AGENDA

TECHNICAL ADVISORY COMMITTEE MEETING

Thursday, August 10, 2023 – 10:00 AM

RIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION (RGVMPO)

VIRTUAL MEETING

Click Here to Join the Meeting

I. Call to Order

II. Roll Call

III. Public Comments – May be submitted online or may be submitted on a paper form specifying the matter you wish to address.

IV. Consent Agenda

1. **Approval of Minute(s) for: June 8, 2023**

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

Presenter: **JP Terrazas, TAC Chairman**

Item Summary: Approval of the June 8, 2023, Regular Meeting minutes

2. **Discussion and Action on FY 22-23 Unified Planning Work Program (UPWP)**

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

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

Item Summary: The McAllen Metro staff will conduct a comprehensive study to assess current service levels and explore the viability of implementing high-capacity transit to restore and surpass pre-COVID-19 service standards. The project will be funded through 5307-9A - 5307- Urbanized Area Formula - Discr. Planning (ARPA).

Background: A UPWP is a biennial statement of work identifying the planning priorities and activities to be carried out within a Rio Grande Valley metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.

3. **Discussion and Action on RGVMPO Bylaws**

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

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

Item Summary: The RGVMPO bylaws are currently undergoing an update to reflect the latest 2020 Census population data. As a result, the city of Edinburg will be granted an additional vote for surpassing a population of 100,000. Moreover, the revisions will also include the necessary adjustments to properly incorporate Starr County into the bylaws.

Background: A Metropolitan Planning Organization (MPO) is the policy board of an organization created and designated to carry out the metropolitan transportation planning process. MPOs are required to represent localities in all urbanized areas (UZAs) with populations over 50,000, as determined by the U.S. Census. MPOs are designated by agreement between the governor and local governments that together represent at least 75 percent of the affected population (including the largest incorporated city, based on population) or in accordance with procedures established by applicable state or local law. When submitting a transportation improvement program to the state for inclusion in the statewide program, MPOs self-certify that they have met all federal requirements.

4. Request for Proposal (RFP)

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

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

Item Summary: The purpose of this Request for Proposal (RFP) is to solicit competitive proposals from qualified vendors to provide:

- Planning study for the proposed Southwest Loop around the City of Weslaco
- Updating the Hidalgo County Commuter Rail Feasibility Study for the Rio Grande Valley MPO Area
- Developing a 2050 Metropolitan Transportation Plan (MTP) for the RGVMPO. We seek a collaborative partnership with a skilled and experienced vendor to ensure the successful execution of this project.

Background: The RGVMPO selectively outsources tasks that exceed our in-house capabilities or scope. To maintain compliance with the fiscal guidelines and regulations, we adhere to the procurement process established by the LRGVDC, serving as the fiscal agents of our MPO.

5. Presentation of the Project Videos

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

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

Item Summary: Today's presentation showcased two captivating videos, offering an immersive visual representation of our latest roadway and trail projects. As part of our commitment to supporting local government initiatives, the MPO gladly offers this exceptional service upon request. These informative videos not only provide valuable insights into the proposed projects but also serve as powerful tools for effective communication and stakeholder engagement.

Background: The RGVMPO has undertaken the creation of captivating photos and videos showcasing our transportation projects. These visual aids play a crucial role in enabling the public to envision the final outcomes of construction initiatives with remarkable clarity. As opposed to sifting through textual descriptions on tables, these visuals offer a more intuitive and comprehensive understanding of the projects. Moreover, the impact of these visuals extends beyond mere comprehension; they prove invaluable in transcending language barriers during public involvement efforts. By conveying information through visuals, we can effectively engage diverse communities and ensure that everyone can participate meaningfully in the decision-making process.

6. Presentation on New 2022 Crash Data Dashboard

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

Presenter: **Alma R. Provencio, GIS Specialist I**

Item Summary: RGVMPO Staff has created an interactive ArcGIS Dashboard illustrating 2022 Crash Data for Starr, Hidalgo, and Cameron counties.

Background: Each year, the Texas Department of Transportation (TxDOT) releases Traffic Crash Data updates onto their Crash Records Information System (C.R.I.S) portal. Using 2022 Crash Data from the most recent update, RGVMPO staff has created a user-friendly, interactive Dashboard using ArcGIS. This dashboard displays a Map which outlines the Metropolitan Area Boundary (MAB) and within it the crashes that happened in the region. The Dashboard can compute Crash Data statistics such as Total Crashes, Number of Deaths, Number of Crashes per County, and the Vehicle Type of Crash. Users of this Dashboard are also able to filter Crash Data results by City and look up specific places or addresses on the map. The 2022 Crash Data Dashboard is on the RGVMPO Website; TAC and Policy Board members are encouraged to utilize this Dashboard at their leisure and share it with their organizations.

7. Discussion on IIJA Infrastructure BIL, specifically on the Safe Streets for All Grant Program

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

Presenter: **Javier Dominguez Jr., RGVMPO Transportation Planner I**

Item Summary: The RGVMPO will be providing an update on the status to the Action Plan Grant that was awarded to develop the MPO's first regional comprehensive safety action plan.

Background: The Federal Highway Administration awarded the RGVMPO an Action Plan Grant to develop the MPO's first regional comprehensive action plan. After drafting the grant agreement, the RGVMPO got approval from the Federal Highway Administration to begin work on the Action Plan. The RGVMPO will invite planning partners to join a sub-committee to help with the development of the plan. The goal is to complete the plan and apply for implementation funds.

8. Discussion and Action of Revision of Federal Functional Classification (FC) request of IBTC CSJ #0921-02-142 HCRMA.

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

Presenter: **Luis Diaz, RGVMPO Executive Assistant Director**

Summary: The RGVMPO is presenting a revision for IBTC FC request classification from principal arterial to major collector and amending previous limits From 365 Tollway at FM 493 to IH-2. A portion of IBTC is currently functionally classified on FM 3072 / Dicker Road from the 365 Tollway to FM 907 as a major collector therefore requiring a limit change. (Resolution 2023-15 to be presented to Policy Committee for Approval on August 30, 2023) Official Federal Functional Classification Packet is being developed by RGVMPO staff in coordination with the HCRMA.

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

9. Discussion and Action of Revision of Federal Functional Classification (FC) request of Morrison Road CSJ #0921-06-291 CCRMA.

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

Presenter: **Luis Diaz, RGVMPO Executive Assistant Director**

Summary: The RGVMPO is presenting a revision of Functional Classification limits Morrison Road from previous limits of FM 1847 to FM 511; to new request limits From: FM 1847 To: Dana Avenue (Resolution 2023-16 to be presented to Policy Committee for Approval on August 30, 2023) Official Federal Functional Classification Packet is being developed by RGVMPO staff in coordination with the CCRMA.

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

V. RGVMPO EXECUTIVE DIRECTORS' REPORT AND UPDATES

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

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

Item Summary:

VI. STATUS REPORTS

A. TxDOT Project Status Report

☐Action ☐ Possible Action ☑Information

Presenter: TxDOT Area Office Staff

B. Cameron County RMA

☐Action ☐ Possible Action ☑Information

Presenter: Eric Davila

C. Hidalgo County RMA

☐Action ☐ Possible Action ☑Information

Presenter: Ramon Navarro

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 "VIRTUALLY" at ***10:00 am on September 14,* 2023.**

uuyRIO GRANDE VALLEY METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
IN-PERSON MEETING

Minutes

June 8, 2023

I) CALL TO ORDER

Benjamin Worsham, Vice-Chairman (Cameron County) called the TAC Meeting to order at 10:10 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	Abel Bocanegra
Cameron County	Benjamin Worsham, Vice Chairman
City of Brownsville	Absent
City of Edinburg	Tomas D. Reyna
City of Harlingen	Ana Hernandez
City of McAllen	Rene Gonzalez
City of Pharr	Absent
City of San Benito	Mayor Ricardo Guerra
Hidalgo County	Mayor David Suarez
Starr County	Absent
TxDot Pharr District	Dora E. Robles
Valley Metro	Absent
Cameron County RMA	Eric Davila
Hidalgo County RMA	Ramon Navarro
Brownsville Metro	Absent
McAllen Metro	Jon Ray Bocanegra
Port of Brownville	Absent
Port of Harlingen	Amy Lynch
Port Isabel-San Benito Navigation District	Absent
Cameron County Spaceport Dev Corp.	Absent
RGVMPO Executive Director	**Andrew A. Canon**
RGVMPO Assistant Director	**Luis Diaz**
ATG	**Ben Magallon**

III) PUBLIC COMMENTS

No public comments

IV) CONSENT AGENDA

1. Approval of Minutes

Consideration and Action to Approve the Minutes of:

- **May 11, 2023**

Vice-Chairman Benjamin Worsham asked if there were any more corrections to the TAC minutes of May 11, 2023. No corrections or comments were noted to the minutes of May 11, 2023, City of San Benito Mayor Ricardo Guerra made a motion to approve the minutes of May 11, 2023. The motion was seconded by Tomas D. Reyna with City of Edinburg. Motion carried.

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

Rudy Zamora provided an update on the Annual Project Listing for FY 2022 highlighting that it has been reviewed and public Involvement will conclude on June 11th. He added that staff is asking for approval of the listing so it can also be presented to the Policy Board for final approval. Mr. Zamora added that all documentation is provided within the agenda packet and available on the RGVMPO's website.

Vice Chairman Benjamin Worsham asked if there were any questions. After no questions or comments were presented, Vice Chairman asked for a motion to approve. City of San Benito made a motion to approve, and it was second by Hidalgo County, David Suarez.

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

Rudy Zamora provided an update on FY 2023-2026 STIP & MTP Amendments for August 2023 Quarterly Revision Cycle. Mr. Zamora reviewed the list of approved amendments contingent upon any changes that might come up any time before June 28th when presented for final approval to the Policy Board. Mr Zamora presented and reviewed the list of Amendments provided in the Agenda Packet.

Brownsville Area

- SH550 -Proposed Category 12 Reconciliation funding: $2,440,000 & transfer of CRRSAA funds to Liberty Blvd.
- 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: $9,45,000 in FY 2025
- Los Fresnos Hike & Bike Trail – Revising Cost & Funding – Category 10 CRP funds; $3,000,000.
- Southmost Nature Trail, Ph 3 – Revising Cost & Funding – Category 10 CRP FUNDS: $1,000,000.

Harlingen-San Benito Area

- New Project – Stenger Rd. – Category 10 CRP funds in FY 2024
- Border Safety Inspection Facility – Move project phase (CONST) to FY 2024 and revise as per TXDOT connect.
- IH-69E – Revise as per TXDOT Connect

Hildago County Area

- Liberty Blvd. – Pending proposed transfer of CRRSAA funds from SH 550 & I Rd. projects to avoid rescinding of federal appointment – CRRSAA funding: $4.9 Million.
- Liberty Blvd., Ph 2 – Move project phase to FY 2024: ROW completion estimate is 6-9 months.
- Mile 6 W. – Move project phase to FY 2024: ROW completion estimate is 12+ months.
- Taylor Rd – Move project phase to FY 2024: ROW completion estimate is 6-9 months.
- 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.
- 0921-02-423 Cesar Chavez – Move project phase to FY 2024: ROW completion estimate is 12+ months.
- Pharr
- Pharr Bridge Commercial Vehicle Parking Site – Revise limits, description, cost, & funding: Category 10 CRP funds: $11,439,844.
- I Rd. – Pending transfer of CRRSAA funds to Liberty Blvd. – Swapping Category 7 STP-MM ($2,413,582).
- Donna International Bridge – Revised cost & local funds as per TXDOT Connect.

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Starr County Area

- US 83 Revised cost & funding as pet TXDOT
- 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.
- Nolana (S4) – Moving CONST phase from FY2030 TO 2032 ($4,000,000 OF Category 7)
- Las Milpas Rd. East – Moving CONST phase from FY2032 TO 2034-41 grouping.
- Los Ebans Rd. – Pending FC in FY 2026 (locally funded) – Move to FY 2032 once FC is complete ($4,000,000 of Category 7)

Andrew Canon, RGVMPO's Executive Director added that staff has done its due diligence before making amendments and recommending approval. Mr. Canon also added that staff had some conversations with CCRMA regarding SH550 project, so they are aware of that, and a formal letter would be sent out. He added that RGVMPO's staff is working on making presentations to the municipalities regarding Carbon Reduction Funds. Mr. Canon also informed that he had a phone meeting with Commissioner Alvarado regarding Liberty Blvd and the project was ready to let and moving forward but it ran into a funding shortfall. The shift of funding will help with that shortfall. Mr. Canon also reviewed the timeline of the CRRSAA funds and informed the members that he's working on a letter to come out providing all the details of the shift.

Eric Davila commented that on the presentations he sees that there are some spots for the CRP funds for CAT 7 but some other allocations further down the list. What is the impact to the overall balance? And if there is a new breakdown after all the shifts around?

Rodolfo explained that is treated like a swap, since funds are moving from one project to another. Andrew Canon added that no traction was picked up or lost during the swapping of projects.

Rudy informed everyone that the RGVMPO staff is going to do their best to provide a preliminary draft of the STIP & MTP Amendments for everyone to review prior to the beginning of public involvement.

Andrew Canon clarified that the reason the request is being done at this time is because at the beginning of the year the Policy board approved not to have a meeting on July.

Ramon Navarro commented that during processes like this is imperative to keep everyone abreast. This would be for everything to go smoothly and the efficiency of the organization. It is important the list goes out early because the attendees of the meeting get the message but there is a domino effect. And it is important to implement and orchestrate why, the how comes, and what's going to happen. And besides doing a public meeting inform each entity individually.

Rudy reviewed the process for the process for each STIP & MTP amendment. He highlighted that the MTP can be done through meetings like this, but the STIP with federal funds on the project must go thru official supervision, thru public involvement, requires approval from the district, a team in Austin as well as federal approval. Mr. Zamora clarified that for now, only locally funded projects and federal funds or state funds would not be affected.

Ana Hernandez from the City of Harlingen asked how the shifting of funds affects the TASA funds, obligation, and the expenditure deadlines.

Basically, is just a transition of funds, and the projects can move ahead as scheduled or if they need to move from one year to another there is a 3-year obligation.

Vice Chairman Benjamin Worsham asked if there were any more questions. After no more questions or comments were presented, Vice Chairman asked for a motion to approve. Hidalgo County made a motion to approve, and it was second by Cameron County RMA.

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

Andrew Canon provided a presentation of the Preliminary CAT 7 Unified Transportation Program (UTP TxDOT 10 Year plan) Off System Project Scores. He highlighted that within the agenda packet are included the project scores for the projects for the TIP years 2023-2024, 2025-2026. Everything is based on the information that the RGVMPO sees as part of the project readiness workshop.

Mr. Canon confirmed that the presentation is for informational purposes only, and the RGVMPO is asking for a yearly review of the projects listed. He underlined that he would like to call out a couple of projects that information has not been received. Mile 6 west for Fiscal Year 2023 no information received. For FY 2024 pending Functional Classification for Russell Rd. FY 2025 East loop pending FC. FY 2026 South Parallel

Corridor and Inspiration Rd is also pending FC. There is some pending information on the Southmost Nature Trail Phase III, but the RGVMPO is getting together with the city of Brownsville for that.

Mr. Canon clarified that Miguel Arispe is handling updates on ROW, utilities and PE & construction and Eva Garcia is handling safety and BikePed.

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. **FY2024 and FY2025 Unified Planning Work Program**

Fernando Cantu provided an overview of the Unified Planning Work Program. He reviewed the funding summary for FY 2024-2025.

Mr. Cantu highlighted that the RGVMPO staff is asking for approval form the Policy Board for the proposed FY2024 and FY2025 Unified Planning Work Program (UPWP)

Vice Chairman Benjamin Worsham asked if there were any questions. After no questions or comments were presented, Vice Chairman asked for a motion to approve. Hidalgo County made a motion to approve, and it was second by the City of San Benito.

6. **SWOT Analysis Virtual SWOT Analysis Workshop Proposal**

Javier Dominguez presented the 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. Mr. Dominguez introduced Ben Magallon from ATG to briefly talk about the workshop and provide ideas of what can be done during the time and provide a summary of the last workshop.

Ben Magallon provided the board with an overview of the last workshop. He highlighted that some municipalities representatives were not able to make it, but they showed some interest, therefore a virtual workshop is being proposed to get feedback from these municipalities within Cameron County. He added that at this point the preliminary draft recommendations can be discussed and start receiving feedback.

Mr. Magallon closed by stating that it would be a valuable exercise to have that virtual SWOP workshop in July.

Andrew Canon asked Javier to confirm that date for the proposed workshop and if it was virtual. Mr. Dominguez confirmed that it would be for July 6, 2023, and yes virtual.

Vice Chairman Benjamin Worsham asked if there were any questions. After no questions or comments were presented, Vice Chairman asked for a motion to approve. City of San Benito made a motion to approve, and it was second by TxDOT Pharr District.

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

Fernando Cantu informed the board or RGVMPO's staff request for approval of a one-month extension and an additional $10,000 to further enhance the Congestion Management Process Planning Level Operations Study. Andrew Canon chimed in to provide more details about the request. He highlighted that once the congestion study was done, and a synchronization recommendation was done while working closely with the city. Some of the synchronization was done along 107. Unfortunately, the week after the timings were implemented there was done work along the corridors that negatively impacted the timings that were done. Consequently, there is a necessity to come back and redo the project of the implementations of the timings that were previously done.

Benjamin Worsham asked if the timing must be done including the timing and the offsets and Andrew Canon confirmed. Mr. Worsham followed up by asking how the system is currently working and Mr. Cantu confirmed that is currently working on default. Tomas Reyna, Andrew Canon, Ramon Navarro, and Ben Worsham discussed how issues like this can be prevented in the future, the details of the additional charges and the timeline for the work to be done.

Vice Chairman Benjamin Worsham asked if the city of Edinburg was in accord with the new work being done and the timeframe for it. Tomas Reyna confirmed that they agree.

Vice Chairman Benjamin Worsham asked if there were any questions. After no questions or comments were presented, Vice Chairman asked for a motion to approve. City of Edinburg made a motion to approve, and it was second by City of San Benito.

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8. Update on the Performance Management Framework Project

Ben Magallon provided an update on the Performance Management Framework project. He highlighted the summary of the RGMPOs plan and process review memo. He provided information on Pavement and bridge Condition (PM2), Pavement Condition, Bridge Condition, Measuring Anticipated Performance, System Performance, Freight, & CMAQ (PM3), Intestate LOTTR, Non-Intestate LOTTR and Truck Travel Time Reliability (TTTR).

Eric Davila asked if there is an idea when the threshold for borderline nonpavement would be complete. Mr. Magallon stated that he hopes not to hit that threshold and Andrew Canon chimed in citing air quality but added that he thinks that threshold would not be hit.
Ramon Navarro asked if any of the bridges mentioned in the presentation are on System projects or included on any of the TIP or UTP years. Mr. Canon confirmed that he does not believe that any of them, but Ben Magallon confirmed that there are at list 2.

Vice Chairman Benjamin Worsham asked if there were any questions. After no questions or comments were presented, Vice Chairman asked for a motion to acknowledge the report. Cameron County RMA made a motion to acknowledge, and it was second by Cameron County RMA.

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

Andrew Canon informed the board about the RGVMPO staff's request to approve the adoption of PM2/PM3 (Pavement/Bridge condition and System Reliability Targets.

Vice Chairman Benjamin Worsham asked if there were any questions. After no questions or comments were presented, Vice Chairman asked for a motion to approve. Hidalgo County made a motion to approve, and it was second by City of San Benito.

10. Action on the RGVMPO Complete Streets Policy

Andrew Canon informed the board of the recommendation of staff to adopt the RGVMPO Complete Streets Policy. He underlined that public involvement went from May 11th to June 11th and the RGVMPO received one comment and it was implemented into the policy as discussed at the Policy Board under the Complete Streets document. Jon Ray Bocanegra from McAllen Metro has provided some good feedback.
He added that the main goal of the policy is to ultimately work with each local municipality that does not have a policy in place, which is a good opportunity to take advantage of the funds available that require a Complete Streets Policy in place.
Dora Robles from TxDOT asked if this was for on system and off system projects and Andrew Canon confirmed that that is correct is both for engagement purposes.

Jon Ray Bocanegra chimed in to add that the City of McAllen just finished their comprehensive plan and the findings seemed to be heavily towards wanting to be less car focused, which is extremely difficulty given the environment in the area. Mr. Bocanegra then went ahead and reviewed and explained the comment submitted by him. Overall, he provided good feedback and thinks that overall, the Policy is moving towards a good direction.

Vice Chairman Benjamin Worsham asked if there were any questions. After no questions or comments were presented, Vice Chairman asked for a motion to approve. City of Edinburg made a motion to approve, and it was second by City of San Benito.

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

Eva Garcia provided a status update regarding FY2019-2020 projects (to obligate funds in FY2023). She highlighted that FY2019-2020 Call for projects is 100% ready to Let.
Ms. Garcia provided a review of the projects programmed with the FY2019-2020 federally appointed funds. She highlighted that the RVMPO has received news from the City of Brownsville about terminating their project; Brownsville to Los Fresnos Connect, Phase III, therefore $512,000 would be lost. This dissolution is due to some ROW issuer. Ms. Garcia advised the board that TxDOT is aware, and it would be presented at the Policy meeting and a Brownsville Representative would be present at that point to answer any questions.
Ms. Garcia also informed about the project, Cameron County Olmito Sidewalks. For the project there have been some design requirements and design manual discussions and based on these designs Cameron

County is proceeding to the next set of plans, which will be reviewed and see if they can continue to the obligation of the funds.
Ms. Garcia finalized by stating that aside from those two previously mentioned projects, everything is on track to obligate these federal funds.
Andrew Canon chimed in to point out that the Brownsville Project that has been terminated is one of the projects carried over from the Brownsville MPO days.
Ms. Garcia confirmed and added that all the 2019-2020 projects are inherited projects from the Brownsville MPO and the Hidalgo County MPO.
Vice Chairman Benjamin Worsham asked to confirm if the City of Brownsville have lost their funding and how many other projects have lost funds as well for sidewalks.
Ms. Garcia stated that the last round was the City of Donna in the 2017-2018 FY.
Mr. Worsham asked for clarification on the City of Donna's reasoning behind the loss of funds. Ms. Garcia advised that it was due to railroad coordination not happening quickly so that significantly increased their project cost.
Andrew Canon, Vice-Chairman, Eva Garica, and Eric Davila went into a discussion about ways to prevent loss of funds for future projects because at the end of the day the most affected is the community.
Ms. Garcia proceeded to review the Projects programmed with the FY2021-2022 federally apportioned funds, which are projects that need to obligate funds by 2025. Elsa Getting Connected, Edinburg-Freddy Gonzalez Trail, Harlingen-Arroyo Colorado Phase III Study, Brownsville- West Rail Trail -Amenities, Port Isabel-Bejarano-McFarland-Gonzalez Trail Ext.
Ms. Garcia continued with the review of the RGVMPO TASA FY2023-2024 Funding Summary, the FY2023-2024 TASA Funding Request Summary for Planning Projects, the FY2023-2024 TASA Funding Request Summary for Construction Projects, RGVMPO FY2023-2024 TASA Funding Request Summary, and the Timeline of the TASA call for Projects process.

Vice Chairman Benjamin Worsham asked if there were any questions. After no questions or comments were presented, Vice Chairman asked for a motion to acknowledge the report. City of San Benito made a motion to acknowledge, and it was second by Hidalgo County RMA.

V) RGVMPO Executive Director's Report and Updates

Andrew Canon review the RGVMPO budget and reminded everyone about the MPO101 workshop.

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 Ana from the City of Harlingen second the motion.

VI) Status Reports

A. TxDOT Project Status Report

Dora Robles provided a brief update for TxDot Projects.

No questions were posed after the presentation.

B. Cameron County RMA

Eric Davila (Cameron County RMA) provided a brief updated presentation on projects that are currently within the Cameron County RMA. Mr. Davila highlighted some of the projects in his slide presentation.

- Veterans POV Expansion active construction project.
- SH 550 GAP 2 Project CSJ: 0684-01-068
- East Loop CSJ:0921-06-315
- Old Alice Rd CSJ: 0921-06-290
- Dana Road CSJ: 0921-06-33

Mr. Davila closed by stating that everything else can be found on the repot included within the agenda packet.
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.

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

No questions were posed after the presentation.

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D. Transit Report

Jon Ray Bocanegra with McAllen Metro provided an update on the RGVMPO Regional Transit Report.

No questions were posed after the presentation.

VII) NEW OR UNFINISHED BUSINESS

Andrew Canon Reminded the board that there would not be any meeting for the month of July as approved by the Policy Board.

VIII) ADJOURNMENT:

There being no further business to come before the RGVTAC Members, Chairman called for a motion to adjourn. City of San Benito mayor Ricardo Guerra made a motion to adjourn the meeting at 11:40am. The motion was seconded by Hidalgo County RMA, Ramon Navarro, meeting was adjourned.

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FY 2022-23 Unified Planning Work Program



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Transportation Management Area (TMA)

AIR QUALITY STATUS:
Attainment

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Approved by *(Transportation Policy Board)*: *July 14, 2021*
Amendment: #1-12/15/21, #2-5/25/21, #3-8/30/22

FHWA Approval: September 2, 2021
Amendment: #1-3/17/22, #2-6/30/22.

RGVMPO - 617 W University Dr. - Edinburg, TX 78589 - (956) 682-3481 - www.rgvmpo.org

Rio Grande Valley Metropolitan Organization
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I. INTRODUCTION

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

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

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

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

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) approved by the President on August 10, 2005 addresses the many challenges facing our transportation system today – challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing inter-modal connectivity, and protecting the environment – as well as laying the groundwork for addressing future challenges. SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities.

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

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

HISTORY OF THE RIO GRANDE VALLEY MPO

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

A. Purpose

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

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

1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

2) Increase the safety of the transportation system for motorized and non-motorized users.

3) Increase the security of the transportation system for motorized and non-motorized users.

4) Increase the accessibility and mobility of people and for freight.

5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

7) Promote efficient system management and operation.

8) Emphasize the preservation of the existing transportation system.

9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

10) Enhance travel and tourism.

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

1) Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

2) Infrastructure condition - To maintain the highway infrastructure asset system in a state of good repair.

3) Congestion reduction - To achieve a significant reduction in congestion on the National Highway System.

4) System reliability - To improve the efficiency of the surface transportation system.

5) Freight movement and economic vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

6) Environmental sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment.

7) Reduced project delivery delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

ADDRESSING MAP-21 PLANNING EMPHASIS AREAS

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

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

Ladders of Opportunity - *Access to essential services - as part of the transportation planning process, identify transportation connectivity gaps in access to essential services.*
RGVMPO Expected Activities. - Due to the nature of the Rio Grande Valley having many colonias, and a large percentage of the population under the poverty level, the RGVMPO will address Title VI and Environmental Justice efforts as soon as possible. These documents also provide the RGVMPO with the opportunity to hear from the under-served populations in identifying gaps in transportation and connectivity. Some of these efforts are identified in Subtasks 1.2 Public Participation, 2.2 Title VI, and 4.1 Metropolitan Multimodal Plan.
The RGVMPO will be producing its transit plan, bike plan and pedestrian plan through the facilitation of a consultant. Once the three plans have been updated, it is the goal of the RGVMPO to identify gaps between pedestrian, bicycle, transit and highway facilities as part of

the overall multimodal plan to provide every person with access to mobility through the transportation alternative of their choice.

PUBLIC PARTICIPATION PLAN

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

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

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

To reach out to citizens and agencies listed above, RGVMPO staff will initiate a quarterly newsletter as an effort to provide greater outreach to the RGV region. In other attempts, the RGVMPO will initiate the MPO's Web Page, the RGVMPO will constantly be updating it with meeting agendas, meeting minutes, oral meeting minutes in English and Spanish, amendments, calendar events, completed studies, Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Unified Planning Working Program (UPWP), Annual Performance and Expenditure Report (APER), Annual Project Listing (APL), and any other updates. In addition, the RGVMPO will mail out flyers of amendments and public meetings and/or hearings to the libraries, city halls and chambers of commerce to post at a visual and accessible location for public access. As identified in the PPP, the public meetings and/or hearings will be located on a transit accessible route.

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

B. Definition of Area

The Rio Grande Valley Metropolitan Planning Organization is in the southern tier of the state of Texas. It shares an international border with Mexico and its boundaries lie within the Lower Rio Grande Valley, now known as Rio South Texas. The RGVMPO is comprised of the following cities: Alamo, Alton, Bayview, Brownsville, Combes, Donna, Edcouch, Edinburg, Elsa, Escobares, Granjeno, Harlingen, Hidalgo, Indian Lake, La Feria, La Grulla, La Joya, La Villa, Los Fresnos, Los Indios, McAllen, Mercedes, Mission, Palm Valley, Palmhurst, Palmview, Peñitas, Pharr, Primera, Progreso, Progreso Lakes, Rancho Viejo, Rangerville, Rio Grande, Rio Hondo, Roma, San Benito, San Juan, Santa Rosa, Sullivan City, and Weslaco. The RGVMPO is also comprised of unincorporated urbanized areas of Cameron and Hidalgo County. Governor Greg Abbott approved the re-designation agreement for the RGVMPO on May 14, 2019. On June 26, 2019, the Transportation Policy Board (TPB) approved the newly created Metropolitan Area Boundary (MAB) map that was created by merging the three (3) separate Rio Grande Valley MPO's, Brownsville, Harlingen-San Benito and Hidalgo County on November 5, 2019, and approved by Governor Greg Abbott on March 5, 2021. On April 28, 2021, the Transportation Policy Board (TPB) amended the MAB to include Starr County, and on October 29, 2021 it was approved by Governor Greg Abbott. A map depicts the area in Appendix B.

C. Organization

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

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

D. Private Sector Involvement

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

E. Planning Issues And Emphasis

The RGVMPO has the need to address mobility through added capacity and rehabilitation of the existing system as well as public transportation needs without the financial resources required. Public participation in conjunction with the transportation planning partners is critical

to prioritize projects and funding to obtain the utmost benefit for the community with the resources available. This is where subcommittees such as transit, land use, freight, multimodal, data criteria, congestion, and the bicycle and pedestrian advisory committee play a vital role. The active participation of the RGVMPO TPB and TAC along with the subcommittees will make it possible for the RGVMPO to make successful planning decisions and strategies to address mobility and transit in Lower Rio Grande Valley.

II. Task 1.0 – ADMINISTRATION AND MANAGEMENT

A. OBJECTIVE

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

Additional objectives:

- To develop public information exchange and education programs which increases public interest and participation in ongoing transportation planning activities.
- To promote public involvement and communication in "best practices" for land use/transportation interactions.
- To obtain and maintain computer hardware, software, technical support, and training necessary to maintain transportation planning activities.
- To re-develop the RGVMPO's website to meet all work task criteria, the RGVMPO needs to migrate from an outdated content management system to a more astute time efficient content management system that will support the needs of the RGVMPO. The RGVMPO will consult with Civica, the current website provider, who will work with RGVMPO staff to design and develop an updated intuitive and modern website.

B. EXPECTED PRODUCTS

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

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

C. PREVIOUS WORK

The Rio Grande Valley MPO Staff performed several activities under this task, including, but not limited to, the coordination of transportation planning activities in conjunction with staff from Reynosa; the development of the planning work program and the budget; management of transportation planning funds; the implementation of policies necessary to maintain the "3-C" planning process; and the creation of the public participation plan to efficiently gather public input. Staff attended several conferences, forums, training, and other appropriate seminars. Texas A&M Transportation Institute (TTI) performed a study in 2020, identifying the need for RGVMPO staff to expand in the direction of 13 to 16 individuals. Since that study, the RGVMPO has hired 4 more staff members, including Planners and GIS Specialist, to increase the staff count from 8 to 12.

D. SUBTASKS

Subtask 1.1: Program Support

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

1.1.1 Development and distribution of reports required by the federal government or by the Transportation Policy Committee.

1.1.2 Development of transportation planning activities.

1.1.3 Coordination of transportation planning activities.

1.1.4 Budgeting and management of transportation planning activities.

1.1.5 Development and implementation of the policies/guidelines necessary to maintain the "3-C" planning process.

1.1.6 Conducting meetings necessary to carry out and maintain the transportation planning process by providing support to advisory committees.

1.1.7 Development of processes for obtaining increased public input and participation in the transportation planning process.

1.1.8 Development and revision of the PPP, Bylaws, and other related documents as needed.

1.1.9 Coordinating and working with other agencies and organizations involved in the planning, programming and implementation of transportation projects and other transportation activities.

Subtask 1.2: Public Participation Plan

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

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

Subtask 1.3: TAC and TPB Workshops

When feasible, the MPO staff will conduct a workshop on a variety of MPO topics for the TPB and TAC members. Some past examples include: A Multimodal Workshop, a review of basic MPO documents, including the UPWP and TIP, and an Introduction to the MPO for newer members. The RGVMPO will host a Policy Board workshop to be conducted by an outside consultant to cover subject matter such as but not limited to, update and prioritize policy board objectives for the executive director and staff. Identify highest priority projects, discuss project rankings, and project development. Discuss successes since the merger of the RGVMPO and other factors. The budget shall include funds for meeting space if needed and food for the policy board during the workshop.

Subtask 1.4: Computer and Equipment Purchases

This task consists of MPO software licenses and agreements for the computer system within the RGVMPO offices. The RGVMPO has a contract with a local firm, Wireless Internet, for the provision of technical (IT) support for the entire RGVMPO network of computers, plotters, printers, iPads, server, etc. RGVMPO Staff will continue upgrading computer(s)/server, hardware and software as the budget allows. As a result, from the purchase of an additional GIS server in 2016, the RGVMPO Staff was able to create the United Metropolitan Area Planning

(UMAP) database which is an interactive system that reflects all types of data such as geographic, statistical, economic, and demographic data and information for the Counties of Cameron, Hidalgo, and Starr. This information is accessible to the public and planning partners for their review and consultation. As the server becomes outdated, or runs out of space, RGVMPO Staff will need to purchase server upgrades and supporting hardware and software to save and store the day-to-day work projects. As the number of RGVMPO Staff grows, the RGVMPO will need to purchase laptops, monitors, keyboards, and peripherals as needed as well as GIS devices and/or GIS desktop computers, to accommodate RGVMPO Staff or replace existing units as they become outdated and/or they stop functioning. The RGVMPO will also be seeking software licenses and updates as appropriate to update visualization and social media to assure seamless planning processes and public information sharing. Due to the demand of our current domain and GIS servers along with the corresponding services they provide, the processing capabilities needed to process these servers have been kept in a physical environment instead of moving to a cloud-based ecosystem. These physical servers will need constant upgrades or replacements within the next 2 years due to current operating systems becoming unsupported by Microsoft.

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

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

Subtask 1.5: Staff Development

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

Subtask 1.6: Transit Administration/Brownsville Metro

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

E. FUNDING SUMMARY

Task 1 – 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
1.1	**MPO**	$693,542.75	$693,542.75	$0	$0	$0	$0	$693,542.75	$693,542.75
1.2	**MPO,** Brownsville	$84,319.16	$84,319.16	$8,000	$8,000	$2,000	$2,000	$94,319.16	$94,319.16
1.3	**MPO**	$12,144.83	$2,144.83	$0	$0	$0	$0	$12,144.83	$2,144.83
1.4	**MPO**	$65,462.35	$65,462.35	$0	$0	$0	$0	$65,462.35	$65,462.35
1.5	**MPO**	$51,696.66	$51,696.66	$0	$0	$0	$0	$51,696.66	$51,696.66
1.6	Brownsville	$0	$0	$12,000	$12,000	$3,000	$3,000	$15,000	$15,000
TOTAL		**$907,165.75**	**$897,165.75**	**$20,000**	**$20,000**	**$5,000**	**$5,000**	**$932,165.75**	**$922,165.75**

[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.

III. TASK 2.0 DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVE

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

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

B. EXPECTED PRODUCTS

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

C. PREVIOUS WORK

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

D. SUBTASKS

Subtask 2.1: Demographic Data

This task involves continuously updating the land use map and utilize socio-economic data that is provided by our member cities. RGVMPO staff will utilize the land use map for the forecast FY 2050 transportation model and for use in demographic and employment forecasting to support regional and local transportation planning efforts. RGVMPO staff will be doing an inventory of all neighborhoods (including colonias) and monitor for any new development. [Ongoing] Food deserts, as defined by Center for Disease Control (CDC), is an area that "lack[s] access to affordable fruits, vegetables, whole grains, low-fat milk, and other foods that make up the full range of a healthy diet." There are various measures that can help in identifying a food desert. The United States Department of Agriculture (USDA) notes some of these measures as the number of food sources in an area and the proximity for the residents to those food sources. After identifying and gathering this data within the RGVMPO MAB information is passed on to the transit providers (Valley Metro, Metro McAllen, and B Metro) in an effort to emphasize assistance to underserved and disadvantage communities.

Subtask 2.2: Title VI Civil Rights Evaluation

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

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

Subtask 2.3: Model Work

In 2016, regional MPO Staff began work on a regional transportation model (TDM) with a base year of 2014 model for the Rio Grande Valley (RGV). RGVMPO Staff will coordinate a refresh of the previous 2014 – 2045 TDM with a new base year of 2019 and a forecast year of 2050 working alongside the Texas Department of Transportation, and the Transportation Planning and Programming Division to assure a true reflection of traffic movement throughout the valley region is collected. MPO staff will attend training courses pertaining to various computer programs and/or databases utilized by the RGVMPO for TDM development and operation.

RGVMPO Staff in coordination with TxDOT previously contracted a consultant to aide in the development of the overall Rio Grande Valley Regional Travel Demand Model (TDM) which produced a 2045 forecasted TDM. The RGVMPO will seek consultant services to aide in developing the refresh of the current 2014 – 2045 TDM with a new base year of 2019 and a forecast year of 2050.The scope of work will include but not be limited to; 1) Holding Delphi meetings with all stakeholders to acquire demographic information, 2) Working with RGVMPO staff to collect and verify demographic data, 3) Review and revise traffic analysis zones (TAZs), 4) Review and analyze existing roadway network and attribute, 5) Develop a forecast year network, 6) Present final TDM to RGVMPO, and 7) Train RGVMPO staff on TDM functionality.

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

Subtask 2.4: Land Use Map

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

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

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

E. FUNDING SUMMARY

Task 2 – 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** TPP	$63,689.98	$63,689.98	$0	$0	$0	$0	$63,689.98	$63,689.98
2.4	**MPO** Cities	$56,844.99	$56,844.99	$0	$0	$0	$0	$56,844.99	$56,844.99
2.5	Brownsville	$0	$0	$12,000	$12,000	$3,000	$3,000	$15,000	$15,000
TOTAL		**$224,750.79**	**$224,750.79**	**$12,000**	**$12,000**	**$3,000**	**$3,000**	**$239,750.79**	**$239,750.79**

[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.

IV. TASK 3.0 SHORT RANGE PLANNING

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

Expected outcomes of this task include written and disseminated reports such as the annual listing of projects, the FY 2021-2024 TIP, the development of the new FY 2023-2026 TIP, development of project selection criteria and award of the FY 2023-2024 Transportation Alternative Program (TAP), and the UPWP. The MPO Staff will also be expected to provide technical assistance to member cities as needed.

For example, the RGVMPO staff will be coordinating with the member cities to update the Thoroughfare Plan Map. The RGVMPO staff will also aid the regional public transportation service plan preparation process by attending meetings and providing technical assistance support within the Metropolitan Area Boundary (MAB).

