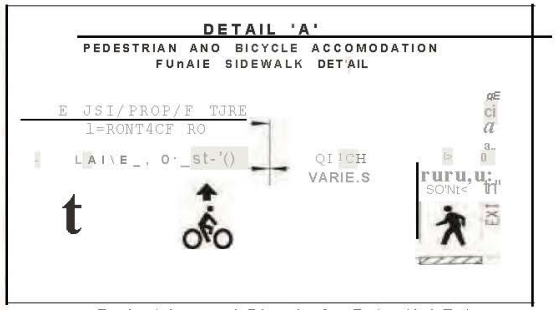


Figure B: *Pedestrian and Bicycle for Potential Future Accommodations Typical Section (East and West Legs)*

While this MPDG application is for the Phase I (Interim) Design, the IBTC will eventually be built out to include the Phase II (Ultimate) Design.

HCRMA

HOME About Us

Friday, March 10, 2023 **Lenguaje** inglés

Specialized Overweight Permits

Hidalgo County allows shippers to securely order specialized overweight permits online. The permits cover travel over the Hidalgo County roads listed below for vehicles weighing no more than the Mexican Legal Weight Limit or 125,000 lbs. For a more detailed explanation, see below.

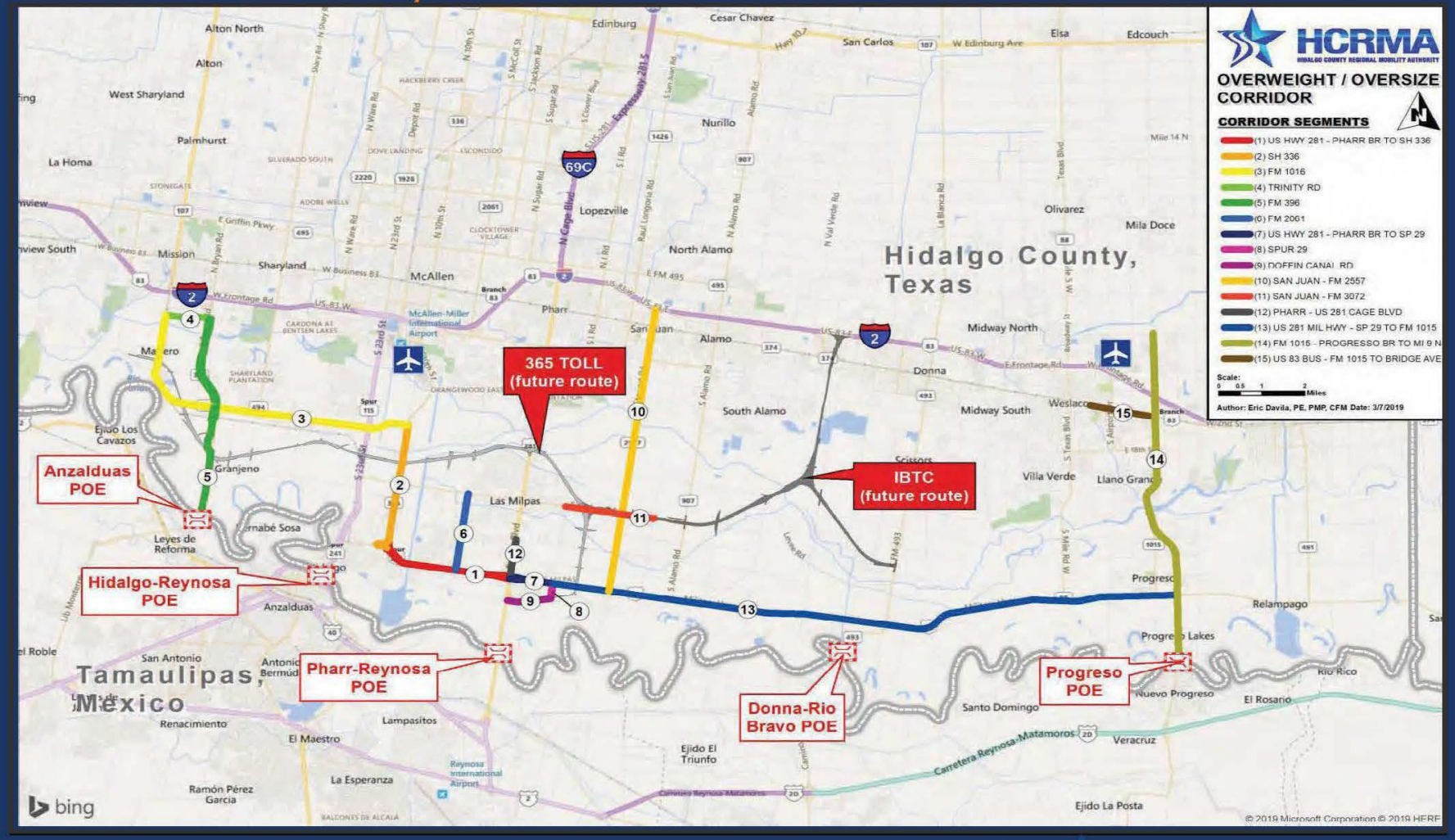
Permit Information

The Hidalgo County Regional Mobility Authority (HCRMA) administers the Hidalgo County overweight corridor and facilitates the Hidalgo County Specialized Overweight Permits that allow for the movement of overweight vehicles carrying cargo on the following roads:

- (1) U.S. Highway 281 between its intersection with Pharr-Reynosa International Bridge and its intersection with State Highway 336.
- (2) State Highway 336 between its intersection with U.S. Highway 281 and its intersection with Farm-to-Market Road 1016.
- (3) Farm-to-Market Road 1016 between its intersection with State Highway 336 and its intersection with Trinity Road.
- (4) Trinity Road between its intersection with Farm-to-Market Road 1016 and its intersection with Farm-to-Market Road 396.