C. PREVIOUS WORK

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

D. SUBTASKS

Subtask 3.1: Service Coordination

This task is intended to provide member cities with a quick review of the traffic impact study the city Planning, and Zoning Boards have received. This task is also intended to guide the newer members through the TIP process for the first time. The MPO also serves as expert testimony when requested. There are no consultants for this task. RGVMPO Staff shall

participate on the district's Regional Transit Advisory Panel (RTAP) under this subtask. The Transit Advisory Panel coordinates efforts such as FTA 5303 funds, and the JARC and New Freedom programs which under MAP-21 have been absorbed into FTA Categories 5307 and 5310 but will assist with any upcoming Program Calls. Any traffic counts performed, will be charged to this task as part of the coordination and cooperation with RGVMPO local governments.

Subtask 3.2: Planning Assistance

This task will provide planning assistance to the regional planning project to develop transit service areas. This may include items such as: data sharing, the preparation of maps, attending meetings, and providing general transportation planning expertise to this effort. Staff has coordinated efforts with TxDOT and its planning partners and will continue to do so for the development of a financial forecast tool to be used by MPOs in the development of future MTP's. Travel to any meetings out of the MAB to surrounding areas will be charged under this subtask which is inclusive of discussions of transportation planning with our neighboring country, Mexico. The creation of the FY 2023-2026 TIP, annual list of projects, the development of project selection criteria and award of the 2023-2024 Transportation Alternatives Program, the UPWP, and the annual performance and expenditure reports will be attributed to this subtask. The RGVMPO will assist both Brownsville and McAllen in developing local transit plans. The City of Brownsville's Metro system needs more mobility options to better serve riders. The purpose of this Transit Study is to identify and define the public transportation needs in the City of Brownsville. Our goal is to emphasize community connectivity through enhanced forms of public transportation. This study will also serve as a strategic guide for capital projects and a long-range plan for public transportation. Upon completion the transit study will identify mobility needs, community transit goals, objectives, and will develop cost and revenue projections over the next 10 years. The study also has the additional goal of reducing greenhouse gas emissions by 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, by evaluating scenarios for the transition toward electric and other alternative fueled vehicles. The City of McAllen is seeking funding to support the Transit Department's projects that includes assistance with reviewing and implementing the recently adopted Short Range Transit Plan. The recently adopted Short Range Plan was developed prior to the COVID-19 Pandemic. As a result of the pandemic, Metro McAllen has implemented service modifications that were not considered and will need to be accounted for. Additionally, the US/Mexico border has recently opened and there is a need to be able to address the added need for capacity. This would allow for the return of business and passenger service to pre-COVID levels. The Short Range Transit Plan is also intended to provide a process to reduce greenhouse gas emissions by 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, by studying methods to accelerate the transition toward electric and other alternative fueled vehicles.

Subtask 3.3: Transit Planning/Brownsville Metro-Short Range Planning

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

Subtask 3.4: Complete Streets Planning

Complete Streets Policies provide recommendations which influence the design of transportation infrastructure to ensure the transportation network is equitable to all users. Staff intends to develop a Regional Complete Streets Policy which will focus on the incorporation of Complete Streets language into MPO planning documents, including the MTP and TIP. Staff will incorporate scoring criteria related to Complete Streets into the scoring system for proposed projects. Furthermore, staff intends to develop resources, which can be provided to municipal partners, to assist in the development of municipal Complete Streets Policies.

Subtask 3.5: Resiliency Planning

The RGVMPO hopes to develop strategies and recommendations tying regional sustainability and resilience to impacts from transportation infrastructure. These strategies could include, but not be limited to, indicators and metrics to be used in project scoring (applicable to all projects) to be incorporated into MPO's prioritization process, and hosting a strategic resilience planning workshop presenting findings, strategies, and recommendations. Include implementation scheme development, incorporate outcomes from the workshop into findings and implementation report. Finally, develop a report, including strategies, recommendations, and preliminary project priorities.

This approach provides the RGVMPO with both a resource vulnerability assessment and recommended strategies that can be integrated into project prioritization, encouraging more sustainable strategies in approaching mobility solutions. This resulting report will outline the methodology used to develop a scalable framework within the MTP update process that allows the RGVMPO to leverage existing processes.

Subtask 3.6: Performance-Based Planning

Performance management is the process of ensuring that a set of activities and outputs meets a set of defined goals in an effective and efficient manner. A high-level perspective of the intent of performance-based planning is necessary in order to synthesize seemingly disparate inputs. A consultant should be able to review and synthesize reports of regional, state, and federal performance goals and targets, create an assessment of tools, data, and capacity needed for performance target development and reporting, develop a report on indicators of expected performance to be used in the development of assessment criteria in support of established goals, develop proposed scoring categories applying to all projects, synthesizing high level goals and data-driven and technical expertise-driven inputs – including BIL requirements and develop recommendations and an implementation scheme/toolkit.

Subtask 3.7: Transit Planning/McAllen Metro-Short Range Planning

The McAllen Metro staff will conduct a comprehensive study to assess current service levels and explore the viability of implementing high-capacity transit to restore and surpass pre-COVID-19 service standards. The project will be funded through 5307-9A - 5307- Urbanized Area Formula - Discr. Planning (ARPA).

E. FUNDING SUMMARY

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	$38,546.66	$38,546.66	$0	$0	$0	$0	$38,546.66	$38,546.66
3.2	**MPO** TXDOT Cities	$85,842.49	$335,842.49	$0	$0	$0	$0	$85,842.49	$335,842.49
3.3	Brownsville	$0	$0	$16,000	$4,000	$16,000	$4,000	$20,000	$20,000
3.4	**MPO**	$30,000	$90,000	$0	$0	$0	$0	$30,000	$90,000
3.5	**MPO**	$0	$325,000	$0	$0	$0	$0	$0	$325,000
3.6	**MPO**	$0	$250,000	$0	$0	$0	$0	$0	$250,000
3.7	McAllen	$0	$0	$500,000	$0	$125,000	$0	$625,000	$0
TOTAL		**$154,389.15**	**$1,039,389.15**	**$516,000**	**$4,000**	**$141,000**	**$4,000**	**$799,389.15**	**$1,059,389.15**

[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.

V. TASK 4.0 METROPOLITAN TRANSPORTATION PLAN

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

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

C. PREVIOUS WORK

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

D. SUBTASKS

Subtask 4.1: Project Selection Criteria

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

Subtask 4.2: Metropolitan Bike and Pedestrian Plan

Staff plans to develop, through a private consultant contract, a bike/pedestrian plan for the region. Staff plans to update and add elements to the plan every year in coordination with our planning partners and monitor its progress towards implementation. The purpose of this plan is to increase the connectivity between all modes of transportation including bicycle lanes/trails, pedestrian sidewalks/trails facilities, and public transportation routes/facilities. We consider this an on-going sub-task due to the changing nature of the transportation system. The Bicycle and Pedestrian Advisory Committee known as the BPAC formed in early 2020 will be the planning partner with the largest contribution to updating the multimodal plan. It will also work on the new 2023-2024 TAP project selection criteria and project funding selection. The RGVMPO staff will also continue efforts to address essential services in identifying transportation connectivity gaps as part of the Ladders of Opportunity established by MAP-21 and continued with FAST-Act. As part of bicycle awareness and planning efforts, the RGVMPO Staff has utilized Strava to receive data that identifies the corridors being utilized by the region for either walking or cycling, having a better tool for sharing the need of improvement of such corridors with elected officials.

Subtask 4.3: Truck Route & Freight Planning

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

Subtask 4.4: County Thoroughfare Plan

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

Subtask 4.5: Metropolitan Transportation Plan

Updated at least every quarter of a year, the Metropolitan Transportation Plan is the long-term, financially constrained, multimodal transportation plan for the region. Transit, highway, local

roadway and bicycle and pedestrian projects are among projects included in the MTP. Changes to the MTP are incorporated through an update, amendment or administrative modification, and public input opportunities are provided for a 30-day period prior to the adoption of a resolution for an amendment. The public outreach and involvement emphasize the importance of participation at all levels, from government agencies to the individual. At a minimum, one public meeting shall be held at each sub-region (McAllen/Edinburg, Harlingen/San Benito, & Brownsville). Each location selected will be at least ¼ mile from a transit route, in order to solicit input and comments from underserved and disadvantaged communities. As well, all MTP updates will have a virtual public involvement video via social media (YouTube, Facebook, etc.) where all materials presented to the public can be downloaded.

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

E. FUNDING SUMMARY

Task 4 – 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**	$152,386.64	$152,386.64	$0	$0	$0	$0	$152,386.64	$152,386.64
4.3	**MPO**	$18,948.33	$18,948.33	$0	$0	$0	$0	$18,948.33	$18,948.33
4.4	**MPO**	$19,073.33	$19,073.33	$0	$0	$0	$0	$19,073.33	$19,073.33
4.5	**MPO**	$96,566.65	$96,566.65	$0	$0	$0	$0	$96,566.65	$96,566.65
TOTAL		**$305,923.28**	**$305,923.28**	**$0**	**$0**	**$0**	**$0**	**$305,923.28**	**$305,923.28**

[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.

VI. TASK 5.0 SPECIAL STUDIES

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

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

C. PREVIOUS WORK

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

D. SUBTASKS

Subtask 5.1: Regional Transit Plan

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

Subtask 5.2: Incident Management & Safety Study

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

Subtask 5.3: Congestion Data Collection

This task involves the continuous monitoring of congestion, which is required of all Transportation Management Areas (TMAs) under FAST-Act. The RGVMPO is planning to

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

Subtask 5.4: Corridor Study

RGVMPO staff proposes to collect traffic data and evaluate the traffic impact of FM509 from US 281 (Military Highway) to I-69E in Cameron County. Due to the tremendous growth, safe and efficient corridors are even more of a local concern. A consultant for the corridor study will be acquired in compliance with LRGVDC procurement guidance, in participation with the Harlingen-San Benito sub-region. The Consultant shall develop the opening-year and design-year (opening year +20) travel forecasts, and related traffic analysis in coordination with the City of Harlingen utilizing the Metropolitan Planning Organization's (MPO) traffic demand model, historic traffic, and existing count data. The Engineer shall document inputs, assumptions, and outcomes in a brief Average Daily Corridor Traffic Projections Report review historical crash data from the three most recent years and compare to the statewide averages for similar facilities to look for any statistically significant locations along the corridor. The study of FM 509 shall provide recommendations for roadway expansion, additional ROW, signal improvements, improved drainage, and other related improvements

Subtask 5.5: Traffic Counts

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

E. FUNDING SUMMARY

Task 5 – 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** Regional Transit Plan	$18,948.33	$18,948.33	$0	$0	$0	$0	$18,948.33	$18,948.33
5.2	**MPO** TXDOT	$9,474.17	$9,474.17	$0	$0	$0	$0	$9,474.17	$9,474.17
5.3	Consultant CMP	$244,898.33	$144,898.33	$0	$0	$0	$0	$244,898.33	$144,898.33
5.4	**MPO** Corridor Study	$18,948.33	$200,000.00	$0	$0	$0	$50,000	$18,948.33	$250,000.00
5.5	**MPO** Traffic Counts	$9,474.17	$9,474.17	$0	$0	$0	$0	$9,474.17	$9,474.17
TOTAL		**$301,743.33**	**$382,795.00**	**$0**	**$0**	**$0**	**$50,000**	**$301,743.33**	**$432,795.00**

[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.

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	$907,165.75	$897,165.75	$20,000	$20,000	$5,000	$5,000	$932,165.75	$922,165.75
2.0	Data Development and Maintenance	$224,750.79	$224,750.79	$12,000	$12,000	$3,000	$3,000	$239,750.79	$239,750.79
3.0	Short Range Planning	$154,389.15	$1,039,389.15	$516,000	$4,000	$141,000	$4,000	$799,389.15	$1,059,389.15
4.0	Metropolitan Transportation Plan	$305,923.28	$305,923.28	$0	$0	$0	$0	$305,923.28	$305,923.28
5.0	Special Studies	$301,743.33	$382,795.00	$0	$0	$0	$50,000	$301,743.33	$432,795.00
Total:		$1,893,972.30	$2,850,023.97	$548,000.00	$36,000.00	$149,000.00	$62,000.00	$2,578,972.30	$2,960,023.97

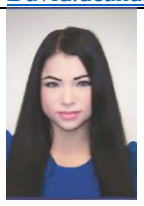
[1] TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

Combined Transportation Planning Funds [2]	$	5,538,996.27
Estimated Unexpended Carryover	$	2,361,051.67
TOTAL TPF:	**$**	**7,900,047.94**

[2] Estimate based on prior years' authorizations

APPENDIX A

POLICY TRANSPORTATION BOARD MEMBERSHIP

 **Chairperson- Honorable Eddie Treviño, Jr. – Judge** Cameron County etrevino@co.cameron.tx.us	 **Vice-Chairperson- Honorable David L Fuentes** Hidalgo County-Comm Prescient 1 david.fuentes@co.hidalgo.tx.us	 **Frank Parke, Jr.** Cameron County RMA fparker@parker-logistics.com
 **Honorable – Trey Mendez – Mayor** City of Brownsville Trey.mendez@cob.us	 **Honorable – Ramiro Garza – Mayor** City of Edinburg rgarza@rgeconomicadvisors.com	 **Honorable – Chris Boswell – Mayor** City of Harlingen cboswell@southtexlaw.com
 **Honorable – Javier Villalobos – Mayor** City of McAllen jvillalobos@mcallen.net	 **Honorable – Armando O'Caña – Mayor** City of Mission mayor@missiontexas.us	 **Honorable- Mayor Ricardo "Rick" Guerra** City of San Benito rguerra2@cityofsanbenito.com
 **Honorable Ambrosio "Amon" Hernandez- Mayor** City of Pharr mayor@pharr-tx.gov	 **S. David Deanda, Jr.** Hidalgo County RMA David.deanda@hcrma.net	 **Honorable Eloy Vera Judge** Starr County eloy.vera@co.starr.tx.us
 **Pedro "Pete" Alvarez, P.E.** TxDOT Phar District – Engineer Pedro.alvarez@txdot.gov	 **Maribel Contreras** Valley Metro – Executive Director Mcontreras@lrgvdc.org	 **Andrew Canon** RGVMPO – Executive Director acanon@rgvmpo.org

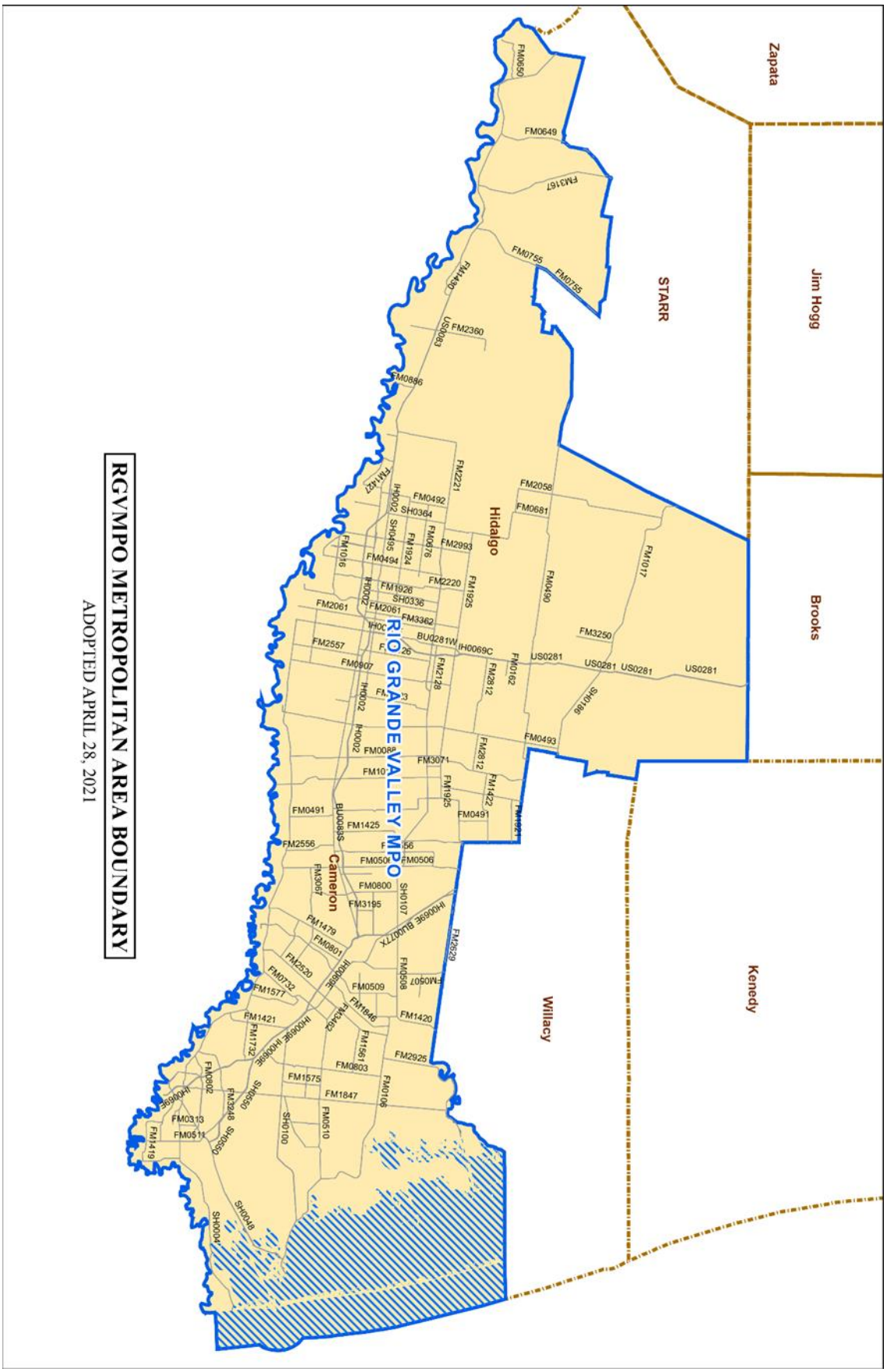
TECHNICAL ADVISORY COMMITTEE MEMBERSHIP

JP Terrazas, P.E. Chairman City of Mission jpterras@missiontexas.us	**Benjamin L. Worsham, P.E.** Vice Chairman Cameron County benjamin.worsham@co.cameron.tx.us	**Pete Sepulveda, Jr.** Chairman Cameron County RMA psepulveda@ccrma.org
Joel Garza City of Brownsville joel.garza@cob.us	**Tomas D Reyna** City of Edinburg treyna@cityofedinburg.com	**Craig Cook** City of Harlingen craigc@myharlingen.us
Rene Gonzalez City of McAllen rgonzalez@mcallen.net	**Daniel Chavez-** Commissioner City of Pharr Commissioner4@pharr-tx.gov	**Manuel De La Rosa** City of San Benito mdelarosa@cityofsanbenito.com
Armando Garza Hidalgo County armando.garzajr.@co.hidalgo.tx.us	**Eric Davila** Hidalgo County RMA Eric.davila@hcrma.net	**Melba Schaus** TXDOT (Pharr District) Melba.schaus@txdot.gov
Nancy Sanchez Valley Metro Nsanchez@lrgvdc.org	**Antonio Zubieta** City of Brownsville Antonio.Zubieta@brownsvilletx.gov	**Jon Ray Bocanegra** McAllen Metro jbocanegra@mcallen.net
Alan Johnson Port of Harlingen Alanjohnson7@me.com	**Mark Yates** Cameron Co. Spaceport Dev. Corp Mark.yates@co.cameron.tx.us	**Ariel Chavez III** Port of Brownsville achavez@portofbrownsville.com
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APPENDIX B
METROPOLITAN AREA BOUNDARY MAP


RGVMPO METROPOLITAN AREA BOUNDARY
ADOPTED APRIL 28, 2021
RIO GRANDE VALLEY MPO
Zapata
Jim Hogg
STARR
Brooks
Hidalgo
Cameron
Willacy
Kenedy

APPENDIX C

DEBARMENT CERTIFICATION

(Negotiated Contracts)

(1) The **RGVMPO** as **CONTRACTOR** certifies to the best of its knowledge and belief that it and its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions* terminated for cause or default.

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

**federal, state or local*

7-14-21

Judge / Eddie Treviño, Jr. / Cameron County
RGVMPO Policy Committee – Chair
Rio Grande Valley Metropolitan Planning Organization

Date

APPENDIX D

LOBBYING CERTIFICATION

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS AND COOPERATIVE AGREEMENTS

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

(1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

7-14-21

Judge / Eddie Treviño, Jr. / Cameron County
RGVMPO Policy Committee – Chair
Rio Grande Valley Metropolitan Planning Organization

Date

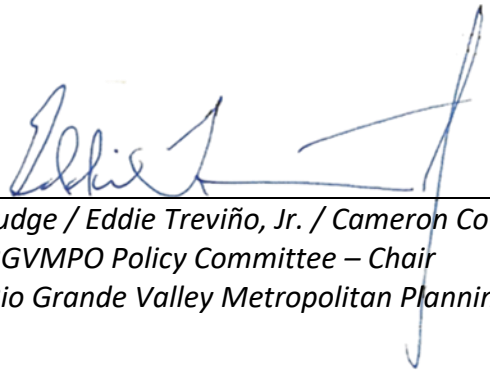
APPENDIX E

CERTIFICATION OF COMPLIANCE

I, Eddie Treviño Jr , Chairman ,
(Name and Position, Typed or Printed)

a duly authorized officer/representative of Rio Grande Valley Metropolitan Planning Organization,
(MPO)

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

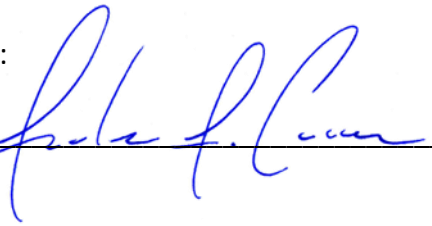


7-14-21

Judge / Eddie Treviño, Jr. / Cameron County
RGVMPO Policy Committee – Chair
Rio Grande Valley Metropolitan Planning Organization

Date

Attest:



Name

Executive Director

Title

APPENDIX F

CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

I, Eddie Treviño Jr , Chairman ,

(Name and Position, Typed or Printed)

a duly authorized officer/representative of Rio Grande Valley Metropolitan Planning Organization,

(MPO)

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

_____ 7-14-21

Judge / Eddie Treviño, Jr. / Cameron County Date
RGVMPO Policy Committee – Chair
Rio Grande Valley Metropolitan Planning Organization

Attest:

_____
Name

Executive Director
Title

Rio Grande Valley
Metropolitan Planning Organization

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Official Bylaws of the Transportation Policy Board (TPB)

Designated Metropolitan Planning Organization for the Rio Grande Valley

REVISIONS:
August 30, 2023
September 29, 2021
April 28, 2021
June 26, 2019
May 23, 2019

Transportation Planning Policy Board
Rio Grande Valley Metropolitan Planning Organization

PREAMBLE

Articles of Organization

WHEREAS the Federal Aid Highway Act of 1962 required a continuing, comprehensive transportation planning process carried on cooperatively by the State and local communities of each urban area of more than 50,000 population in order to qualify transportation projects for federal aid, and;

WHEREAS, in the Rio Grande Valley area the transportation study process was established by agreement among the local governments and the State of Texas for the purpose of developing suitable transportation plans, with the prospectus for the Rio Grande Valley Metropolitan Planning Organization (RGVMPO) (FY 2020) establishing the organization and composition of the Transportation Policy Board (TPB), and;

WHEREAS, the RGVMPO shall work for the designated area, and;

WHEREAS the main functions of the Transportation Policy Board shall be to provide policy guidance to the transportation planning process, approve the Metropolitan Transportation Plan (MTP), Transportation Improvement Plan (TIP), the Unified Planning Work Program (UPWP), and promote the implementation of the TIP and UPWP.

Now THEREFORE, the members of this committee do hereby agree to the purposes stated in these articles of organization and do associate themselves for those purposes.

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ARTICLE I

1.01 Name

The name of this committee shall be the Transportation Policy Board of the Rio Grande Valley Metropolitan Planning Organization (RGVMPO).

1.02 Purpose

The Transportation Policy Board provides regional transportation policy guidance for those participating government entities and agencies which comprise the Rio Grande Valley metropolitan planning area (Appendix A).

a. The physical, economic, and social well-being of the region, its citizens, and business enterprises, now and in the future, is determined to a great extent by its transportation system. Therefore, decisions involving transportation systems and subsystems must consider the environmental, economic, and social impacts of the alternatives in the future development of the transportation system and must attain the principal objective of having an efficient, safe, and practical system for moving people, goods, and services in the region according to their needs.

b. A transportation system can best be planned on a large-area basis involving city, county, regional, and state jurisdictional responsibilities and a proper mix of various modes of travel.

c. Counties and cities have the local responsibility for anticipating and meeting the transportation needs for adequately moving people and goods within their jurisdictions. However, the Texas

Department of Transportation is charged, by law, with the responsibility for planning, designing, constructing, and maintaining the State Highway System. In addition, duly authorized transportation authorities are responsible for planning, developing, and operating public transportation services in their respective service areas. Under federal legislation, the RGVMPO has an expanded role in project selection, transportation project programming, and project funding.

d. Evaluation of transportation alternatives and the determination of the most desirable transportation system can best be accomplished through a Transportation Policy Board of primarily elected officials from the counties and cities in the Rio Grande Valley Region. The Transportation Policy Board will be the forum for cooperative decision making by primarily elected officials of general-purpose local governments (i.e., cities and counties) and including representatives of entities responsible for highway, toll road, mass transit improvements, and ground access to air carrier aviation.

e. The Transportation Policy Board will make recommendations involving the regional transportation system, including the regional highway system, the regional public transportation system, and the regional aviation system, to the counties and cities, the State, and the authorities for all modes of transportation. Final decisions for implementing the Metropolitan Transportation Plan will be a cooperative effort between the governing bodies of the counties and cities, the Texas Transportation Commission, the Transportation Policy Board, and the authorities.

f. The Transportation Policy Board will monitor the metropolitan transportation planning process to assure that it is conducted in a manner consistent with requirements of federal law and regulations.

g. In an attempt to fulfill the above concepts and to meet the requirements of the Federal Aid Highway Act of 1973, the Governor, on May 14, 2019, designated the RGVMPO Transportation Policy Board as the Metropolitan Planning Organization for transportation planning and to be the decision-making group for regional transportation policy for the Rio Grande Valley's urbanized areas. The Lower Rio Grande Valley Development Council (LRGVDC) serves as the fiscal agent for the MPO. As the designated Rio Grande Valley Metropolitan Planning Organization, the RGVMPO must assure that transportation planning in the urbanized area is satisfactorily coordinated and integrated with other comprehensive planning in the State Planning Region. These Bylaws and Operating Procedures set forth the manner in which the Transportation Policy Board shall fulfill its responsibilities as the cooperative transportation decision-making group of the Metropolitan Planning Organization for the Rio Grande Valley metropolitan area.

1.03 Definitions

The following definitions shall apply to terms used in these Bylaws and Operating Procedures:

a. Transportation Planning Process. The transportation planning process is the process of estimating future travel demand, identifying transportation improvement alternatives, and evaluating those alternatives and financial resources to determine the best combination of facilities and services for all modes of travel.

b. Metropolitan Transportation Plan. The Metropolitan Transportation Plan (MTP) is the delineation of projects, programs, and policies associated with highway, transit, aviation, and other multimodal facilities that would serve the projected travel demand for a forecast year. The Metropolitan Transportation Plan will include a listing of projects, policies, and programs anticipated to be funded over the next approximately 20+ years, and to be developed consistent with federal guidelines.

c. Transportation Improvement Program. The Transportation Improvement Program (TIP) is a multimodal listing of all transportation projects and programs expected to be implemented over an approximately four-year period, as well as projects that are funded but not yet ready for implementation. This includes all projects or programs which are expected to utilize federal funds and those projects or programs which will utilize other funds (state or local), including toll road projects. The TIP will be developed consistent with federal guidelines and Transportation Policy Board selection criteria.

d. Unified Planning Work Program. The Unified Planning Work Program (UPWP) is a listing of planning projects to be performed by the RGVMPO in support of a continuous, comprehensive, and coordinated transportation planning process. The UPWP also contains a listing of planning projects performed by other agencies which will have regional significance.

e. Regional Transportation System. The Regional Transportation System is the continuous network of roadways, transit services, aviation, and other multimodal facilities that provides for movement and interchange of people and goods, primarily between local jurisdictions within the region. Included in the Regional Transportation System, but are not limited to, are the Regional Highway System, Regional Public Transportation System, Regional Aviation System, International Bridges, Sea and Space Ports, and Air Carrier airports.

f. Regional Highway System. The regional highway system includes, but is not limited to, those freeways, principal and minor arterials, tollways, managed lanes, intermodal terminals, parking facilities, and autonomous passenger vehicle services which make up the system for travel by automobile or truck.

g. Regional Public Transportation System. The regional public transportation system includes, but is not limited to, light rail, commuter rail, high-speed rail, and other emerging transit technologies, local and express bus routes, rapid transit, paratransit and ridesharing services operated by public or private entities, and taxi or other for-hire transportation services.

h. Regional Aviation System. The regional aviation system includes, but is not limited to, the collective airports and vertical flight facilities in the Metropolitan Area Boundary which provide terminals for commercial air travel, general aviation, and air cargo activities.

i. Metropolitan Area Boundary. The Metropolitan Area is comprised of Cameron, Hidalgo, and Starr Counties. This area is expected to be principally urbanized by the appropriate planning horizon (approximately 20 years).

j. Primary Member. A primary member is the principal individual appointed to represent an entity or group of entities on the Transportation Policy Board.

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k. Alternate Member. An alternate member is the individual appointed to represent an entity or group of entities on the Transportation Policy Board in the absence of the primary member. An alternate member will receive all meeting materials provided to the primary member and is encouraged to attend RGVMPO Transportation Policy Board meetings on a regular basis in order to be knowledgeable on issues and prepared to vote should the primary member be unable to attend a particular meeting. In order to ensure coordination between primary and alternate members, all information requests by the alternate member should be coordinated through the primary member.

l. Fiscal Agent. The fiscal agent for the RGVMPO is the entity responsible for providing fiscal, human resource and staff support services to the RGVMPO. The responsibilities of the fiscal agent are to maintain required accounting records for state and federal funds consistent with current federal and state requirements; to provide all appropriate funding, as identified by fiscal year in the RGVMPO, to allow the RGVMPO staff to effectively and efficiently operate the program, to provide human resource services to the RGVMPO, to provide benefits for the RGVMPO staff that shall be the same as the fiscal agent normally provides its own employees, or as determined through an agreement between the RGVMPO Transportation Policy Board and the fiscal agent. Costs incurred by the fiscal agent for these benefits shall be reimbursed by the RGVMPO, may establish procedures and policies for procurement and purchasing in cooperation with the RGVMPO Transportation Policy Board.

m. Fiscal Year. The fiscal year for the RGVMPO shall be from October 1st to September 30th.

1.04 Code of Ethics

Voting members of the RGVMPO Transportation Policy Board must adhere to the ethical standards required of MPO members, as identified in Texas Senate Bill No. 585. Also, RGVMPO staff members and Technical Advisory Committee shall adhere to the ethical standards required of MPO employees, as identified in Texas Senate Bill No. 585.

These standards state that RGVMPO employees, members of Technical Advisory Committee, and/or voting members of the RGVMPO Transportation Policy Board are prohibited from engaging in the following:

1. Accepting or soliciting any gift, favor or service that might reasonably tend to influence he/she in the discharge of official duties, or that he/she should know is being offered with the intent to influence the his/her official conduct;

2. Accepting employment or engaging in a business or professional activity that he/she might reasonably expect would require or induce he/she to disclose confidential information acquired by reason of the official position;

3. Accepting employment or compensation that could reasonably be expected to impair his/her judgment in the performance of his/her official duties;

4. Making personal investments that could reasonably be expected to create a substantial conflict between the his/her private interest and the public interest;

5. Intentionally or knowingly solicit, accept or agree to accept any benefit for having exercised his/her official powers or performing his/her official duties in favor of another.

To ensure that RGVMPO employees, members of the Technical Advisory Committee, and RGVMPO Transportation Policy Board members are made aware of this RGVMPO ethics policy, the RGVMPO Executive Director shall furnish a copy of the RGVMPO Bylaws, (with this ethical standards section), to all new RGVMPO Transportation Policy Board members and Technical Advisory Committee members no later than the third business day after the person qualifies for office. Further, the RGVMPO Executive Director shall furnish a copy of the RGVMPO Bylaws, (with this ethical standards section), and to all new RGVMPO employees no later than the third business day after the person begins employment.

In addition, the RGVMPO Executive Director shall develop and distribute an Ethical Standards Affidavit. This affidavit is to be signed by all MPO Policy Committee members, Technical Advisory Committee members and MPO employees.

1.05 Membership of the Transportation Policy Board

Based upon the 2010 Census, the composition of the Transportation Policy Board (TPB) voting membership is as follows:

There shall be an initial thirty-one (31) -**VOTE** Transportation Policy Board as set forth and structured as provided below. The signatories identified below to the Re-designation Agreement will be required to make any changes to the Re-designation Agreement (i.e., changes cannot be made by simply amending the bylaws). The Transportation Policy Board structure shall be as follows:

a. The signatory cities are allocated board votes as follows: Brownsville - 4, McAllen - 3, Harlingen - 2, Edinburg - 2, Pharr - 2 and Mission - 2. All other cities over fifty thousand (50,000) population are allocated one (1) board member.

b. Cities with a population over fifty thousand (50,000) are allocated one or more **VOTES** on the Transportation Policy Board, along with the two (2) counties and other transportation partners.

c. Cities will be given membership on the Transportation Policy Board based on one (1) member with one vote once the city reaches fifty thousand (50,000) population in an official census (the federal threshold for the creation of an MPO) and one (1) additional **VOTE** for each additional fifty thousand (50,000) population bracket marker reached. By way of example, McAllen would be given three (3) **VOTES** to start, with an additional one (1) **VOTE** once the city population reaches one hundred and fifty thousand (150,000).

d. Counties will be assigned **VOTES** as follows: Cameron County - five (5) **VOTES**; Hidalgo County - seven (7) **VOTES.** Counties will add one (1) **VOTE** when population reaches five hundred thousand (500,000) population bracket marker, i.e., Cameron County will receive one (1) additional **VOTE** at five hundred thousand (500,000); Hidalgo County will receive one (1) additional **VOTE** at one million (1,000,000) mark.

e. For Cameron County's five (5) VOTES, one of their allotted VOTES shall be an elected official or City Manager from the governing body of the next largest city in the county that is not otherwise represented on the Transportation Policy Board (currently San Benito).

f. All population requirements will be determined based on the most recent U.S. Decennial Census. Transportation Policy Board membership shall be adjusted following publication of each official decennial census. The total initial board membership will be thirteen (13) members with thirty-one (31) corresponding **WEIGHTED VOTES**, as set forth in Table 1.

g. Smaller cities are represented through the vote of the county in which it is located, through non-voting membership, or through the Technical Advisory Committee.

h. Additional ex-officio members may be added. Ex-officio members do not vote or count for the purposes of a quorum.

i. The Chair and Vice Chair will be from the entities that are the local government signatories to the Re-designation Agreement: Cameron County, Hidalgo County, Cities of Brownsville, Edinburg, Harlingen, McAllen, Mission, Pharr. The Chair and Vice Chair will also be Transportation Policy Board members. The Chair and Vice Chair must come from different counties and rotate at the end of the two (2) year terms.

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Table 1. Transportation Policy Board

	2020 Population by City	Members	Weighted Votes
Hidalgo County	870,781	1	7
City of Brownsville	186,738	1	4
Cameron County	421,017	1	4
City of McAllen	142,210	1	3
City of Edinburg	100,243	1	3
City of Mission	85,778	1	2
City of Pharr	79,715	1	2
City of Harlingen	71,829	1	2
City of San Benito *(*reference section 1.05, e.)*	24,861	1	1
Starr County	65,920	1	1
Cameron County RMA		1	1
Hidalgo County RMA		1	1
Valley Metro		1	1
TxDOT Pharr District		1	1
Additional cities (N=number of cities that reach the 50,000-population threshold)			
Total		14	*33

j. Title 23, U.S.C. Section 134(d) (2) outlined the membership goal stating that Transportation Policy Boards shall consist of local elected and appointed officials. Therefore, member entities shall appoint elected and appointed officials to the Transportation Policy Board. In the event an elected official is unseated from their elected status, their term on the Transportation Policy Board will end at the next Annual Meeting. All Transportation Policy Board members are appointed and may be removed by their Governing Body at any time. Additionally, if a Transportation Policy Board member will be unable to attend a meeting, that member may, in writing, appoint a voting proxy to vote in his stead and be counted for quorum purposes.

k. Each of the following agencies or offices shall be represented by one (1) non-voting member and they shall be referred to as ex-officio members:

i. United States Senators, United States Representatives, State Senators, and State Representatives, serving the RGVMPO area.
ii. Federal Highway Administration
iii. Federal Transit Administration
iv. Texas Commission on Environmental Quality
v. Federal Aviation Administration
vi. Lower Rio Grande Valley Development Council (LRGVDC)
vii. Others, as may be appropriate

l. Individuals serving on this Transportation Policy Board shall be designated in writing by the following:

County Member	County Commissioners' Court
City Members	Mayor, City Council, or City Manager
Cameron County RMA	CCRMA Board of Directors
Hidalgo County RMA	HCRMA Board of Directors
Valley Metro	LRGVDC Board of Directors
TxDOT Pharr District	Pharr District Engineer

m. Attendance records of the Transportation Policy Board meetings shall be kept in accordance to the Open Meetings Act. These records shall be sent to members annually.

n. Members of the Transportation Policy Board who have missed two (2) consecutive meetings shall be informed of their absences by a letter from the Director. Appointing bodies will be asked if they wish to change their member representative due to the absences. Any voting member who has missed three (3) consecutive meetings shall be placed on ex-officio status and be so informed by letter from the Chairman.

o. In order for the member to regain full voting status, the suspended member must show good faith effort to regain the voting status. A good effort is attending two (2) consecutive meetings as an ex-officio member. Attendance at three (3) consecutive meetings by the member who has been placed on ex-officio status shall restore said member to full voting membership.

p. Proxies or alternates for all positions on the Transportation Policy Board will be allowed, provided all of the following conditions are satisfied:

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i. The proxy appointment must be confirmed in writing and said correspondence is to be filed and acknowledged by the RGVMPO staff.

ii. The proxy acts on behalf of and under the supervision of the Transportation Policy Board member who appointed the proxy; and

iii. The proxy member is authorized to vote for the policy member who appointed the proxy.

1.06 Technical Advisory Committee

a. The purpose of the Technical Advisory Committee is to review technical issues and develop preferred technical alternatives for Transportation Policy Board action. The following entities shall have one voting seat on the Technical Advisory Committee:

i. Each city represented on the Transportation Policy Board
ii. Cameron County
iii. Hidalgo County
iv. TxDOT Pharr District
v. Valley Metro
vi. Brownsville Metro
vii. McAllen Metro
viii. Navigation District: Port of Brownsville, Port of Harlingen, Port Isabel - San Benito Navigation District
ix. Airports: Valley International Airport, Brownsville/South Padre Island International Airport, McAllen International Airport, South Texas International Airport
(Note: Airports shall be represented by each corresponding city and shall not have a specific member appointed or additional vote.)
x. Cameron County RMA
xi. Hidalgo County RMA
xii. Cameron County Spaceport Development Corporation

b. The following entities shall have one non-voting seat on the Technical Advisory Committee: Lower Rio Grande Valley Development Council, Federal Highways Administration, and Federal Transportation Administration. TxDOT may appoint up to two non-voting members.

c. Individuals serving on this Technical Advisory Committee shall be designated in writing by the appointing jurisdiction.

d. Non-voting entities are welcome to participate in discussions as ex-officio members. Ex-officio members can become voting members if the need develops and the action is approved by the RGVMPO Transportation Policy Board.

e. Alternates will be allowed to vote in the place of the member they are representing provided they are designated in writing prior to the start of any Technical Committee Meeting.

f. Other Sub-committees may be established by the RGVMPO Transportation Policy Board as deemed necessary, including specifying the membership and duration of each. Transportation Policy Board members and Technical Advisory Committee members may be designated for sub-committee membership.

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1.07 Regular Meetings

a. Frequency: Regular meetings will be called on a schedule with a specific time and day to be determined by the RGVMPO Transportation Policy Board at its first meeting with at least four (4) public meetings per year.

b. Method of Calling Special Meetings:

   i. The Chair and Vice-Chair collectively may call meetings.

   ii. Any six (6) members may request that a meeting be called by written request to the Chair.

c. Meeting Notices

   The RGVMPO Executive Director or his/her designee will be responsible for all meeting notices and publicity. Specifics of the meeting will be provided to each Transportation Policy Board member in writing and to the general public in accordance with the provisions of the Texas Open Meetings Act. The Transportation Policy Board members will be notified of all meetings at least three (3) days prior to the meeting, other than emergency meetings which will be called in accordance with the Open Meetings Act.

d. Meeting Facilities

   The RGVMPO Transportation Board shall designate the location for the meetings. It will be the responsibility of the RGVMPO Executive Director or his/her designee to make arrangements for the meeting place.

e. Minutes

   The RGVMPO Executive Director or his/her designee shall keep a record of the proceedings of the board. These minutes will be recorded and summarized in writing.

1.08 RGVMPO Executive Director

a. The RGVMPO Transportation Policy Board shall be responsible for establishing staffing needs and hiring, supervising, terminating, annual evaluation and establishing salary compensation of the RGVMPO Executive Director.

   The RGVMPO Executive Director shall serve at the pleasure of the RGVMPO Transportation Policy Board, performing all duties assigned and implementing all resolutions adopted by the RGVMPO Transportation Policy Board. The RGVMPO Executive Director shall at all times provide all information to the entire RGVMPO Transportation Policy Board.

b. In addition, the RGVMPO Executive Director:

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i. Shall be responsible for general management, hiring and termination of employees, and day-to-day operations of the RGVMPO under applicable policy and law;

ii. Will make presentations to the RGVMPO Transportation Policy Board on pending issues and provide the staff support necessary to enable the smooth functioning of both the RGVMPO Transportation Policy Board and the RGVMPO Technical Committee meetings;

iii. Assure compliance with federal and state transportation planning regulations and provide certifications to the appropriate funding agencies;

iv. Administer and coordinate RGVMPO activities with member agencies and the Texas Department of Transportation;

v. Provide staff support for the RGVMPO Transportation Policy Board and the RGVMPO Technical Advisory Committee;

vi. Prepare the RGVMPO Transportation Policy Board meeting agenda and distribute it accordingly;

vii. The RGVMPO Executive Director may delegate the foregoing duties and responsibilities as the Executive Director deems appropriate provided such delegation does not conflict with applicable law or any express direction of the RGVMPO Transportation Policy Board;

c. Interim RGVMPO Executive Director. The RGVMPO Transportation Policy Board may designate an Interim RGVMPO Executive Director to perform the duties of RGVMPO Executive Director during such times as the position of Executive Director is vacant. The Interim RGVMPO Executive Director need not be an employee of the RGVMPO.

1.09 Contracts and Purchases

All contracts and purchases on behalf of the RGVMPO shall be entered into and made in accordance with rules of procedure prescribed by LRGVDC as the fiscal agent and applicable laws and rules of the State of Texas.

1.10 Sovereign Immunity

The RGVMPO will not by agreement or otherwise waive or impinge upon its sovereign immunity or of any constituent member.

1.11 Quorum

Sixty-five percent (65%) of the weighted vote, and a minimum of six (6) members of the RGVMPO Transportation Policy Board (excluding ex-officio members) must be present to constitute a quorum.

If sixty-five percent (65%) of the weighted vote of the RGVMPO Transportation Policy Board is a partial number, said number shall be rounded up to the nearest whole number (33 weighted votes).

1.12 Vote of the Membership

a. A supermajority seventy-five percent (75%) of the quorum is sufficient to authorize action of the RGVMPO Transportation Policy Board.

b. The RGVMPO Executive Director or his/her designee will serve to validate membership credentials.

c. Bylaws may be amended by independent action of the Transportation Policy Board within the time limit set by the Transportation Policy Board for approval of the proposed amendment. Voting may be at a meeting or by written ballots delivered within the time limit set by the RGVMPO Transportation Policy Board to receive written ballots. The following is required to amend the bylaws:

   i. A supermajority seventy-five percent (75%) of the full RGVMPO Transportation Policy Board (regardless of presence or quorum) must agree to adopt the amendment; and,

   ii. The supermajority voting to adopt the amendment must include all RGVMPO Transportation Policy Board members from Cameron County, Hidalgo County, Cities of Brownsville, Edinburg, Harlingen, McAllen, Mission, Pharr voting for the amendment.

The bylaws may not be amended to change the composition of the RGVMPO Transportation Policy Board or sub-region allocation. Any change to these items can be made only by amendment to the Re-designation Agreement requiring the agreement to all of the signatories thereto.

1.13 Lower/Central/Upper RGV Subregion Funding Split

a. All funding distributions and scenarios shall be in compliance with federal and state laws and regulations. Should funding distribution not be in compliance, funding shall be distributed by the RGVMPO Transportation Policy Board in a manner consistent with this Re-designation Agreement, RGVMPO bylaws and federal and state statutes and regulations.

b. The boundaries of sub-regions will be automatically adjusted to include any changes in Census Designated Urbanized Areas. Any other changes in the boundaries of the sub-regions must be approved by the Transportation Policy Board members and a majority of the signatories from the affected sub-region. The creation of any new sub-region by the addition of territory not originally included in the RGVMPO must be approved by a majority of Transportation Policy Board members and the signatories.

c. Assuming that anticipated funding does not change for the life of the projects, the RGVMPO will honor all the existing projects currently within the Unified Transportation Program (UTP) period (2020-2029) of the three (3) existing MPOs. Beginning with the 2020 UTP the RGVMPO will select projects utilizing their project selection procedures as funding becomes available.

d. The RGVMPO is divided into three (3) sub-regions for the distribution of Category 2 (including all funds allocated through the Category 2 formula) and Category 7 funds to the region. The Lower RGV Sub-region consists of the eastern portion of Cameron County that lies within the

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Metropolitan Planning Area. The Central RGV Sub-region consists of the western portion of Cameron County that lies within the Metropolitan Planning Area. The Upper RGV Sub-region consists of all of Hidalgo County which is also within the Metropolitan Planning Area. To ensure an equitable distribution of funding between the three (3) sub-regions the RGVMPO Transportation Policy Board applies a funding distribution that fairly credits each sub-region within all applicable federal and state laws.

e. The sub-allocation of funding to each sub-region will be determined using the Category 2 Transportation Management Area funding formula as provided in the Texas Administrative Code Title 43, Park 1, Chapter 1, Subchapter D, Rule 16.154 or as amended hereafter by action of the Texas Transportation Commission. Any change to the sub-allocation of funding sources or sub-allocation funding formula must be approved by a majority of the Transportation Policy Board members and a majority of the signatories from the effected sub-region.

ARTICLE II

2.00 Officers

2.01 Chair

The Chair shall be chosen by a simple majority vote of the membership present at the election with a quorum established. The Chair shall perform the duties usually assigned to the office, such as preside at all meetings of this committee, be an ex-officio member of any subcommittee formed within this body and vote as a regular member of the board.

2.02 Vice Chair

The Vice Chair shall be chosen by a simple majority vote of the membership present at the election with a quorum established. In the absence of, or in case of the inability of the Chair to act it shall be the duty of the Vice Chair to perform all the duties of the Chair.

2.03 Term of Office

Both the Chair and the Vice Chair shall serve two (2) year terms. In any given term, the Chair shall be from either Cameron County or Hidalgo County with the Vice Chair being from the other county and succeeding the Chair when the Chair's term is complete. No one can serve twice unless all board members have served at least once.

2.04 Time of Election

After the initial election of officers, the officer election will be held during the first meeting after the beginning of the defined fiscal year.

2.05 Special Elections

In the event the Chair is unable to serve, the Vice Chair shall assume the office of Chair and call a special election at the next regular, special, or Annual Meeting to fill the office of Vice Chair for the remaining portion of the term. Should the Vice Chair be unable to serve, the RGVMPO Executive Director or his/her designee shall call a special election at the next regular, special, or Annual

Meeting

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the RGVMPO Executive Director or his/her designee shall call a special election at the next regular, special, or Annual Meeting to fill these vacancies for the remaining portion of the term.

Approved

These bylaws were approved by a two-thirds affirmative vote of the voting members of the RGVMPO Transportation Policy Board with a quorum present on the **26** day of **June**, 2019.

_____, **Chair**

_____, **RGVMPO Executive Director**

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These bylaws were amended by a two-thirds affirmative vote of the voting members of the RGVMPO Transportation Policy Board with a quorum present on the **30th** day of **August,** 2023.

_____, **Chairman**

_____, **Vice Chairman**

_____, **RGVMPO Executive Director**

RESOLUTION 2021-16

SUBJECT: APPROVAL OF BY LAW AMENDMENT
WEIGHTED VOTE STRUCTURE

WHEREAS, the Rio Grande Valley Metropolitan Planning Organization (RGVMPO), Transportation Planning Board (TPB) is the designated agency for the Transportation Planning in the Transportation Management Area; and

WHEREAS, the RGVMPO has adopted a set of Bylaws that provide guidance for the Transportation Policy Board and staff; and

WHEREAS the Bylaws clarify that *Cities will be given membership on the Transportation Policy Board based on one (1) member with one vote once the city reaches fifty thousand (50,000) population in an official census (the federal threshold for the creation of an MPO) and one (1) additional **VOTE** for each additional fifty thousand (50,000) population bracket marker reached*, and Edinburg's official decennial census for 2020 has reached 100,243 persons, and

WHEREAS the Bylaws state that *All population requirements will be determined based on the most recent U.S. Decennial Census. Transportation Policy Board membership shall be adjusted following publication of each official decennial census.*

NOW THEREFORE, BE IT RESOLVED, that the Rio Grande Valley Metropolitan Planning Organization Transportation Planning Board (RGVMPO) agreed by a majority vote to approve the additional weighted vote to the city of Edinburg, **thus granting 1 additional vote, or a total of 3 weighted votes at the Policy Board.**

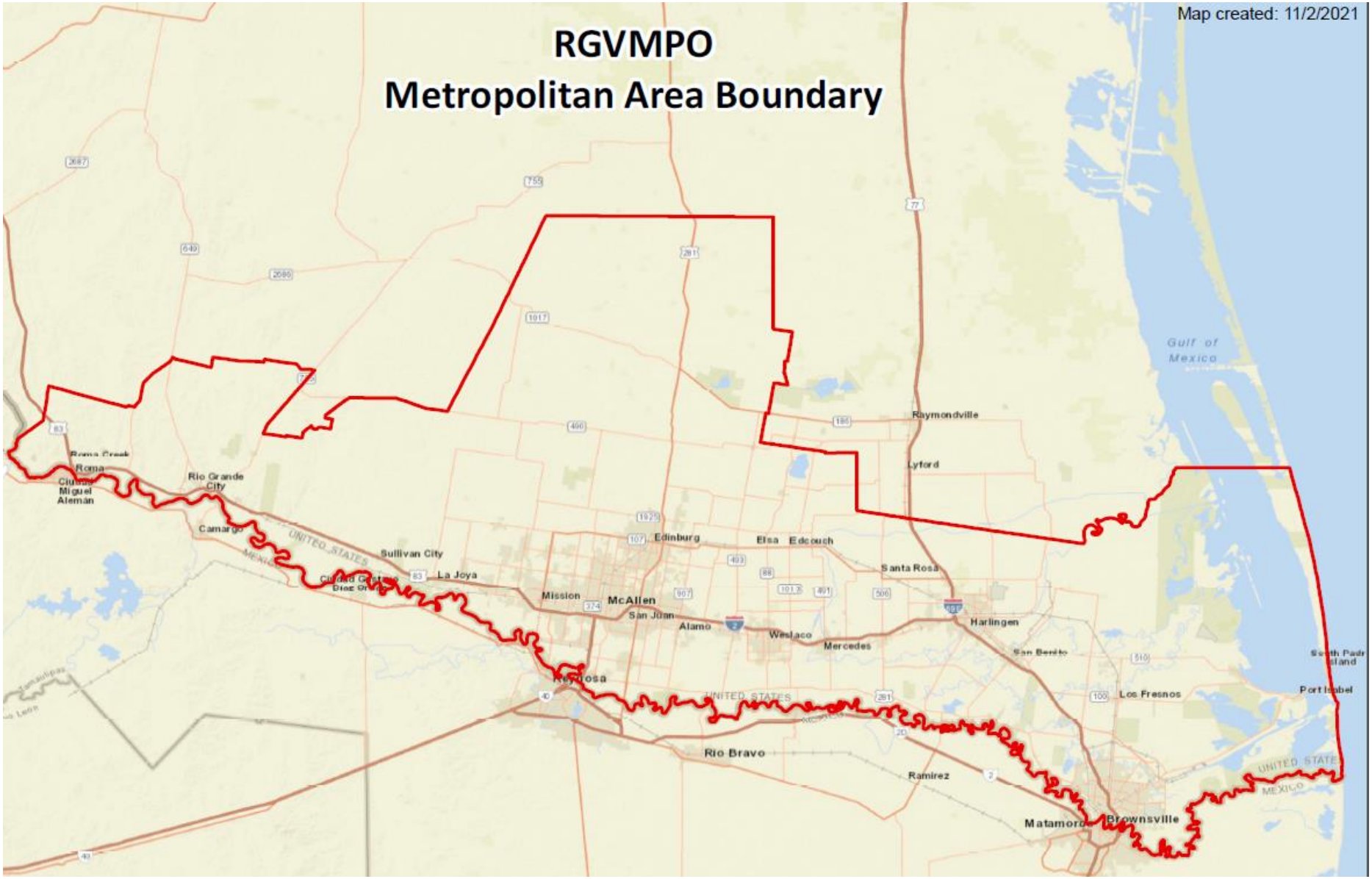
APPROVED this 29th day of September 2021.

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

Pedro "Pete" Alvarez
District Engineer
TxDOT – Pharr District

Andrew A. Canon
Executive Director
RGVMPO

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RGVMPO
Metropolitan Area Boundary
Map created: 11/2/2021
Gulf of Mexico
Raymondville
Lyford
Rio Grande City
Roma
Camargo
Sullivan City
La Joya
Edinburg
Elsa
Edcouch
Santa Rosa
Mission
McAllen
San Juan
Alamo
Weslaco
Mercedes
Harlingen
San Benito
Los Fresnos
Port Isabel
Rio Bravo
Ramirez
Matamoros
Brownsville
UNITED STATES
MEXICO

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

REQUEST FOR PROPOSALS (RFP) TITLE: Weslaco, TX Southwest Loop Planning Corridor/Alignment Study

Introduction

The scope of this project is to outline the activities, deliverables, and responsibilities involved in conducting a planning study for the proposed Southwest Loop around the City of Weslaco, with the extension of Section 1 limits north to Interstate Highway 2 (IH-2). This study aims to assess the feasibility and potential impacts of the project, considering various factors and providing recommendations for further development.

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

Schedule of Events**

RFP Release	Sunday, September 3, 2023
Deadline for Submittal of Questions	Friday, September 29, 2023 @ 4:00pm (CTZ)
Release of Response to Questions	Friday, October 6, 2023
Deadline for Submission of Proposals	Friday, October 27, 2023 @ 5:00 pm (CTZ)
Anticipated award date	Thursday, December 14, 2023 (subject to change)
Contract Begins	Upon acceptance of the award and starting date is agreed on
Anticipated contract completion date	Friday, December 27, 2024 (subject to change)

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

SUBMISSION OF PROPOSALS:

Ten (10) original Technical Proposals and One Electronic must be sealed and submitted as the offeror's response, subject to the terms and conditions of this Request for Proposals to:

(If hand delivered)

Asst. Director of Bus. Operations
LRGVDC
301 W Railroad
Weslaco, Texas 78596

RFP Title: Weslaco, TX Southwest Loop Planning Corridor/Alignment Study

(If Mailed)

Asst. Director of Bus. Operations
LRGVDC
301 W Railroad
Weslaco, Texas 78596

RFP Title: Weslaco, TX Southwest Loop Planning Corridor/Alignment Study

All proposals must be received in the offices of the LRGVDC no later than 5:00 P.M. Central Time, Friday, October 27, 2023. The RGVMPO/LRGVDC is not responsible for lateness or non-delivery of mail, carrier, etc., and the date/time stamp at the receptionist area of the LRGVDC shall be the official time of receipt. Proposals received late will not be returned.

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

Part I GENERAL INFORMATION

1.1 Introduction

The RGVMPO/LRGVDC, in close cooperation with the TxDOT, currently performs the transportation planning for the Metropolitan Area Boundary (MAB) within the Cameron, Hidalgo, and Starr County area.

The RGVMPO/LRGVDC is seeking a qualified consulting firm to develop a Weslaco Southwest Loop Planning Corridor/Alignment Study.

Selected Respondent ["Selected Consultant" or "Consultant", where singular includes plural of both terms] must be prepared to begin performance of any contract resulting from issuance of this RFP, after December 14, 2023.

1.2 The RGVMPO/LRGVDC Responsibilities

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

All proposals will become part of the RGVMPO/LRGVDC's official procurement files and will be available for public inspection. The RGVMPO/LRGVDC will work with the Selected Consultant to help ensure that the Weslaco Southwest Loop Planning Corridor/Alignment Study will be of the highest quality and acceptable to the RGVMPO/LRGVDC.

1.3 Respondent Responsibilities

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

1.4 Point of Contact

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

1.5 Written Questions and Official Responses

All Inquiries and Questions concerning this RFP must be made in writing and addressed to the Asst. Director of Bus. Operations no later than Friday, September 29, 2023 @ 4:00pm (CTZ). **Telephone inquiries will not be accepted**. Questions may be submitted via Email to lrgvdc@lrgvdc.org The LRGVDC will post its responses to the questions received by the deadline electronically on the LRGVDC's procurement web page http://www.lrgvdc.org/procurement.html on or about Friday October 6, 2023, or as soon thereafter as practical. The LRGVDC will email copies of its official responses to those respondents specifically requesting a copy by E-mail.

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

1.6 Deadline for Submission of Proposals; Copies

Ten (10) original Technical Proposals, one Cost Proposal, and one Electronic copy must be submitted to and received by the LRGVDC Asst. Director of Bus. Operations no later than Friday, October 27, 2023 @ 5:00 pm (CTZ). Faxed responses are not acceptable. Proposals received after the deadline will not be accepted. The LRGVDC will not consider proposals from respondents that do not submit timely proposals. Respondents are solely responsible for verifying the LRGVDC's receipt of their proposals by the deadline specified above. Late proposals will not be considered under any circumstances.

1.7 Right to Amend, Modify or Withdraw the RFP

The RGVMPO/LRGVDC reserves the right, in its sole discretion, to amend, or modify any provisions of this RFP, or to withdraw this RFP, at any time prior to the award of the Weslaco, TX Southwest Loop Planning Corridor/Alignment Study, if it is in the best interest of the LRGVDC and RGVMPO. The decision of the RGVMPO/LRGVDC, or its designee, shall be administratively final in this regard.

1.8 Time

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

Part II PROJECT SCOPE

2.1 Scope of Services

The scope of this project is conducting a planning study for the proposed Southwest Loop around the City of Weslaco as shown on the attached location map. The limits of Section 1, as described on the Metropolitan Transportation Plan (MTP) should be extended north to Interstate Highway 2 (IH-2). The main objectives of the planning study are as follows:

1. Evaluate the need and rationale for the Southwest Loop project in Weslaco.

2. Analyze the current transportation infrastructure, traffic patterns, and projected growth in the study area.

3. Identify potential benefits and challenges associated with the proposed project.

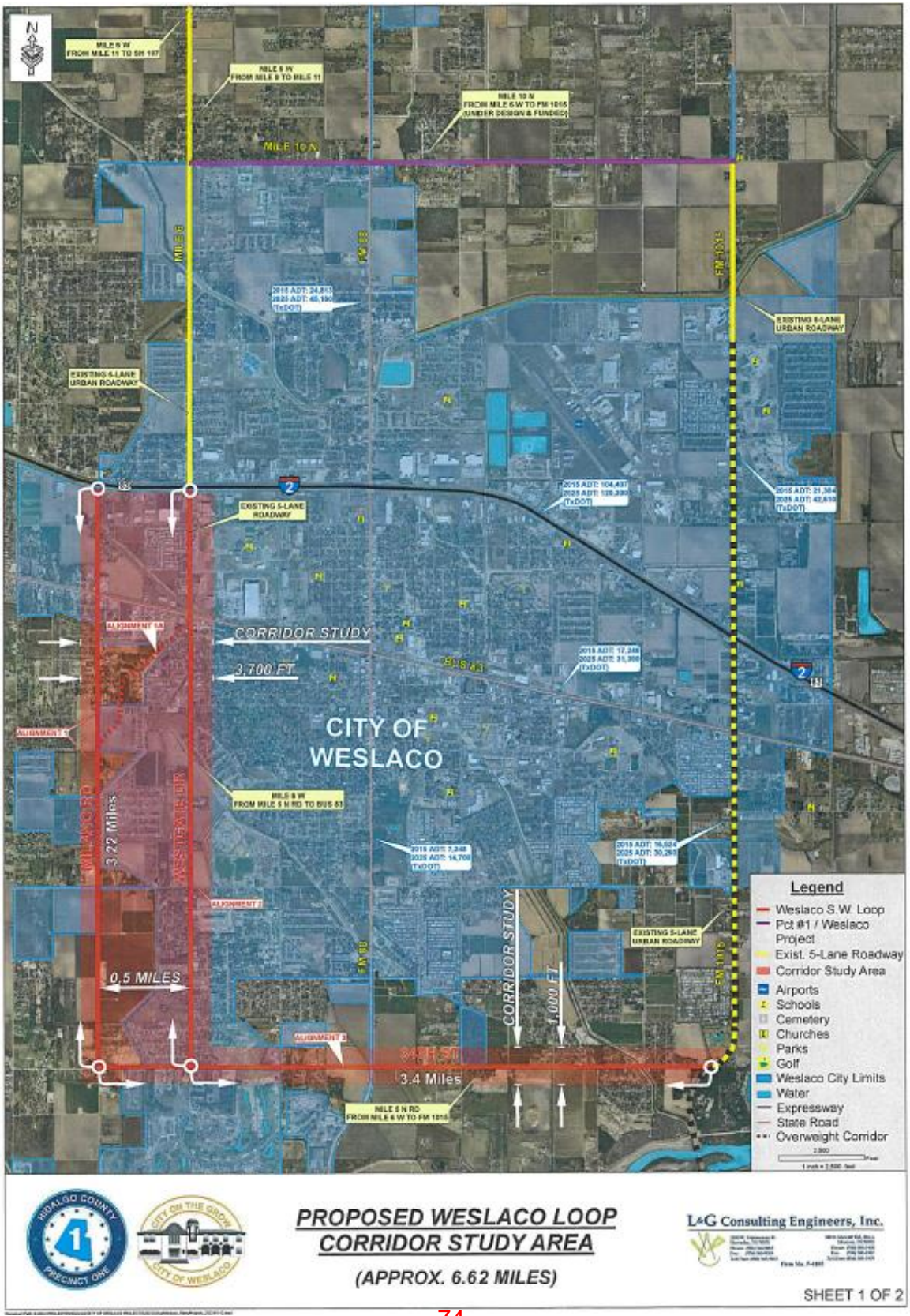
4. Assess the environmental, social, and economic impacts of the Southwest Loop.

5. Engage with key stakeholders, including local government agencies, transportation authorities, environmental organizations, community representatives, and the public. Stakeholder input will be sought throughout the study process to ensure their concerns and perspectives are considered.

6. Provide recommendations for further stages of the project based on the study's findings.

SECTION 1: On Mile 6 W (Westgate Dr.)
From: Business 83
To: Mile 5 N
MTP#HC-321
CSJ: 0921-02-469
Functional Classification: Major Collector

SECTION 2: On Mile 5 N (34th Street)
From: FM 1015
To: Westgate Dr. (Mile 6 W)
MTP #HC-320
CSJ: None Available
Functional Classification: Minor Collector



Part III PROPOSAL EVALUATION AND SELECTION PROCESS

3.1 Evaluation Process

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

The TPRC members will independently review all proposals for compliance and thoroughness. Upon completion of the independent reviews each TPRC member will individually score each proposal. Then the TPRC will meet to collect all scores and aggregate the scores from all members and rank the technical proposals.

After the technical proposals have been ranked, the TPRC will have the option to interview the top three (3) consultant(s) or recommended the consultants to present their proposal at the Technical Advisory Committee (TAC). After the interviews have been conducted, the TPRC will then prepare and make a recommendation of the top three (3) ranked Technical Proposals to the TAC. After the recommendations have been presented to the TAC, the Transportation Policy Board will have the final decision on the selection of the Technically Preferred Consultant.

3.2 Evaluation Criteria

The evaluation criteria will consist of three parts.

3.2.1 Scoring of the Technical Proposal

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

The scoring of the proposal will follow the below criteria:

Planning Project Proposal Scoring Criteria	
Project Understanding	**25%**
Scope of Services	**25%**
Project Managers/Staff Qualifications	**20%**
Knowledge of Rio Grande Valley	**15%**
Firm Qualifications/Consultant References	**10%**
Project Schedule	**5%**

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

3.2.2 Oral presentation and Question and Answer Session

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

3.2.3 Final Tabulation

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

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

3.3 Selection Process

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

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

Part IV DELIVERABLES AND PERFORMANCE CRITERIA

4.1 Project Deliverables

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

1. Comprehensive report detailing the study's methodology, data analysis, findings, and recommendations.

2. Environmental impact assessment report.

3. Traffic analysis and projections report.

4. Public engagement summary, documenting feedback and responses from stakeholders.

Part V TECHNICAL PROPOSAL REQUIREMENTS

The required contents and limitation for preparation of the technical proposal are described in this section. Failure to provide the requested information or adhere to any state limitations may result in disqualification of the submitted proposal. A total of ten (10) original copies of the technical proposal, One Cost Proposal, and One Electronic version must be submitted to the address given in the cover letter.

5.1 Requirements

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

5.1.1 Understanding of the Proposed Project

This section should demonstrate the consultants' understanding of the project needs, the work required, and any local issues or concerns.
This description should be concise, candid, and is limited to 3 pages in length.

5.1.2 Proposed Work Plan

The consultant should present the proposed work plan necessary to complete the work itemized under the scope of service. The proposed work plan should address each of the specific work elements described in the scope of service, but the consultants may propose additional work beneficial to the Weslaco Southwest Loop Planning Corridor/Alignment Study. Where appropriate, the methodology to be used to accomplish a specific task should be described. There is no page limitation for this section, but consultants are encouraged to be concise.

5.1.3 Schedule

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

5.1.4 Firm Qualifications

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

5.1.5 Personnel and Staffing

The consultant should provide an organizational chart for the project and a summary paragraph of the project work to be performed by each proposed staff member. Biographic summaries that highlight the experience relevant to the specific project responsibilities should be provided for all proposed

personnel.

This section should highlight personnel's experience with corridor studies. There is a one (1) page limitation for each biographic summary provided.

5.1.6 Required Certification and Submittal

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

5.1.7 Tools, Equipment and Supplies

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

5.2 Items available to the Selected Consultant

The RGVMPO may provide Geographic Information Systems (GIS) data, transportation data, and planning documents as necessary.

Part VI TECHNICAL PROPOSAL FORMAT

6.1 Introduction

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

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

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

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

6.2 General Organization of Proposal Contents

6.2.1 Transmittal Letter

Respondent must submit with its proposal a transmittal letter that identifies the entity submitting the proposal and includes a commitment by the entity to provide the services required by the LRGVDC and the RGVMPO. The transmittal letter must state

that the proposal is valid for ninety (90) days after the deadline for delivery of the proposals to the LRGVDC. Any proposal containing a term of less than ninety (90) days for acceptance from this deadline will be rejected as nonresponsive.

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

6.2.2 Executive Summary

Respondent must provide an executive summary of its proposal and a

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

6.2.3 Proposed Subcontractor(s) Identifying Information and Statements

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

Part VII COST PROPOSAL FORMAT AND REQUIREMENTS

7.1 Cost Submittal

Cost Proposal to be submitted in a separate and sealed envelope. Respondent must include with its proposal all proposed costs for the Plan, including personnel costs, travel, and all other out of pocket expenses required to perform the Plan. Respondent must include in its cost proposal all costs and expenses associated with its attendance at and participation in, all meetings as requested in this RFP. Proposed costs must be detailed by proposed respondent and subcontractor personnel to provide services under the Plan Contract. Selected Consultant must provide any equipment, software, data communication lines, or other materials required to complete the Project.

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

7.2 Cost Proposal Requirements

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

Additionally, the base hourly rates proposed by the main contractor by labor discipline must fall within a standard deviation (+/- 25%) of the acceptable rates obtained from the 2021 US Department of Labor Bureau of Labor Statistics by National Occupational Employment and Wage Estimates. For example, the average hourly rate for a traffic engineer (Occupation Code 17-2199) is listed as $51.83, so the proposed rate must be between $38.87 - $64.79. Please see the following link for the allowable range for the hourly rates for all applicable occupations:
https://www.bls.gov/oes/current/oes_stru.htm

Part VIII GENERAL TERMS AND CONDITIONS

8.1 Rejection of Proposal Response

The LRGVDC may reject a proposal response if:

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

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

8.2 Withdrawal or Modification of Proposal Responses

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

8.3 Clarification/Exceptions to Proposal Specifications

Any consultant in doubt as to the true meaning of the specifications, or other proposal documents or any part thereof, may submit a request for clarification to LRGVDC on or before **Friday, September 29, 2023 @ 4:00pm (CTZ)**. All such requests shall be made in writing and the person submitting the request shall be responsible for its prompt delivery.

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

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

8.4 Protest Procedures

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

- Name, mailing address and business phone number of the complainant
- Appropriate identification of the RFP being questioned

- A precise statement of reasons for the protest
- Supporting exhibits, evidence or documents to substantiate any claims

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

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

8.5 Commencement of Work

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

8.6 Inquiries and Administrative Guidance Questions

on this RFP must be sent to the following email:

Lower Rio Grande Valley Development Council
Emailed to lrgvdc@lrgvdc.org

Copies of all correspondence of a contractual nature should be sent clearly marked on both the document as well as the covering envelope with the RFP Name.

Deadline for questions and inquiries will be Friday, September 29, 2023 @ 4:00pm (CTZ).

LRGVDC will issue replies and any other changes by addendum (amendment) and will be posted on the LRGVDC procurement website http://www.lrgvdc.org/procurement.html. All such addenda (amendments) issued by LRGVDC prior to the time that proposals are received shall be considered part of the RFP, and the respondents must be required to consider and acknowledge receipt of such in their proposals.

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

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

Part IX **LOWER RIO GRANDE VALLEY DEVELOPMENT COUNCIL CONTRACT FORM**

Contact for Contract Administration

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

AUTHORIZED ADMINISTRATOR:

NAME: _____ TITLE: _____

ADDRESS: _____

_____

_____

TELEPHONE NO.: _____ FAX:_____

INTERNET EMAIL ADDRESS: _____

Contact for Authorized Negotiator

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

AUTHORIZED NEGOTIATOR:

This person is authorized to contractually commit your firm.

NAME: _____ TITLE: _____

ADDRESS: _____

_____

_____

TELEPHONE NO.: _____ FAX:_____

INTERNET EMAIL ADDRESS: _____

Sec.	Contract Clause	Applicability to type of Contract
1.	Fly America Requirements	When Transportation Paid FTA Funds
2.	Buy America Requirements	Value > 100k for Goods, Rolling Stock
3.	Seismic Safety Requirements	New Construction / Additions
4.	energy Conservation Requirements	All
5.	Lobbying	Construction, A/E, Services, Rolling Stocks
6.	Access to Records and Reports	Construction, A/E, Services, Rolling Stocks
7.	Federal Changes	All
8.	Recycled Products	Value > 10K In Fiscal Year
9.	Davis-Bacon and Copeland Anti- Kickback Acts	Construction > $2000
10.	Contract Work Hours and Standards Act	Construction >$2000, Stock, Operational > $2500
11.	No Government Obligation Third Parties	All
12.	Program Fraud and False or Fraudulent Statements and Related Acts	All
13.	Termination	Value > 10k
14.	Government-Wide and Suspension (Non-procurement)	Value > 25k
15.	Privacy Act	All
16.	Civil Rights Requirements	All
17.	ADA Access Requirements	All
18.	Patent and Rights in Data	Research Projects Only
19.	Disadvantaged Business Enterprise (DBE)	All
20.	Incorporation of FTA Terms	All
21.	Metric Requirements	Sealed Bid Procurements, Stock, Construction
22.	Conformance with National Architecture	Contracts and Solicitations ITS projects only
23.	Corridor Preservation	Right of Way Development
24	Veterans Employment	Capital Projects

A. DBE PROGRAM COMPLIANCE FORMS

49 CFR PART 26

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

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

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

I) Policy - It is the policy of LRGVDC that Disadvantaged Business Enterprises shall have the maximum practicable opportunity to participate in the performance of contracts. Consequently, the DBE requirements of 49 CFR Part 26, do apply to this agreement. Proposers shall use sufficient and reasonably good faith efforts to carry out this policy in the award of their subcontracts to the fullest extent, consistent with the efficient performance of this contract.

II) DBE Obligation - The contractor agrees to ensure that Disadvantaged Business Enterprises as defined in 49 CFR Part 26, Subpart D, have the maximum opportunity to participate in the performance of contracts and subcontracts. In this regard, all contractors shall take necessary and reasonable steps in accordance with 49 CFR Part 26 to ensure that Disadvantaged Business Enterprises have the maximum opportunity to compete for and perform contracts. Contractors shall not discriminate on the basis of race, color, national origin or sex.

III) Contract Goal - If the contractor is not a DBE, then the Proposer/proposer agrees that the DBE goal for this Contract will be met by subcontracts or by joint ventures with DBE's. The goal set forth for this Contract is 3% of the final Contract price, including amendments and modifications. The amount of DBE participation will be determined by the dollar value of the work performed and/or supplies furnished by DBE firms as compared to the total value of all work performed and/or supplies furnished under this Contract. The contractor shall have met this goal if the contractor's DBE participation meets or exceeds this goal.

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

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

V) Sub-contract Clauses - All Proposers and potential contractors hereby assure that they will include the above clauses in all sub-contracts which offer further sub-contracting opportunities.

VI) Acceptable Good Faith Efforts - "Good faith efforts" means efforts to achieve a DBE goal or other requirements of LRGVDC's DBE Program Plan which by their scope, intensity, and appropriateness to the objective, can reasonably be expected to fulfill the goal program requirement. If any Proposer fails to meet the DBE goals for this solicitation, the Proposer shall submit, with the Proposal, proof of good faith efforts, using the guideline listed in Appendix A of 49 CFR 26, along with a written statement of efforts made and reasons for not meeting said goals.

General Instructions

IMPORTANT! READ CAREFULLY!

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

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

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

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

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

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

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

LRGVDC FORM (A) DBE FORM 1

Weslaco, TX Southwest Loop Planning Corridor/Alignment Study

DBE SCHEDULE OF DBE PARTICIPATION

Name of Proposer:_____

Project:_____

Project No.:_____

Proposal No:_____

Total Proposal Amount:_____

NAMEOF DBE SUBCONTRACTOR	ADDRESS	TYPE OF WORK SUBCONTRACTE	DBE	SUBCONTRACT VALUE
				$
				$
				$
				$
				$

DBE PARTICIPATION TOTAL VALUE $

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

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

LRGVDC

FORM (A) DBE FORM 2

Weslaco, TX Southwest Loop Planning Corridor/Alignment Study

DBE SUBCONTRACTOR IDENTIFICATION

(Reproduce as necessary)

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

_____

(Signed)

_____

(Printed)

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

_____

_____

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

LRGVDC

FORM (A) DBE FORM 3

Weslaco, TX Southwest Loop Planning Corridor/Alignment Study

LETTER OF INTENT TO PERFORM AS A SUBCONTRACTOR

To: _____ (Name of General Contractor Proposing)

PROJECT:

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

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

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

_____

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

_____

_____

at the following price: $_____.

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

_____	_____	_____
Date	Telephone No.	Name of DBE Subcontractor

By:_____ _____

(Firm Address) (Signature)

Name:_____ _____

(City and State) (Typed)

Title:_____

LRGVDC

FORM (A) DBE FORM 4

Weslaco, TX Southwest Loop Planning Corridor/Alignment Study

UNAVAILABILITY CERTIFICATION

I,_____, of _____

certify on the dates below that I invited the following DBE Subcontractor(s) to Proposal work items to be performed on **2024**

Date of Request	DBE	Name of Subcontractor	Items Sought
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

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

_____$_____

_____$_____

_____$_____

_____$_____

_____$_____

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

REQUEST FOR PROPOSALS (RFP) TITLE: Passenger Rail Feasibility Study

Introduction

The purpose of this Scope of Work is to outline the tasks and deliverables required for updating the Hidalgo County Commuter Rail Feasibility Study. The study was initially published in August 2011, and since then, there have been significant changes in the region's transportation landscape, necessitating an updated assessment to cater to the growing population's needs and the evolving economy. The Rio Grande Valley Metropolitan Planning Organization (RGVMPO) intends to incorporate the entire RGVMPO Metropolitan Area Boundary (MAB) into a comprehensive passenger rail feasibility study. The ultimate goal of this project is to determine the best approach for implementing a modern and efficient passenger rail system in the Rio Grande Valley, thereby reducing traffic congestion and accommodating the transportation needs of the expanding population.

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

Schedule of Events**

RFP Release	Sunday, September 3, 2023
Deadline for Submittal of Questions	Friday, September 29, 2023 @ 4:00pm (CTZ)
Release of Response to Questions	Friday, October 6, 2023
Deadline for Submission of Proposals	Friday, October 27, 2023 @ 5:00 pm (CTZ)
Anticipated award date	Thursday, December 14, 2023 (subject to change)
Contract Begins	Upon acceptance of the award and starting date is agreed on
Anticipated contract completion date	Friday, December 27, 2024 (subject to change)

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

SUBMISSION OF PROPOSALS:

Ten (10) original Technical Proposals and One Electronic must be sealed and submitted as the offeror's response, subject to the terms and conditions of this Request for Proposals to:

(If hand delivered)

Asst. Director of Bus. Operations
LRGVDC
301 W Railroad
Weslaco, Texas 78596

RFP Title: Passenger Rail Feasibility Study

(If Mailed)

Asst. Director of Bus. Operations
LRGVDC
301 W Railroad
Weslaco, Texas 78596

RFP Title: Passenger Rail Feasibility Study

All proposals must be received in the offices of the LRGVDC no later than 5:00 P.M. Central Time, Friday, October 27, 2023. The RGVMPO/LRGVDC is not responsible for lateness or non-delivery of mail, carrier, etc., and the date/time stamp at the receptionist area of the LRGVDC shall be the official time of receipt. Proposals received late will not be returned.