- (5) Farm-to-Market Road 396 between its intersection with Trinity Road and its intersection with the Anzalduas International Bridge.
- (6) Farm-to-Market Road 2061 between its intersection with Farm-to-Market Road 3072 and its intersection with U.S. Highway 281.
- (7) U.S. Highway 281 between its intersection with the Pharr-Reynosa International Bridge and its intersection with Spur 29.
- (8) Spur 29 between its intersection with U.S.Highway 281 and its intersection with Doffin Canal Road.
- (9) Doffin Canal Road between its intersection with the Pharr-Reynosa International Bridge and its intersection with Spur 29.
- (10) FM 2557 (Stewart Road) from US 281/Military Highway to Interstate 2 (US 83).
- (11) FM 3072 (Dicker Road) from Veterans Boulevard ("I" Road) to Cesar Chavez Road.
- (12) Route 12: US 281 (Cage Boulevard) from US 281/Military Highway to Anaya Road.
- (13) US 281/Military Highway from Spur 29 to FM 1015.
- (14) Farm to Market 1015 – Progresso International Bridge to Mile 9 North.
- (15) US 83 Business – Farm to Market 1015 to South Bridge Avenue.

The gross weight of cargo and equipment shall not exceed the allowable permittable axle load, the Mexican Legal Weight Limit or 125,000 lbs, whichever is less, and the dimensions of the load and vehicle shall not exceed 12' wide, 15'6" high, or 110' long.

OVERWEIGHT / OVERSIZE CORRIDOR SEGMENTS



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HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