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

Part I GENERAL INFORMATION

1.1 Introduction

The RGVMPO/LRGVDC, in close cooperation with the TxDOT, currently performs the transportation planning for the Metropolitan Area Boundary (MAB) within the Cameron, Hidalgo, and Starr County area.

The RGVMPO/LRGVDC is seeking a qualified consulting firm to develop a **Passenger Rail Feasibility Study.**
Selected Respondent ["Selected Consultant" or "Consultant", where singular includes plural of both terms] must be prepared to begin performance of any contract resulting from issuance of this RFP, after **December 14, 2023**.

1.2 The RGVMPO/LRGVDC Responsibilities

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

All proposals will become part of the RGVMPO/LRGVDC's official procurement files and will be available for public inspection. The RGVMPO/LRGVDC will work with the Selected Consultant to help ensure that the **Passenger Rail Feasibility Study** will be of the highest quality and acceptable to the RGVMPO/LRGVDC.

1.3 Respondent Responsibilities

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

1.4 Point of Contact

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

1.5 Written Questions and Official Responses

All Inquiries and Questions concerning this RFP must be made in writing and addressed to the Asst. Director of Bus. Operations no later than **Friday, September 29, 2023 @ 4:00pm (CTZ).** **Telephone inquiries will not be accepted**. Questions may be submitted via Email to lrgvdc@lrgvdc.org The LRGVDC will post its responses to the questions received by the deadline electronically on the LRGVDC's procurement web page http://www.lrgvdc.org/procurement.html on or about **Friday October 6, 2023**, or as soon thereafter as practical. The LRGVDC will email copies of its official responses to those respondents specifically requesting a copy by E-mail.

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

1.6 Deadline for Submission of Proposals; Copies

Ten (10) original Technical Proposals, one Cost Proposal, and one Electronic copy must be submitted to and received by the LRGVDC Asst. Director of Bus. Operations no later than **Friday, October 27, 2023 @ 5:00 pm (CTZ).** Faxed responses are not acceptable. Proposals received after the deadline will not be accepted. The LRGVDC will not consider proposals from respondents that do not submit timely proposals. Respondents are solely responsible for verifying the LRGVDC's receipt of their proposals by the deadline specified above. Late proposals will not be considered under any circumstances.

1.7 Right to Amend, Modify or Withdraw the RFP

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

1.8 Time

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

Part II PROJECT SCOPE

2.1 Scope of Services

The primary objectives of this project are as follows:

1. Update the existing Hidalgo County Commuter Rail Feasibility Study to account for changes in demographics, population growth, and economic development in the region.

2. Assess the feasibility of implementing a comprehensive passenger rail system that encompasses the entire RGVMPO Metropolitan Area Boundary, including the newly incorporated populated areas of Starr County.

3. Identify potential transportation alternatives and viable routes for the passenger rail system, considering the current transportation infrastructure, population distribution, and projected growth in the region.

4. Evaluate the sustainability, economic viability, and environmental impact of the proposed passenger rail system.

5. Formulate a strategic plan and recommendations for the RGVMPO to progress from the feasibility study phase to the construction phase in the near future integrating Public Participation and Stakeholder Engagement

6. Explore alternative dedicated funding structures for the Regional Transit Authority as authorized by House Bill 71 during the 86th Legislative Session in 2019, which was signed by the Governor of Texas.

Part III PROPOSAL EVALUATION AND SELECTION PROCESS

3.1 Evaluation Process

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

The TPRC members will independently review all proposals for compliance and thoroughness. Upon completion of the independent reviews each TPRC member will individually score each proposal. Then the TPRC will meet to collect all scores and aggregate the scores from all members and rank the technical proposals.

After the technical proposals have been ranked, the TPRC will have the option to interview the top three (3) consultant(s) or recommended the consultants to present their proposal at the Technical Advisory Committee (TAC). After the interviews have been conducted, the TPRC will then prepare and make a recommendation of the top three (3) ranked Technical Proposals to the TAC. After the recommendations have been presented to the TAC, the Transportation Policy Board will have the final decision on the selection of the Technically Preferred Consultant.

3.2 Evaluation Criteria

The evaluation criteria will consist of three parts.

3.2.1 Scoring of the Technical Proposal

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

The scoring of the proposal will follow the below criteria:

Planning Project Proposal Scoring Criteria	
Project Understanding	**25%**
Scope of Services	**25%**
Project Managers/Staff Qualifications	**20%**
Knowledge of Rio Grande Valley	**15%**
Firm Qualifications/Consultant References	**10%**
Project Schedule	**5%**

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

3.2.2 Oral presentation and Question and Answer Session

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

3.2.3 Final Tabulation

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

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

3.3 Selection Process

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

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

Part IV DELIVERABLES AND PERFORMANCE CRITERIA

4.1 Project Deliverables

a) Updated Commuter Rail Feasibility Study: A comprehensive report summarizing the findings of the updated study, including data analysis, route options, potential alternative modes, and feasibility assessment results.

b) Stakeholder Consultation Report: A document detailing the feedback and input received from various stakeholders during the engagement process.

c) Strategic Plan: A clear and actionable plan outlining the path from the feasibility study phase to the construction phase, including suggested timelines, milestones, and funding considerations.

d) Presentation Materials: Presentations to be delivered to the RGVMPO Technical and Policy Committees summarizing the study's key findings and recommendations.

Part V TECHNICAL PROPOSAL REQUIREMENTS

The required contents and limitation for preparation of the technical proposal are described in this section. Failure to provide the requested information or adhere to any state limitations may result in disqualification of the submitted proposal. A total of ten (10) original copies of the technical proposal, One Cost Proposal, and One Electronic version must be submitted to the address given in the cover letter.

5.1 Requirements

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

5.1.1 Understanding of the Proposed Project

This section should demonstrate the consultants' understanding of the project needs, the work required, and any local issues or concerns.
This description should be concise, candid, and is limited to 3 pages in length.

5.1.2 Proposed Work Plan

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

5.1.3 Schedule

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

5.1.4 Firm Qualifications

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

5.1.5 Personnel and Staffing

The consultant should provide an organizational chart for the project and a summary paragraph of the project work to be performed by each proposed

staff member. Biographic summaries that highlight the experience relevant to the specific project responsibilities should be provided for all proposed personnel.

This section should highlight personnel's experience with corridor studies. There is a one (1) page limitation for each biographic summary provided.

5.1.6 Required Certification and Submittal

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

5.1.7 Tools, Equipment and Supplies

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

5.2 Items available to the Selected Consultant

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

- 2011 Hidalgo County MPO Commuter Rail Feasibility Study
- House Bill 71 – Signed and Authorized by the Governor of Texas in 2019
- Bicycle Plan, Pedestrian Plan, Transit Plan
- Travel Demand Model
- GIS Files
- Other relevant maps, plans, studies, and data as required

Part VI TECHNICAL PROPOSAL FORMAT

6.1 Introduction

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

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

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

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

6.2 General Organization of Proposal Contents

6.2.1 Transmittal Letter

Respondent must submit with its proposal a transmittal letter that identifies the entity submitting the proposal and includes a commitment by the entity to provide the services required by the LRGVDC and the RGVMPO. The transmittal letter must state

that the proposal is valid for ninety (90) days after the deadline for delivery of the proposals to the LRGVDC. Any proposal containing a term of less than ninety (90) days for acceptance from this deadline will be rejected as nonresponsive.

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

6.2.2 Executive Summary

Respondent must provide an executive summary of its proposal and a representation that the proposal addresses all of the requirements of this RFP.

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

6.2.3 Proposed Subcontractor(s) Identifying Information and Statements

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

Part VII COST PROPOSAL FORMAT AND REQUIREMENTS

7.1 Cost Submittal

Cost Proposal to be submitted in a separate and sealed envelope. Respondent must include with its proposal all proposed costs for the Plan, including personnel costs, travel, and all other out of pocket expenses required to perform the Plan. Respondent must include in its cost proposal all costs and expenses associated with its attendance at and participation in, all meetings as requested in this RFP. Proposed costs must be detailed by proposed respondent and subcontractor personnel to provide services under the Plan Contract. Selected Consultant must provide any equipment, software, data communication lines, or other materials required to complete the Project.

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

7.2 Cost Proposal Requirements

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

Additionally, the base hourly rates proposed by the main contractor by labor discipline must fall within a standard deviation (+/- 25%) of the acceptable rates obtained from the US Department of Labor Bureau of Labor Statistics by National Occupational Employment and Wage Estimates. For example, the average hourly rate for a traffic engineer (Occupation Code 17-2199) is listed as $51.83, so the the proposed rate must be between $38.87 - $64.79. Please see the following link for the allowable range for the hourly rates for all applicable occupations: https://www.bls.gov/oes/current/oes_stru.htm

Part VIII GENERAL TERMS AND CONDITIONS

8.1 Rejection of Proposal Response

The LRGVDC may reject a proposal response if:

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

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

8.2 Withdrawal or Modification of Proposal Responses

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

8.3 Clarification/Exceptions to Proposal Specifications

Any consultant in doubt as to the true meaning of the specifications, or other proposal documents or any part thereof, may submit a request for clarification to LRGVDC on or before **Friday, September 29, 2023 @ 4:00pm (CTZ)**. All such requests shall be made in writing and the person submitting the request shall be responsible for its prompt delivery.

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

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

8.4 Protest Procedures

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

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

The protest must be based on an alleged violation of LRGVDC's procurement procedures, a violation of Federal or State law (if applicable), or a violation of applicable contract agreements to which LRGVDC is a party. Failure to receive a procurement contract award from LRGVDC, in and of itself, does not constitute a valid protest. LRGVDC will provide a response to the protest within fourteen (14) business days that clearly states its position regarding the protest.

8.5 Commencement of Work

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

8.6 Inquiries and Administrative Guidance

Questions on this RFP must be sent to the following email:

Lower Rio Grande Valley Development Council
Emailed to lrgvdc@lrgvdc.org

Copies of all correspondence of a contractual nature should be sent clearly marked on both the document as well as the covering envelope with the RFP Name.
Deadline for questions and inquiries will be **Friday, September 29, 2023 @ 4:00pm (CTZ)**. LRGVDC will issue replies and any other changes by addendum (amendment) and will be posted on the LRGVDC procurement website http://www.lrgvdc.org/procurement.html. All such addenda (amendments) issued by LRGVDC prior to the time that proposals are received shall be considered part of the RFP, and the respondents must be required to consider and acknowledge receipt of such in their proposals.

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

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

Part IX **LOWER RIO GRANDE VALLEY DEVELOPMENT COUNCIL CONTRACT FORM**

Contact for Contract Administration

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

AUTHORIZED ADMINISTRATOR:

NAME: _____ TITLE: _____

ADDRESS: _____

_____

_____

TELEPHONE NO.: _____ FAX:_____

INTERNET EMAIL ADDRESS: _____

Contact for Authorized Negotiator

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

AUTHORIZED NEGOTIATOR:

This person is authorized to contractually commit your firm.

NAME: _____ TITLE: _____

ADDRESS: _____

_____

_____

TELEPHONE NO.: _____ FAX:_____

INTERNET EMAIL ADDRESS: _____

Sec.	Contract Clause	Applicability to type of Contract
1.	Fly America Requirements	When Transportation Paid FTA Funds
2.	Buy America Requirements	Value > 100k for Goods, Rolling Stock
3.	Seismic Safety Requirements	New Construction / Additions
4.	Energy Conservation Requirements	All
5.	Lobbying	Construction, A/E, Services, Rolling Stocks
6.	Access to Records and Reports	Construction, A/E, Services, Rolling Stocks
7.	Federal Changes	All
8.	Recycled Products	Value > 10K In Fiscal Year
9.	Davis-Bacon and Copeland Anti- Kickback Acts	Construction > $2000
10.	Contract Work Hours and Standards Act	Construction >$2000, Stock, Operational > $2500
11.	No Government Obligation Third Parties	All
12.	Program Fraud and False or Fraudulent Statements and Related Acts	All
13.	Termination	Value > 10k
14.	Government-Wide and Suspension (Non-procurement)	Value > 25k
15.	Privacy Act	All
16.	Civil Rights Requirements	All
17.	ADA Access Requirements	All
18.	Patent and Rights in Data	Research Projects Only
19.	Disadvantaged Business Enterprise (DBE)	All
20.	Incorporation of FTA Terms	All
21.	Metric Requirements	Sealed Bid Procurements, Stock, Construction
22.	Conformance with National Architecture	Contracts and Solicitations ITS projects only
23.	Corridor Preservation	Right of Way Development
24	Veterans Employment	Capital Projects

A. DBE PROGRAM COMPLIANCE FORMS

49 CFR PART 26

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

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

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

I) Policy - It is the policy of LRGVDC that Disadvantaged Business Enterprises shall have the maximum practicable opportunity to participate in the performance of contracts. Consequently, the DBE requirements of 49 CFR Part 26, do apply to this agreement. Proposers shall use sufficient and reasonably good faith efforts to carry out this policy in the award of their subcontracts to the fullest extent, consistent with the efficient performance of this contract.

II) DBE Obligation - The contractor agrees to ensure that Disadvantaged Business Enterprises as defined in 49 CFR Part 26, Subpart D, have the maximum opportunity to participate in the performance of contracts and subcontracts. In this regard, all contractors shall take necessary and reasonable steps in accordance with 49 CFR Part 26 to ensure that Disadvantaged Business Enterprises have the maximum opportunity to compete for and perform contracts. Contractors shall not discriminate on the basis of race, color, national origin or sex.

III) Contract Goal - If the contractor is not a DBE, then the Proposer/proposer agrees that the DBE goal for this Contract will be met by subcontracts or by joint ventures with DBE's. The goal set forth for this Contract is 3% of the final Contract price, including amendments and modifications. The amount of DBE participation will be determined by the dollar value of the work performed and/or supplies furnished by DBE firms as compared to the total value of all work performed and/or supplies furnished under this Contract. The contractor shall have met this goal if the contractor's DBE participation meets or exceeds this goal.

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

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

V) Sub-contract Clauses - All Proposers and potential contractors hereby assure that they will include the above clauses in all sub-contracts which offer further sub-contracting opportunities.

VI) Acceptable Good Faith Efforts - "Good faith efforts" means efforts to achieve a DBE goal or other requirements of LRGVDC's DBE Program Plan which by their scope, intensity, and appropriateness to the objective, can reasonably be expected to fulfill the goal program requirement. If any Proposer fails to meet the DBE goals for this solicitation, the Proposer shall submit, with the Proposal, proof of good faith efforts, using the guideline listed in Appendix A of 49 CFR 26, along with a written statement of efforts made and reasons for not meeting said goals.

General Instructions

IMPORTANT! READ CAREFULLY!

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

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

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

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

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

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

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

LRGVDC FORM (A)

DBE FORM 1

Passenger Rail Feasibility Study

DBE SCHEDULE OF DBE PARTICIPATION

Name of Proposer:_____

Project:_____

Project No.:_____

Proposal No:_____

Total Proposal Amount:_____

NAMEOF DBE SUBCONTRACTOR	ADDRESS	TYPE OF WORK SUBCONTRACTE	DBE	SUBCONTRACT VALUE
				$
				$
				$
				$
				$

DBE PARTICIPATION TOTAL VALUE $

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

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

LRGVDC

FORM (A) DBE FORM 2

Passenger Rail Feasibility Study

DBE SUBCONTRACTOR IDENTIFICATION

(Reproduce as necessary)

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

_____

(Signed)

_____

(Printed)

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

_____

_____

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

LRGVDC

FORM (A) DBE FORM 3

Passenger Rail Feasibility Study

LETTER OF INTENT TO PERFORM AS A SUBCONTRACTOR

To: _____ (Name of General Contractor Proposing)

PROJECT:

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

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

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

_____

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

_____

_____

at the following price: $_____.

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

_____	_____	_____
Date	Telephone No.	Name of DBE Subcontractor

By:_____ _____

(Firm Address) (Signature)

Name:_____ _____

(City and State) (Typed)

Title:_____

LRGVDC

FORM (A) DBE FORM 4

Passenger Rail Feasibility Study

UNAVAILABILITY CERTIFICATION

I,_____, of _____

certify on the dates below that I invited the following DBE Subcontractor(s) to Proposal work items to be performed on **2024**

Date of Request	DBE	Name of Subcontractor	Items Sought
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

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

_____$_____

_____$_____

_____$_____

_____$_____

_____$_____

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

REQUEST FOR PROPOSALS (RFP) TITLE: 2050 Metropolitan Transportation Plan Update

Introduction

The scope of this project involves developing a 2050 Metropolitan Transportation Plan (MTP) Update for the Rio Grande Valley MPO Area. In general, the Plan is envisioned to consist of recommendations for a community-supported comprehensive network of multi-modal transportation options to connect neighborhood users to special generators and key destinations. The scope also involves ensuring compliance with federal performance-based planning as indicated in IIJA, MAP-21 and FAST-Act, including compliance regarding performance measures and performance target requirements.

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

Schedule of Events**

RFP Release	Sunday, September 3, 2023
Deadline for Submittal of Questions	Friday, September 29, 2023 @ 4:00pm (CTZ)
Release of Response to Questions	Friday, October 6, 2023
Deadline for Submission of Proposals	Friday, October 27, 2023 @ 5:00 pm (CTZ)
Anticipated award date	Thursday, December 14, 2023 (subject to change)
Contract Begins	Upon acceptance of the award and starting date is agreed on
Anticipated contract completion date	Friday, December 27, 2024 (subject to change)

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

SUBMISSION OF PROPOSALS:

Ten (10) original Technical Proposals and One Electronic must be sealed and submitted as the offeror's response, subject to the terms and conditions of this Request for Proposals to:

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

RFP Title: 2050 RGVMPO MTP Update

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

RFP Title: 2050 RGVMPO MTP Update

All proposals must be received in the offices of the LRGVDC no later than 5:00 P.M. Central Time, Friday, October 27, 2023. The RGVMPO/LRGVDC is not responsible for lateness or non-delivery of mail, carrier, etc., and the date/time stamp at the receptionist area of the LRGVDC shall be the official time of receipt. Proposals received late will not be returned.

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

1.1 Introduction

The RGVMPO/LRGVDC, in close cooperation with the TxDOT, currently performs the transportation planning for the Metropolitan Area Boundary (MAB) within the Cameron, Hidalgo, and Starr County area.

The RGVMPO/LRGVDC is seeking a qualified consulting firm to develop a **2050 RGVMPO MTP Update**.

Selected Respondent ["Selected Consultant" or "Consultant", where singular includes plural of both terms] must be prepared to begin performance of any contract resulting from issuance of this RFP, after **December 14, 2023**.

1.2 The RGVMPO/LRGVDC Responsibilities

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

All proposals will become part of the RGVMPO/LRGVDC's official procurement files and will be available for public inspection. The RGVMPO/LRGVDC will work with the Selected Consultant to help ensure that the **2050 RGVMPO MTP Update** will be of the highest quality and acceptable to the RGVMPO/LRGVDC.

1.3 Respondent Responsibilities

Qualified, independent consultants are invited to submit proposals in accordance with this RFP. Proposals must address all specifications. Selected Consultant will organize the project under the direction of the RGVMPO. Selected Consultant will be liable, both individually and severally, for the performance of all obligations under the Study and will not be relieved of non-performance of any subcontractor. Selected Consultant will be the sole point of contract responsibility. The LRGVDC will look solely to the Selected Consultant for performance of the **2050 RGVMPO MTP Update.**

1.4 Point of Contact

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

1.5 Written Questions and Official Responses

All Inquiries and Questions concerning this RFP must be made in writing and addressed to the Asst. Director of Bus. Operations no later than **Friday, September 29, 2023 @ 4:00pm (CTZ).** **Telephone inquiries will not be accepted**. Questions may be submitted via Email to lrgvdc@lrgvdc.org The LRGVDC will post its responses to the questions received by the deadline electronically on the LRGVDC's procurement web page http://www.lrgvdc.org/procurement.html on or about **Friday October 6, 2023**, or as soon thereafter as practical. The LRGVDC will email copies of its official responses to those respondents specifically requesting a copy by E-mail.

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

1.6 Deadline for Submission of Proposals; Copies

Ten (10) original Technical Proposals, one Cost Proposal, and one Electronic copy must be submitted to and received by the LRGVDC Asst. Director of Bus. Operations no later than **Friday, October 27, 2023 @ 5:00 pm (CTZ).** Faxed responses are not acceptable. Proposals received after the deadline will not be accepted. The LRGVDC will not consider proposals from respondents that do not submit timely proposals. Respondents are solely responsible for verifying the LRGVDC's receipt of their proposals by the deadline specified above. Late proposals will not be considered under any circumstances.

1.7 Right to Amend, Modify or Withdraw the RFP

The RGVMPO/LRGVDC reserves the right, in its sole discretion, to amend, or modify any provisions of this RFP, or to withdraw this RFP, at any time prior to the award of **2050 RGVMPO MTP Update**, if it is in the best interest of the LRGVDC and RGVMPO. The decision of the RGVMPO/LRGVDC, or its designee, shall be administratively final in this regard.

1.8 Time

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

Part II PROJECT SCOPE

2.1 Scope of Services

Develop a Regional MTP for the Rio Grande Valley MPO

1. Project Administration and Coordination
    a. Project Management Plan
    b. Working document outlining agreed upon Scoring Criteria for 2050 MTP and Transportation Conformity Report, data requirements, proposed sources, schedule for collection, and costs for data to be purchased or collected.
    c. Monthly progress report that delineates activities performed.
    d. Biweekly coordination meetings.
    e. Monthly billing invoices and supporting documentation.
    f. Schedule for project completion and review (all tasks).

2. Public Participation and Stakeholder Engagement
    a. Public Outreach Plan: Including schedule, milestones, and evaluation process.
    b. Public outreach materials and activities: Including kick-off press conference, materials for public service announcements and advertisements, social media activities, e-mail blasts, newsletter inserts, and other materials and activities identified in the Public Outreach Plan.
    c. Online engagement tool and content: Including but not limited to interactive maps, graphic exhibits, surveys, and regular updates.
    d. Presentation to the MPO staff and committees on progress during the project.
    e. MTP social media presence.
    f. Open house events for midway and draft plan.
    g. Stakeholder interviews.
    h. Public participation evaluation materials and results.
    i. Technical memorandums on public participation results.

3. Plan Goals and Objectives
    a. Incorporation of public and committee feedback on regional goals and objectives as well as inclusion of goals and objectives from related performance-based plans such as Congestion Management Plan, Transportation and Transit Asset Management Plans. These plan goals and objectives will also include all relevant federal planning criteria and national goal areas as defined under 23 C.F.R. part 450.306 and will comply with requirements in 23 C.F.R. part 450.324.

4. 2050 Transportation System Needs Assessment
    a. Highway Needs Assessment
    b. Development and Land Use Growth Needs
    c. Transportation Systems Management and Operation Applications
    d. System Safety Analysis
    e. Freight and Goods Movement Needs
    f. Transit Needs Assessment
    g. Pedestrian, Bicycle Needs
    h. Environmental Conditions and Equity Analysis
    i. Resilience Analysis

5. Federal Compliance
    a. Update Congestion Management Process
    b. Project Prioritization

i. Incorporate public feedback into FAST Act based scoring process
ii. Conduct project scoring exercise with MPO Technical Committee. This process may be conducted as an in-person workshop or through an interactive online tool.

c. Financial Analysis
i. Revenue Analysis
ii. Estimated Project Costs
iii. Apply fiscal Constraint

d. System Level Analysis
i. Review proposed programs of projects against historical, cultural, and environmental features as well as environmental justice zones to screen for potential impacts.

6. MTP Document Development and Delivery
a. Ten copies of the Draft 2050 MTP suitable for public distribution; one unbound, reproducible document; and a copy in electronic format for review.
b. Participation in public meetings and presentations.
c. Compilation of input and comments received from the public, stakeholders, and LRGV MPO planning partners.
d. Final high quality, aesthetically pleasing best practice 2050 MTP document describing the development and contents of the 2050 MTP and its anticipated positive outcomes for the LRGV regional transportation system.
e. A polished, easily understood summary brochure providing the highlights and key features of the 2050 MTP demonstrating its value to the community in terms of mobility and economic sustainability.

Part III PROPOSAL EVALUATION AND SELECTION PROCESS

3.1 Evaluation Process

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

The TPRC members will independently review all proposals for compliance and thoroughness. Upon completion of the independent reviews each TPRC member will individually score each proposal. Then the TPRC will meet to collect all scores and aggregate the scores from all members and rank the technical proposals.

After the technical proposals have been ranked, the TPRC will have the option to interview the top three (3) consultant(s) or recommended the consultants to present their proposal at the Technical Advisory Committee (TAC). After the interviews have been conducted, the TPRC will then prepare and make a recommendation of the top three (3) ranked Technical Proposals to the TAC. After the recommendations have been presented to the TAC, the Transportation Policy Board will have the final decision on the selection of the Technically Preferred Consultant.

3.2 Evaluation Criteria

The evaluation criteria will consist of three parts.

3.2.1 Scoring of the Technical Proposal

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

The scoring of the proposal will follow the below criteria:

Planning Project Proposal Scoring Criteria	
Project Understanding	**25%**
Scope of Services	**25%**
Project Managers/Staff Qualifications	**20%**
Knowledge of Rio Grande Valley	**15%**
Firm Qualifications/Consultant References	**10%**
Project Schedule	**5%**

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

3.2.2 Oral presentation and Question and Answer Session

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

3.2.3 Final Tabulation

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

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

3.3 Selection Process

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

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

Part IV DELIVERABLES AND PERFORMANCE CRITERIA

4.1 Project Deliverables

The Selected Consultant shall, at a minimum, provide the project deliverables as agreed upon data delivery frequency with the RGVMPO regarding the 2050 Metropolitan Transportation Plan update. The report will be delivered in the agreed upon format. The Selected Consultant will do all of the data collection and analysis. The Selected Consultant will also deliver a presentation to the RGVMPO Technical and Policy Committees on the findings on the final product.

Part V TECHNICAL PROPOSAL REQUIREMENTS

The required contents and limitation for preparation of the technical proposal are described in this section. Failure to provide the requested information or adhere to any state limitations may result in disqualification of the submitted proposal. A total of ten (10) original copies of the technical proposal, One Cost Proposal, and One Electronic version must be submitted to the address given in the cover letter.

5.1 Requirements

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

5.1.1 Understanding of the Proposed Project

This section should demonstrate the consultants' understanding of the project needs, the work required, and any local issues or concerns.
This description should be concise, candid, and is limited to 3 pages in length.

5.1.2 Proposed Work Plan

The consultant should present the proposed work plan necessary to complete the work itemized under the scope of service. The proposed work plan should address each of the specific work elements described in the scope of service, but the consultants may propose additional work beneficial to completing the update of the 2050 Metropolitan Transportation Plan update. Where appropriate, the methodology to be used to accomplish a specific task should be described. There is no page limitation for this section, but consultants are encouraged to be concise.

5.1.3 Schedule

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

5.1.4 Firm Qualifications

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

5.1.5 Personnel and Staffing

The consultant should provide an organizational chart for the project and a summary paragraph of the project work to be performed by each proposed staff member. Biographic summaries that highlight the experience relevant to the specific project responsibilities should be provided for all proposed personnel.

This section should highlight personnel's experience with corridor studies. There is a one (1) page limitation for each biographic summary provided.

5.1.6 Required Certification and Submittal

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

5.1.7 Tools, Equipment and Supplies

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

5.2 Items available to the Selected Consultant

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

- 2045 Metropolitan Transportation Plan
- Public Participation Policy
- Complete Streets Policy
- Bicycle Plan, Pedestrian Plan, Transit Plan
- Travel Demand Model
- GIS Files
- Other relevant maps, plans, studies, and data as required

Part VI TECHNICAL PROPOSAL FORMAT

6.1 Introduction

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

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

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

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

6.2 General Organization of Proposal Contents

6.2.1 Transmittal Letter

Respondent must submit with its proposal a transmittal letter that identifies the entity submitting the proposal and includes a commitment by the entity to provide the services required by the LRGVDC and the RGVMPO. The transmittal letter must state

that the proposal is valid for ninety (90) days after the deadline for delivery of the proposals to the LRGVDC. Any proposal containing a term of less than ninety (90) days for acceptance from this deadline will be rejected as nonresponsive.

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

6.2.2 Executive Summary

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

6.2.3 Proposed Subcontractor(s) Identifying Information and Statements

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

Part VII COST PROPOSAL FORMAT AND REQUIREMENTS

7.1 Cost Submittal

Cost Proposal to be submitted in a separate and sealed envelope. Respondent must include with its proposal all proposed costs for the Plan, including personnel costs, travel, and all other out of pocket expenses required to perform the Plan. Respondent must include in its cost proposal all costs and expenses associated with its attendance at and participation in, all meetings as requested in this RFP. Proposed costs must be detailed by proposed respondent and subcontractor personnel to provide services under the Plan Contract. Selected Consultant must provide any equipment, software, data communication lines, or other materials required to complete the Project.

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

7.2 Cost Proposal Requirements

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

Additionally, the base hourly rates proposed by the main contractor by labor discipline must fall within a standard deviation (+/- 25%) of the acceptable rates obtained from the US Department of Labor Bureau of Labor Statistics by National Occupational Employment and Wage Estimates. For example, the average hourly rate for a traffic engineer (Occupation Code 17-2199) is listed as $51.83, so the the proposed rate must be between $38.87 - $64.79. Please see the following link for the allowable range for the hourly rates for all applicable occupations: https://www.bls.gov/oes/current/oes_stru.htm

Part VIII GENERAL TERMS AND CONDITIONS

8.1 Rejection of Proposal Response

The LRGVDC may reject a proposal response if:

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

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

8.2 Withdrawal or Modification of Proposal Responses

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

8.3 Clarification/Exceptions to Proposal Specifications

Any consultant in doubt as to the true meaning of the specifications, or other proposal documents or any part thereof, may submit a request for clarification to LRGVDC on or before **Friday, September 29, 2023 @ 4:00pm (CTZ)**. All such requests shall be made in writing and the person submitting the request shall be responsible for its prompt delivery.

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

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

8.4 Protest Procedures

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

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

The protest must be based on an alleged violation of LRGVDC's procurement procedures, a violation of Federal or State law (if applicable), or a violation of applicable contract agreements to which LRGVDC is a party. Failure to receive a procurement contract award from LRGVDC, in and of itself, does not constitute a valid protest. LRGVDC will provide a response to the protest within fourteen (14) business days that clearly states its position regarding the protest.

8.5 Commencement of Work

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

8.6 Inquiries and Administrative Guidance

Questions on this RFP must be sent to the following email:

Lower Rio Grande Valley Development Council
Emailed to lrgvdc@lrgvdc.org

Copies of all correspondence of a contractual nature should be sent clearly marked on both the document as well as the covering envelope with the RFP Name.
Deadline for questions and inquiries will be **Friday, September 29, 2023 @ 4:00pm (CTZ)**. LRGVDC will issue replies and any other changes by addendum (amendment) and will be posted on the LRGVDC procurement website http://www.lrgvdc.org/procurement.html. All such addenda (amendments) issued by LRGVDC prior to the time that proposals are received shall be considered part of the RFP, and the respondents must be required to consider and acknowledge receipt of such in their proposals.

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

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

Part IX **LOWER RIO GRANDE VALLEY DEVELOPMENT COUNCIL CONTRACT FORM**

Contact for Contract Administration

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

AUTHORIZED ADMINISTRATOR:

NAME: _____ TITLE: _____

ADDRESS: _____

_____

_____

TELEPHONE NO.: _____ FAX:_____

INTERNET EMAIL ADDRESS: _____

Contact for Authorized Negotiator

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

AUTHORIZED NEGOTIATOR:

This person is authorized to contractually commit your firm.

NAME: _____ TITLE: _____

ADDRESS: _____

_____

_____

TELEPHONE NO.: _____ FAX:_____

INTERNET EMAIL ADDRESS: _____

Sec.	Contract Clause	Applicability to type of Contract
1.	Fly America Requirements	When Transportation Paid FTA Funds
2.	Buy America Requirements	Value > 100k for Goods, Rolling Stock
3.	Seismic Safety Requirements	New Construction / Additions
4.	Emergy Convservation Requirements	All
5.	Lobbying	Construction, A/E, Services, Rolling Stocks
6.	Access to Records and Reports	Construction, A/E, Services, Rolling Stocks
7.	Federal Changes	All
8.	Recycled Products	Value > 10K In Fiscal Year
9.	Davis-Bacon and Copelan Anti- Kickback Acts	Construction > $2000
10.	Contract Work Hours and Stanrds Act	Constuction >$2000, Stock, Operational > $2500
11.	No Government Obligation Third Parties	All
12.	Program Fraud and False or Fradulent Statements and Related Acts	All
13.	Termination	Value > 10k
14.	Government-Wide and Supension (Non-procurment)	Value > 25k
15.	Privacy Act	All
16.	Civil Rights Requirements	All
17.	ADA Access Requirements	All
18.	Patent and Rights in Data	Research Projects Only
19.	Disadvantaged Business Enterprise (DBE)	All
20.	Incorporation of FTA Terms	All
21.	Metric Requirements	Sealed Bid Procurements, Stock, Construction
22.	Conformance with National Architecture	Contracts and Solicitations ITS projects only
23.	Corridor Preservation	Right of Way Development
24	Veterans Employment	Capital Projects

A. DBE PROGRAM COMPLIANCE FORMS

49 CFR PART 26

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

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

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

I) Policy - It is the policy of LRGVDC that Disadvantaged Business Enterprises shall have the maximum practicable opportunity to participate in the performance of contracts. Consequently, the DBE requirements of 49 CFR Part 26, do apply to this agreement. Proposers shall use sufficient and reasonably good faith efforts to carry out this policy in the award of their subcontracts to the fullest extent, consistent with the efficient performance of this contract.

II) DBE Obligation - The contractor agrees to ensure that Disadvantaged Business Enterprises as defined in 49 CFR Part 26, Subpart D, have the maximum opportunity to participate in the performance of contracts and subcontracts. In this regard, all contractors shall take necessary and reasonable steps in accordance with 49 CFR Part 26 to ensure that Disadvantaged Business Enterprises have the maximum opportunity to compete for and perform contracts. Contractors shall not discriminate on the basis of race, color, national origin or sex.

III) Contract Goal - If the contractor is not a DBE, then the Proposer/proposer agrees that the DBE goal for this Contract will be met by subcontracts or by joint ventures with DBE's. The goal set forth for this Contract is 3% of the final Contract price, including amendments and modifications. The amount of DBE participation will be determined by the dollar value of the work performed and/or supplies furnished by DBE firms as compared to the total value of all work performed and/or supplies furnished under this Contract. The contractor shall have met this goal if the contractor's DBE participation meets or exceeds this goal.

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

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

V) Sub-contract Clauses - All Proposers and potential contractors hereby assure that they will include the above clauses in all sub-contracts which offer further sub-contracting opportunities.

VI) Acceptable Good Faith Efforts - "Good faith efforts" means efforts to achieve a DBE goal or other requirements of LRGVDC's DBE Program Plan which by their scope, intensity, and appropriateness to the objective, can reasonably be expected to fulfill the goal program requirement. If any Proposer fails to meet the DBE goals for this solicitation, the Proposer shall submit, with the Proposal, proof of good faith efforts, using the guideline listed in Appendix A of 49 CFR 26, along with a written statement of efforts made and reasons for not meeting said goals.

General Instructions

IMPORTANT! READ CAREFULLY!

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

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

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

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

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

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

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

LRGVDC FORM (A)

DBE FORM 1

2050 RGVMPO MTP Update

DBE SCHEDULE OF DBE PARTICIPATION

Name of Proposer:_____

Project:_____

Project No.:_____

Proposal No:_____

Total Proposal Amount:_____

NAMEOF DBE SUBCONTRACTOR	ADDRESS	TYPE OF WORK SUBCONTRACTE	DBE	SUBCONTRACT VALUE
				$
				$
				$
				$
				$

DBE PARTICIPATION TOTAL VALUE $

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

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

LRGVDC

FORM (A) DBE FORM 2

2050 RGVMPO MTP Update

DBE SUBCONTRACTOR IDENTIFICATION

(Reproduce as necessary)

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

_____

(Signed)

_____

(Printed)

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

_____

_____

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

LRGVDC

FORM (A) DBE FORM 3

2050 RGVMPO MTP Update

LETTER OF INTENT TO PERFORM AS A SUBCONTRACTOR

To: _____ (Name of General Contractor Proposing)

PROJECT:

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

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

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

_____

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

_____

_____

at the following price: $_____.

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

_____	_____	_____
Date	Telephone No.	Name of DBE Subcontractor

By:_____ _____

(Firm Address) (Signature)

Name:_____ _____

(City and State) (Typed)

Title:_____

LRGVDC

FORM (A) DBE FORM 4

2050 RGVMPO MTP Update

UNAVAILABILITY CERTIFICATION

I,_____, of _____

certify on the dates below that I invited the following DBE Subcontractor(s) to Proposal work items to be performed on **2024**

Date of Request	DBE	Name of Subcontractor	Items Sought
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

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

_____$_____

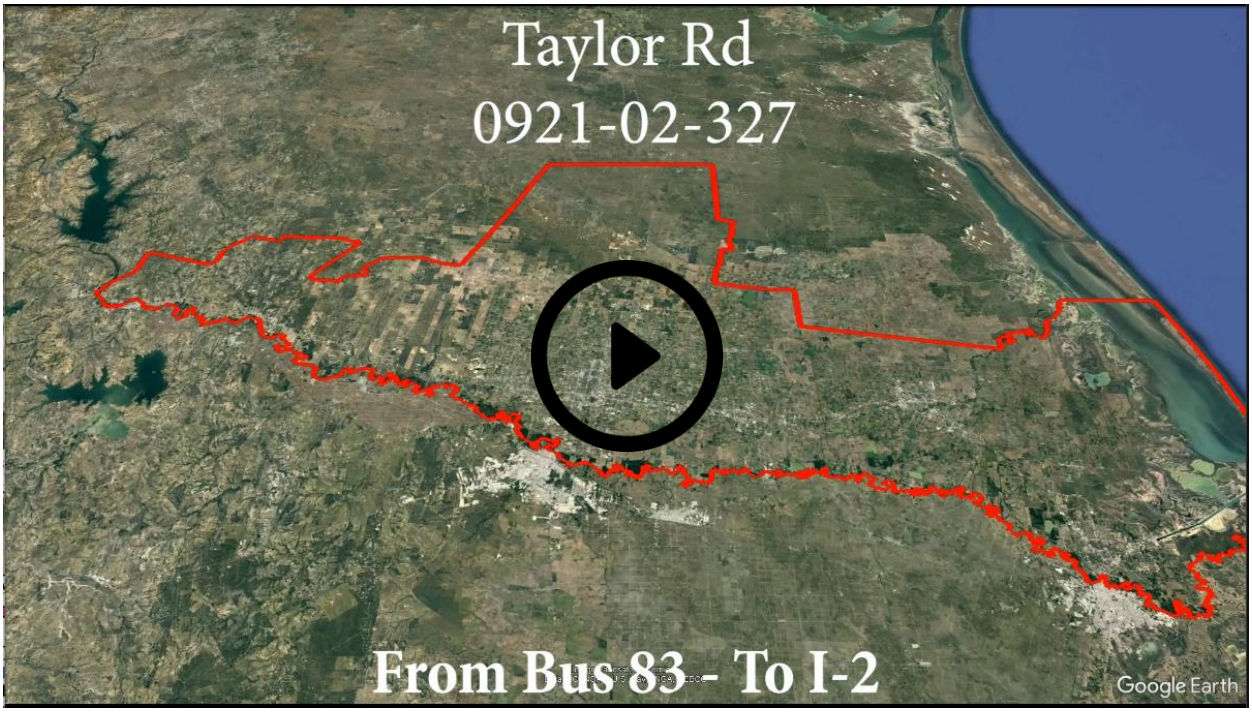
_____$_____

_____$_____

_____$_____

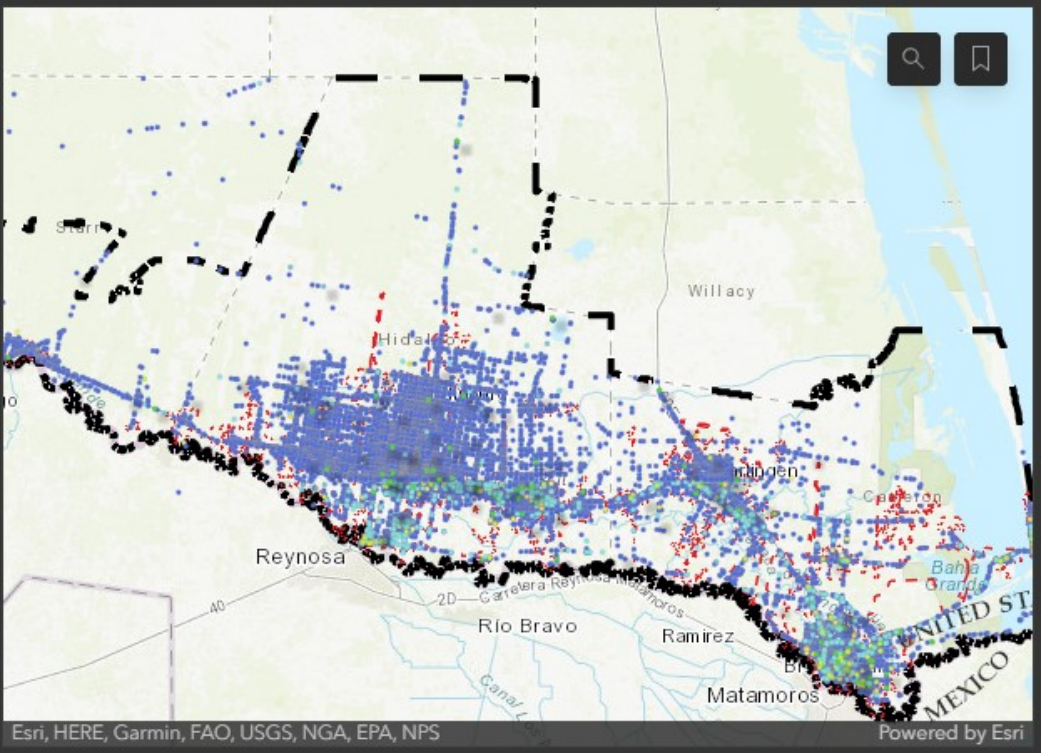
_____$_____


0921-02-497
Edinburg
Freddy Gonzalez Trail
Google Earth


Taylor Rd
0921-02-327
From Bus 83 - To I-2
Google Earth

2022 Crash Data Dashboard

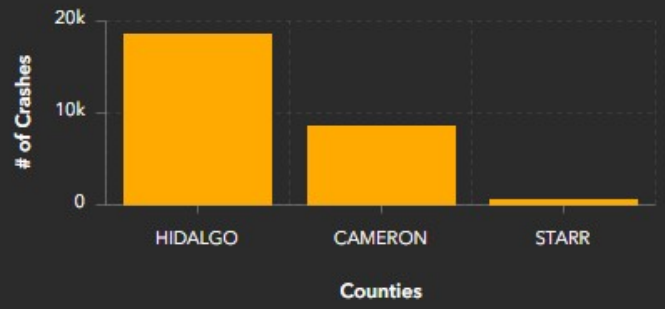
View By City
(Reset for New Selection)



Total Crashes

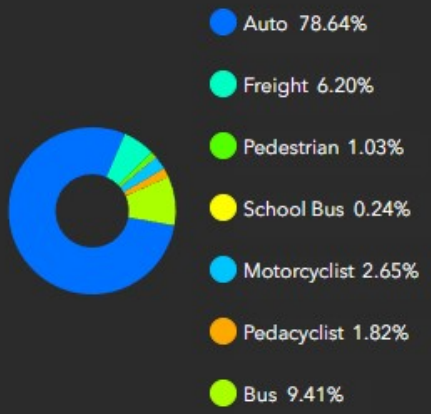
27,553

Number of Crashes per County



Click on a county for Crash details
Click again to Reset

% Type of Crash



Click on Color to filter by Crash Type
Click again to Reset

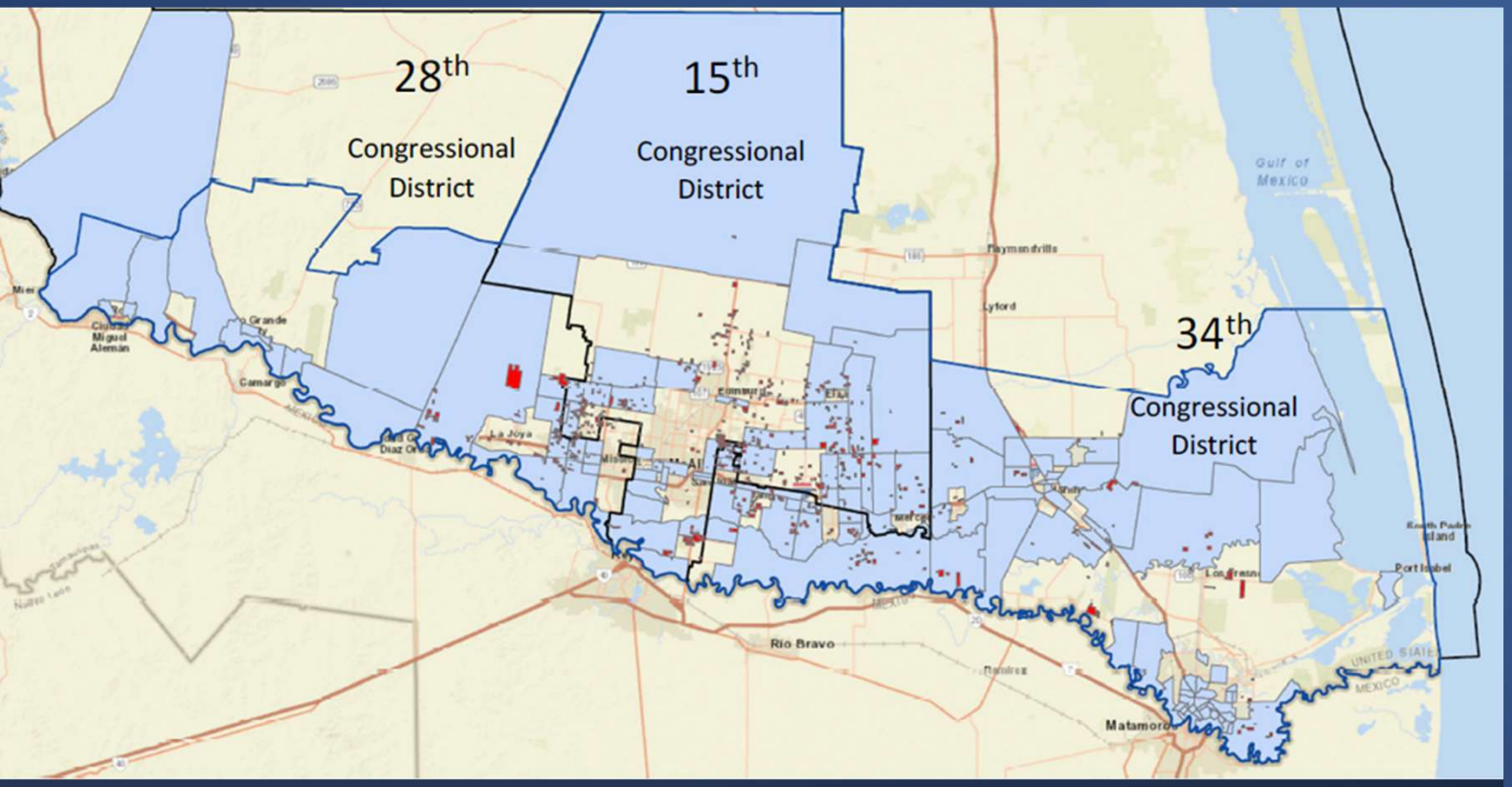
Number of Deaths

122

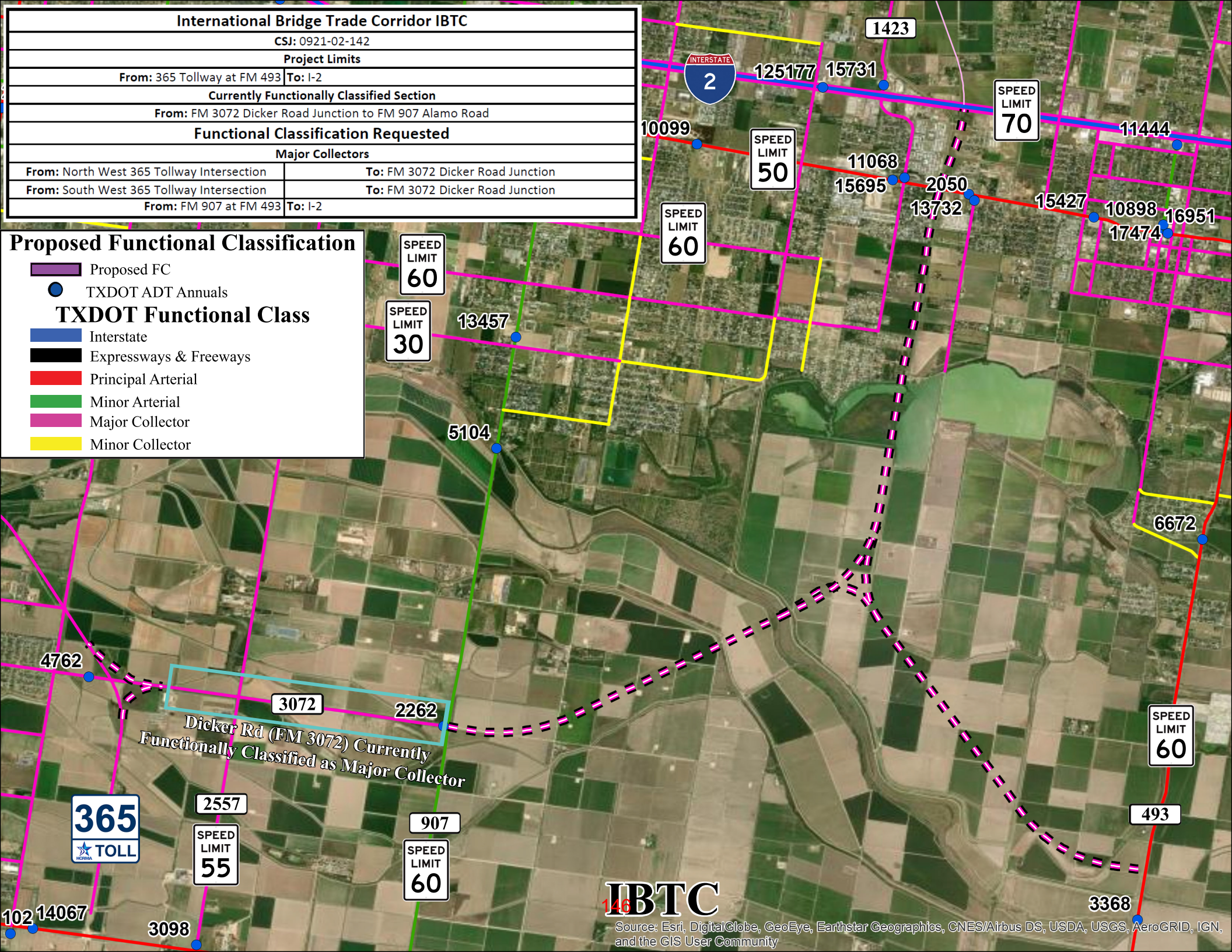
Total

Shadows of points on the map indicate a death.

RGVMPO ACTION PLAN GRANT UPDATE



- $250,000
  - $200,000 - Federal
  - $50,000 - Local
- Grant Agreement
  - Approved
- MOU's have been drafted
- County & City Commissioners Court
- IIJA Sub-Committee created
  - Kickoff meeting
- RFP Procurement Process


International Bridge Trade Corridor IBTC
CSJ: 0921-02-142
Project Limits
From: 365 Tollway at FM 493
To: I-2
Currently Functionally Classified Section
From: FM 3072 Dicker Road Junction to FM 907 Alamo Road
Functional Classification Requested
Major Collectors
From: North West 365 Tollway Intersection
To: FM 3072 Dicker Road Junction
From: South West 365 Tollway Intersection
To: FM 3072 Dicker Road Junction
From: FM 907 at FM 493
To: I-2
Proposed Functional Classification
Proposed FC
TXDOT ADT Annuals
TXDOT Functional Class
Interstate
Expressways & Freeways
Principal Arterial
Minor Arterial
Major Collector
Minor Collector
1423
INTERSTATE 2
125177
15731
SPEED LIMIT 70
11444
10099
SPEED LIMIT 50
11068
15695
2050
13732
15427
10898
16951
17474
SPEED LIMIT 60
SPEED LIMIT 60
SPEED LIMIT 30
13457
5104
6672
4762
3072
2262
Dicker Rd (FM 3072) Currently Functionally Classified as Major Collector
365 TOLL
2557
SPEED LIMIT 55
907
SPEED LIMIT 60
SPEED LIMIT 60
493
102
14067
3098
3368
IBTC
146
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Morrison Rd



Morrison Road	
CSJ: 0921-06-291	
Project Limits	
From: FM 1847	**To:** Dana Avenue
Functional Classification (FC) Requested	
Major Collector	

Proposed Functional Classification

- Proposed FC
- TXDOT ADT Annuals

TXDOT Functional Class

- Interstate
- Expressways & Freeways
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector

RIO GRANDE VALLEY MPO FY 2022-2023 UPWP

TASK NAME	UPWP TASK	UPWP Budget	FY 2022 Budget	Adjusted Amount	FY 2022 ADJUSTED BUDGET	October 2021	November 2021	December 2021	January 2022	February 2022	March 2022	April 2022	May 2022	June 2022	July 2022	August 2022	September 2022	FY 2022 TOTAL	FY 2022 BALANCE
MPO Administration	1.1	$1,387,085.50	$693,542.75		$693,542.75	$27,797.47	$61,556.82	$115,726.24	$45,963.19	$58,880.29	$73,428.53	$57,211.60	$39,433.63	$79,689.75	$76,285.47	$58,368.09	$47,342.88	$741,683.96	$48,141.21
Public Participation Plan	1.2	$168,638.32	$84,319.16		$84,319.16	$572.20	$890.10	$1,494.10	$254.58	$1,384.54	$2,097.78	$2,491.12	$3,097.39	$1,576.02	$3,393.64	$3,248.60	$1,086.25	$21,586.32	$62,732.84
Training for TAC & TPC	1.3	$4,289.66	$2,144.83		$12,144.83	$0.00	$0.00	$0.00	$0.00	$0.00	$78.63	$1,113.82	$0.00	$0.00	$0.00	$0.00	$0.00	$1,192.45	$10,952.38
Computer Purchases	1.4	$130,924.70	$65,462.35		$65,462.35	$1,500.00	$260.75	$4,084.05	$1,500.00	$835.00	$13,350.00	$7,679.80	$9,246.13	$750.00	$7,430.44	$750.00	$2,313.66	$49,699.83	$15,762.52
Staff Development	1.5	$103,393.32	$51,696.66		$51,696.66	$8,151.79	$295.00	$199.68	$5,191.32	$15,431.68	$8,224.04	$18,846.59	$34,022.30	$16,836.33	$7,362.77	$1,914.49	$4,306.82	$120,782.81	$69,086.15
Demographic Data	2.1	$132,638.32	$66,319.16		$66,319.16	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$1,544.37	$3,554.85	$5,022.45	$5,332.28	$4,890.48	$1,853.24	$22,197.67	$44,121.49
Title VI Civil Rights Evaluation	2.2	$75,793.32	$37,896.66		$37,896.66	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$37,896.66
Model Work	2.3	$227,379.96	$113,689.98		$63,689.98	$0.00	$38.13	$304.97	$2,538.04	$8,110.80	$6,598.64	$2,866.93	$2,639.43	$823.67	$2,509.58	$1,338.47	$0.00	$27,768.66	$35,921.32
Land Use Map	2.4	$113,689.98	$56,844.99		$56,844.99	$11,016.29	$21,515.67	$3,084.04	$6,158.87	$15,818.87	$10,630.42	$13,078.93	$10,744.09	$8,977.93	$13,913.32	$12,061.49	$3,519.27	$130,519.19	$73,674.20
Service Coordination	3.1	$77,093.32	$38,546.66		$38,546.66	$3,650.85	$5,086.21	$3,942.36	$78.16	$1,912.66	$686.31	$0.00	$0.00	$0.00	$0.00	$0.00	$15.63	$15,372.18	$23,174.48
Planning Assistance	3.2	$171,684.98	$85,842.49		$85,842.49	$9,709.83	$15,983.16	$25,744.22	$14,959.38	$10,138.61	$1,022.10	$3,627.44	$6,356.35	$9,068.96	$19,753.87	$11,728.96	$6,260.00	$134,352.88	$48,510.39
Complete Streets Planning	3.4	$0.00	$0.00		$30,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$1,263.57	$1,931.86	$3,195.43	$26,804.57
Resiliency Planning	3.5	$0.00	$0.00		$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Performance-Base Planning	3.6	$0.00	$0.00		$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Project Selection Criteria	4.1	$37,896.66	$18,948.33		$18,948.33	$0.00	$0.00	$0.00	$0.00	$482.97	$1,931.86	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$2,414.83	$16,533.50
Bike And Pedestrian	4.2	$304,773.28	$152,386.64		$152,386.64	$1,416.08	$4,905.40	$7,997.15	$3,897.50	$6,563.51	$9,936.35	$8,903.09	$8,007.32	$5,444.55	$6,723.38	$7,453.60	$56,996.19	$128,244.12	$24,142.52
Truck Route & Freight Planning	4.3	$37,896.66	$18,948.33		$18,948.33	$156.13	$228.73	$0.00	$0.00	$322.03	$157.24	$78.63	$0.00	$0.00	$0.00	$78.63	$0.00	$1,021.39	$17,926.94
County Thoroughfare Plan	4.4	$38,146.66	$19,073.33		$19,073.33	$0.00	$0.00	$0.00	$0.00	$0.00	$623.83	$0.00	$0.00	$0.00	$0.00	$0.00	$841.46	$1,465.29	$17,608.04
Metropolitan Transportation Plan	4.5	$193,133.30	$96,566.65		$96,566.65	$708.04	$0.00	$702.59	$194.46	$3,132.14	$8,604.04	$6,817.01	$6,888.58	$5,355.79	$12,101.40	$7,152.78	$4,192.38	$55,849.21	$40,717.44
Regional Transit Plan	5.1	$37,896.66	$18,948.33		$18,948.33	$0.00	$38.13	$0.00	$0.00	$0.01	$0.00	$0.00	$101.05	$0.00	$0.00	$0.00	$0.00	$139.17	$18,809.16
Incident Management & Safety Study	5.2	$18,948.34	$9,474.17		$9,474.17	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$9,474.17
Congestion Data Collection	5.3	$289,796.66	$144,898.33		$244,898.33	$0.00	$0.00	$961.88	$0.00	$0.00	$0.00	$39,910.71	$36,579.77	$33,546.97	$0.00	$38,286.23	$43,938.31	$193,223.87	$51,674.46
Corridor Study	5.4	$175,000.00	$156,051.67		$18,948.33	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$39.32	$0.00	$0.00	$39.32	$18,909.01
Traffic Counts	5.5	$18,948.34	$9,474.17		$9,474.17	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$692.74	$154.44	$0.00	$0.00	$0.00	$0.00	$847.18	$8,626.99
	Totals	$3,745,047.94	$1,941,075.64		$1,893,972.30	$64,678.68	$110,798.10	$164,241.28	$80,735.50	$123,013.09	$137,369.77	$164,862.78	$160,825.33	$167,092.42	$154,845.47	$148,535.39	$174,597.95	$1,651,595.76	$242,376.54

TASK NAME	UPWP TASK	UPWP Budget	FY 2023 Budget	Adjusted Amount	FY 2023 ADJUSTED BUDGET	October 2022	November 2022	December 2022	January 2023	February 2023	March 2023	April 2023	May 2023	June 2023	July 2023	August 2023	September 2023	FY 2023 TOTAL	FY 2023 BALANCE
MPO Administration	1.1	$1,387,085.50	$693,542.75		$693,542.75	$31,102.01	$48,293.17	$81,539.43	$39,970.94	$65,982.33	$65,510.87	$59,561.16	$74,505.97	$78,406.68				$544,872.56	$148,670.19
Public Participation Plan	1.2	$168,638.32	$84,319.16		$84,319.16	$2,793.52	$5,342.34	$3,337.99	$6,137.51	$966.25	$0.37	$308.82	$536.57	$123.35				$19,546.72	$64,772.44
Training for TAC & TPC	1.3	$4,289.66	$2,144.83		$2,144.83	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00				$0.00	$2,144.83
Computer Purchases	1.4	$130,924.70	$65,462.35		$65,462.35	$58,509.99	$2,363.80	$7,765.31	$8,220.00	$8,433.74	$8,873.56	$3,412.89	$3,436.81	$2,850.00				$103,866.10	$38,403.75
Staff Development	1.5	$103,393.32	$51,696.66		$51,696.66	$5,055.12	$22,145.23	$4,730.42	$6,865.43	$8,514.12	$9,067.37	$5,882.60	$8,702.14	$10,892.07				$81,854.50	$30,157.84
Demographic Data	2.1	$132,638.32	$66,319.16		$66,319.16	$823.67	$1,184.00	$0.00	$0.00	$0.00	$0.08	$0.00	$0.00	$0.00				$2,007.75	$64,311.41
Title VI Civil Rights Evaluation	2.2	$75,793.32	$37,896.66		$37,896.66	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00				$0.00	$37,896.66
Model Work	2.3	$227,379.96	$113,689.98		$63,689.98	$0.00	$1,750.28	$1,184.01	$0.00	$0.00	$0.11	$0.00	$0.00	$0.00				$2,934.40	$60,755.58
Land Use Map	2.4	$113,689.98	$56,844.99		$56,844.99	$2,617.45	$6,602.41	$15,329.48	$7,392.19	$4,580.94	$5,465.35	$5,079.28	$0.00	$0.00				$47,067.10	$9,777.89
Planning Assistance	3.2	$171,684.98	$85,842.49		$335,842.49	$5,808.06	$7,878.18	$15,211.12	$9,589.41	$12,232.24	$14,367.24	$8,783.20	$99,772.64	$24,973.12				$198,615.21	$137,227.28
Complete Streets Planning	3.4	$0.00	$90,000.00		$90,000.00	$1,179.32	$2,232.33	$2,611.41	$2,039.00	$2,437.29	$4,094.79	$5,214.14	$2,643.55	$9,211.66				$31,663.49	$58,336.51
Resiliency Planning	3.5	$0.00	$325,000.00		$325,000.00	$0.00	$0.00	$0.00	$0.00	$9,447.66	$0.00	$36,340.76	$78,736.71	$0.00				$124,525.13	$200,474.87
Performance-Base Planning	3.6	$0.00	$250,000.00		$250,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$13,337.85	$0.00	$42,375.35	$0.00				$55,713.20	$194,286.80
Project Selection Criteria	4.1	$37,896.66	$18,948.33		$18,948.33	$0.00	$0.00	$0.00	$999.71	$6,415.93	$4,805.79	$8,652.37	$4,212.11	$6,900.66				$31,986.57	$13,038.24
Bike And Pedestrian	4.2	$304,773.28	$152,386.64		$152,386.64	$4,954.14	$6,363.02	$8,913.35	$5,817.49	$10,709.37	$9,994.43	$6,100.53	$6,397.56	$4,139.81				$63,389.70	$88,996.94
Truck Route & Freight Planning	4.3	$37,896.66	$18,948.33		$18,948.33	$0.00	$1,442.20	$0.00	$0.00	$0.00	$0.03	$127.26	$2,023.78	$999.51				$4,592.78	$14,355.55
County Thoroughfare Plan	4.4	$38,146.66	$19,073.33		$19,073.33	$535.39	$40.24	$0.00	$0.00	$127.25	$0.02	$0.00	$0.00	$0.00				$702.90	$18,370.43
Metropolitan Transportation Plan	4.5	$193,133.30	$96,566.65		$96,566.65	$5,289.04	$6,202.14	$10,935.05	$3,792.98	$6,365.24	$3,488.41	$7,427.42	$9,060.40	$8,073.90				$60,634.58	$35,932.07
Regional Transit Plan	5.1	$37,896.66	$18,948.33		$18,948.33	$0.00	$0.00	$154.44	$0.00	$0.00	$864.37	$381.77	$858.00	$0.00				$2,258.58	$16,689.75
Incident Management & Safety Study	5.2	$18,948.34	$9,474.17		$9,474.17	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$720.13	$9,547.92				$10,268.05	$793.88
Congestion Data Collection	5.3	$289,796.66	$144,898.33		$144,898.33	$0.00	$52,294.25	$36,299.57	$2,218.86	$124,620.44	$0.10	$0.00	$66,125.92	$60,027.00				$341,586.14	$196,687.81
Corridor Study	5.4	$175,000.00	$18,948.33		$200,000.00	$0.00	$0.00	$80.63	$0.00	$0.00	$0.00	$0.00	$28,203.39	$0.00				$28,284.02	$171,715.98
Traffic Counts	5.5	$18,948.34	$9,474.17		$9,474.17	$0.00	$0.00	$0.00	$0.00	$815.86	$0.00	$1,407.18	$0.00	$0.00				$2,223.04	$7,251.13
	Totals	$3,745,047.94	$2,468,972.30		$2,850,023.97	$118,667.71	$164,133.59	$188,834.31	$93,043.52	$261,648.66	$141,129.60	$148,679.39	$428,311.03	$216,272.93				$1,760,720.74	$1,089,303.23

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	$750,139.88	83.61%	$672,874	($77,266)
2		$224,750.79	$52,009.25	23.14%	$168,563	$116,554
3		$1,039,389.15	$412,645.25	39.70%	$779,542	$366,897
4		$305,923.28	$161,306.53	52.73%	$229,442	$68,136
5		$382,795.00	$384,619.83	100.48%	$287,096	($97,524)
Totals		$2,850,023.97	$1,760,720.74	61.78%	$2,137,517.98	$376,797.24
				75.00%		

FY 22-23	Task	Adjusted UPWP	Total Spent	% of adjust. Budget spent	Amount we should've spent	Difference
1		$1,804,331.50	$1,685,085.25	93.39%	$1,578,790	($106,295)
2		$449,501.58	$232,494.77	51.72%	$393,314	$160,819
3		$1,193,778.30	$565,565.74	47.38%	$1,044,556	$478,990
4		$611,846.56	$350,301.37	57.25%	$535,366	$185,064
5		$684,538.33	$578,869.37	84.56%	$598,971	$20,102
Totals		$4,743,996.27	$3,412,316.50	71.93%	$4,150,996.74	$738,680.24
				87.50%		

August 10, 2023

TxDOT Monthly Letting Update

(Projects within Rio Grande Valley MPO Area)

NO PROJECTS WERE LET IN April, May, June & July 2023

PROJECTS TO BE LET IN August 2023

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

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

NO PROJECTS TO BE LET IN October & November 2023

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

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August 10, 2023

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

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
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

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 – 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

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August 10, 2023

NO PROJECTS TO BE LET IN June & July 2024

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 3 & CAT 11 (Rider 11B)
LL – Pharr/Reynosa Int'l Bridge *0921-02-423*	HID	900 ft N of Military Rd and Juniper St to 1860 ft N of Military Rd and Juniper St Intersection	Pharr Bridge Commercial Vehicle Parking Site	$13,415,598 / $0.00	CAT 10 (CRP) & CAT 3
LL – Pharr/Reynosa Int'l Bridge *0921-02-424*	HID	@ Pharr International Bridge	Dock Expansion (Phase I)	$11,942,645 / $0.00	CAT 11 (Rider 11B) & CAT 3
LL – Pharr/Reynosa Int'l Bridge *0921-02-425*	HID	@ Pharr International Bridge	Dock Expansion (Phase II)	$12,700,181 / $0.00	CAT 11 (Rider 11B) & 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
Stenger St *0921-06-370*	CAM	Business 77 West to Fannin St	Construct 10' Shared Use Path	$1,750,156 / $0.00	CAT 10 (CRP)
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

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PROJECTS TO BE LET IN September 2024

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – Hi-Line West Rd *0921-02-376*	HID	Jackson Rd to Cage Blvd	Widen to 2 Lane with Continuous Left Turn Lane	$6,031,861 / $0.00	CAT 7
LL – West Rail Trail – Amenities *0921-06-350*	CAM	On West Rail Trail from Palm Blvd to IH-69 E South Bound Rd West of Old Alice Rd	Purchase/Installation of Amenities @ Former Rail Line	$1,125,001 / $0.00	CAT 9 & 3
LL – Freddy Gonzalez Hike & Bike Trail *0921-02-497*	HID	Freddy Gonzalez Dr and Closner Blvd., Municipal Park on Raul Longoria	Construct 1.9 Miles, 10ft. Wide Concrete Shared Use Path	$874,996 / $0.00	CAT 9 & 3
LL – Bejarano-McFarland-Galvan Trail Extension *0921-06-351*	CAM	SH 100 & Roy St to Arturo Galvan Coastal Park Entrance	Construct and Extend Trail, ADA Ramps & Bus Stop Improvements	$544,125 / $0.00	CAT 9 & 3

PROJECTS TO BE LET IN October 2024

Hwy	CO	Limits	Description	Estimate / Low Bid	Funding Categories
LL – Southmost Trail *0921-06-289*	CAM	FM 1847 Near Los Ebanos Blvd to La Posada Dr/Monsees Rd	Construct 10’ Concrete Trail	$3,438,131 / $0.00	CAT 10 CRP
SL 499 *1137-02-043*	CAM	IH-68E NB Frontage Rd to BUS 77	Widen Roadway with Curb & Gutter & Raised Median	$350,000 / $0.00	CAT 8
US 281 *0255-06-069*	HID	Construct 4 Lanes with Overpasses and Two-2 Lane Frontage Roads	3.9 Miles North of SH 186 to SH 186	$65,880,001	CAT 12

NO PROJECTS TO BE LET IN November & December 2024

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

PHARR DISTRICT MASTER LETTING PLAN - FY 2020 + <<FOR INTERNAL TxDOT PHARR DISTRICT USE ONLY>> (JS Revised 7/28/2023)

Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6			STATEWIDE FUND 6						CAT 10	Cat 11 Safety	Overall Total
						Cat 1 Rehab	Cat 1 PM	DISTRICT Cat 1 TOTALS	Cat 6/RGS	CAT 8	Cat 3 Local	STATEWIDE FUND 6 TOTALS	Cat 3 Overweight Corridor	DISTRICT NON-TRADITIONAL TOTALS			
Construction Lettings																	
Apr-23	CAM	SH 48	0220-07-068, etc.	Median Barrier Installation	2.56 Miles South of SH 100 to 1.76 Miles South of SH	$ -	$ -	$ -	$ -	$ 276,481	$ -	$ 276,481	$ -	$ -		$ -	$ 276,481
	HID	>IH-69C	0255-07-148	Median Barrier Installation	0.29 Miles South of FM 490 Overpass to FM 490 Ove	$ -	$ -	$ -	$ -	$ 107,309	$ -	$ 107,309	$ -	$ -		$ -	$ 107,309
						$ -	$ -	$ -	$ -	$ 383,790	$ -	$ 383,790	$ -	$ -	$ -	$ -	$ 383,790
May-23	STR	R&S - US 83	0038-07-083	Install Traffic Signal	0.1 Miles West of Sunsex Rd./ Midway Rd. to 0.1 Miles West of Sunsex Rd./ Midway Rd.	$ -	$ -	$ -	$ -	$ 301,665	$ -	$ 301,665	$ -	$ -		$ -	$ 301,665
						$ -	$ -	$ -	$ -	$ 301,665	$ -	$ 301,665	$ -	$ -	$ -	$ -	$ 301,665
Jun-23	HID	SP 115	1804-01-084	Install Cable Barrier	.43 Miles North of Dicker Rd. to .22 Miles South of L	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ 428,310	$ 428,310
	HID	UP 281	0255-09-106	Install Cable Barrier	200 Ft. West of 19th St. to .14 Mi West of SH 336 Ov	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ 307,705	$ 307,705
	HID	SH 107	0528-01-124	Install Cable Barrier	Filmore Ave. to .25 Miles South of FM 681	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ 507,964	$ 507,964
	HID	R&S - IH-69C - Frontage I	0255-08-111, etc.	Overlay	Trenton Rd. to SH 107	$ -	$ 3,609,544	$ 3,609,544	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 3,609,544
	HID	R&S >SH 495	0865-01-116	Overlay	FM 1426 to FM 907	$ -	$ 2,365,679	$ 2,365,679	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 2,365,679
	HID	R&S - (6/2023) - SS 115	1804-01-082, etc.	Overlay	Uvalde Rd. to Sarah Ave.	$ -	$ 2,778,732	$ 2,778,732	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 2,778,732
	HID	R&S >SS 115	1804-01-083	Overlay	Sarah Ave. to UP 281	$ -	$ 4,978,570	$ 4,978,570	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 4,978,570
	HID	R&S >IH-69C Frontage	0255-07-149	Overlay	FM 1925 to FM 2812	$ -	$ 3,543,795	$ 3,543,795	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 3,543,795
Jun-23	HID	R&S - FM 2220	2094-01-071	Install Raised Median	Neuhaus Dr. to Agusta Ave.	$ -	$ -	$ -	$ -	$ 1,384,185	$ -	$ 1,384,185	$ -	$ -		$ -	$ 1,384,185
	HID	FM 2221	0669-03-029, etc.	Install Advanced Warning Signs & Safety Lig	0.1 Miles West of Queen Palm Dr. to 0.1 Miles East o	$ -	$ -	$ -	$ -	$ 82,238	$ -	$ 82,238	$ -	$ -		$ -	$ 82,238
	HID	>FM 2221	0669-03-030	Install Traffic Signal	0.1 Miles West of Abram Rd. to 0.1 Miles East of Abr	$ -	$ -	$ -	$ -	$ 240,898	$ -	$ 240,898	$ -	$ -		$ -	$ 240,898
	HID	>FM 492	0862-01-066	Install Traffic Signal	0.1 Miles West of Mile 6 Rd. to 0.1 Miles East of Mil	$ -	$ -	$ -	$ -	$ 215,579	$ -	$ 215,579	$ -	$ -		$ -	$ 215,579
	HID	>FM 1924	1802-01-046	Install Traffic Signal	0.1 Miles West of Schuerbach Rd. to 0.1 Miles East o	$ -	$ -	$ -	$ -	$ 370,836	$ -	$ 370,836	$ -	$ -		$ -	$ 370,836
	STR	FM 755	1103-05-002	Install Traffic Signal	0.1 Miles North East of Flores St. to 0.1 Miles SW of	$ -	$ -	$ -	$ -	$ 260,330	$ -	$ 260,330	$ -	$ -		$ -	$ 260,330
	HID	FM 681	0669-01-066	Install Traffic Signal	0.1 Miles West of Inspiration Rd. to 0.1 Miles East of	$ -	$ -	$ -	$ -	$ 287,219	$ -	$ 287,219	$ -	$ -		$ -	$ 287,219
	HID	FM 2128	2450-01-026	Install Traffic Signal	0.1 Miles West of Terry Rd, to 0.1 Miles East of Terry	$ -	$ -	$ -	$ -	$ 278,322	$ -	$ 278,322	$ -	$ -		$ -	$ 278,322
						$ -	$ 17,276,320	$ 17,276,320	$ -	$ 3,119,607	$ -	$ 3,119,607	$ -	$ -	$ -	$ 1,243,979	$ 21,639,906
Jul-23	CAM	SH 4	1504-01-037	Rehabilitate Existing Roadway	IH-69E to SH 48	$ -	$ 7,700,000	$ 7,700,000	$ -	$ -	$ -	$ -	$ 11,500,000	$ 11,500,000		$ -	$ 19,200,000
	HID	Cesar Chavez Rd.	0921-02-484, etc.	Install Intersection Flashing Beacon	At Ridge Rd	$ -	$ -	$ -	$ -	$ 56,498	$ 1	$ 56,499	$ -	$ -		$ -	$ 56,499
	HID	>Mile 4 W. Rd.	0921-02-487	Install Intersection Flashing Beacon	At Mile 16 N. Rd	$ -	$ -	$ -	$ -	$ 56,498	$ 1	$ 56,499	$ -	$ -		$ -	$ 56,499
	HID	>Mile 6 W. Rd.	0921-02-488	Install Intersection Flashing Beacon	At Mile 12 N Rd	$ -	$ -	$ -	$ -	$ 56,498	$ 1	$ 56,499	$ -	$ -		$ -	$ 56,499
	HID	>M Rd.	0921-02-489	Install Intersection Flashing Beacon	At Mile 17 1/2 N Rd	$ -	$ -	$ -	$ -	$ 56,498	$ 1	$ 56,499	$ -	$ -		$ -	$ 56,499
	HID	>Ramseyer Rd.	0921-02-490	Install Intersection Flashing Beacon	At Kenyon Rd	$ -	$ -	$ -	$ -	$ 56,498	$ 1	$ 56,499	$ -	$ -		$ -	$ 56,499
	HID	>Texan Rd.	0921-02-486	Install Intersection Flashing Beacon	At 4 Mi Line Rd	$ -	$ -	$ -	$ -	$ 56,498	$ 1	$ 56,499	$ -	$ -		$ -	$ 56,499
	HID	>Texan Rd.	0921-02-485	Install Intersection Flashing Beacon	At 8 Mi Line Rd	$ -	$ -	$ -	$ -	$ 56,498	$ 1	$ 56,499	$ -	$ -		$ -	$ 56,499
	CAM	US 281	0220-04-059, etc.	Install Traffic Signal	At Calle Pluton / Capt. Basler	$ -	$ -	$ -	$ -	$ 246,417	$ -	$ 246,417	$ -	$ -		$ -	$ 246,417
	CAM	>FM 1419	1426-01-057	Install Traffic Signal	@ FM 511	$ -	$ -	$ -	$ -	$ 227,305	$ -	$ 227,305	$ -	$ -		$ -	$ 227,305
	CAM	>FM 1847	1801-01-059	Install Traffic Signal	@ Main St.	$ -	$ -	$ -	$ -	$ 227,305	$ -	$ 227,305	$ -	$ -		$ -	$ 227,305
	HID	>FM 1925	1803-02-049	Install Traffic Signal	@ M Rd./Gwin Rd.	$ -	$ -	$ -	$ -	$ 434,024	$ -	$ 434,024	$ -	$ -		$ -	$ 434,024
	HID	FM 1425	1428-01-027, etc.	Rehabilitate Roadway	SH 107 to IH-2	$ 7,667,758	$ -	$ 7,667,758	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 7,667,758