OVERWEIGHT REPORT FOR April 2023:
January 1, 2023–May 31, 2023

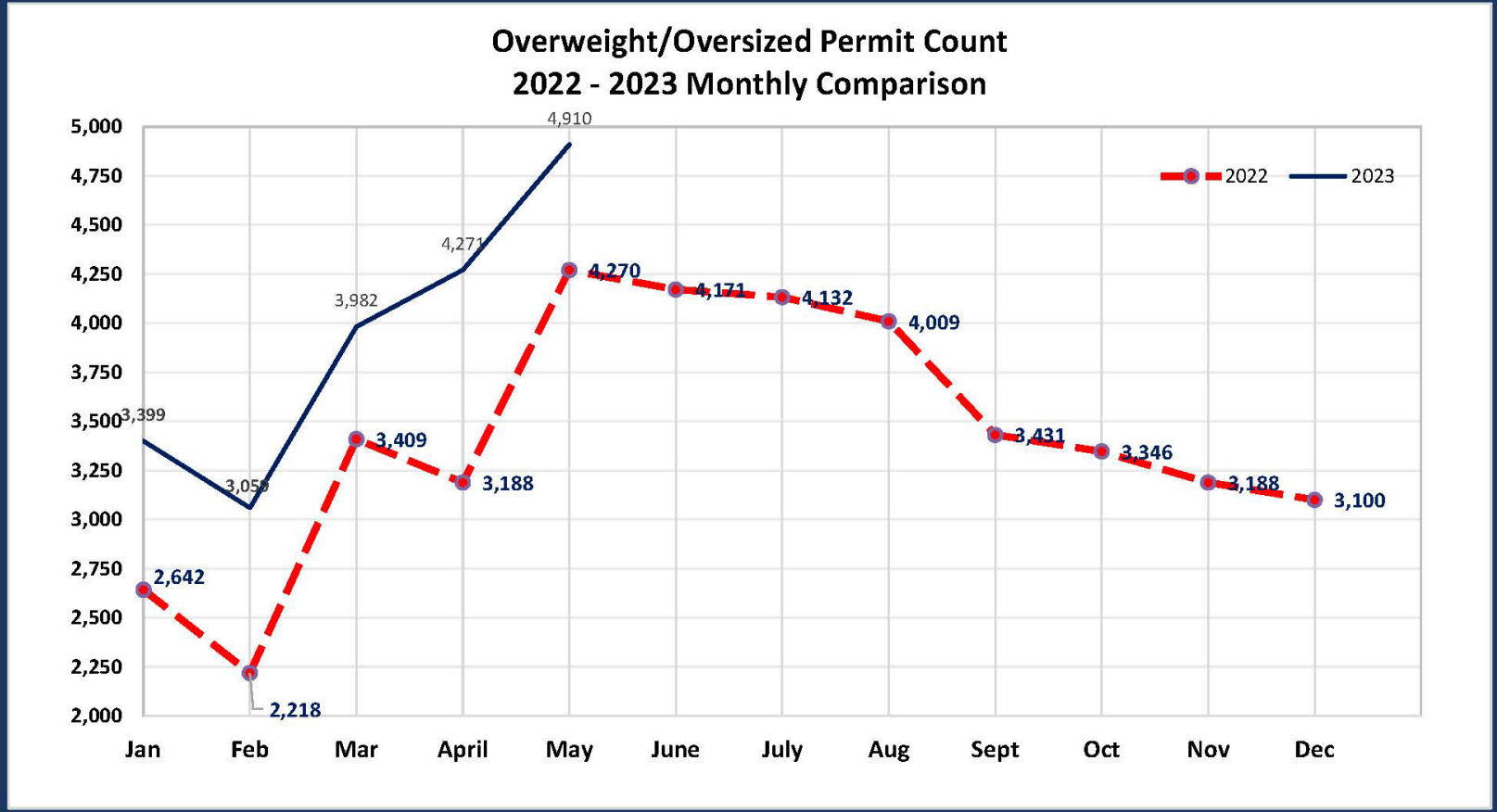
OW

Total Permits Issued:	**19,621**
Total Amount Collected:	**$4,006,508**
■ Convenience Fees:	$ 82,308
■ Total Permit Fees:	$3,924,200
– Pro Miles:	$ 58,863
– TxDOT:	$ 3,335,570
– HCRMA:	$ 529,767

OVERWEIGHT REPORT FOR 2023:

JANUARY 1, 2023 – May 31, 2023

OW



Notes:

1. The permit count for 2022 (41,104) ended with a +4.5% (increase of 1831) compared to 2021 (39,273).
2. Monthly permit count of 4,910 represents a +15% (increase, 640) compared to the same month in 2022 (4,270).