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Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6			STATEWIDE FUND 6								
						Cat 1 Rehab	Cat 1 PM	DISTRICT Cat 1 TOTALS	Cat 6/RGS	CAT 8	Cat 3 Local	STATEWIDE FUND 6 TOTALS	Cat 3 Overweight Corridor	DISTRICT NON-TRADITIONAL TOTALS	CAT 10	Cat 11 Safety	Overall Total
	HID	>FM 1425	1428-01-028	Rehabilitate Roadway	IH-2 to Bus 83	$ 621,114	$ -	$ 621,114	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 621,114
	HID	>FM 1425	1428-01-033	Widen Paved Shoulder (to 5 ft. or less)	SH 107 to Miles 12 N Rd.	$ -	$ -	$ -	$ -	$ 3,653,441	$ -	$ 3,653,441	$ -	$ -		$ -	$ 3,653,441
	HID	>Freddy Gonzalez Dr	0921-02-500	Install Traffic Signal	0.1 Miles West of Mon Mack Rd. to 0.1 Miles East of	$ -	$ -	$ -	$ -	$ 189,422	$ -	$ 189,422	$ -	$ -		$ -	$ 189,422
						$ 8,288,872	$ 7,700,000	$ 15,988,872	$ -	$ 5,373,400	$ 7	$ 5,373,407	$ 11,500,000	$ 11,500,000	$ -	$ -	$ 32,862,279
Aug-23	CAM	*Dixieland Rd.*	*0921-06-356*	*Install Safety Lighting*	*Garret Rd. to FM 1479*	$ -	$ -	$ -	$ -	$ 459,522	$ -	$ 459,522	$ -	$ -		$ -	$ 459,522
	CAM	*SH 107*	*0342-03-037*	*Rehabilitate Existing Roadway*	*Luisiana St to Hooks E. Hodges St.*	$ 5,555,863	$ -	$ 5,555,863	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 5,555,863
	HID	*Mile 2 Rd.*	*0921-02-508*	*Install Advanced Warning Signs & Safety Ligl*	*0.1 Miles West of Minnesota Rd. to 0.1 Miles East of Minnesota Rd.*	$ -	$ -	$ -	$ -	$ 136,457	$ -	$ 136,457	$ -	$ -		$ -	$ 136,457
	HID	*Mile 3 Rd*	*0921-02-509*	*Install Advanced Warning Signs & Safety Ligl*	*0.1 Miles West of Western Rd. to 0.1 Miles East of Western Rd.*	$ -	$ -	$ -	$ -	$ 136,457	$ -	$ 136,457	$ -	$ -		$ -	$ 136,457
	HID	FM 2812	2831-01-016	Add Left Turn Lane	0.1 Miles East of Jackpot Blvd.	$ -	$ -	$ -	$ -	$ 404,945	$ -	$ 404,945	$ -	$ -		$ -	$ 404,945
	CAM	IH-69E	0039-07-260, etc	Installation of Rumble Strips	FM 732 to .05 Miles South of Bus 77	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ 55,080	$ 55,080
	HID	SH 186	0433-01-031	Installation of Rumble Strips	US 281 to Hidalgo/Willacy County Line	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ 281,173	$ 281,173
	CAM	IH-69E	0039-08-105	Installation of Rumble Strips	.05 Miles South of BUS 77 to 0.6 Miles North of FM	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ 653,334	$ 653,334
	CAM	IH-69E	0039-09-064	Installation of Rumble Strips	0.6 Miles North of FM 3248 to FM 3248	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ 38,601	$ 38,601
	CAM	R&S - FM 510	1057-03-045	Rehabilitate Roadway	FM 3462 to FM 1847	$ 16,120,867	$ -	$ 16,120,867	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 16,120,867
	CAM	Resaca De La Palma	0921-06-269, etc.	Seal Coat Entrance Road & Parking Lot	Within World Birding Center - Resaca De La Palma S	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 110,577	$ -	$ 110,577
	CAM	>Las Palomas WMA	0921-06-267	Seal Coat Entrance Road & Parking Lot	Within Las Palomas WMA Arroyo Colorado Unit	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 28,500	$ -	$ 28,500
	CAM	>Brownsville Field Station	0921-06-268	Rehabilitate Parking Lot	Within Brownsville Field Station	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 57,000	$ -	$ 57,000
						$ 21,676,730	$ -	$ 21,676,730	$ -	$ 1,137,381	$ -	$ 1,137,381	$ -	$ -	$ 196,077	$ 1,028,188	$ 24,038,376
Sep-23	HID	>FM 1015	1228-03-051	Rehabilitate Roadway	IH-2 to 2.584 Miles South of IH-2	$ -	$ -	$ -	$ -	$ -	$ 11,657,350	$ 11,657,350	$ -	$ -		$ -	$ 11,657,350
	HID	FM 1015	1228-03-050, etc.	Rehabilitate Roadway	Mile 9 to IH-2	$ -	$ -	$ -	$ -	$ -	$ 6,300,000	$ 6,300,000	$ -	$ -		$ -	$ 6,300,000
	CAM	FM 511	0684-01-073, etc.	Seal Coat	Old Port Isabel Rd. to Charmaine Lane	$ -	$ 119,188	$ 119,188	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 119,188
	CAM	>BU 77W	0327-11-002	Seal Coat	Willacy/Cameron County Line to IH-69E	$ -	$ 47,548	$ 47,548	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 47,548
	CAM	>FM 106	0630-02-043	Seal Coat	FM 1595 to SH 345	$ -	$ 239,058	$ 239,058	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 239,058
	CAM	>FM 106	0630-03-027	Seal Coat	SH 345 to FM 2925	$ -	$ 82,745	$ 82,745	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 82,745
	CAM	>IH 169	0684-01-074	Seal Coat	IH 69E to Old Alice Rd.	$ -	$ 156,502	$ 156,502	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 156,502
	CAM	>SH 550	0684-01-075	Seal Coat	Old Alice Rd. to Old Port Isabel Rd.	$ -	$ 705,221	$ 705,221	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 705,221
	CAM	>FM 800	1136-02-057	Seal Coat	FM 509 to FM 2520	$ -	$ 101,176	$ 101,176	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 101,176
	CAM	>FM 106	1138-01-042	Seal Coat	FM 2925 to FM 803	$ -	$ 67,411	$ 67,411	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 67,411
	CAM	>FM 106	1425-03-073	Seal Coat	SL 499 to FM 1595	$ -	$ 396,028	$ 396,028	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 396,028
	CAM	>FM 106	2243-01-016	Seal Coat	FM 803 to FM 1847	$ -	$ 103,265	$ 103,265	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 103,265
	HID	IH 2	0039-18-123, etc.	Seal Coat	FM 2557 FM 1423	$ -	$ 573,367	$ 573,367	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 573,367
	HID	>FM 491	0861-01-067	Seal Coat	MILE 10 N to IH-2	$ -	$ 259,617	$ 259,617	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 259,617
	HID	>FM 493	0863-03-037	Seal Coat	FM 2812 to FM 1925	$ -	$ 198,699	$ 198,699	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 198,699
	STR	>FM 1017	1227-03-014	Seal Coat	FM 755 to Hidalgo/Starr County Line	$ -	$ 521,532	$ 521,532	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 521,532
	HID	>FM 2061	1939-01-065	Seal Coat	FM 1925 to SH 107	$ -	$ 241,128	$ 241,128	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 241,128
	HID	>FM 1425	3343-04-015	Seal Coat	FM 2629 to SH 107	$ -	$ 305,940	$ 305,940	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 305,940

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Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6			STATEWIDE FUND 6						CAT 10	Cat 11 Safety	Overall Total
						Cat 1 Rehab	Cat 1 PM	DISTRICT Cat 1 TOTALS	Cat 6/RGS	CAT 8	Cat 3 Local	STATEWIDE FUND 6 TOTALS	Cat 3 Overweight Corridor	DISTRICT NON-TRADITIONAL TOTALS			
	HID	>FM 162	3617-01-002	Seal Coat	IH 69C to 0.25 Miles East of Vickburg Dr.	$ -	$ 80,498	$ 80,498	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 80,498
	CAM	Resaca De Las Palmas Sta	0921-06-363	Resurface Roads and Raise Grade	Within the World Birding Center @ Resaca De Las P	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 250,000	$ -	$ 250,000
						$ -	$ 4,198,923	$ 4,198,923	$ -	$ -	$ 17,957,350	$ 17,957,350	$ -	$ -	$ 250,000	$ -	$ 22,406,273
Oct-23	HID	>On Mile 5 (Bridge)	1064-01-046	Replace Bridge	@ Edinburg Main Canal STR #: K00011001	$ -	$ -	$ -	$ 725,303	$ -	$ -	$ 725,303	$ -	$ -			$ 725,303
						$ -	$ -	$ -	$ 725,303	$ -	$ -	$ 725,303	$ -	$ -	$ -	$ -	$ 725,303
Nov-23		NO PROJECTS				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ -
						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Dec-23		NO PROJECTS				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ -
						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Jan-24	CAM	SL 499	1137-02-042, etc.	Overlay	FM 106 to BUS 77	$ -	$ 958,101	$ 958,101	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 958,101
	CAM	>SH 100	0331-02-059	Overlay	SH 48 to Queen Isabella Causeway	$ -	$ 1,017,839	$ 1,017,839	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 1,017,839
	CAM	>PR 100	0331-04-073	Overlay	Orca Circle to Queen Isabella Causeway	$ -	$ 2,918,597	$ 2,918,597	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 2,918,597
	CAM	>SL 499	1137-01-032	Overlay	BUS 77 to IH-69E	$ -	$ 709,578	$ 709,578	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 709,578
						$ -	$ 5,604,115	$ 5,604,115	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 5,604,115
Feb-24		NO PROJECTS				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ -
						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ -
Mar-24		NO PROJECTS				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ -
						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Apr-24	HID	Districtwide Locations	0921-00-091	ADA Remediation and New Construction	Various Locations Districtwide	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,500,000	$ -	$ 2,500,000
						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,500,000	$ -	$ 2,500,000
May-24		NO PROJECTS				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ -
						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ -
Jun-24	HID	Mile 1 E. Rd.	0039-04-132, etc.	Installation of Traffic Signal	0.1 Miles N. of Mile 1 E Rd. to 0.1 Miles S of Mile 1	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ 150,000	$ 150,000
	HID	>FM 1425	0039-04-133	Installation of Traffic Signal	0.1 Miles N of FM 1425 to 0.1 Miles S of FM 1425	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ 300,000	$ 300,000
	CAM	>FM 803	0039-08-106	Installation of Traffic Signal	0.1 Miles N of FM 803 to 0.1 Miles S of FM 803	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ 350,000	$ 350,000
	HID	>Scott Ln.	0039-02-079	Installation of Traffic Signal	0.1 Miles N of Scott Ln. to 0.1 Miles S of Scott Ln.	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ 300,000	$ 300,000
	STR	>FM 1430	0039-01-104	Installation of Traffic Signal	0.1 Miles W of FM 1430 to 0.1 Miles E of FM 1430	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ 300,000	$ 300,000
	STR	US 83	0038-07-084, etc.	Safety Lighting	0.3 Miles E of FM 3167 to 0.2 Miles W of River Rd.	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ 240,000	$ 240,000
	HID	>FM 490	0860-01-021	Safety Lighting	600 FT W of Brushline Rd. to 1,000 FT E of Brushlin	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ 220,000	$ 220,000
	HID	SH 107	0342-02-059	Install Cable Barrier	0.39 Miles W of Mile 2 W Rd. to 0.45 Miles E of FM	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 600,000	$ 600,000
						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,460,000	$ 2,460,000
Jul-24	CAM	FM 2556	2529-02-010	Replace Bridge & Reconstruct Approaches	0.36 Miles North of Arroyo Colorado to 0.35 Miles So	$ -	$ -	$ -	$ -	$ 6,541,690	$ -	$ 6,541,690	$ -	$ -		$ -	$ 6,541,690
Jul-24	STR	FM 755	1103-04-039	Super 2 & Rehabilitate Roadway	FM 1017 to FM 2294	$ 33,496,008	$ -	$ 33,496,008	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 33,496,008
						$ 33,496,008	$ -	$ 33,496,008	$ -	$ 6,541,690	$ -	$ 6,541,690	$ -	$ -	$ -	$ -	$ 40,037,698
Aug-24	HID	Mile 2 Rd.	0921-02-501, etc.	Install Traffic Signal	0.1 Miles Est of Holland/Trosper Rd. to 0.1 Miles Eas	$ -	$ -	$ -	$ -	$ 256,539	$ -	$ 256,539	$ -	$ -		$ -	$ 256,539
	HID	>Mile 2 Rd.	0921-02-502	Install Traffic Signal	0.1 Miles West of Stewart Rd. to 0.1 Miles East of Ste	$ -	$ -	$ -	$ -	$ 238,497	$ -	$ 238,497	$ -	$ -		$ -	$ 238,497
	HID	>Mile 2 Rd.	0921-02-503	Install Traffic Signal	0.1 Miles West of Glasscock Rd. to 0.1 East of Glassc	$ -	$ -	$ -	$ -	$ 238,497	$ -	$ 238,497	$ -	$ -		$ -	$ 238,497
	HID	Mile 4 Rd.	0921-02-507, etc.	Install Traffic Signal	0.1 Miles Ewest of Trosper Rd. to 0.1 Miles East of T	$ -	$ -	$ -	$ -	$ 397,568	$ -	$ 397,568	$ -	$ -		$ -	$ 397,568
	HID	>Mile 5 Rd.	0921-02-510	Install Advanced Warning Signs & Safety Lig	0.1 Miles West of Western Rd. to 0.1 Miles East of W	$ -	$ -	$ -	$ -	$ 89,982	$ -	$ 89,982	$ -	$ -		$ -	$ 89,982
	HID	2 Mile Line Rd.	0921-02-517	Improve Traffic Signals	0.1 Miles North of Bryan Rd. to 0.1 Miles South of Br	$ -	$ -	$ -	$ -	$ 83,502	$ -	$ 83,502	$ -	$ -		$ -	$ 83,502
	HID	Los Ebanos Rd.	0921-02-518	Improve Traffic Signals	0.1 Miles West of Griffin Pkwy. to 0.1 Miles East of C	$ -	$ -	$ -	$ -	$ 88,374	$ -	$ 88,374	$ -	$ -		$ -	$ 88,374
	HID	1st St.	0921-02-519	Improve Traffic Signals	0.1 Miles West of Conway Ave. to 0.1 Miles East of C	$ -	$ -	$ -	$ -	$ 43,216	$ -	$ 43,216	$ -	$ -		$ -	$ 43,216
	HID	Nolana Ave.	0921-02-520	Improve Traffic Signals	34th St. to McColl Rd.	$ -	$ -	$ -	$ -	$ 186,427	$ -	$ 186,427	$ -	$ -	$ -	$ -	$ 186,427

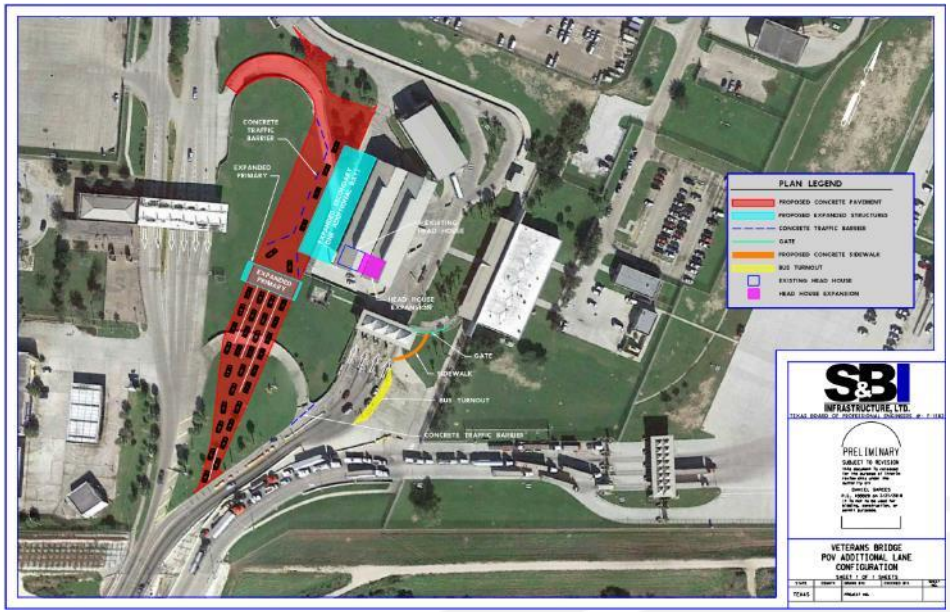
PHARR DISTRICT MASTER LETTING PLAN - FY 2020 + <<FOR INTERNAL TxDOT PHARR DISTRICT USE ONLY>> (JS Revised 7/28/2023)

Let Date	Co	Highway	CSJ	Description	Limits	DISTRICT FUND 6			STATEWIDE FUND 6						CAT 10	Cat 11 Safety	Overall Total
						Cat 1 Rehab	Cat 1 PM	DISTRICT Cat 1 TOTALS	Cat 6/RGS	CAT 8	Cat 3 Local	STATEWIDE FUND 6 TOTALS	Cat 3 Overweight Corridor	DISTRICT NON-TRADITIONAL TOTALS			
						$ -	$ -	$ -	$ -	$ 1,622,602	$ -	$ 1,622,602	$ -	$ -	$ -	$ -	$ 1,622,602
Sep-24	CAM	FM 801	1137-01-031, etc.	Seal Coat	IH 69E to FM 800	$ -	$ 137,805	$ 137,805	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 137,805
	CAM	>FM 1479	1425-04-028	Seal Coat	IH 69E to Dixieland Rd.	$ -	$ 217,349	$ 217,349	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 217,349
	CAM	>FM 1479	1425-04-029	Seal Coat	Dixieland Rd. to FM 800	$ -	$ 95,640	$ 95,640	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 95,640
	CAM	>FM 509	1065-01-017	Seal Coat	IH-69E to FM 800	$ -	$ 154,784	$ 154,784	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 154,784
	CAM	>FM 3195	3304-01-004	Seal Coat	FM 2994 to IH-2	$ -	$ 216,574	$ 216,574	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 216,574
	CAM	>FM 509	2369-01-032	Seal Coat	FM 106 to BUS 77	$ -	$ 111,631	$ 111,631	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 111,631
	CAM	>FM 2520	2356-01-028	Seal Coat	IH 69 to FM 800	$ -	$ 134,280	$ 134,280	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 134,280
	CAM	>SH 345	0630-01-057	Seal Coat	FM 1561 to BUS 77	$ -	$ 182,603	$ 182,603	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 182,603
	CAM	>FM 1595	0630-02-044	Seal Coat	FM 509 to FM 106	$ -	$ 100,194	$ 100,194	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 100,194
	HID	FM 1427	0862-02-020, etc.	Seal Coat	US 83 BUS 83	$ -	$ 415,660	$ 415,660	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 415,660
	STR	>FM 1017	1227-02-015	Seal Coat	Jim Hogg/Starr County Line to FM 755	$ -	$ 469,337	$ 469,337	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 469,337
	HID	>FM 494	0864-01-081	Seal Coat	IH-2 to Railroad Tracks	$ -	$ 320,672	$ 320,672	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 320,672
	HID	>FM 1015	1228-03-049	Seal Coat	SH 107 to Bus 83	$ -	$ 939,444	$ 939,444	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 939,444
	HID	>FM 907	1586-01-088	Seal Coat	FM 1925 to Nolana Rd.	$ -	$ 470,899	$ 470,899	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 470,899
	HID	>FM 3461	1802-02-018	Seal Coat	I69-C to FM 1426	$ -	$ 188,447	$ 188,447	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 188,447
	HID	>IH 69C	0255-07-145	Seal Coat	FM 2812 to FM 490	$ -	$ 277,720	$ 277,720	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 277,720
	HID	>IH 69C	0255-07-146	Seal Coat	BU 281W to FM 2812	$ -	$ 176,319	$ 176,319	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 176,319
	HID	>SH 107	0342-01-102	Seal Coat	FM 493 to FM 88	$ -	$ 285,082	$ 285,082	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 285,082
	HID	>SH 107	0342-02-057	Seal Coat	FM 1015 to FM 1015	$ -	$ 276,925	$ 276,925	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 276,925
	HID	>FM 88	0698-02-059	Seal Coat	FM 1422 to Mile 12 Rd.	$ -	$ 645,848	$ 645,848	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 645,848
	HID	>FM88	0698-03-104	Seal Coat	SH 107 to Miles 12 Rd.	$ -	$ 435,600	$ 435,600	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 435,600
	STR	>US 83	0038-05-052	Seal Coat	0.28 Miles North of FM 2687 to Starr/Zapata County	$ -	$ 864,617	$ 864,617	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 864,617
	CAM	>FM 732	1057-03-058	Seal Coat	BUS 77 to US 281	$ -	$ 255,087	$ 255,087	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 255,087
	CAM	FM 510	1057-03-051	Rehabilitation	FM 1847 to FM 2480	$ 12,400,000	$ -	$ 12,400,000	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 12,400,000
	CAM	SH 4	0039-10-080	Rehabilitate Roadway	FM 1419 to Remedios Ave.	$ 39,000,000	$ -	$ 39,000,000	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ 39,000,000
	HID	FM 1015	1228-04-015	Rehabilitate Roadway	US 281 to Progreso Bridge	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 12,000,000	$ 12,000,000		$ -	$ 12,000,000
	HID	FM 3072	3098-01-019	Rehabilitate Roadway	Veterans Blvd. to Cesar Chavez Rd.	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 5,000,000	$ 5,000,000		$ -	$ 5,000,000
						$ 51,400,000	$ 7,372,517	$ 58,772,517	$ -	$ -	$ -	$ -	$ 17,000,000	$ 17,000,000		$ -	$ 75,772,517
Oct-24		NO PROJECTS				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ -
						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ -
Nov-24		NO PROJECTS				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ -
						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ -
Dec-24		NO PROJECTS				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ -
						$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ -	$ -
						$ 114,861,610	$ 42,151,875	$ 157,013,485	$ 725,303	$ 18,480,135	$ 17,957,357	$ 37,162,795	$ 28,500,000	$ 28,500,000	$ 2,946,077	$ 4,732,167	$ 230,354,524

Project Status Presentation
RGVMPO Technical Advisory Committee
August 10, 2023

CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Veterans POV Expansion
CSJ: 0921-06-313



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

Recent Activity (through 06/30/23):

- Contract Amount: $14,824,093.86
- Change Order Amount: $252,935.99
- Adjusted Contract Amount: $15,077,029.85
- Contract Time: 235 Days
- Amount Invoiced: $7,284,082.03
- Percent Amount Invoiced: 48.3%
- Time Used: 206 Days
- Percent Time Used: 87.7%

Under Construction

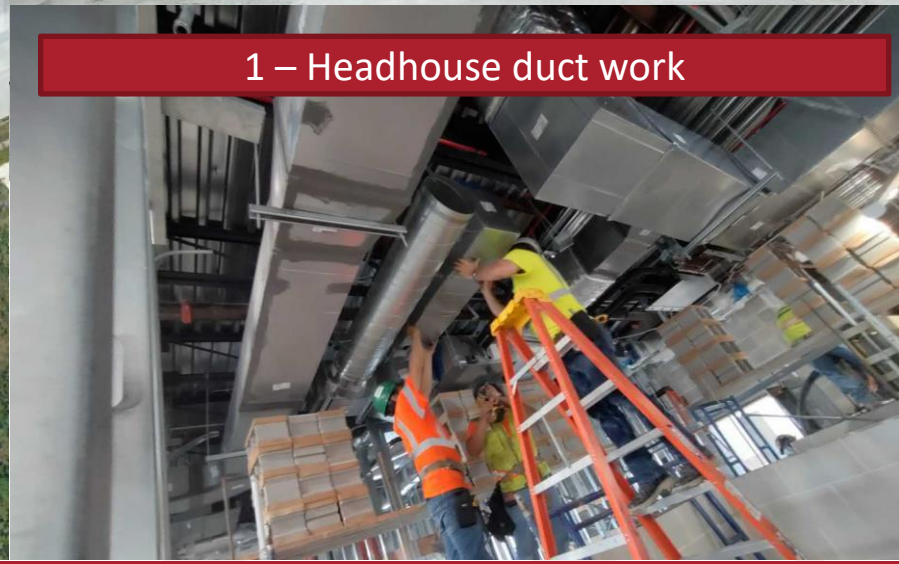
158

Key Activity:

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







1 – Exterior windows frames



1 – Headhouse door readers



2 – Secondary ionsp. cleanup after slab extension



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	✓

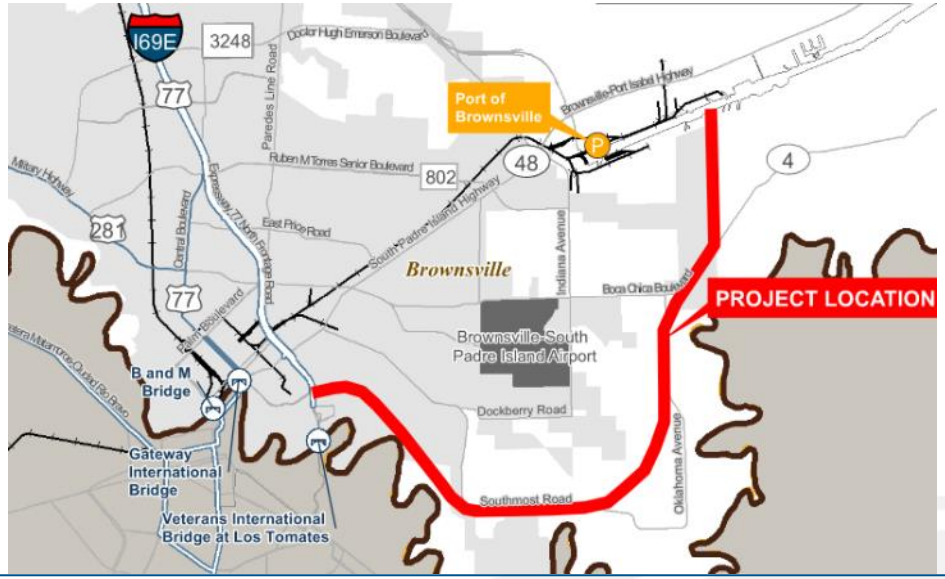
Recent Activity:

- 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

161

Shovel Ready

East Loop
CSJ: 0921-06-315

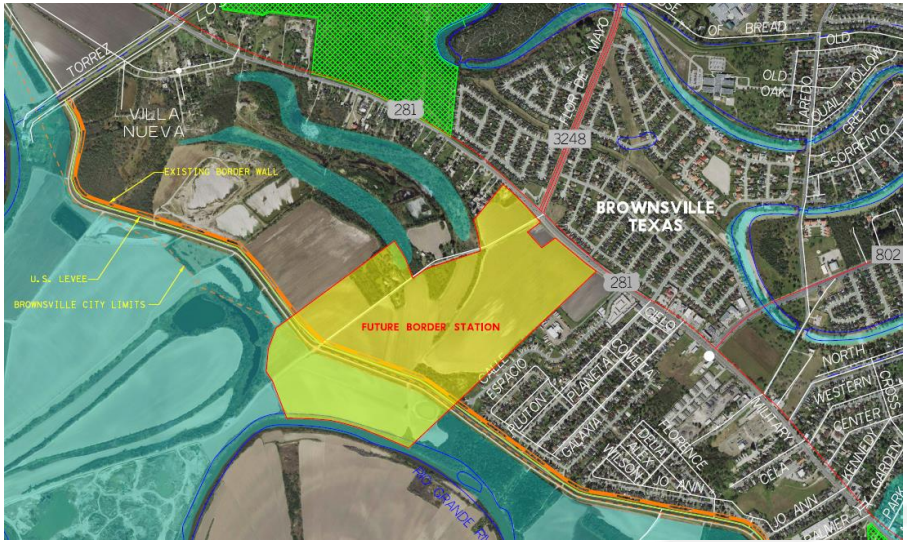


1	**Environmental**	92% complete
2	**Preliminary Engineering**	✓
3	**ROW & Utilities:**	In Process
4	**Design**	93% - 95%
5	**Funding**	Partially Funded

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 Sept 2023.
- 90% PS&E submitted March 2023, 95% anticipated end of Sept 2023
- Utility Relo. Kickoff Meeting held Jan. 2023, Level A potholing taking place mid Aug 2023, util. agreement drafts underway.
- 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



Recent Activity:

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

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

Free Trade Bridge



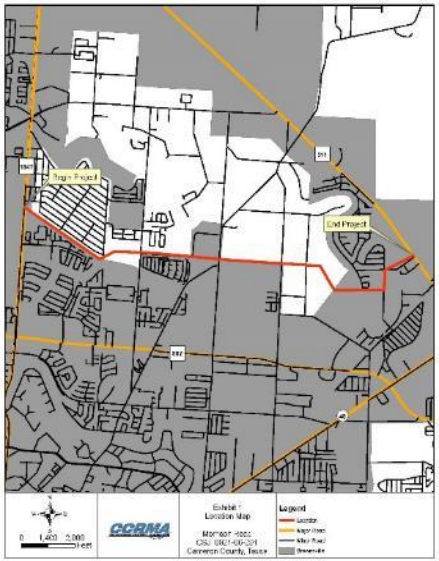
1	Environmental	✓
2	Preliminary Engineering	✓
3	ROW & Utilities:	✓
4	Design	✓
5	Funding	✓

Recent Activity:

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

Construction Imminent

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
- Initial FC comments addressed, more obtained July 2023 and addressed
- Funding: $16 Million Available in CAT 7 Funds

165

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 coordination
- Funding: $20 Million Available in CAT 7 Funds – Submitted TASA App. FY 2023-2024

Shovel Ready

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%

167

Dana Road
CSJ: 0921-06-330



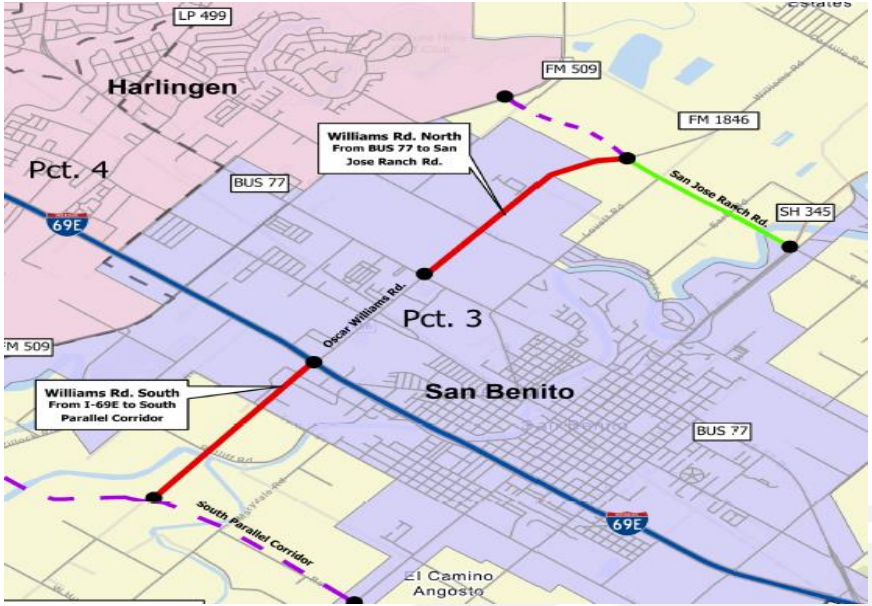
1	**Environmental**	- Underway
2	**Preliminary Engineering**	- Underway
3	**ROW & Utilities:**	✓
4	**Design**	- Pending
5	**Funding**	✓

Recent Activity:

- ILA with City of Brownsville approved to add Dana Road Bridge Rehabilitation to project.
- New EDC Rates-Savings of $1.4M
- Schematic 75%
- 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

168

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-65% complete

169

SPI 2nd Access
CSJ: TBD



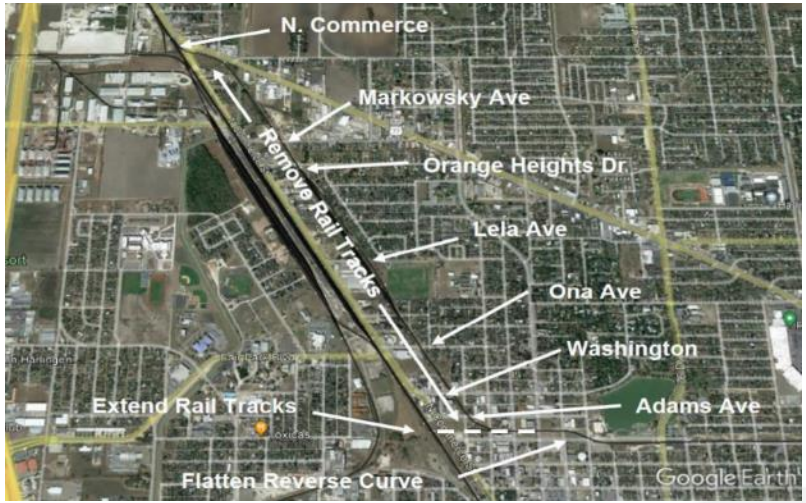
1	**Environmental**	- Underway
2	**Preliminary Engineering**	- Underway
3	**ROW & Utilities:**	- Pending
4	**Design**	- Pending
5	**Funding**	- Pending

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

170

Harlingen Rail Improvements Project FR-CRS-21-002



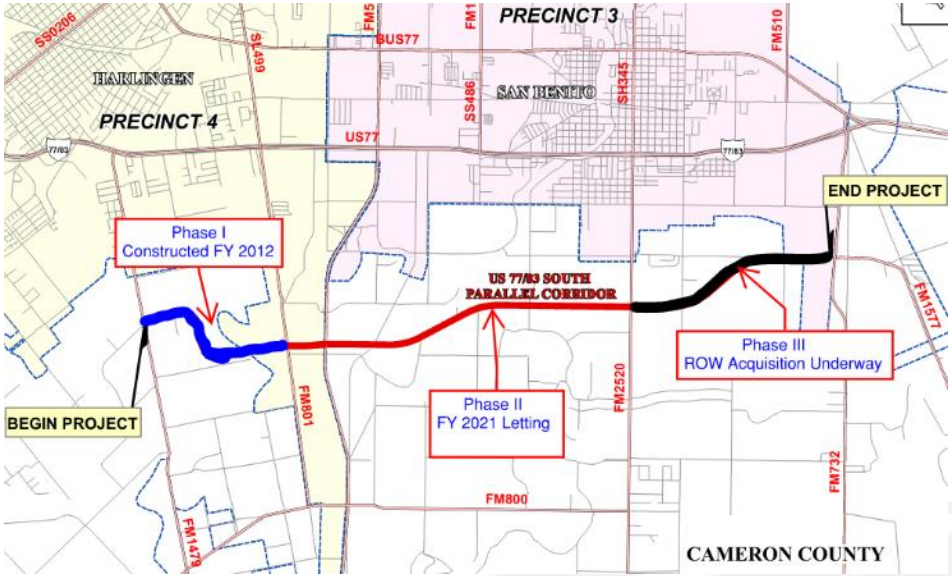
1	Environmental	- Pending
2	Preliminary Engineering	- Pending
3	ROW & Utilities:	✓
4	Design	- Pending
5	Funding	✓

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 Fall 2023

171

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



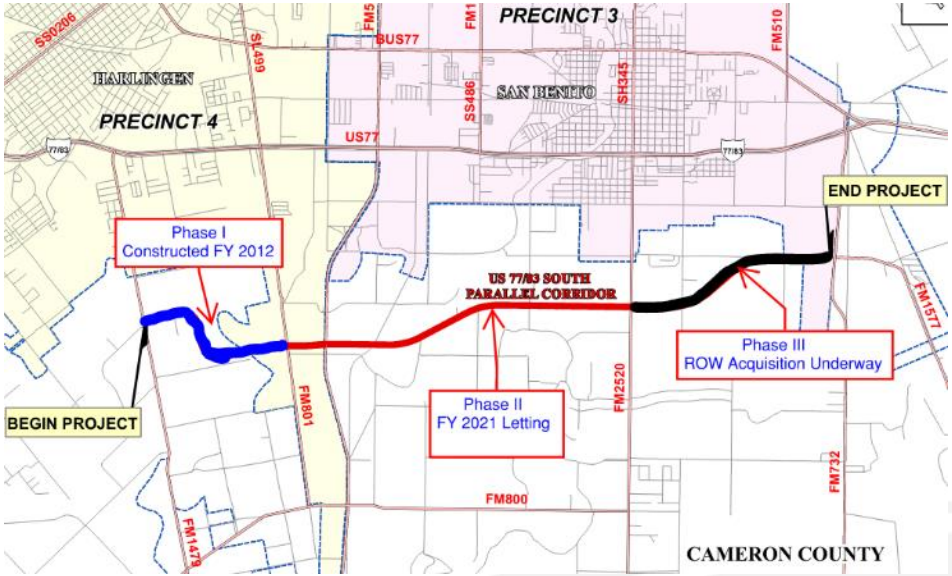
1	Environmental	✓
2	Preliminary Engineering	✓
3	ROW & Utilities:	✓
4	Design	✓
5	Funding	✓

Recent Activity:

- Included in Border Master Plan- Medium Impact Project
- Approx. 85% 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**	- Procurement Underway
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**	- Procurement Underway
2	**Preliminary Engineering**	- Procurement Underway
3	**ROW & Utilities:**	- Pending
4	**Design**	- Pending
5	**Funding**	- Pending

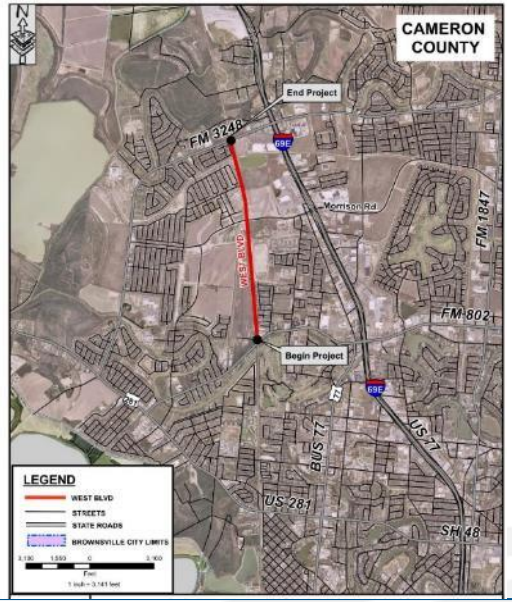
Recent Activity:

- 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

174

West Blvd – Roadway

CSJ:



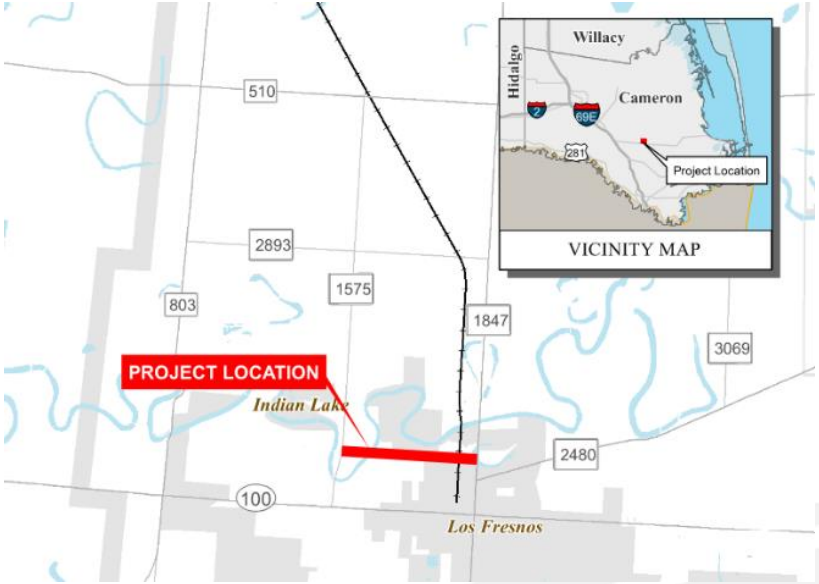
1	**Environmental**	- Underway
2	**Preliminary Engineering**	✓
3	**ROW & Utilities:**	✓
4	**Design**	- 95%
5	**Funding**	✓

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

175

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

176

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; Letting Aug 2023.
- Funding: $390,000 Available for Construction
- Advertisement period initiated 7/30 with anticipated bid opening 8/23/2023

177

Construction Imminent

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



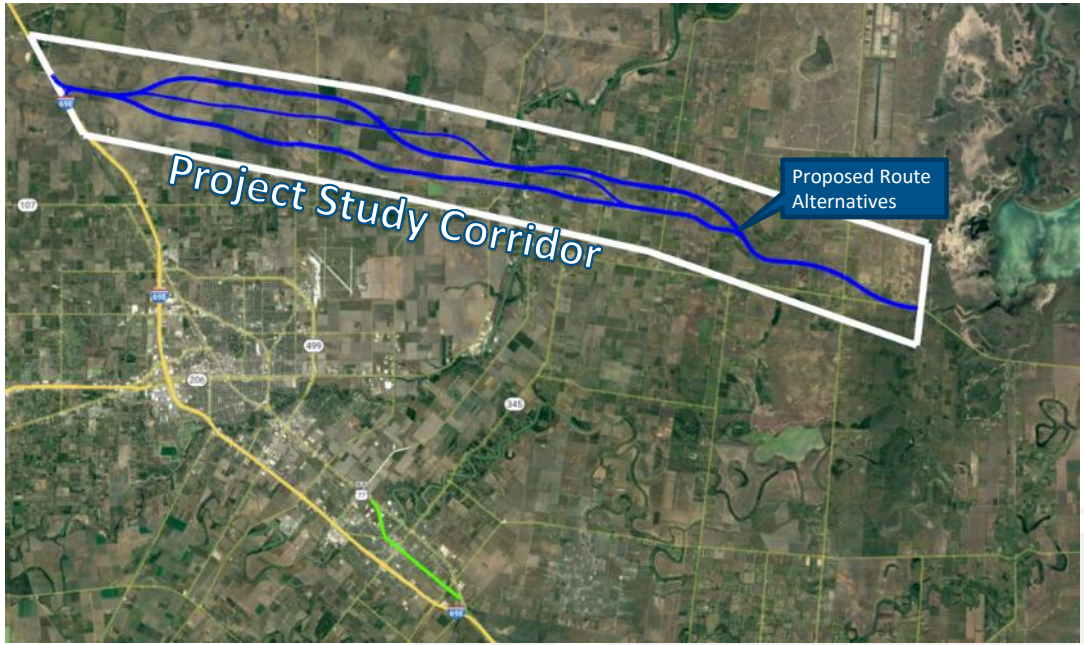
1	**Environmental**	- Procurement Underway
2	**Preliminary Engineering**	- Procurement Underway
3	**ROW & Utilities:**	- Pending
4	**Design**	- Pending
5	**Funding**	✓

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

178

Outer Parkway
CSJ: 0921-06-283



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

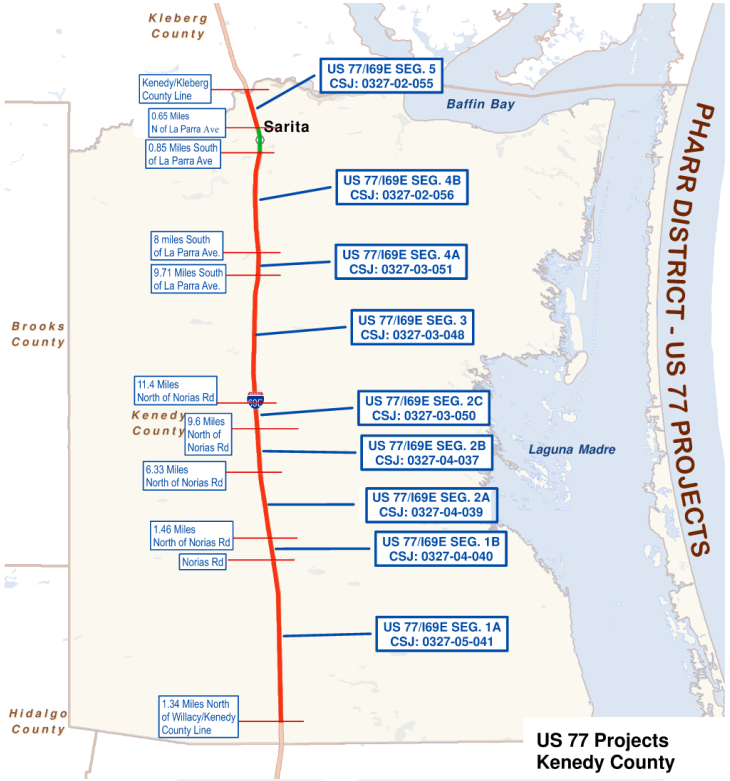
Recent Activity:

- 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.

179

U.S. 77 – I69E Plan

Fully Funded by TxDOT – in Draft 2024 UTP



CSJ	Limits	FY	Funding Status	Funding Amount
0327-05-041 Seg. 1A	Norias Rd to 1.34 MI N of Willacy/Kenedy CL	2024	Fully funded	$214,518,354
0327-04-040 Seg. 1B	1.46 MI N of Norias Rd to Norias Rd	2024	Fully funded	$31,033,192
0327-04-039 Seg. 2A	6.33 MI N of Noria Rd to 1.46 MI N of Norias Rd	2024	Fully funded	$100,100,488
0327-04-037 Seg. 2B	9.6 MI N of Norias Rd to 6.33 MI N of Norias Rd	2024	Fully funded	$61,575,948
0327-03-050 Seg. 2C	11.40 MI N of Norias Rd to 9.6 MI N of Norias Rd	2024	Fully funded	$35,619,465
0327-03-048 Seg. 3	9.71 MI N of Norias Rd to 11.40 MI N of Norias Rd	2028	None (Requested SWDA)	$0
0327-03-051 Seg. 4A	8 MI S of La Parra Ave to 9.71 MI S of La Parra Ave	2031	None (Requested SWDA)	$0
0327-02-056 Seg. 4B	0.85 MI S of La Parra Ave to 8 MI S of La Parra Ave	2031	None (Requested SWDA)	$0
0327-02-055 Seg. 5	Kenedy/Kleberg CL to 0.65 MI N of La Parra Ave	2033	None (Requested SWDA)	$0

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

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

BOARD OF DIRECTORS MEETING FOR JULY 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
Sergio Saenz, 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.

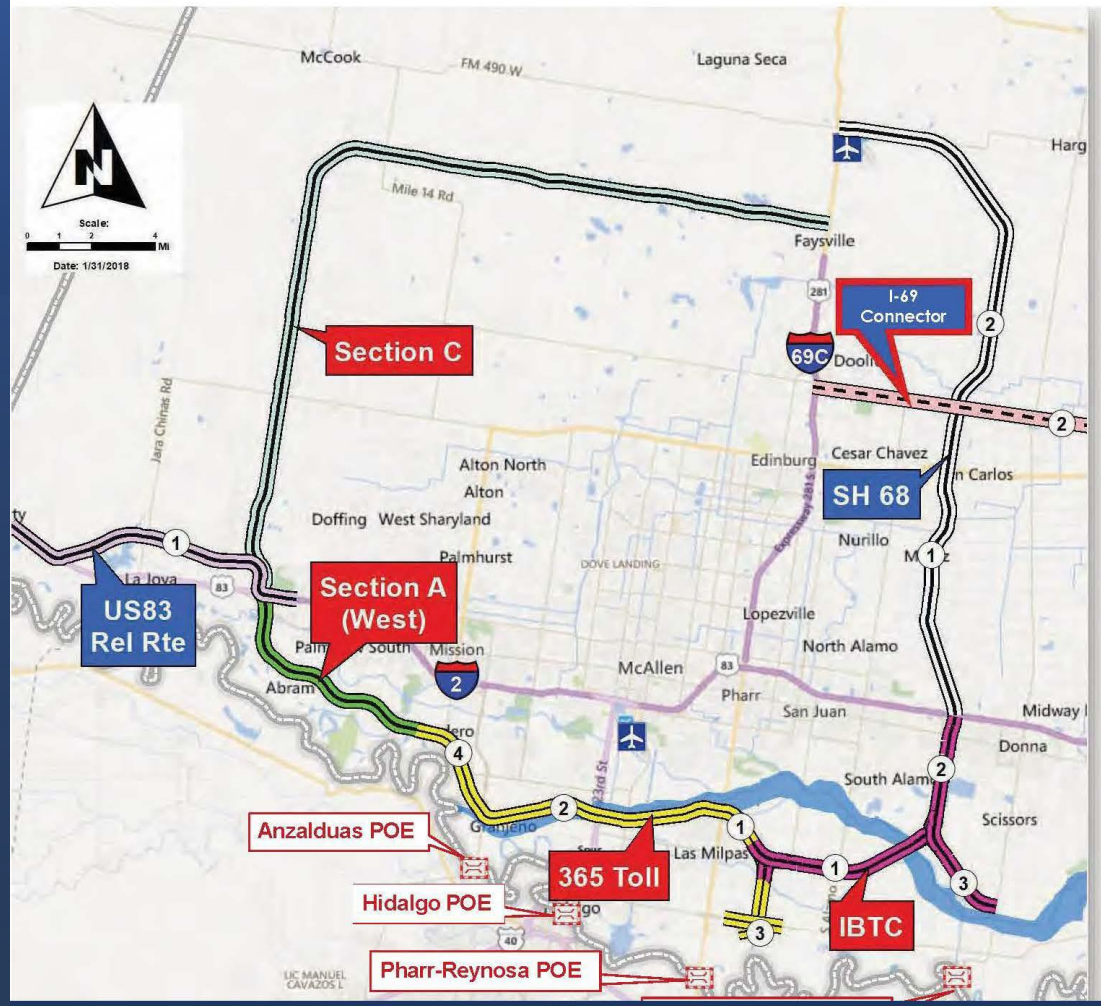
www.hcrma.net

Report on HCRMA Program Management Activities
Chief Construction Engineer – Ramon Navarro IV, PE, CFM

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

MISSION STATEMENT:

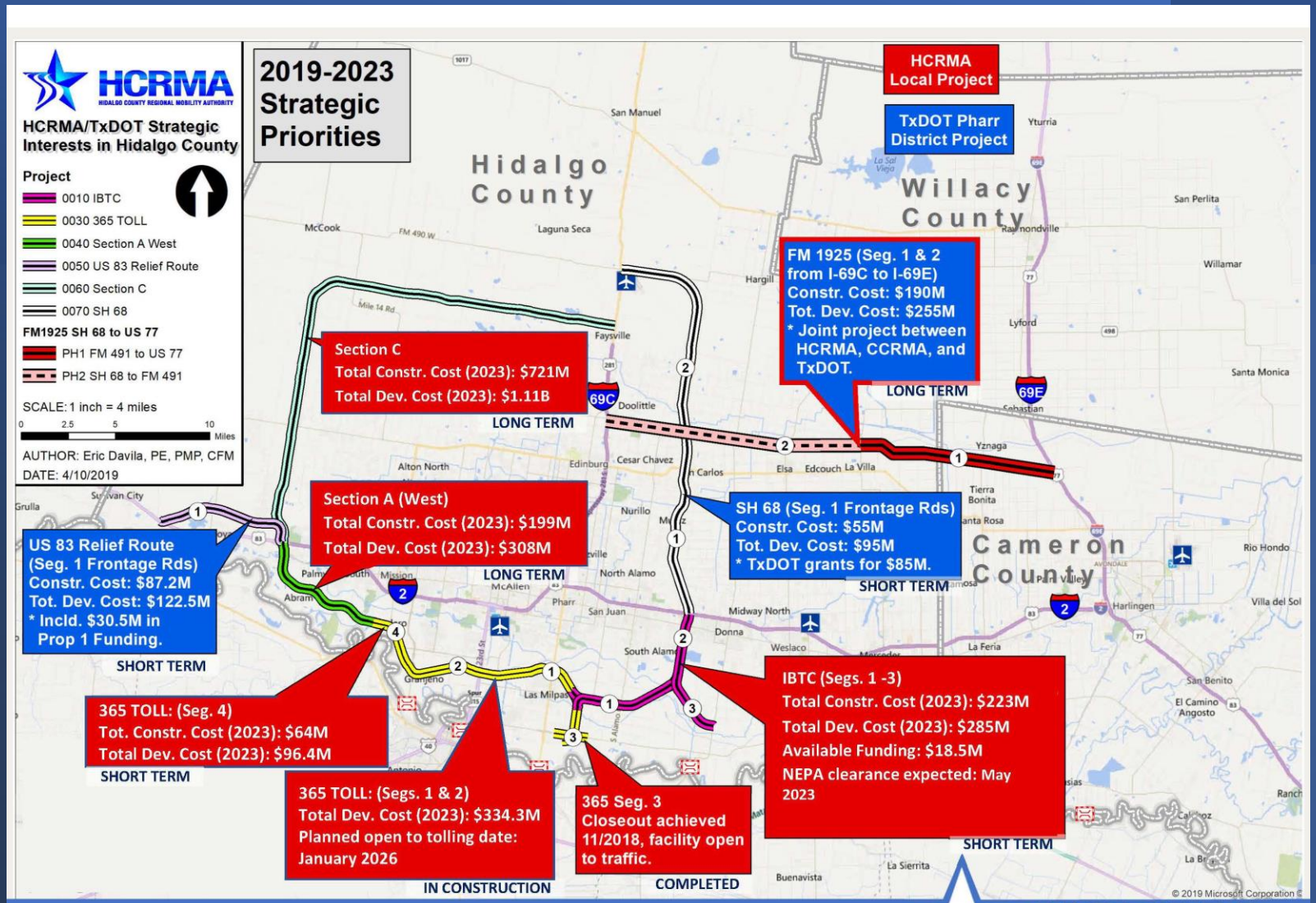
" To provide our customers with a rapid and reliable alternative for the safe and efficient movement of people, goods and services"



HCRMA
STRATEGIC PLAN

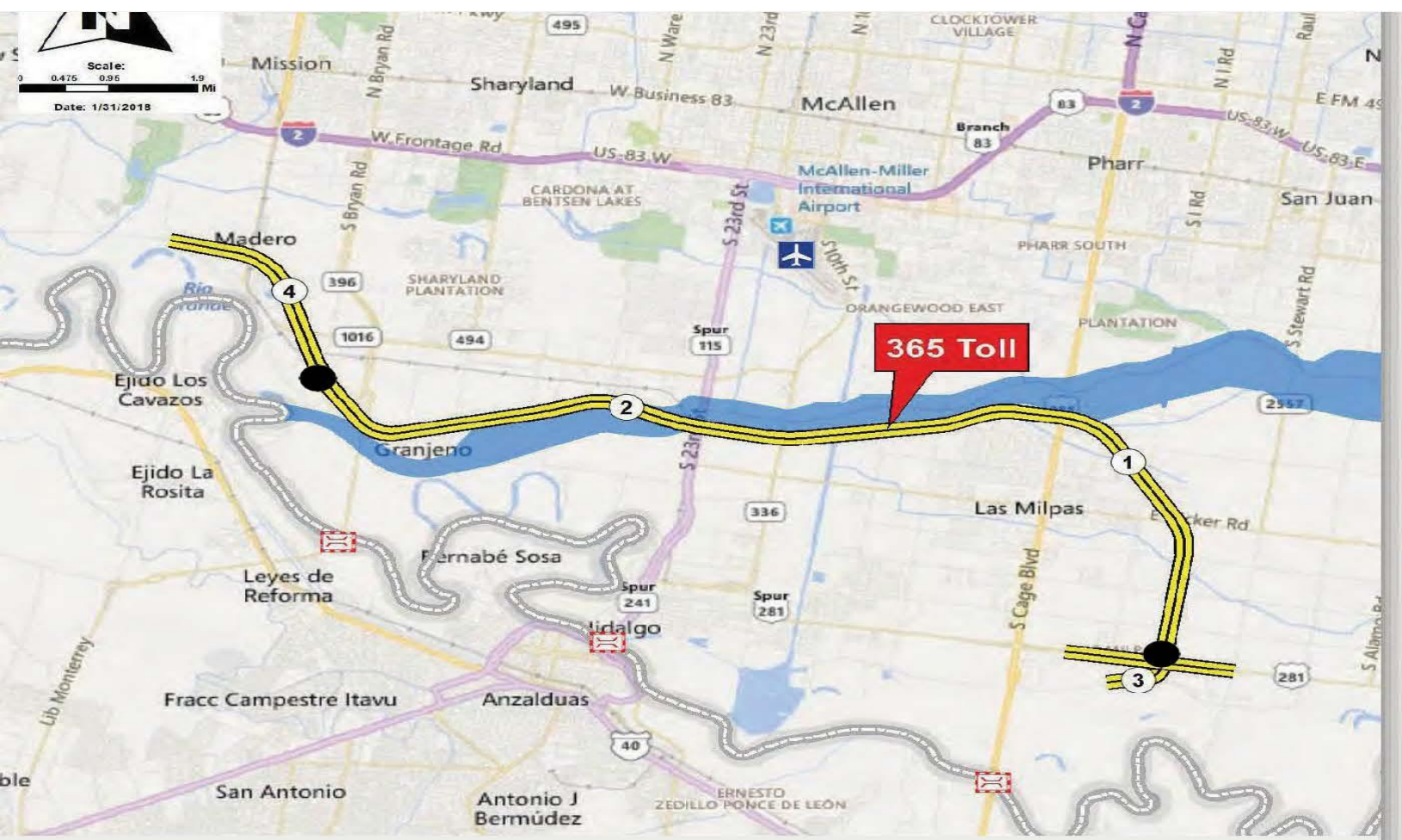
DEVELOP THE INFRASTRUCTURE TO SERVE A POPULATION OF APPROXIMATELY 800,000 RESIDENTS AND 5 INTERNATIONAL PORTS OF ENTRY

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY



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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

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HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY



365 TOLLWAY COLLECTION SYSTEM INSTALLATION, INTEGRATION, and MAINTENANCE PROJECT

SEPTEMBER 8, 2022 Request for Proposals was released.

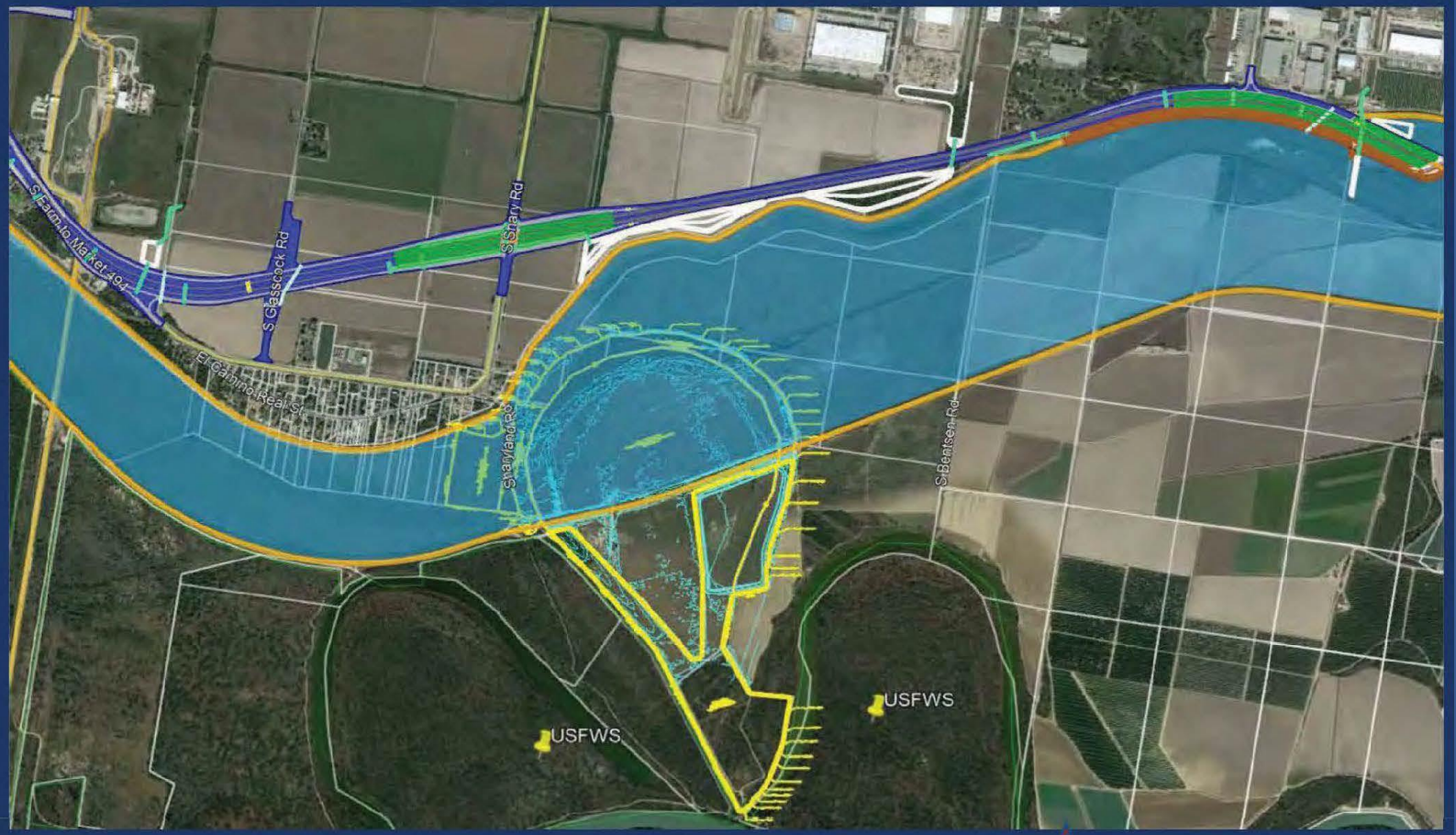
OCTOBER 3, 2022 Mandatory Pre-bid meeting was conducted with In-Person or Virtual Attendance option

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

WETLAND MITIGATION SITE



www.hcrma.net

HCRMA

HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY



The HCRMA 365 Tollway will be a 12.2 mile tolled facility inclusive of thirteen (13) grade-separated interchanges and nine (9) roadway bridge structures (UPRR/IBC levee relocations) and roadway work. The Project will consist of grading, cement treated flexible base, lime treated subgrade, retaining walls, drainage, irrigation structures, traffic signals, illumination, signing, pavement markings, toll gantries & tolling equipment and electrical



HCRMA
365 Tollway



Questions of Comments About the Project?

Contact Pulice

9100 W. Sam Houston Pkwy S
Houston, TX 77099
281-509-2363
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	3,584,115 CY
Lime Treatment (Existing Material)	1,456,650 SY
Concrete Pavement	614,676 SY
Pre-Stressed Concrete Pilings	9,668 LF
Cast Shafts	11,681 LF
Reinforced Concrete Slabs	448,642 SF
Retaining (MSE) Wall	469,368 SF
Concrete Girders	52,124 LF
Concrete Rail	85,458 LF
Drainage (RCD & RCP)	49,217 LF



Major
Project Components

Production and Performance

To meet scheduled deadlines, working days will be seven days a week (including holidays, with the exception of New Year's Day, Christmas Day, Labor Day, Thanksgiving Day, and following Friday), and Christmas Eve and Christmas Day, regardless of weather conditions, material availability or other conditions will be the end of the week.

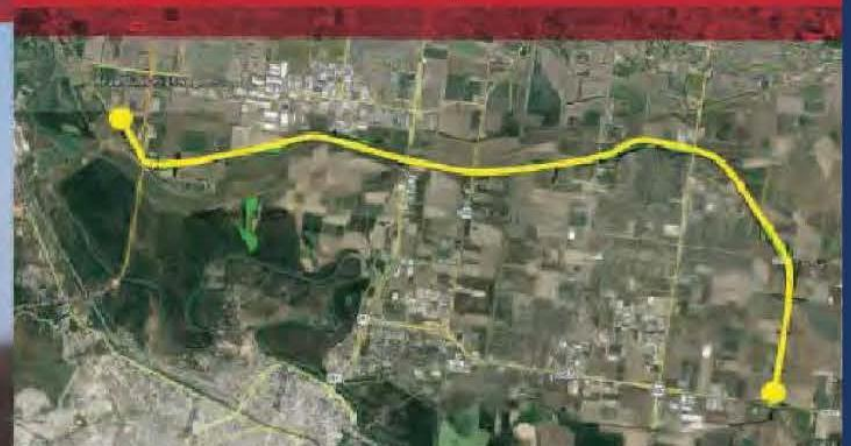
Community Key Issues/Concerns

Facilitating safety and efficiency to the public is the primary concern with Pulice. Maintenance and protection of public traffic will be a result of staff progress meetings and any issues and concerns will be addressed.

Environmental

Protecting the environment is a top priority with this team. Storm Water Pollution Prevention Plan (SWPPP) and cleaning and recycling concrete don't have to end with the finished product every month.





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.

PROJECT PRODUCTION

- CAPTURING VECP PACKETS
  - 2/8/23 VECP Team met, exchanged concepts, formats
  - 3/8/23 VECP meeting formal report submitted
  - 4/20/23 VECP concepts completed and negotiations underway
  - 7/07/23 New revised baseline schedule
  - 7/10/23 CO#5 terms and conditions
- FORMAL SUBMITTALS, REVIEW OF DOCUMENTS
  - RFIs 88
  - SUBMITTALS 95
- TESTING [Soils/Concrete]
  - Levees / embankment /
  - Drill Shafts / Bents
- ENVIRONMENTAL JUSTICES [SW3Ps]
- EMBANKMENT Shary / SH336 / SP115 / Highline/ McColl
- UNDERGROUND WORK Storm Sewer / Irrigation structures [Sta. 650+00 to 805+00 west end]
- Bridge Substructure Shary / Floodway / McColl / Canal Bridge / Highline
- RETAINING WALLS Highline / Anaya

Hidalgo County Regional Mobility Authority

Project Status

365 TOLL PROJECT CSJ:0921-02-368

Project General Information

Description	GREENFIELD PROJECT, PRINCIPAL ARTERIAL, CONTROLLED ACCESS HIGHWAY, TOLL IMPROVEMENT, CSJ: 0921-02-368
Project Manager	Ramon Navarro, IV., P.E.
Managing Office	HCRMA Construction Department
Prime Contractor	PULICE CONSTRUCTION, INC. 8660 E. Hartford Drive, Suite 305 Scottsdale, AZ 85255
Project Subcontractors	A.H. BECK FOUNDATION CO, INC. CERTIFIED PLACERS, LLC. HIGHWAY BARRICADES & SERVICES, LLC IOC COMPANY, LLC IZAGUIRE CONSTRUCTION L&R PRECAST CONCRETE WORKS, INC. RIO GRANDE REBAR RODBUSTERS, LLC SCOTT DERR PAINTING COMPANY, LLC SICE, INC. Southwest Road & Safety Contractors, Ltd. TEXAS HIGHWAY SYSTEMS, INC. TEXAS ICON CONSTRUCTION, LLC. Texas Sterling Construction dba RDI Foundation Drilling US-MENARD, INC.
Notice to Proceed Date	02/15/2022
Construction Start Date	03/17/2022
Work Completion Date	09/22/2025

Project Financials

Awarded Project Amount	$295,932,420.25
Authorized Project Amount	$258,093,554.21
Amount Paid To Date	$68,648,198.18

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

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

Payments

End Date	Status	Payment	To Date	% Complete	No.
07/15/2023	Pending	$2,803,225.26	$71,451,423.44	23.8%	16
06/15/2023	Paid	$2,402,150.75	$68,648,198.18	22.9%	15
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 16** payments

infotech

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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
$68,648,198.18

23% of your **Awarded** $295,932,420.25

27% of your **Authorized** $258,093,554.21

100% of your **Approved Payments** $68,648,198.18

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: 492 Days — Time Remaining: 772 Days
39%

Amount Posted: $61,940,958.19 — Awarded Amount: $295,932,420.25
21%

Amount Posted: $61,940,958.19 — Authorized Amount: $258,093,554.21
24%

Total Retainage

Retainage Released

Liquidated Damages





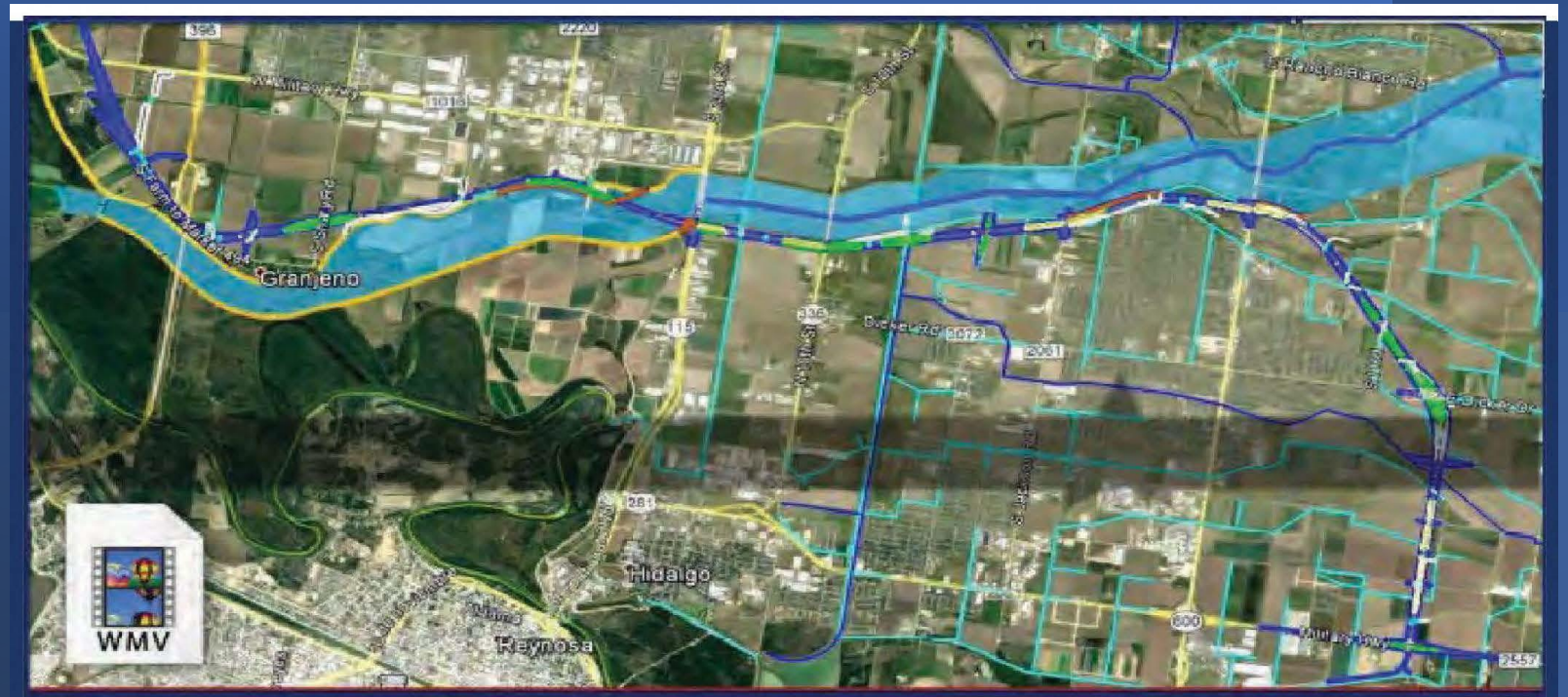



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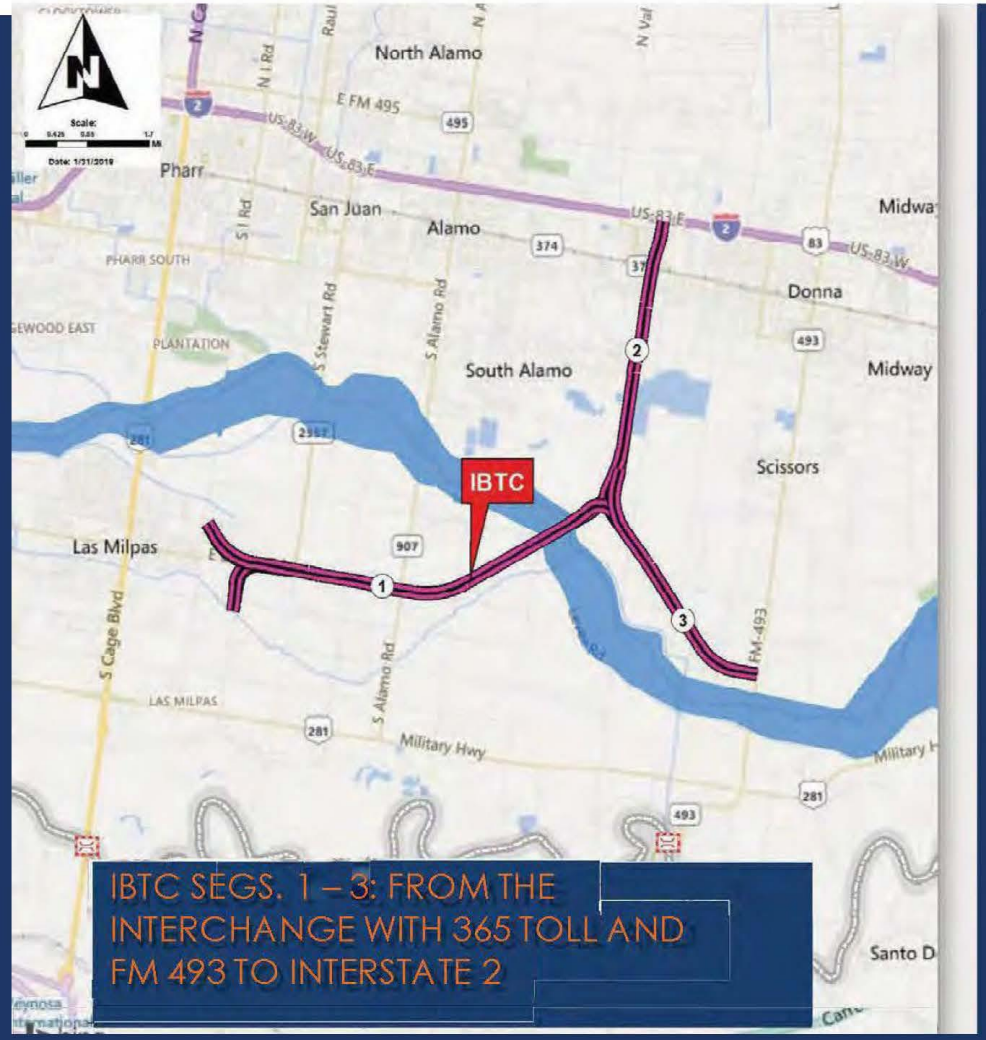






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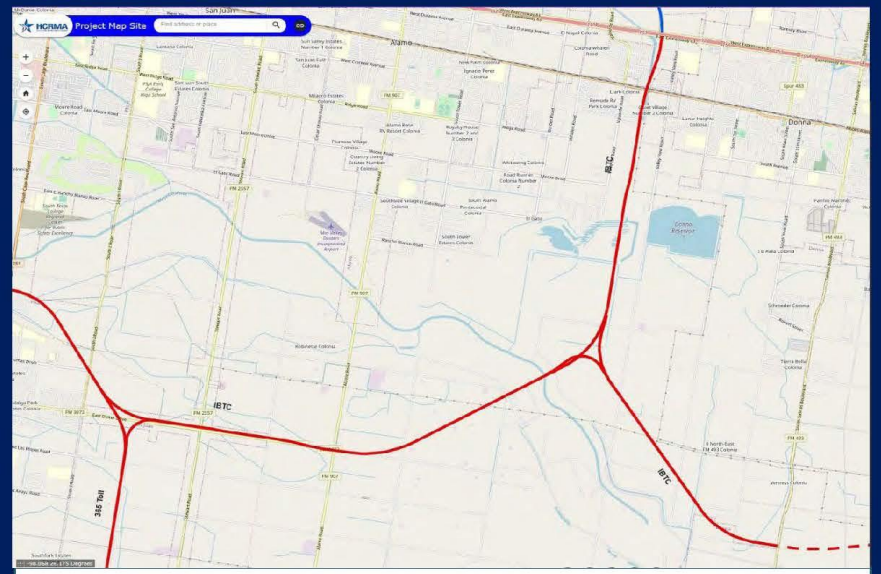
IBTC

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.