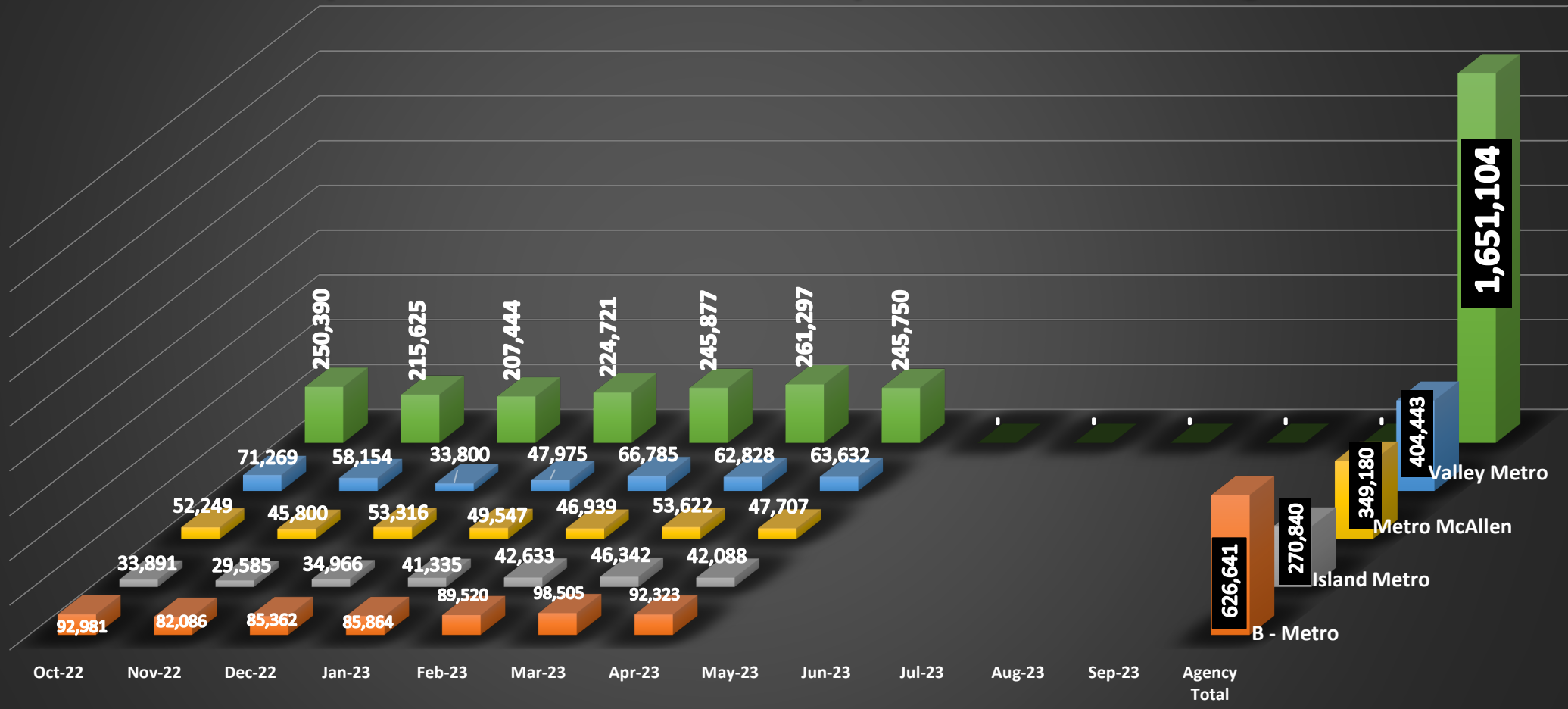
D. Transit Report

☐Action ☐ Possible Action ☑Information

Presenter: Transit representative

RGVMPO Regional Transit Report

Transit Report - RGVMPO Policy Board Meeting



TRANSIT AGENCY UPDATES

Brownsville Metro	Island Metro	Metro McAllen	Valley Metro
9 drivers have completed CDL Academy with TSTC	Island Metro is 100% done with the new bus shelter project and they are now open to the public	North transfer station estimated to be completed Fall 2023.	Currently in the process of procuring 1 Type XI vehicle with FTA funding and 1 Type III vehicle with State funding
We started regular service hours since January 30, 2023.	Multimodal Facility Received it's Leed Certification Plaque.	Using MPO funds to update Short Range Transit Plan, currently working with ATG Consulting.	Valley Metro is currently working with Workforce Solutions in both Cameron and Hidalgo Counties to refer candidates to the CDL Driver Academy. 3 candidates are currently taking the course.
		Undergoing our Triennial Review in May 2023, will update with findings.	Under the RTAP Continuation Plan, Valley Metro has held various public outreach events in McAllen, Weslaco, and Harlingen.
			Received 2 replacement buses for the RGV Metro Express service.

TRANSIT AGENCY PROJECT PHOTOS

LRGVDC-Valley Metro Fleet Replacement Update

Two 26 passenger vehicles were received in April 2023. Bus wrapping needs to be completed. Vehicles will service the RGV Metro Express Route.

Questions or Comments?

Thank You!

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

VIII. **Next Meeting:** The next RGVMPO Technical Advisory Committee is scheduled "VIRTUAL" at ***10:00 am on July 13, 2023***

Technical Advisory Committee Meeting