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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
- $150,000,000 funding allocation recommended to TTC

1. **Environmental: 99%**
2. **Preliminary Engineering: 75%**
3. **ROW & Utilities: 60%**
   63 of 186 parcels acquired
4. **Design: 65%**
5. **Funding: 89%** $188,000,000 / $211,442,110
   HCRMA IBTC - 0921-02-142 – FY 2026
   – Revising Costs and Funding (PE, ROW, C, CE)
   – Pending FC

CITIES CONTRIBUTIONS

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

Fiscal Year	City	Amount Received	
2014	Edinburg	$ 25,000.00	
2014	Alamo	15,000.00	
2014	Donna	12,500.00	
2014	Donna	12,500.00	
2014	Pharr	25,000.00	
2014	San Juan	15,000.00	
	Subtotal		**$ 105,000.00**
2015	Edinburg	$ -	
2015	Alamo	15,000.00	
2015	Donna	-	
2015	Pharr	25,000.00	
2015	San Juan	-	
	Subtotal		**$ 40,000.00**
2016	Edinburg	$ -	
2016	Alamo	15,000.00	
2016	Donna	12,500.00	
2016	Donna	12,500.00	
2016	Pharr	25,000.00	
2016	San Juan	15,000.00	
	Subtotal		**$ 80,000.00**
2017	Edinburg	$ 25,000.00	
2017	Alamo	15,000.00	
2017	Donna	0.00	
2017	Pharr	25,000.00	
2017	San Juan	15,000.00	
	Subtotal		**$ 80,000.00**
2018	Edinburg	$ -	
2018	Alamo	15,000.00	
2018	Donna	25,000.00	
2018	Pharr	0.00	
2018	San Juan	15,000.00	
	Subtotal		**$ 55,000.00**
2019	Edinburg	$ 25,000.00	
2019	Alamo	15,000.00	
2019	Donna	0.00	
2019	Pharr	25,000.00	
2019	San Juan	15,000.00	
	Subtotal		**$ 80,000.00**
2020	Edinburg	$ 25,000.00	
2020	Alamo	15,000.00	
2020	Donna	25,000.00	
2020	Pharr	25,000.00	
2020	San Juan	15,000.00	
	Subtotal		**$ 105,000.00**
2021	Edinburg	$ 25,000.00	
2021	Alamo	0.00	
2021	Donna	25,000.00	
2021	Pharr	25,000.00	
2021	San Juan	15,000.00	
	Subtotal		**$ 90,000.00**
2022	Edinburg	$ 25,000.00	
2022	Alamo	15,000.00	
2022	Donna	0.00	
2022	Pharr	25,000.00	
2022	San Juan	15,000.00	
	Subtotal		**$ 80,000.00**
	Total		**$ 715,000.00**

ADVANCE PLANNING

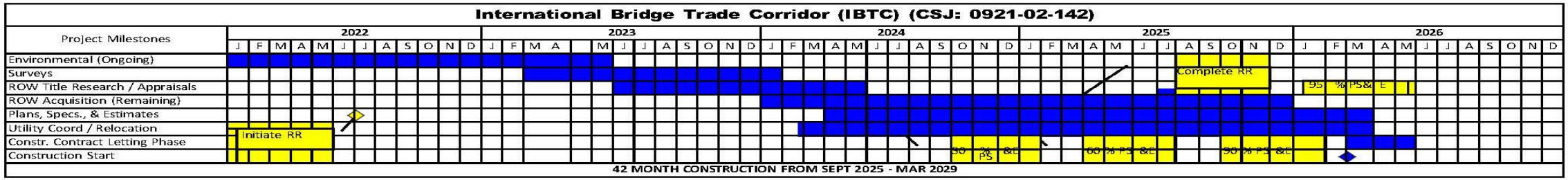
IBTC

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.
- June 2023, $150,000,000 TxDOT funding was recommended by TX Governor to TTC

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.
- Environmental Document accepted and NOA [notice of availability] has been posted



	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

365 Tollway/FM 3072 Interchange to Valley View Interchange

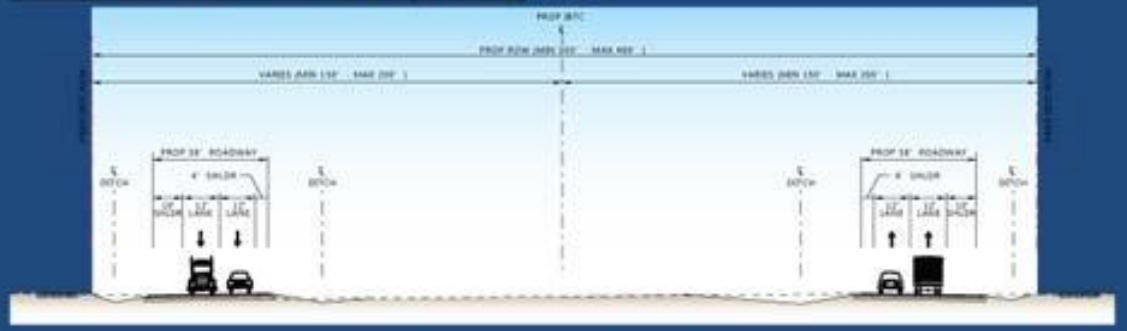
West Leg



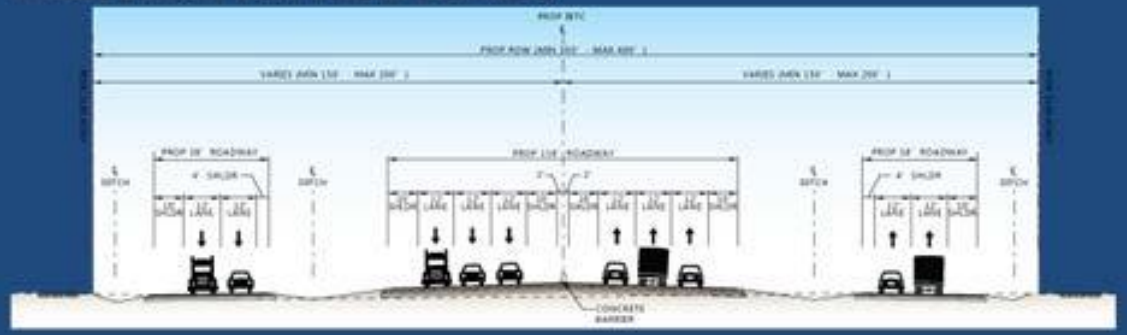
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TYPICAL SECTION: WEST PHASE I (INTERIM)



TYPICAL SECTION: WEST PHASE II (ULTIMATE)



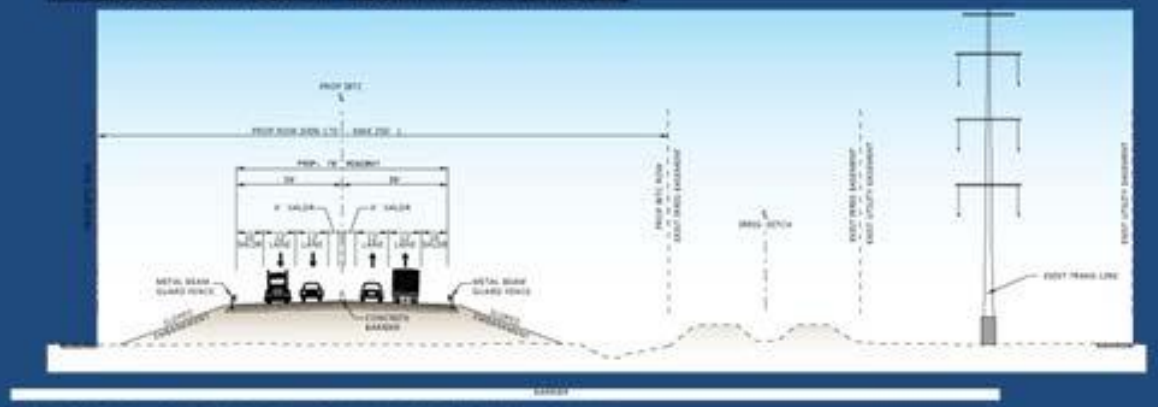
North Leg: Valley View Interchange to IH-2



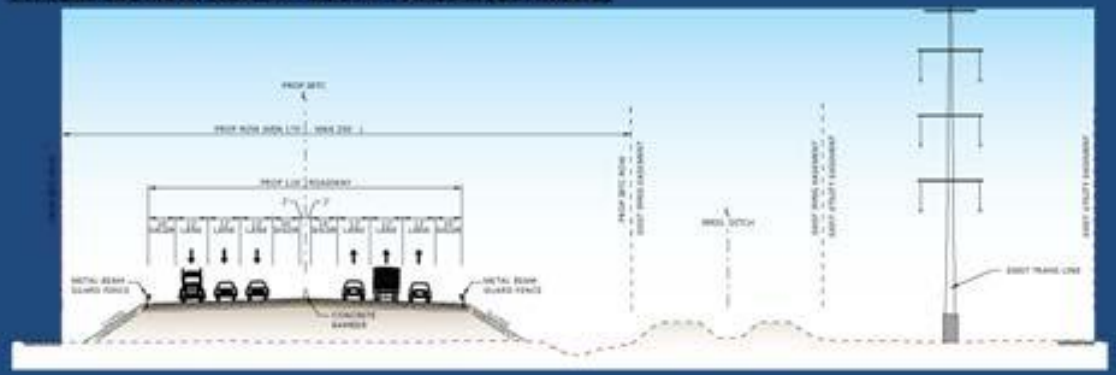
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HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

TYPICAL SECTION: NORTH - SOUTH PHASE I (INTERIM)



TYPICAL SECTION: NORTH - SOUTH PHASE II (ULTIMATE)



Valley View Interchange to FM 493

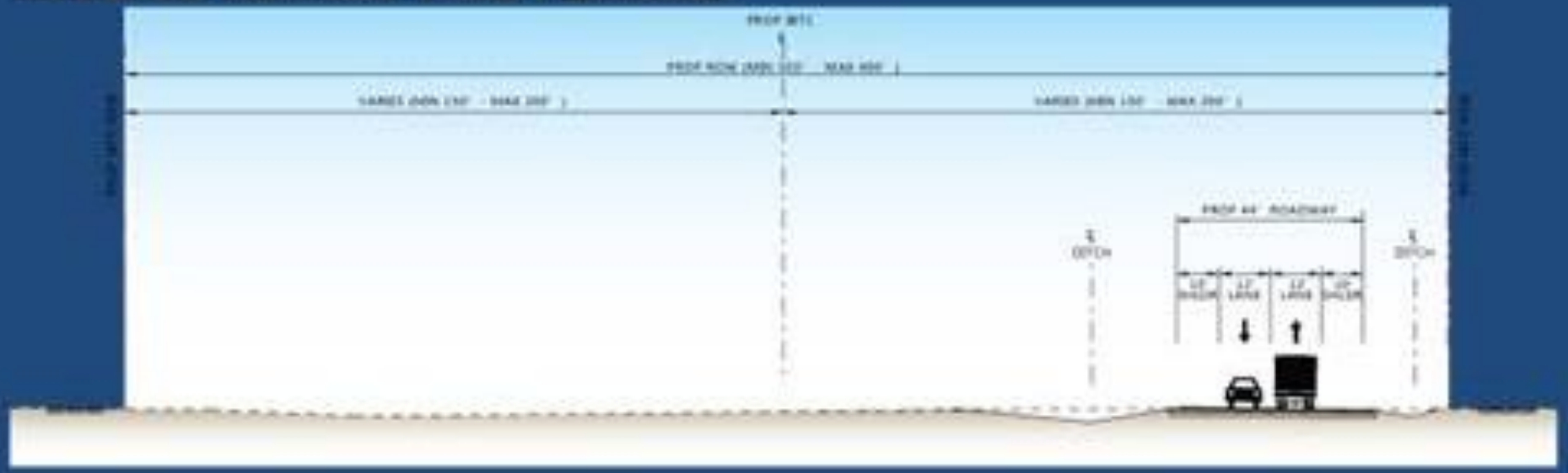


East Leg

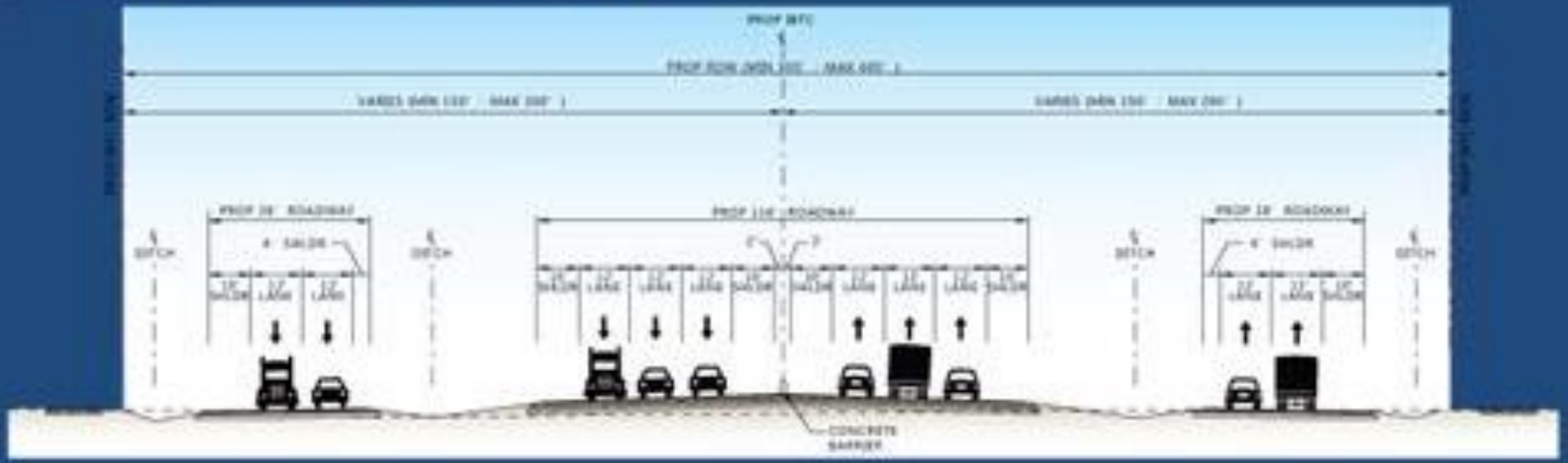
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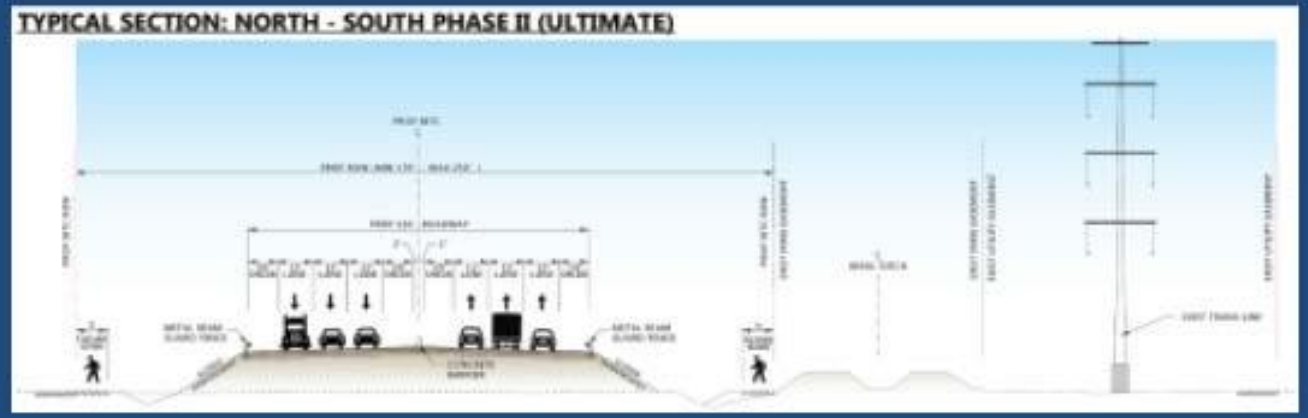
TYPICAL SECTION: EAST PHASE I (INTERIM)

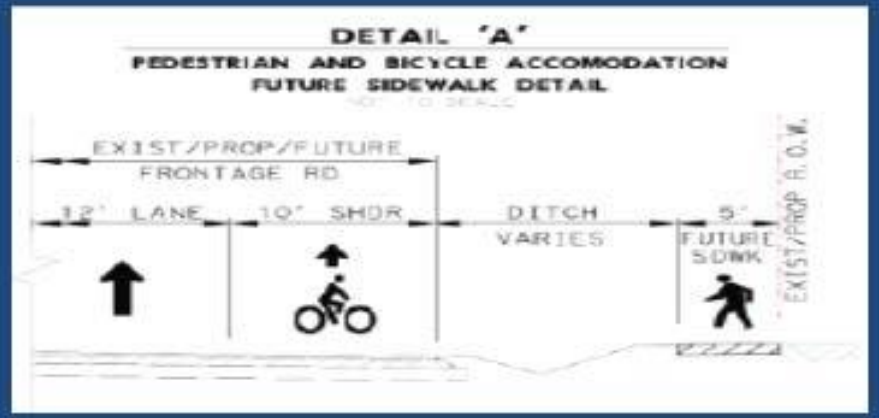


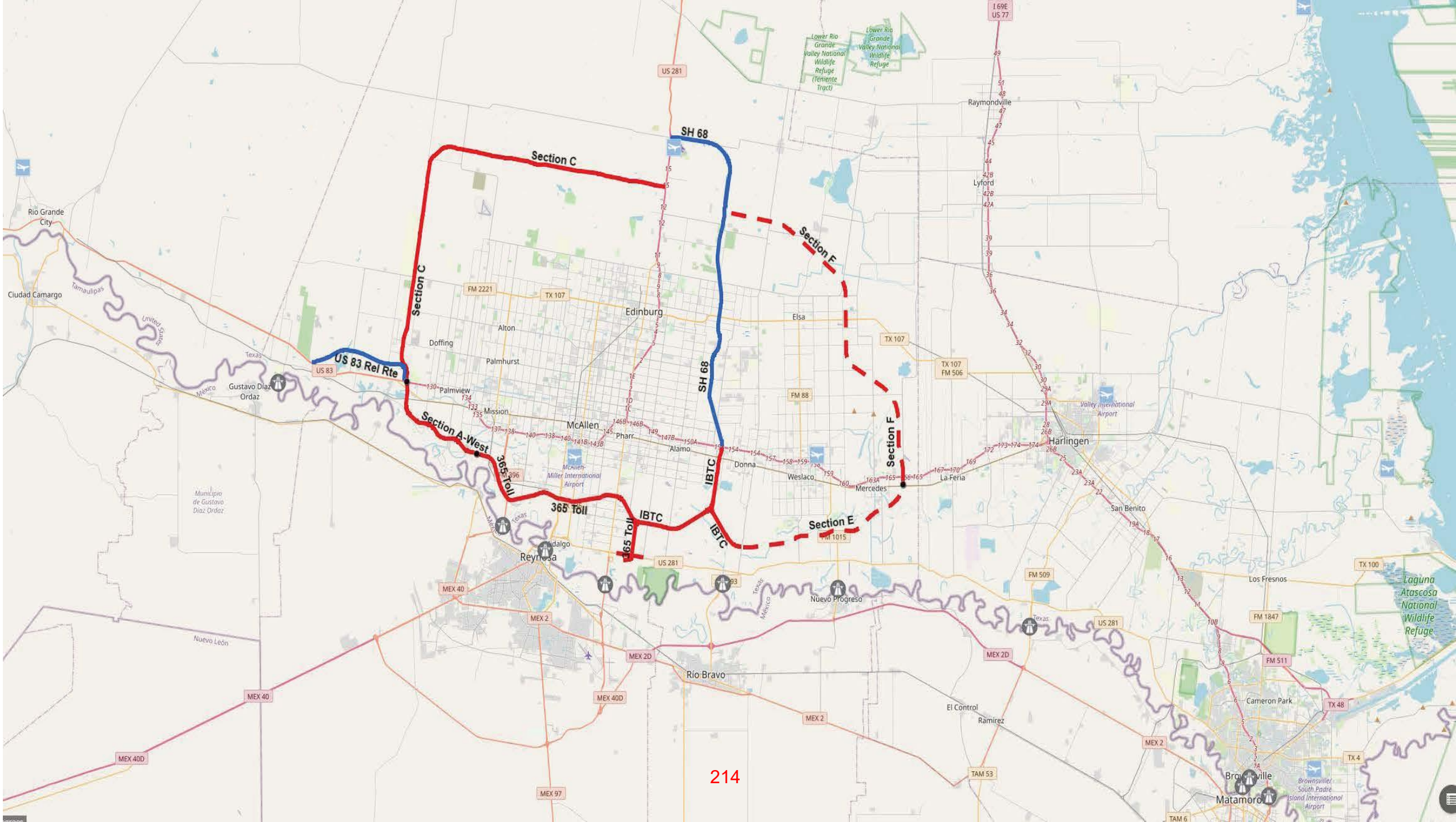
TYPICAL SECTION: EAST PHASE II (ULTIMATE)

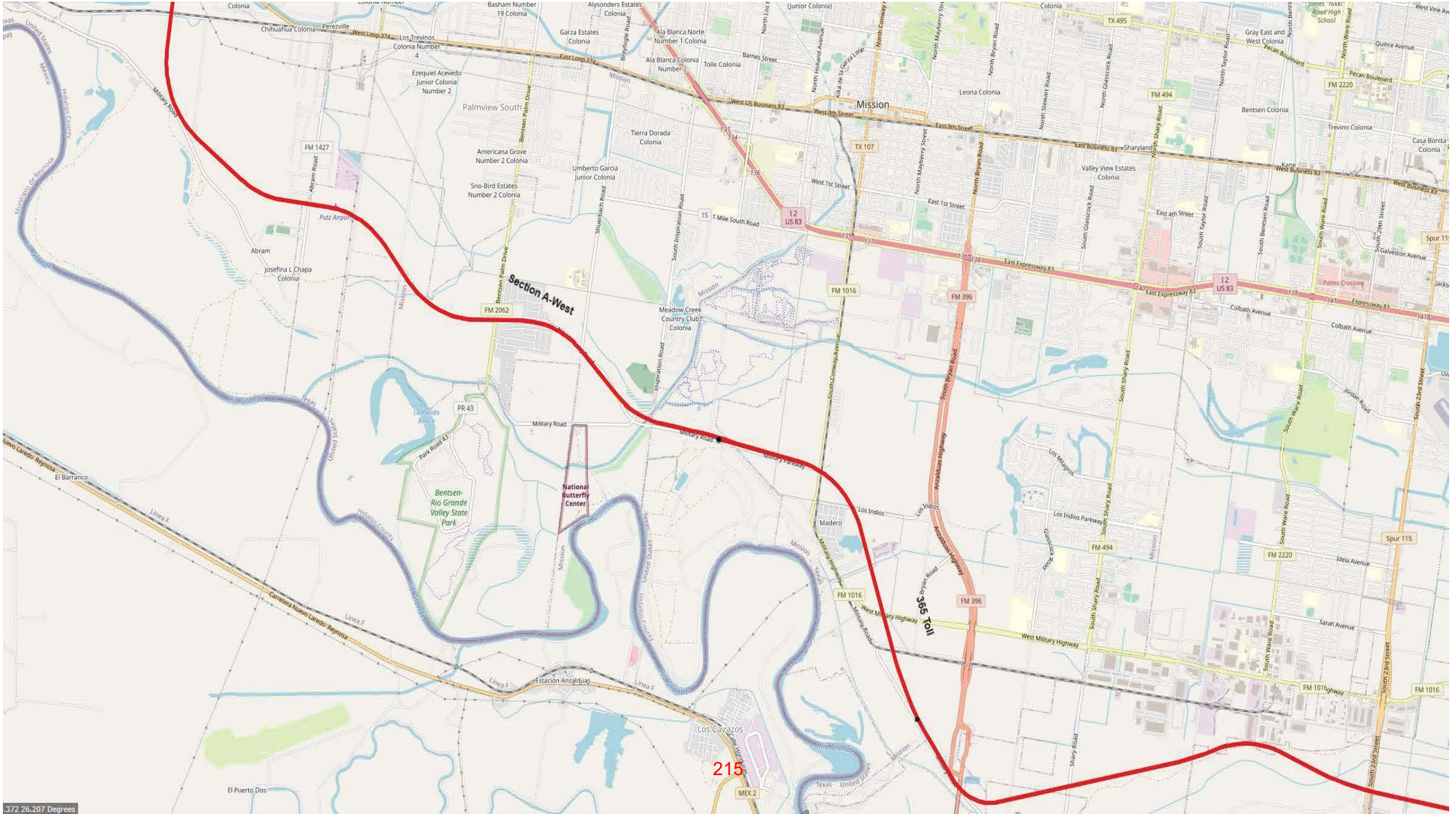


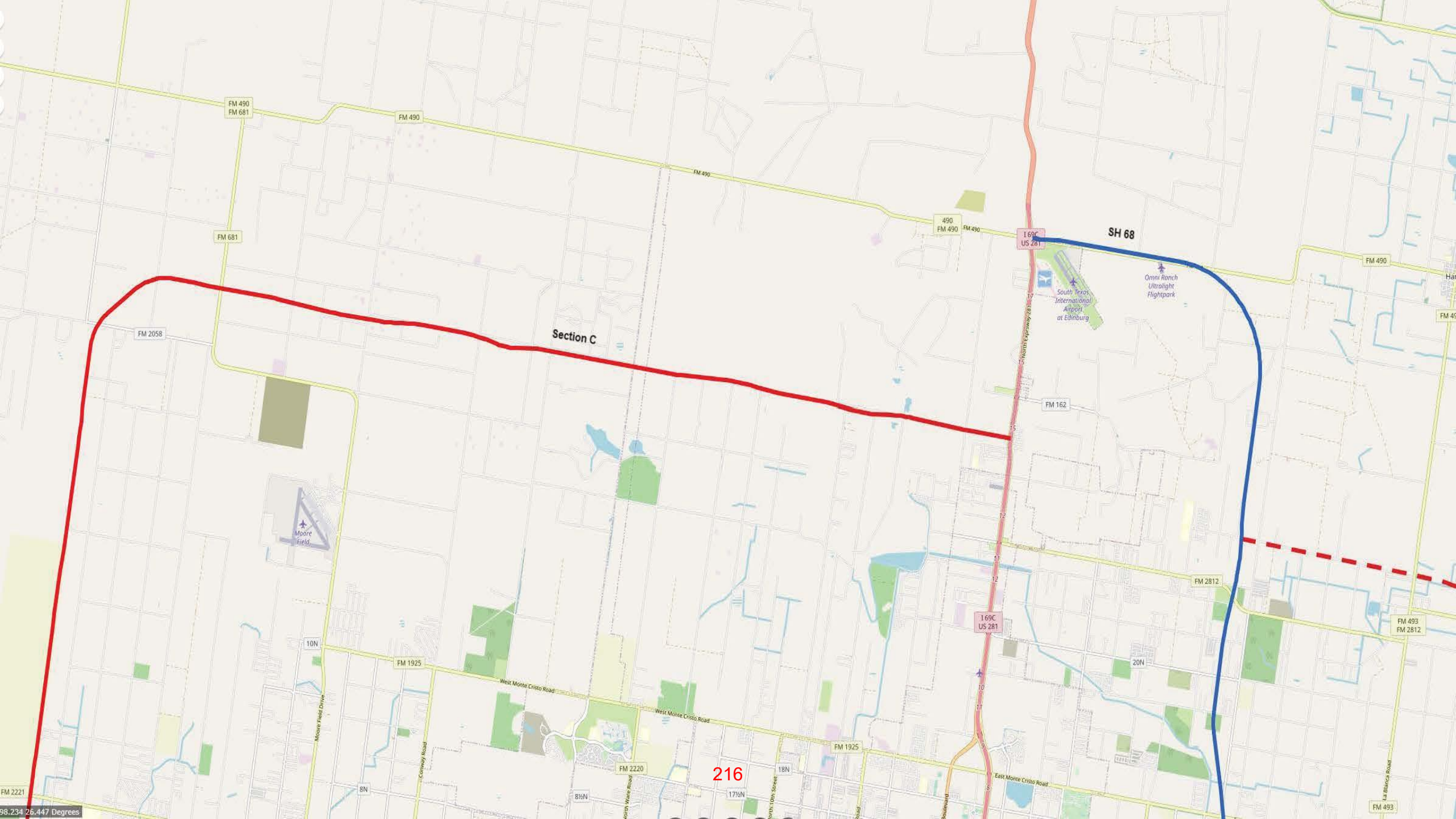
TYPICAL SECTION: NORTH - SOUTH PHASE II (ULTIMATE)






Section C
SH 68
Section F
US 83 Rel Rte
Section A-West
365 Toll
IBTC
Section E
Rio Grande City
Ciudad Camargo
Gustavo Diaz Ordaz
Edinburg
Alton
Doffing
Palmhurst
Palmview
Mission
McAllen
Pharr
Alamo
Donna
Weslaco
Mercedes
La Feria
Harlingen
San Benito
Los Fresnos
Raymondville
Lyford
Elsa
Reynosa
Nuevo Progreso
Río Bravo
El Control
Ramirez
Cameron Park
Brownsville
Matamoros
Laguna Atascosa National Wildlife Refuge
Lower Rio Grande Valley National Wildlife Refuge
Lower Rio Grande Valley National Wildlife Refuge (Teniente Tract)
McAllen-Miller International Airport
Valley International Airport
Brownsville/South Padre Island International Airport
Municipio de Gustavo Díaz Ordaz
Tamaulipas
Nuevo León
US 281
TX 107
FM 2221
FM 88
TX 107 FM 506
FM 1015
FM 509
FM 1847
FM 511
TX 100
TX 48
TX 4
US 83
MEX 40
MEX 2
MEX 2D
MEX 40D
MEX 97
TAM 53
TAM 6


Section A-West
Mission
Palmview South
Abram
Madero
Los Cavazos
Bentsen-Rio Grande Valley State Park
National Butterfly Center
365 Toll
215
Military Road
Military Parkway
West Military Highway
East Expressway 83
West Business 83
East Business 83
West US Business 83
West 9th Street
East 9th Street
West 1st Street
East 1st Street
East 4th Street
T. Mike South Road
Bentsen Palm Drive
Inspiration Road
South Conway Avenue
South Bryan Road
North Bryan Road
Anzalduas Highway
South Shary Road
South Ware Road
Los Indios
Los Indios Parkway
Colbath Avenue
Jordan Road
Sarah Avenue
Idela Avenue
Pecan Boulevard
Quince Avenue
Galveston Avenue
Expressway 83
Palms Crossing
Valley View Estates Colonia
Leona Colonia
Bentsen Colonia
Trevino Colonia
Casa Bonita Colonia
Tierra Dorada Colonia
Americana Grove Number 2 Colonia
Sno-Bird Estates Number 2 Colonia
Umberto Garcia Junior Colonia
Meadow Creek Country Club Colonia
Josefina L Chapa Colonia
Ezequiel Acevedo Junior Colonia Number 2
Chihuahua Colonia
Perezville
Los Trevinos Colonia Number 4
Garza Estates Colonia
Ala Blanca Norte Number 1 Colonia
Ala Blanca Colonia Number 2
Tolle Colonia
Alysonders Estates Colonia
Basham Number 19 Colonia
(Junior Colonia)
Gray East and West Colonia
James "Nikki" Rowe High School
Carretera Nuevo Laredo-Reynosa
Linea F
Estación Anzalduas
El Barranco
El Puerto Dos
Calle Hornitos
MEX 2
Putz Airport
Abram Road
Shuerbach Road
Barnes Street
Breyfogle Road
Kika de la Garza Loop
North Holland Avenue
North Conway Avenue
North Mayberry Street
North Taylor Road
North Glasscock Road
North Stewart Road
North Ware Road
South Glasscock Road
South Taylor Road
South Bentsen Road
South 29th Street
South 23rd Street
Shary Road
Glasscock Road
Park Road 43
PR 43
La Parida Banco
Rio Grande
Texas
United States
Mexico
Hidalgo County
Municipio de Reynosa
FM 1427
FM 2062
FM 1016
FM 396
FM 494
FM 2220
TX 107
TX 495
I 2 US 83
1S
Spur 115
Spur 11
.372 26.207 Degrees


FM 490
FM 681
FM 490
FM 490
490
FM 490
FM 490
I 69C
US 281
SH 68
FM 490
FM 681
FM 2058
Section C
South Texas International Airport at Edinburg
Omni Ranch Ultralight Flightpark
FM 162
FM 2812
I 69C
US 281
FM 493
FM 2812
Moore Field
10N
FM 1925
West Monte Cristo Road
West Monte Cristo Road
20N
FM 1925
FM 2220
18N
East Monte Cristo Road
8N
8½N
17½N
FM 2221
FM 493
216

HCRMA
HIDALGO COUNTY REGIONAL MOBILITY AUTHORITY

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

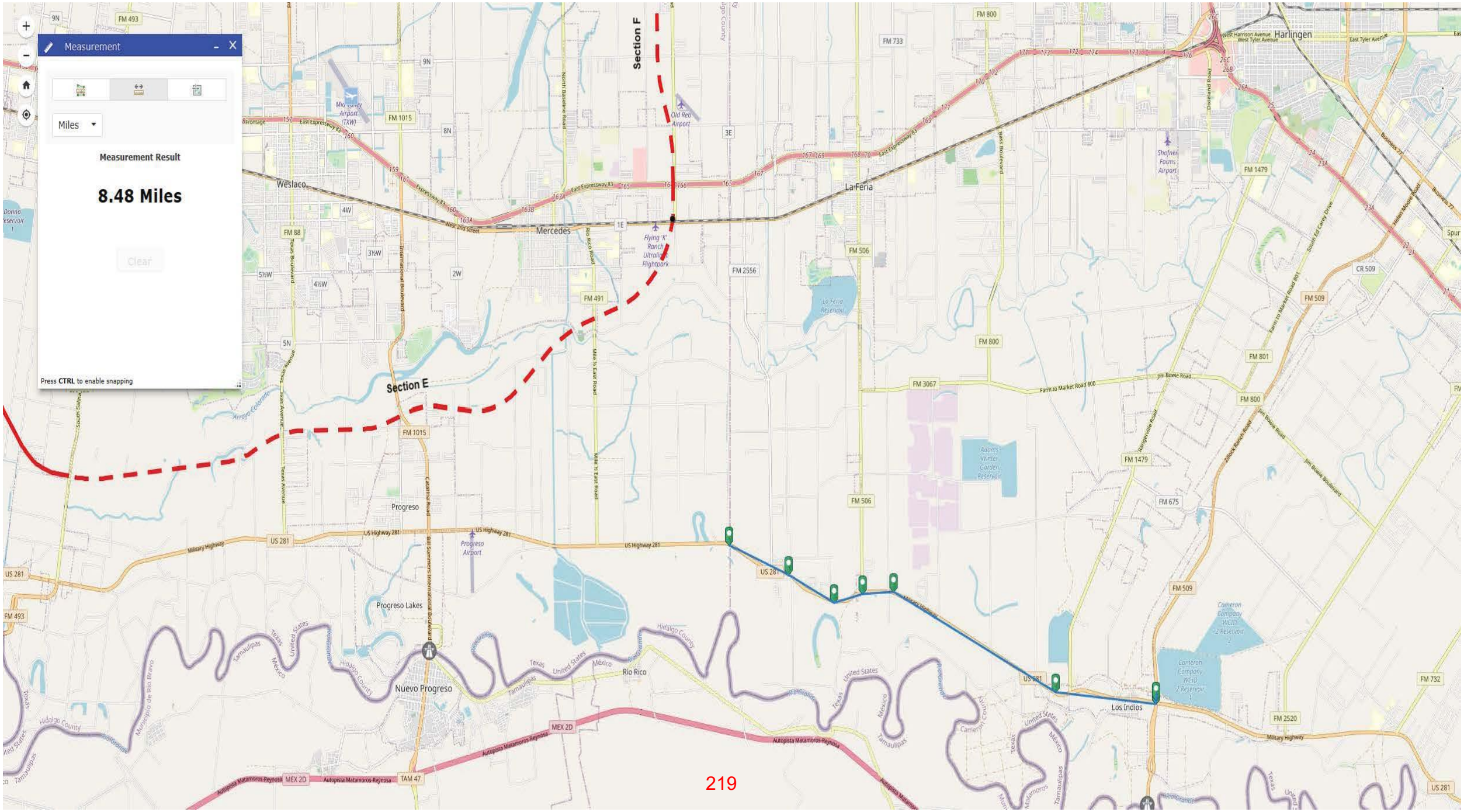
The Hidalgo County Regional Mobility Authority (HCRMA) administers the Hidalgo County overweight corridor and facilitates the Hidalgo County Specialized Overweight Permits that allow for the movement of overweight vehicles carrying cargo on the following roads:

- (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




Measurement
Miles
Measurement Result
8.48 Miles
Clear
Press CTRL to enable snapping
Section F
Section E
Weslaco
Mercedes
La Feria
Harlingen
Progreso
Progreso Lakes
Nuevo Progreso
Rio Rico
Los Indios
Old Reb Airport
Flying "K" Ranch Ultralight Flightpark
Progreso Airport
Shofner Farms Airport
La Feria Reservoir
Aubrey Winter Garden Reservoir
Cameron County WCID 2 Reservoir
FM 493
FM 1015
FM 88
FM 491
FM 2556
FM 506
FM 733
FM 800
FM 1479
FM 509
FM 801
FM 3067
FM 675
FM 2520
FM 732
CR 509
US 281
US Highway 281
East Expressway 83
Autopista Matamoros-Reynosa
MEX 2D
TAM 47
Military Highway
Jim Bowie Road
Farm to Market Road 800
Farm to Market Road 801
Rangerville Road
Zilock Ranch Road
Jim Bowie Boulevard
Texas Avenue
International Boulevard
Bill Summers International Boulevard
Rio Rico Road
Mile ½ East Road
North Baseline Road
Stars Boulevard
Dixieland Road
Business 77
Spur
Arroyo Colorado
South Expressway 83
West 2nd Street
West Harrison Avenue
West Tyler Avenue
East Tyler Avenue
Hidalgo County
Cameron County
Tamaulipas
Texas
United States
México
Municipio de Río Bravo

OVERWEIGHT REPORT FOR July 2023:
January 1, 2023- June 30, 2023

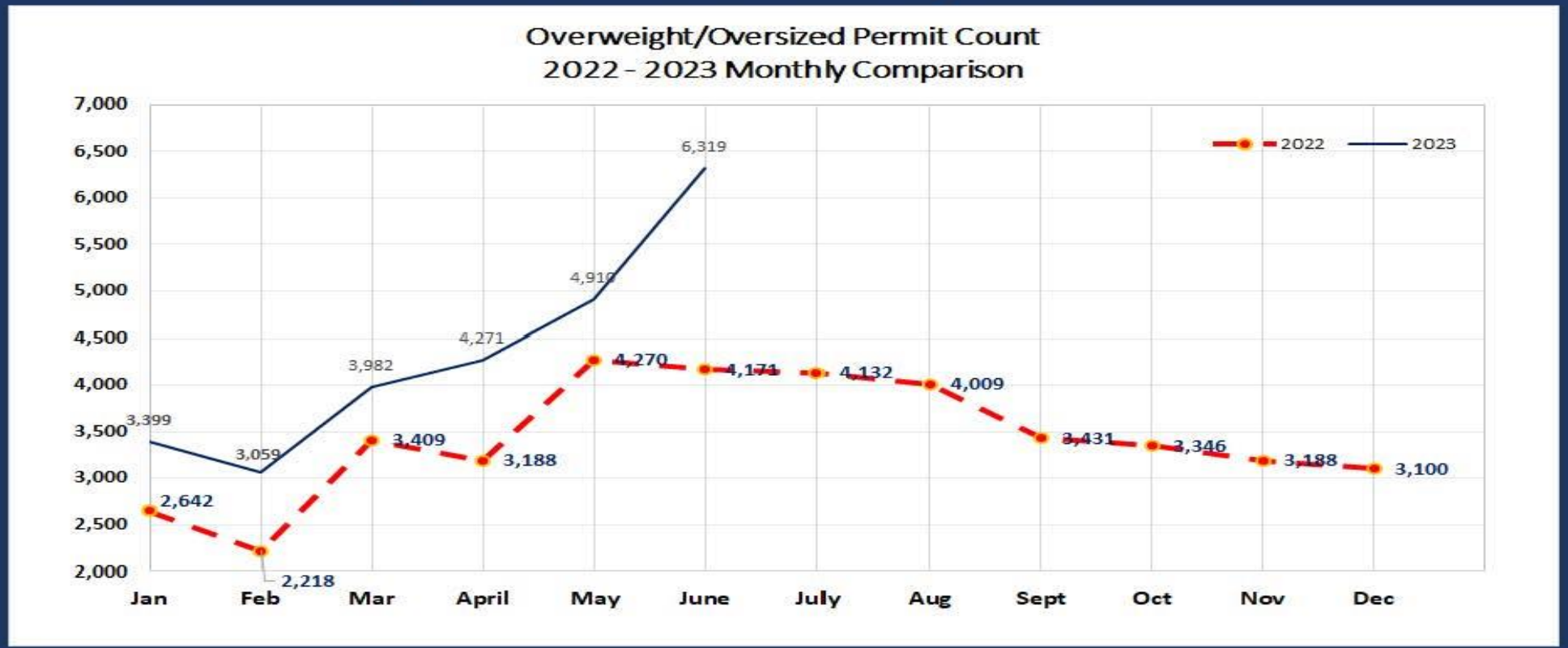
OW

Total Permits Issued:	**25,940**
Total Amount Collected:	**$5,297,506**
■ Convenience Fees:	$109,506
■ Total Permit Fees:	$5,188,000
– Pro Miles:	$ 77,820
– TxDOT:	$ 4,409,800
– HCRMA:	$ 700,380

Overweight Report for 2023:

January 1, 2023 – June 30, 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 6,319 represents a +51% (increase, 2,148) compared to the same month in 2022 (4,171).